

Transportation Improvement Program 2018-2021

**Project lists last updated: 12-31-17
See individual project lists for amendments**

Performance Measures updated 12-3-18

The FY 2018-2021 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. 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
3. Transportation Alternative Program – TAP
4. Railroad Crossing Safety Improvements- STP
5. Indiana Department of Transportation Projects
6. Locally Selected Projects (including FTA Section 5307, 5339, and 5340)
7. Highway Safety Improvement Program – HSIP
8. Congestion Mitigation and Air Quality Improvement Program - CMAQ

Upon selection by the Indiana Department of Transportation, projects from the above categories 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

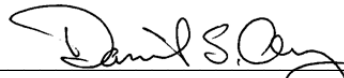
WHEREAS, the Urban Transportation Advisory Board is the policy body of the Fort Wayne - New Haven - Allen County Transportation Study pursuant to Indiana State statutes; and

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 May 2, 2017 endorsed the Fort Wayne - New Haven - Allen County Transportation Study Transportation Improvement Program for the Metropolitan Planning Area.



Daniel S. Avery

May 2, 2017

TABLE OF CONTENTS

Chapters

| | | |
|------------|--------------------------------------------------------------|----|
| I. | INTRODUCTION | 1 |
| II. | ORGANIZATION AND STUDY AREA | 3 |
| III. | TRANSPORTATION IMPROVEMENT UPDATE PROCESS | 8 |
| IV. | PERFORMANCE MEASURES & 2035 TRANSPORTATION PLAN | 22 |
| V. | FORECAST OF AVAILABLE FUNDS | 32 |
| VI. | TRANSIT PROJECTS AND FINANCIAL ANALYSIS | 39 |
| | TOTAL OPERATING EXPENSES AND OPERATING REVENUES | 39 |
| | CITILINK ACTUAL OPERATING REVENUES | 40 |
| | FUTURE PROJECTED OPERATING BUDGETS AND FORECASTED REVENUE | 40 |
| | PROJECTED FORMULA CAPITAL FUNDS | 41 |
| | SECTION 5310 PROJECTS | 42 |
| VII. | LOCAL HIGHWAY PROJECTS | 46 |
| VIII. | LOCAL TRANSIT PROJECTS | 57 |
| IX. | INDOT HIGHWAY PROJECTS | 63 |
| | GROUPED PROJECTS | 77 |
| X. | FY16 & FY17 STATUS REPORT | 80 |
| APPENDIX A | PUBLIC INVOLVEMENT | |
| APPENDIX B | PROJECT SELECTION PROCESS FORMS | |
| APPENDIX C | LONG RANGE PLAN – <i>PROJECT NUMBERS</i> | |
| APPENDIX D | SIDEWALK & CURB RAMP PROJECTS FOR 2017 | |
| APPENDIX E | NEWSPAPER ARTICLES | |
| APPENDIX F | GROUP PROJECT LISTS | |
| APPENDIX G | PERFORMANCE MEASURES ASSESSMENT REPORT | |

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
PM – Performance Measures
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 2018, 2019, 2020 and 2021) represent committed projects by local governments.

INDOT projects listed in this TIP includes projects for Fiscal Years 2018 through 2021.

II. ORGANIZATION AND STUDY AREA

II. ORGANIZATION AND STUDY AREA

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

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

The Metropolitan Planning Area (MPA) for the Fort Wayne - New Haven - Allen County Area Transportation Study is a portion of the NIRCC regional planning jurisdiction which encompasses an area of approximately 379.3 square miles within Allen County, 21.5 square miles in Whitley County, and 2.9 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
Chris Cloud - Allen County Commissioner Representative
Councilman Bob Armstrong - Allen County Council
Mayor Ted Ellis - City of Bluffton
Bill Hartman - Allen County Commissioner Representative
Mayor Tom Henry, represented by Pam Holocher - City of Fort Wayne
Mayor Terry McDonald - Allen County Commissioner Representative
Commissioner Donald Grogg - DeKalb County
Councilman Alan Middleton - DeKalb County Council
Gene Donaghy - Governor Appointee
Commissioner Kevin Woodward - Wells County
Councilman Todd Mahnensmith – Wells County Council
Commissioner Larry Macklin – Adams County
Councilman Dennis Bluhm – Adams County Council
Mayor Kenneth Meyer – 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
 - Judy Wire - Fort Wayne Plan Commission
- b. Four representatives from Allen County
 - Commissioner Nelson Peters - Allen County Commissioner
 - Dr. Eric Tippmann - Allen County Council
 - Bill Hartman - Allen County Highway Director
 - Renee Fishering - 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
- James Reitz - 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

Feasibility Subcommittee Members

- Fort Wayne Engineering – Kyle Winling (Chair)
- Fort Wayne Engineering – Patrick Zaharako
- Fort Wayne Community Development – Paul Spoelhof
- Allen County Highway Department – Brian Sechler
- Allen County Highway Department R/W – Jessica Chrisman
- Allen County Department of Planning Services – Michelle Wood
- New Haven Engineering – Keith Schlegel
- INDOT – Dana Plattner

Driveway Subcommittee Members

- Fort Wayne Engineering – Kyle Winling (Chair)
- Fort Wayne Engineering – Patrick Zaharako
- Fort Wayne Community Development – Paul Spoelhof
- Fort Wayne Right of Way – Nick Jarrell
- Allen County Highway Department – Brian Sechler
- Allen County Highway Department R/W – Jessica Chrisman
- Allen County Department of Planning Services – Michelle Wood
- New Haven Engineering – Keith Schlegel
- INDOT – Dana Plattner

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
- Dorothy Hagan – Fort Wayne Representative (Planning and Policy)
- Sherese Fortriede - Citilink Board Member
- Dave Burian - Deluxe Taxi (Private Sector Transportation Provider)
- Pat O'Brien – Excursions Trailways (Private Sector Transportation Provider)
- Kathy Baer - Turnstone Center, Consumer / Consumer Advocacy Representative
- Donnieka Woods – AIHS, Non-Profit / Paratransit Provider
- Lynne Gilmore – AWS Foundation, Consumer Advocacy Representative
- 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, Transit Office Manager
- Jason Casteel, 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

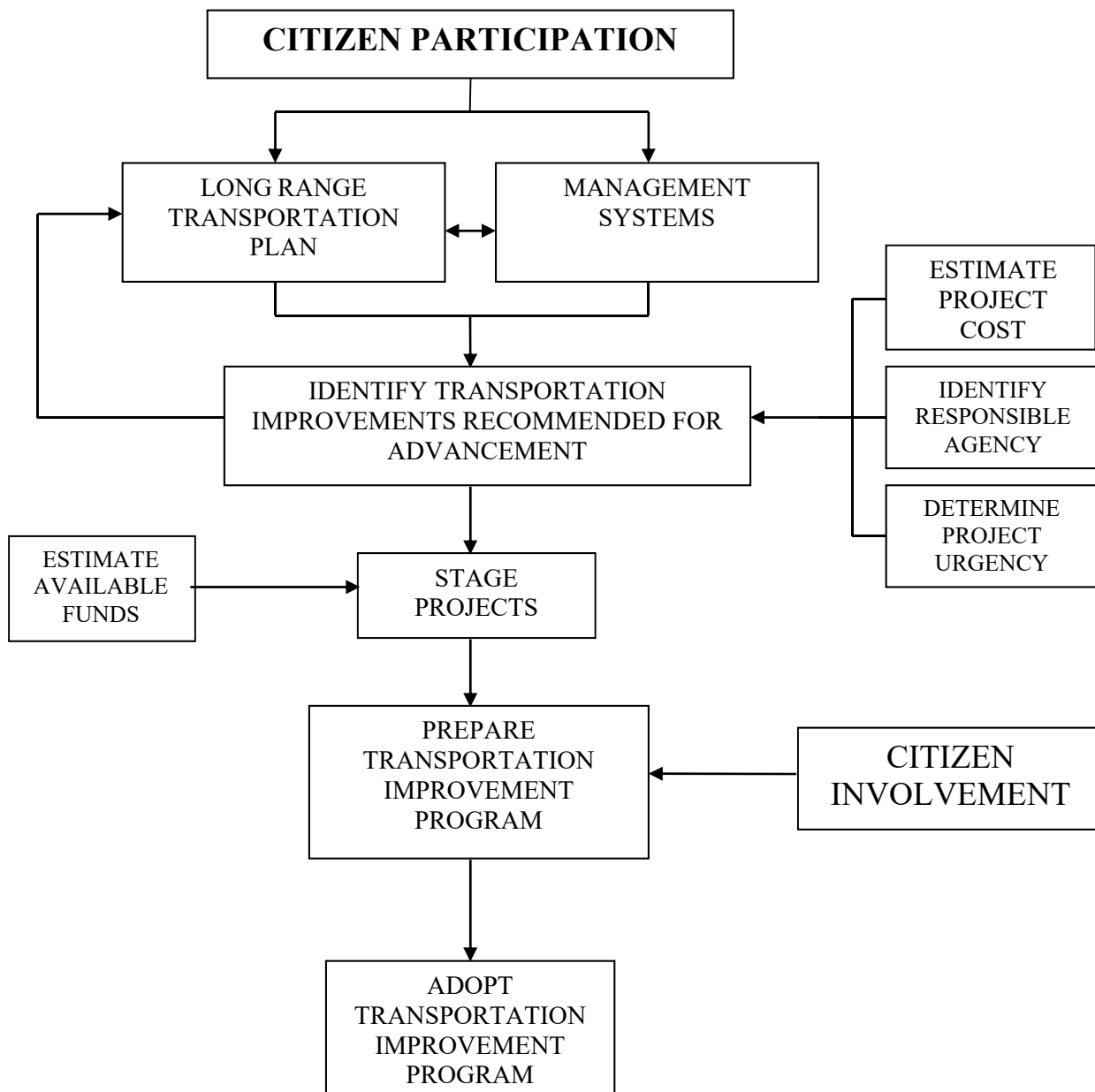
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 thirty 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 18–FY 21 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 five 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, 2017 to June 30, 2021 for local and state projects and January 1, 2017 to December 31, 2020 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. PERFORMANCE MEASURES
&
2035 TRANSPORTATION PLAN**

Performance Measures

The current transportation policy, Fixing America's Surface Transportation (FAST) Act, was signed into law on December 4, 2015. The FAST Act, along with its predecessor, Moving Ahead for Progress in the 21st Century Act (MAP-21), established new requirements for performance management to ensure the most efficient investment of Federal transportation funds. States and Metropolitan Planning Organizations will invest resources in projects to achieve individual targets that collectively will make progress toward the national goals.

National performance goals for Federal Highway programs:

- **Safety** – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion reduction** – To achieve a significant reduction in congestion on the National Highway System (NHS).
- **System reliability** – To improve the efficiency of the surface transportation system.
- **Freight movement and economic vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced project delivery delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued new transportation planning rules on the statewide and metropolitan transportation planning processes to reflect the use of a performance based approach to decision-making in support of the national goals. These processes must document in writing how the Metropolitan Planning

Organizations (MPOs), Indiana Department of Transportation (INDOT) and providers of public transportation shall jointly agree to cooperatively develop and share information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.

The Federal Transit Administration has performance measures for Transit Asset Management, and final regulations are published and in effect. The Federal Highway Administration has performance measures and final regulations published for Safety, Bridge and Pavement Conditions, Congestion Reduction and System Reliability.

Safety Performance

The implementation of the safety performance measures and initial target setting is complete. NIRCC has collaborated with INDOT and other planning partners on the development of performance measure data and target setting. The Highway Safety Improvement Program (HSIP) is a primary source of federal funds for qualifying safety improvement projects. HSIP along with other funding sources are used to implement safety improvements with the purpose to reduce roadway crashes, and a corresponding reduction in fatalities and serious injuries on all public roads. The specific safety performance measures and targets are listed below. NIRCC has elected to support the State's Safety Performance Targets for 2019; therefore the targets listed represent statewide values.

Safety Performance Measures:

- Number of fatalities
- Rate of fatalities per 100 million miles traveled
- Number of serious injuries
- Rate of serious injuries per 100 million miles traveled
- Number of non-motorized fatalities and non-motorized serious injuries

Safety Performance Targets:

- 2019 Number of fatalities – **889.6**
- 2019 Rate of fatalities per 100 million miles traveled – **1.087**
- 2019 Number of serious injuries – **3,501.9**
- 2019 Rate of serious injuries per 100 million miles traveled – **4.234**
- 2019 Number of non-motorized fatalities and serious injuries – **393.6**

INDOT and NIRCC manage safety programs that identify specific safety improvement projects and programs for funding. It's important to recognize that every transportation improvement project provides a safety benefit.

Infrastructure Performance

The pavement and bridge condition performance measures are applicable to the Interstate and non-Interstate Highways that comprise the National Highway System (NHS). The NHS includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The measures are focused on the condition of pavement and bridges, including ramps utilized to access the system. There are four measures to assess pavement condition and two measures for assessing bridge condition. NIRCC has elected to support the State's Pavement and Bridge Condition Targets; therefore the targets listed below represent statewide values.

Pavement Condition Performance Measures:

- Percentage of Interstate pavements in Good condition
- Percentage of Interstate pavements in Poor condition
- Percentage of non-Interstate NHS pavements in Good condition
- Percentage of non-Interstate NHS pavements in Poor condition

Pavement Condition Performance Targets:

- 2019 Percentage of Interstate pavements in Good condition – **84.24%**
- 2019 Percentage of Interstate pavements in Poor condition – **0.80%**
- 2019 Percentage of non-Interstate NHS pavements in Good condition – **78.71%**
- 2019 Percentage of non-Interstate NHS pavements in Poor condition – **3.10%**
- 2021 Percentage of Interstate pavements in Good condition – **84.24%**
- 2021 Percentage of Interstate pavements in Poor condition – **0.80%**
- 2021 Percentage of non-Interstate NHS pavements in Good condition – **78.71%**
- 2021 Percentage of non-Interstate NHS pavements in Poor condition – **3.10%**

Bridge Condition Performance Measures:

- Percentage of NHS bridges by deck area classified as in Good condition
- Percentage of NHS bridges by deck area classified as in Poor condition

Bridge Condition Performance Targets:

2019 Percentage of NHS bridges by deck area classified as in Good condition – **48.32%**
2019 Percentage of NHS bridges by deck area classified as in Poor condition – **2.63%**
2021 Percentage of NHS bridges by deck area classified as in Good condition – **48.32%**
2021 Percentage of NHS bridges by deck area classified as in Poor condition – **2.63%**

NIRCC, INDOT and FHWA have collectively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS. Roadway sections and bridges on the NHS under the jurisdiction of local governments utilize Surface Transportation Block Group (STBG) funds to maintain proper infrastructure conditions.

System Performance

The system performance measures are also applicable to the Interstate and non-Interstate NHS. These performance measures assess system reliability and freight movement, and establish several measures for on-road mobile source emissions consistent with the Congestion Mitigation and Air Quality (CMAQ) Program. There are two measures for assessing reliability, one measure to assess freight movement, and five measures for the CMAQ program. NIRCC has elected to support the State's NHS Travel Time Reliability, Interstate Freight Reliability and On-Road Mobile Source Emission Targets; therefore the targets listed below represent statewide values.

NHS Travel Time Reliability Target Performance Measures

Statewide NHS Travel Time Reliability Performance Measures:

Level of Travel Time Reliability on Interstate
Level of Travel Time Reliability on non-Interstate NHS

Statewide Travel Time Reliability Targets:

2019 Percent of person miles reliable on Interstate – **90.5%**
2021 Percent of person miles reliable on Interstate – **92.8%**
2021 Percent of person miles reliable on non-Interstate NHS – **89.8%**

Interstate Freight Reliability Target Performance Measure

Statewide Interstate Freight Reliability Performance Measure:

Truck Travel Time Reliability on Interstate

Statewide Truck Travel Time Reliability Targets:

2019 Truck travel time reliability index – **1.27**

2021 Truck travel time reliability index – **1.24**

On-Road Mobile Source Emission Target Performance Measures

Statewide On-Road Mobile Source Emissions Performance Measures:

CMAQ project reduction volatile organic compounds (VOC)

CMAQ project reduction carbon monoxide (CO)

CMAQ project reduction oxides of nitrogen (NOx)

CMAQ project reduction particulate matter less than 10 microns (PM₁₀)

CMAQ project reduction particulate matter less than 2.5 microns (PM_{2.5})

Statewide On-Road Mobile Source Reduction Targets:

2019 Volatile organic compounds reduction of **1,600 kilograms per day**

2019 Carbon Monoxide reduction of **200 kilograms per day**

2019 Oxides of nitrogen reduction of **1,600 kilograms per day**

2019 Particulate matter less than 10 microns reduction of **0.30 kilograms per day**

2019 Particulate matter less than 2.5 microns reduction of **20 kilograms per day**

2021 Volatile organic compounds reduction of **2,600 kilograms per day**

2021 Carbon Monoxide reduction of **400 kilograms per day**

2021 Oxides of nitrogen reduction of **2,200 kilograms per day**

2021 Particulate matter less than 10 microns reduction of **0.50 kilograms per day**

2021 Particulate matter less than 2.5 microns reduction of **30 kilograms per day**

NIRCC, INDOT and FHWA have collectively developed targets for the pavement and bridge performance measures. The National Highway Performance Program is a core Federal-aid highway program that provides financial support to improve the condition and performance of the NHS, and the construction of new NHS facilities. INDOT utilizes these funds for maintenance activities on the NHS.

Transit Performance Measures

Under the final Transit Asset Management rule, transit providers must collect and report data for four performance measures, covering rolling stock, equipment, infrastructure, and facility condition. For these measures, transit providers are required to annually set targets for the fiscal year,

develop a four-year Transit Asset Management Plan for managing capital assets, and use a decision support tool and analytical process to develop a prioritized list of investments. Each provider of public transportation is required to adopt targets for the performance of their transit assets. Subsequently, MPOs need to adopt transit asset targets for their metropolitan planning area.

Citilink, as a recipient of public transit funds, is required to establish performance targets for safety and state of good repair; develop a transit asset management and transit safety plans; and report on their progress toward achieving targets. Citilink is directed to share information with their MPO and states so that all plans and performance reports are coordinated. Citilink and NIRCC have collaborated on the development of a transit asset management plan (TAMP) and will continue working on this cooperative effort. The plan must be submitted by October 1, 2018. Baseline performance measures and targets associated with the TAMP were developed for 2017 and are provided in the System Management Report section. The 2019 targets will be set prior to the end of 2018, and the cycle for target setting and reporting will commence. Guidance for transit safety performance measures and safety plans has not been published. When guidance is final, Citilink and NIRCC will collaborate on the safety performance process.

Reporting

The program of projects included in NIRCC's TIP go through a selection evaluation process. The TIP includes a set of projects that promotes the four performance measures (safety, infrastructure, system, and transit). The investment strategy in the Metropolitan Planning Area (MPA) is that locally derived revenue primarily be used for pavement and bridge management type projects. Federal funds are used for expansion, intersection improvement, safety improvement and major pavement reconstruction projects. INDOT's program of projects primarily includes maintenance and preservation type of projects. NIRCC's and INDOT's Transportation Plans describe the performance measures and targets used to assess system performance, evaluate the performance of the transportation system with respect to the federally required performance targets, and report on progress made. NIRCC's TIP and INDOT's Statewide Transportation Improvement Programs (STIPs) link investment priorities to the targets in their respective Transportation Plans and describe, to the maximum extent practicable, the anticipated effect of the program toward achieving established targets. A comprehensive list of the projects in the TIP has been developed to

assess specific performance measures each project addresses. This list has been completed and it has been added to the TIP's Appendix G as the Performance Measures Assessment Report (PMAR). The PMAR will provide data demonstrating how each performance measure relates to projects.

NIRCC must report baseline roadway transportation system condition and performance data and progress toward the achievement of targets to INDOT if regional targets are set. The Federal Highway Administration and Federal Transit Administration will determine whether INDOT and Citilink met or have made significant progress towards meeting targets for their respective systems. Progress would be considered significant if an actual outcome is either equal to or better than the established target, or better than the baseline condition. Federal Highway Administration and Federal Transit Administration will not directly assess MPO progress towards meeting targets for required performance measures. Instead, these agencies will review NIRCC's performance as part of ongoing transportation planning process reviews, including Transportation Management Area certification reviews.

The transportation performance target setting schedule is currently underway. To date, the Safety Performance Targets and Baseline Transit Asset Targets have been established. NIRCC has elected to support the INDOT Statewide Safety Targets for 2018 and collaborated with Citilink on the development and setting of Transit Asset Management Targets. The Safety Targets along with additional information is listed in Table 1 below. The targets that were endorsed by NIRCC are displayed in red. At this time, only targets have been set, and the respective target time periods are in progress, and a determination of target achievement is not possible. Future updates to the Transportation Plan will provide information on attaining performance targets and additional target setting activities.

| Table 1: NIRCC - Statewide Crash Performance Targets | | | | | | | |
|-------------------------------------------------------------------|-------|-------|-------|-------|-------|-------|----------------|
| | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | Target 2018 |
| Number of Fatalities | 781 | 784 | 745 | 821 | 822 | 841 | 846 |
| Number of Fatalities - (5 year rolling average) | 759.8 | 752.6 | 763 | 776.4 | 790.6 | 802.5 | 814.9 |
| Fatality Rate per 100 million VMT | 0.99 | 1.001 | 0.941 | 1.042 | 1.061 | 1.071 | 1.065 |
| Fatality Rate per 100 million VMT - (5 five year rolling average) | 1.005 | 0.974 | 0.982 | 0.991 | 1.007 | 1.023 | 1.036 |

| | | | | | | | |
|----------------------------------------------------------------------------------|----------|----------|----------|----------|----------|----------|----------|
| Number of Serious Injuries | 3,816 | 3,441 | 3,338 | 3,434 | 3,505 | 3,544 | 3,577 |
| Number of Serious Injuries - (5 year rolling average) | 3,449.20 | 3,459.20 | 3,491.10 | 3,486.90 | 3,506.90 | 3,452.50 | 3,479.80 |
| Serious Injury Rate per 100 million VMT | 4.835 | 4.394 | 4.215 | 4.357 | 4.394 | 4.39 | 4.379 |
| Serious Injury Rate per 100 million VMT - (five year rolling average) | 4.555 | 4.478 | 4.491 | 4.451 | 4.439 | 4.35 | 4.347 |
| Number of Non-Motorized Fatalities and Serious Injuries | 400 | 382 | 362 | 368 | 364 | 494 | 497 |
| Number of Non-Motorized Fatalities and Serious Injuries (5 year rolling average) | 385 | 388 | 392.8 | 383.6 | 375.2 | 394 | 417 |

The Transit Asset Management Plan for Citilink assessed the Useful Life Benchmarks (ULB) for the transit rolling stock and evaluated facilities utilizing the Transit Economic Requirements Model (TERM). TERM is a capital needs analysis tool developed by the Federal Transit Administration. It was developed to provide a consistent process to assess the current physical condition and future investment needs of a transit operator’s assets. TERM provides methodology for determining the State of Good Repair for rolling stock and transit facilities, assess the backlog of investment and provide a 20-year projection of reinvestment need, and evaluate the impact of variations in funding.

The process was applied to Citilink’s rolling stock and facilities to establish a 2016 baseline and set performance targets for 2017. Tables 2 and 3 display the 2017 targets for rolling stock and facilities. The rolling stock includes: large buses; medium and light duty buses; specialized vans used primarily by social service agencies for transporting elderly and/or disabled individuals; and non-revenue service vehicles. The amenities included in the facilities category are: administrative building; maintenance garage; storage barn; and passenger transfer station. A category for passenger bus shelters is provided independent of the other facilities.

| Rolling Stock | 2017 Percent that Meet or Exceed ULB | 2017 Target Percent that Meet or Exceed ULB | 2017 Percent in State of Good Repair | 2017 Target Percent in State of Good Repair |
|------------------------------|--------------------------------------|---------------------------------------------|--------------------------------------|---------------------------------------------|
| Large Buses | 12.50% | 12.50% | 100% | 90% |
| Medium and Light Duty Buses | 69% | 69% | 100% | 90% |
| Specialized Vans | 0% | 0% | 100% | 90% |
| Non-Revenue Service Vehicles | 64% | 64% | 86% | 80% |

| Table 3: Citilink and NIRCC – Facilities Performance Targets | | | | |
|--------------------------------------------------------------|-------------------------------------------------|------------------------------------------------|--------------------------------------------|---------------------------------------------------|
| Facilities | 2017 Percent Below Acceptable TERM Rating | 2017 Target Below Acceptable TERM Rating | 2017 Percent in State of Good Repair | 2017 Target Percent in State of Good Repair |
| Facilities | 0% | 0% | 100% | 90% |
| Passenger Shelters | 0% | 0% | 100% | 80% |

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 2018-2021 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)

2 Maysville Road – Maplecrest Road to Koester Ditch (30-018)

Widen to four lanes - continued

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

Widening Projects - four lanes - continued

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 5310), Urban Area Formula Program (Section 5307) and Capital Program (Section 5339). The available funding categories are funded through the FAST Act (Fixing America's Surface Transportation Act), the current transportation bill was signed into law in 2015.

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 2018 through 2021 in the Transportation Improvement Program is approximately 49,376,302 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 in both the urban and rural areas of 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 1.4 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 \$2,123,530 from State Public Mass Transportation Funds (PMTF) for FY 18. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$3,166,589 will be available for operating funds through Federal Section 5307.

The federal dollars available for FY 18 through FY 21 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 2017 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 18 | \$49,376,302* | \$49,710,691 | (\$334,389) |
| FY 19 | | | |
| FY 20 | | | |
| FY 21 | | | |

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, FY2018-21 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 18 | FY 19 | FY 20 | FY 21 |
|------------------------------------|--------------------------------------------------------------------------------|---------------------|---------------------|---------------------|--------------------|
| STP | | \$5,762,703 | \$5,762,703 | \$5,762,703 | \$5,762,703 |
| HSIP | Fort Wayne - New Haven - Allen County | \$1,476,946 | \$1,476,946 | \$1,476,946 | \$1,476,946 |
| CMAQ | Urbanized Area | \$2,055,560 | \$2,055,560 | \$2,055,560 | \$2,055,560 |
| TAP | | \$511,399 | \$511,399 | \$511,399 | \$511,399 |
| | Total | \$9,806,608 | \$9,806,608 | \$9,806,608 | \$9,806,608 |
| Prior Year Balances | | \$8,557,133 | \$469,892 | \$1,122,845 | \$0 |
| | Total Available for Programming | \$18,363,741 | \$10,276,500 | \$10,929,453 | \$9,806,608 |
| Group IV Funding | Statewide allocations to rural portions of Allen County including incorporated | \$1,597,200 | \$0 | \$0 | \$0 |
| Transportation Alternative Program | Statewide allocation to local agencies in Allen County | \$1,000,000 | \$0 | \$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 | | \$374,000 | \$1,480,500 | \$905,250 | \$1,249,500 |

Matching Funds

| JURISDICTION | FY 18 | FY 19 | FY 20 | FY 21 |
|----------------|-------------|-------------|-------------|-------------|
| Allen County | \$2,836,800 | \$625,800 | \$1,782,200 | \$151,200 |
| Fort Wayne | \$3,456,600 | \$1,971,600 | \$1,039,400 | \$1,354,000 |
| New Haven | \$0 | \$53,500 | \$0 | \$729,100 |
| Grabill | \$0 | \$0 | \$0 | \$0 |
| Huntertown | \$0 | \$50,000 | \$0 | \$31,300 |
| Leo-Cedarville | \$0 | \$50,000 | \$72,900 | \$25,000 |
| Fort Wayne PTC | | | | |
| Operating | \$8,684,806 | \$8,985,516 | \$9,297,515 | \$9,621,257 |
| Capital | \$66,000 | \$261,265 | \$159,750 | \$220,500 |

Table 3
Source and Expenditure of Local Transportation Funds

Annual Estimates

CITY OF FORT WAYNE

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

CITY OF NEW HAVEN

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

ALLEN COUNTY

| Source | Available Funds | Fund Utilization |
|------------------|------------------------|-------------------------------------------------|
| MVH | \$6,815,000 | Operations and Maintenance |
| LR & S | \$1,610,000 | Design, Engineering, and Matching Federal Funds |
| Wheel Tax Surtax | \$2,945,000 | Resurfacing |
| CEDIT | Varies annually | Rehabilitation |

VI. TRANSIT PROJECTS AND FINANCIAL ANALYSIS

PUBLIC TRANSPORTATION PROJECT JUSTIFICATION AND FINANCIAL ANALYSIS

FORT WAYNE PUBLIC TRANSPORTATION CORPORATION / CITILINK

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

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

The tables of Citilink Actual Operating Expenses and Citilink Actual Operating Revenues list financial data reported by Citilink to the Indiana Department of Transportation for 2012 through 2016. 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 \$2,600,000, and the state subsidy (PMTF) is approximately \$2,050,000. The current financial condition of Citilink is excellent. 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**

| EXPENSE ITEMS | 2012 | 2013 | 2014 | 2015 | 2016 |
|--------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| Salaries | \$ 4,625,090 | \$ 4,685,045 | \$ 4,855,597 | \$ 4,837,207 | \$ 4,873,977 |
| Fringe Benefits | 3,346,056 | 3,513,884 | 3,905,386 | 4,375,287 | 4,401,197 |
| Contract Services | 729,722 | 778,321 | 962,452 | 878,805 | 1,215,658 |
| Materials & Supplies | 1,762,659 | 1,852,544 | 1,917,325 | 1,815,069 | 1,562,724 |
| Utilities | 95,112 | 120,695 | 147,060 | 136,872 | 112,421 |
| Casualty/Liability | 231,709 | 242,271 | 238,819 | 493,130 | 354,177 |
| Taxes | 3,197 | 2,750 | 1,948 | 1,436 | 1,573 |
| Purchased Transportation | 108,571 | 66,727 | 76,736 | 102,250 | 102,250 |
| Other | 174,074 | 179,832 | 144,847 | 184,995 | 146,407 |
| Total Expenses | \$ 11,076,190 | \$ 11,442,069 | \$ 12,250,170 | \$ 12,825,051 | \$ 12,770,384 |
| | | | | | |
| | | | | | |

| CITILINK ACTUAL OPERATING REVENUES | | | | | |
|-------------------------------------------|----------------------|----------------------|----------------------|----------------------|----------------------|
| REVENUE ITEMS | 2012 | 2013 | 2014 | 2015 | 2016 |
| Fare Revenue | \$ 1,407,327 | \$ 1,378,905 | \$ 1,402,938 | \$ 1,414,526 | \$ 1,315,766 |
| Other | 240,665 | 554,755 | 649,718 | 730,537 | 641,925 |
| Local Assistance | 5,375,734 | 5,513,252 | 5,738,647 | 5,811,113 | 6,208,243 |
| State Assistance | 2,058,316 | 1,971,789 | 2,023,209 | 2,048,627 | 2,051,720 |
| Federal Assistance | 1,994,148 | 2,023,368 | 2,435,658 | 2,820,248 | 2,552,730 |
| Total Revenues | \$ 11,076,190 | \$ 11,442,069 | \$ 12,250,170 | \$ 12,825,051 | \$ 12,770,384 |

**Table 2
Future Projected Operating Budgets and Forecasted Revenue
2018-2021**

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

| CITILINK OPERATING EXPENSES FORECAST | | | | |
|---------------------------------------------|----------------------|----------------------|----------------------|----------------------|
| EXPENSE ITEMS | 2018 | 2019 | 2020 | 2021 |
| Salaries | \$ 5,219,987 | \$ 5,324,387 | \$ 5,430,874 | \$ 5,539,490 |
| Fringe Benefits | 5,289,486 | 5,640,267 | 6,022,584 | 6,439,515 |
| Contract Services | 814,244 | 822,386 | 830,611 | 838,918 |
| Materials & Supplies | 1,813,030 | 1,849,288 | 1,886,274 | 1,924,000 |
| Utilities | 156,000 | 156,000 | 156,000 | 156,000 |
| Casualty/Liability | 362,136 | 364,718 | 367,339 | 369,999 |
| Taxes | 3,727 | 3,783 | 3,840 | 3,898 |
| Purchased Transportation | 102,250 | 102,250 | 102,250 | 102,250 |
| Other | 214,065 | 216,205 | 218,367 | 220,551 |
| Total Expenses | \$ 13,974,925 | \$ 14,479,284 | \$ 15,018,139 | \$ 15,594,621 |

| CITILINK OPERATING REVENUES FORECAST | | | | |
|---------------------------------------------|----------------------|----------------------|----------------------|----------------------|
| REVENUE ITEMS | 2018 | 2019 | 2020 | 2021 |
| Fare Revenue | \$ 1,664,040 | \$ 1,747,242 | \$ 1,834,604 | \$ 1,926,335 |
| Other | 776,497 | 806,677 | 838,366 | 871,640 |
| Local Assistance | 6,244,269 | 6,431,597 | 6,624,545 | 6,823,282 |
| State Assistance | 2,123,530 | 2,197,854 | 2,274,779 | 2,354,396 |
| Federal Assistance | 3,166,589 | 3,295,914 | 3,445,845 | 3,618,968 |
| Total Revenues | \$ 13,974,925 | \$ 14,479,284 | \$ 15,018,139 | \$ 15,594,621 |

**Table 3
Projected Formula Capital Funds
2018-2021**

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 |
| 2018 | \$1,654,326 | \$3,776,249 | \$5,430,575 | \$350,384 | \$0 | \$350,384 | \$5,780,959 |
| 2019 | \$1,889,986 | \$4,040,586 | \$5,930,572 | \$284,384 | \$0 | \$284,384 | \$6,214,956 |
| 2020 | \$1,154,158 | \$4,323,427 | \$5,477,585 | \$23,119 | \$200,000 | \$223,119 | \$5,700,704 |
| 2021 | \$1,126,490 | \$4,626,067 | \$5,752,557 | \$63,369 | \$200,000 | \$263,369 | \$6,015,926 |
| | 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 |
| 2018 | \$5,430,575 | \$3,166,589 | \$374,000 | \$1,889,986 | \$350,384 | \$66,000 | \$284,384 |
| 2019 | \$5,930,572 | \$3,295,914 | \$1,480,500 | \$1,154,158 | \$284,384 | \$261,265 | \$23,119 |
| 2020 | \$5,477,585 | \$3,445,845 | \$905,250 | \$1,126,490 | \$223,119 | \$159,750 | \$63,369 |
| 2021 | \$5,752,557 | \$3,618,968 | \$1,249,500 | \$884,089 | \$263,369 | \$220,500 | \$42,869 |

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

OPERATIONAL

In FY17, the Community Transportation Network (CTN) applied for and was awarded Section 5310 Operational Assistance for the provision of 22,000 additional medical transportation trips during a two project period (2017 thru 2018). The total cost of the project is 530,000 (265,000 per year) dollars of which thirty-three (33%) percent, 174,000 (87,000 per year) dollars will be paid for with federal funds. CTN will provide the local matching dollars of 356,000 (178,000 per year).

CAPITAL

In FY16, Byron Health Center, the Community Transportation Network (CTN), Easter Seals ARC, and Pathfinders Services applied for and were awarded Section 5310 Capital Assistance for the purchase of vehicles.

Byron Health Center was awarded capital assistance for the purchase of one (1) low floor minivan. The total cost of the low floor minivan is 38,000 dollars of which eighty percent, 30,400 dollars will be paid for with federal funds. Byron Health Center will provide the local matching dollars of 7,600 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 an expansion vehicle to provide additional service to residents.

The Community Transportation Network was awarded capital assistance for four (4) vehicles. The first is 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 new vehicle will be replacing an existing 2011 Type C van with over 100,000 miles. The second and third vehicles are two (2) medium transit vehicles with a lift. The total cost for the medium transit vehicle is 52,000 dollars each or 104,000 dollars for both, of which eighty percent, 41,600 dollars each or 83,200 dollars for both will be paid for with federal funds. The Community Transportation Network will provide the local matching dollars of 10,400 each or 20,800 for both of the requested vehicles. The new vehicles will be replacing two existing 2011 Type C van with over 100,000 miles each. The fourth vehicle is one (1) large transit vehicle with a lift. The total cost the large transit vehicle is 55,000 dollars of which eighty percent, 44,000 dollars will be paid for with federal funds. The Community Transportation Network will provide the local matching dollars of 11,000 for the requested vehicle. The new vehicle will be for the expansion of existing services. All four (4) vehicles will be used to transport elderly and/or disabled persons to healthcare, grocery, shopping, recreation, community services and other resources. The service area for all four (4) vehicles will be within the urbanized area of Allen County.

Easter Seals ARC 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. Easter Seals ARC will provide the local matching dollars of 10,400 for the requested vehicle. The vehicle will be used to transition

individuals with disabilities from facility-based activities to community-based activities such as work training programs, employment training, internships, contract work, volunteer work, educational opportunities, shopping, field trips, medical trips and recreation. The service area will be within the urbanized area of Allen County. The new vehicle will be replacing an existing 1998 11 Passenger Van without a lift with approx. 245,300 miles.

Pathfinders Services was awarded capital assistance for the purchase of two (2) low floor minivans. The total cost of the low floor minivan is 38,000 dollars each or 76,000 for both, of which eighty percent, 30,400 dollars each or 60,800 for both will be paid for with federal funds. Pathfinders Services will provide the local matching dollars of 7,600 each or 15,200 for both requested vehicles. The vehicles will be used to transport clients with disabilities either living on their own or with their families to and from medical appointments, grocery and shopping, social and recreational outings, volunteer jobs, and paid employment. The service area for both vehicles will be within the urbanized area of Allen County. The new vehicles will be replacing existing cars with over 115,000 miles each

The FY17 Section 5310 Capital Assistance Call for Projects was issued in February 2017 with the deadline for submissions in April 2017. The anticipated award date is June 2017. The approximate amount available for capital funding in FY17 is 180,000, which would fund three to four (3-4) vehicles dependent upon size. An update of this funding will be made in August 2017.

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 its 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 2018-2021

**Local TIP Projects for FY2018-2021
FY 2018**

| DES # | Project | Phase | Agency | Total Funds | Federal Funds |
|--------------|-------------------------------------------------------------------------------|---------|--------|---------------------|---------------------|
| 1600575 | *Bass Rd Mitigation | RW | AC | 91,650 | 73,320 |
| 1600575 | *Bass Rd Mitigation | CN | AC | 485,500 | 388,400 |
| 0901798 | Dupont Road: Lima Rd/SR 3 to Coldwater Rd | CN & CE | FW | 12,000,000 | 9,600,000 |
| 0901798 | Dupont Road: Lima Rd/SR 3 to Coldwater Rd (pedestrian underpass) | CN | FW | 1,250,000 | 1,000,000 |
| 1297238 | Liberty Mills Rd/CR 900 at County Line Rd Intersection | CN & CE | AC | 1,740,000 | 1,392,000 |
| 1382818 | Minnich Road and Tillman Road Intersection | CN & CE | AC | 1,600,220 | 1,440,200 |
| 1005151 | *State Boulevard: Spy Run Ave to Clinton St | CN & CE | FW | 2,449,975 | 1,959,980 |
| 1700339 | UPWP HSIP Funds | PE | NIRCC | 73,400 | 58,720 |
| 1382497 | Washington Center Road Bridge #95 over Spy Run Creek | CN & CE | FW | 2,300,000 | 1,840,000 |
| | Environmental Assessment: Passenger Rail Service from Chicago, IL to Lima, OH | PE | FW | 346,600 | 0 |
| Total | | | | \$22,337,345 | \$17,752,620 |

FY 2019

| DES # | Project | Phase | Agency | Total Funds | Federal Funds |
|--------------|-----------------------------------------------------------------------------------------------|---------|--------|---------------------|---------------------|
| TBD | Amstutz Road: Hosler Rd to Leo Rd/SR 1 | PE | LC | 250,000 | 200,000 |
| 1400694 | Broadway St/Landin Road: North River Rd to Powers St | RW | NH | 187,500 | 150,000 |
| TBD | Carroll Road: e/o Bethel Rd to Millstone Dr & Lima Rd/SR 3 to Coral Springs Dr/Shearwater Run | PE | HT | 250,000 | 200,000 |
| 0901798 | Dupont Road: Lima Rd/SR 3 to Coldwater Rd | CE | FW | 750,000 | 600,000 |
| 0710322 | St Joe Center Road: Clinton St to Campus Ct | CN | FW | 3,253,125 | 2,602,500 |
| 1005152 | State Boulevard: Clinton St to Cass St (Bridge over Spy Run Creek) | CN | AC&FW | 2,300,000 | 1,840,000 |
| 1005154 | State Boulevard: Clinton St to Cass St | CN & CE | AC&FW | 5,425,000 | 4,340,000 |
| 1005155 | State Boulevard: Clinton St to Cass St (Pedestrian Bridge) | CN | AC&FW | 430,000 | 344,000 |
| Total | | | | \$12,845,625 | \$10,276,500 |

FY 2020

| DES # | Project | Phase | Agency | Total Funds | Federal Funds |
|--------------|---------------------------------------------|---------|--------|---------------------|---------------------|
| TBD | Amstutz Road: Hosler Rd to Leo Rd/SR 1 | PE | LC | 364,375 | 291,500 |
| 1382492 | Bass Road: Clifty Parkway to Thomas Rd | CN | AC | 4,250,000 | 3,400,000 |
| 1401272 | Bass Road: Thomas Road to Hillegas Rd | CN | AC | 4,125,000 | 3,300,000 |
| TBD | Bass Road: Clifty Parkway to Hillegas Rd | CE | AC | 125,000 | 100,000 |
| 1173162 | Maplecrest Road: State Blvd to Stellhorn Rd | CN & CE | FW | 4,875,000 | 3,900,000 |
| 1005154 | State Boulevard: Clinton St to Cass St | CE | AC&FW | 322,000 | 257,600 |
| Total | | | | \$14,061,375 | \$11,249,100 |

FY 2021

| DES # | Project | Phase | Agency | Total Funds | Federal Funds |
|--------------|-----------------------------------------------------------------------------------------------|---------|--------|---------------------|--------------------|
| TBD | Amstutz Road: Hosler Rd to Leo Rd/SR 1 | RW | LC | 125,000 | 100,000 |
| TBD | Bass Road: Clifty Parkway to Hillegas Rd | CE | AC | 712,500 | 570,000 |
| 1401273 | Bass Road: Hadley Rd to Scott Rd | RW | AC | 787,500 | 630,000 |
| 1400694 | Broadway St/Landin Road: North River Rd to Powers St | CN-RR | NH | 80,000 | 64,000 |
| 1400694 | Broadway St/Landin Road: North River Rd to Powers St - Phase 1 | CN & CE | NH | 3,645,438 | 2,916,350 |
| TBD | Carroll Road: e/o Bethel Rd to Millstone Dr & Lima Rd/SR 3 to Coral Springs Dr/Shearwater Run | RW | HT | 156,250 | 125,000 |
| TBD | Hillegas Road: State Blvd to Coliseum Blvd | PE | FW | 250,000 | 200,000 |
| 1173162 | Maplecrest Road: State Blvd to Stellhorn Rd - Phase 2 | CN & CE | FW | 6,520,000 | 5,216,000 |
| Total | | | | \$12,276,688 | \$9,821,350 |

Local Projects - No Federal Funding

| Trail Projects | Phase | Agency | Approximate Year |
|-------------------------------------------------------------------|--------------|---------------|-------------------------|
| Ardmore Ave Airport Expressway to Second Street | CN | FW | 2019 |
| Bluffton Rd Lower Huntington Rd to West Foster Park (3 phases) | CN | FW | 2017 |
| Covington Rd Hadley Rd to Getz Rd | CN | FW | 2020 |
| Dupont Rd Coldwater Rd to Pine Mills | CN | FW | 2019 |
| Hanna St Pontiac St to Rudisill Blvd | CN | FW | 2017 |
| Burns Blvd to US 27 | CN | FW | 2017 |
| US 27 to Tillman Park and Southtown Centre | CN | FW | 2018 |
| Rudisill Blvd to Burns Blvd | CN | FW | 2020 |
| Wallace St to Berry St | CN | FW | 2021 |
| Illinois Rd Lagro to Magnavox Way | CN | FW | 2017 |
| Lagro to Rockhill Park | CN | FW | 2019 |
| Lake Avenue Randalia Ave to Coliseum Blvd | CN | FW | 2018-2019 |
| Maysville Rd Stellhorn Rd to Meijer Dr | CN | FW | 2017-2018 |
| Landin Rd to Stellhorn Rd | CN | FW | 2019 |
| St Joe Center Rd Meijer Dr to Chiswell Run | CN | FW | 2017 |
| Wheelock Rd St Joe Center Rd to Mill Ridge Run | CN | FW | 2017 |

Local Projects - No Federal Funding

| Road Projects | Phase | Agency | Approximate Year |
|---------------------------------------------------------------------------------------------------|--------------|---------------|-------------------------|
| Clay Street at SR 1 Intersection Improvement | CN | LC | 2017 |
| Coldwater Road Union Chapel Road to Pion Road Add Southbound Right Turn Lane | CN | AC | 2017 |
| Country Knolls Reconstruction | CN | NH | 2017 |
| Diebold Road - Phase II North Clinton to Berger Automotive Reconstruction, sidewalk & trail | CN | FW | 2019 |
| Goshen Avenue - Phase I State Blvd to Cambridge Blvd Reconstruction, Roundabout, sidewalks | CN | FW | 2017-2018 |
| Goshen Avenue - Phase II Cambridge Blvd to Butler/Harris Rds Reconstruction, sidewalks | CN | FW | 2019-2020 |

Local Projects - No Federal Funding

| Road Projects | Phase | Agency | Approximate Year |
|----------------------------------------------------------------------------------------------------------------|-------|--------|---------------------|
| Goshen Avenue - Phase III Butler/Harris Rd to Coliseum Blvd Reconstruction, sidewalks | CN | FW | 2020-2021 |
| Greenmoor Drive Scarborough Dr to Green Rd Reconstruction | CN | NH | 2017 |
| Hathaway Road Intersections at Corbin Road and Union Chapel Road New Pavement and Horizontal Realignment | CN | AC | 2017 |
| Kirklynn Drive Moeller Rd to Greenmoor Dr Reconstruction | CN | NH | 2017 |
| Landin/Maysville/Trier Intersection Roundabout Sidewalk & trail | CN | FW | 2017 |
| Leesburg Road Main St to West Jefferson Blvd New Road, sidewalk, trail | CN | FW | 2018-2019 |
| Ludwig Rd Relocation Brotherhood Way to Coldwater Rd | CN | FW | 2020-2021 |
| Norland Lane Moeller Rd to Greenmoor Dr Reconstruction | CN | NH | 2017 |
| Old Lima Road Willow Creek Ditch to SR 3 Resurfacing | CN | HT | 2017 |
| Pawnee Way west cul-de-sac to approx. 165' e/o Shawnee Trail Resurfacing | CN | NH | 2017 |
| Shawnee Trail Pawnee Way to Arrow Pass Resurfacing | CN | NH | 2017 |
| Washington/Jefferson Streetscape St Mary's River Bridge to Garden St | CN | FW | 2018 |
| Winters Road I-69 to Lower Huntington Rd Road Extension to GM | CN | AC | 2017 |

Local Projects - No Federal Funding

| Bridge Projects | Phase | Agency | Approximate Year |
|-----------------------------------------------------------------------------------------------------------------|--------------|---------------|-----------------------------|
| Main Street (New Haven) Bridge #601 Rehabilitation | CN | AC | 2017 |
| Old Lima Road Bridge #53 New Bridge | CN | AC | 2017 |
| E. State Boulevard Bridge located between Maysville Rd and Lahmeyer Rd New Bridge (#319) and New Sidewalk | CN | AC | 2017 |
| West Hamilton Road Bridge #221 New Bridge and extend trail | CN | AC | 2017 |

| Project Location (Description of Project) | DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | Local (\$1000) | Pri- ority | LPA | A/M | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------|-----------------------|------------------|---------------------|-------------------|-----------------|---------|----------|--|
| Allen County Bridge Inspection - Bridge Inspection | 1592872 | PE | 357.3 | 2018 | 285.9 | 71.5 | 1 | AC | | |
| | | | 41.7 | 2019 | 33.3 | 8.3 | 2 | AC | | |
| | | | 410.8 | 2020 | 328.7 | 82.2 | 3 | AC | | |
| | | | 42.9 | 2021 | 34.3 | 8.6 | 4 | AC | | |
| Amstutz Rd: Hosler Rd to Leo Rd/SR 1 - Road Reconstruction | TBD | PE | 250.0 | 2019 | 200.0 | 50.0 | 2 | LC | | |
| | | PE | 364.4 | 2020 | 291.5 | 72.9 | 3 | LC | | |
| | | RW | 125.0 | 2021 | 100.0 | 25.0 | 4 | LC | | |
| | | CN | 0.0 | 2022 | 0.0 | 0.0 | | LC | | |
| Bass Rd: Clifty Parkway to Thomas Rd - Road Reconstruction | 1382492 | RW | 926.1 | 2016 | 740.9 | 185.2 | | | | |
| | | CN | 4312.5 | 2020 | 3450.0 | 862.5 | 3 | AC | | |
| | | CE | 356.3 | 2021 | 285.0 | 71.3 | 4 | AC | | |
| Bass Rd: Thomas Rd to Hillegas Rd - Road Reconstruction | 1401272 | RW | 690.3 | 2017 | 552.3 | 138.1 | | | | |
| | | CN | 4187.5 | 2020 | 3350.0 | 837.5 | 3 | | | |
| | | CE | 356.3 | 2021 | 285.0 | 71.3 | 4 | AC | | |
| Bass Rd: Scott Rd to Hadley Rd - Road Reconstruction | 1401273 | RW | 787.5 | 2021 | 630.0 | 157.5 | 2 | AC | | |
| | | CN | 0.0 | 2024 | 0.0 | 0.0 | | AC | | |
| *Bass Road Mitigation Site Flaxmill Road, Huntington County | 1600575 | RW | 91.7 | 2018 | 73.3 | 18.3 | 1 | AC | 18-62 | |
| | | CN | 485.5 | 2018 | 388.4 | 77.7 | 1 | AC | | |
| Broadway St/Landin Rd: North River Rd to Powers St (1601931 bridge over Maumee River) - Road Reconstruction & Intersection Improvement | 1400694 1601931 | PE | 640.0 | 2016 | 512.0 | 128.0 | | | | |
| | | RW | 187.5 | 2019 | 150.0 | 37.5 | 2 | NH | | |
| | | CN-RR | 80.0 | 2021 | 64.0 | 16.0 | 2 | NH | | |
| | | Phase 1 Phase 2 | CN | 3645.4 2970.0 | 2021 2022 | 2916.4 2376.0 | 729.1 594.0 | 4 | NH NH | |
| | | | CN | | | | | | | |
| Carroll Rd: e/o Bethel Rd to Millstone Dr & Lima Rd/ SR 3 to Coral Springs Dr/Shearwater Run - Road Reconstruction | TBD | PE | 250.0 | 2019 | 200.0 | 50.0 | 2 | HT | | |
| | | RW | 156.3 | 2021 | 125.0 | 31.3 | 4 | HT | | |
| | | CN | 0.0 | 2022 | 0.0 | 0.0 | | HT | | |
| Dupont Rd: Lima Rd (SR 3) to Coldwater Rd - Added Travel Lanes - STP - Pedestrian Underpass - TAP | 0901798 | PE | 1226.3 | 2011 | 981.0 | 245.3 | | | | |
| | | RW | 1000.0 | 2016 | 800.0 | 200.0 | | | | |
| | | CN | 12000.0 | 2018 | 9600.0 | 2400.0 | 1 | FW | | |
| | | CN | 1250.0 | 2018 | 1000.0 | 250.0 | 1 | FW | | |
| | CE | 750.0 | 2019 | 600.0 | 150.0 | 2 | FW | | | |
| Hillegas Road and Coliseum Boulevard Intersection - Intersection Improvement | 1401164 | See INDOT Listings for Details on this Project | | | | | | | | |
| Hillegas Rd: State Blvd to Coliseum Blvd - Added Travel Lanes | TBD | PE | 250.0 | 2021 | 200.0 | 50.0 | 4 | FW | | |
| | | RW | 0.0 | TBD | 0.0 | 0.0 | | FW | | |
| | | CN | 0.0 | TBD | 0.0 | 0.0 | | FW | | |
| Liberty Mills Rd/CR 900 at County Line Rd - Intersection Improvement | 1297238 | PE | 372.4 | 2014 | 297.9 | 74.5 | | | | |
| | | RW | 206.4 | 2017 | 165.1 | 41.3 | | | | |
| | | CN | 1740.0 | 2018 | 1392.0 | 348.0 | 1 | AC | | |
| Maplecrest Rd: State Blvd to Stellhorn Rd - Road Reconstruction | 1173162 | PE | 1001.3 | 2016 | 801.0 | 200.3 | | | | |
| | | RW | 1000.0 | 2017 | 800.0 | 200.0 | | | | |
| | | Phase 1 Phase 2 | CN | 4875.0 6520.0 | 2020 2021 | 3900.0 5216.0 | 975.0 1304.0 | 3 4 | FW FW | |
| | | | CN | | | | | | | |
| Minnich Rd at Tillman Rd - Intersection Improvement, Roundabout | 1382818 | PE | 111.1 | 2015 | 100.0 | 11.1 | | | | |
| | | PE | 201.4 | 2016 | 181.3 | 20.1 | | | | |
| | | RW | 172.2 | 2017 | 155.0 | 17.2 | | | | |
| | | CN | 1600.2 | 2018 | 1440.2 | 160.0 | 1 | AC | | |
| Ryan Rd: from Dawkins Rd to Harper Rd - Road Reconstruction | 1383353 | CN | 3964.5 | 2018 | 3171.6 | 792.9 | 1 | AC | | |
| Ryan Rd: from Harper Rd to US 24 - Road Reconstruction | 1400826 | CN | 4021.5 | 2018 | 3217.2 | 804.3 | 1 | AC | | |
| St Joe Ctr/Wash Ctr Rd: Clinton St to Campus Ct - Intersection Improvement w/Added Turn Lanes | 0710322 | PE | 493.3 | 2016 | 394.6 | 98.7 | | | | |
| | | RW | 250.0 | 2017 | 200.0 | 50.0 | | | | |
| | | CN | 3253.1 | 2019 | 2602.5 | 650.6 | 2 | FW | | |
| *State Blvd: Spy Run to Clinton St (Phase 1) - Added Travel Lanes | 1005151 | CN | 2450.0 | 2018 | 1960.0 | 490.0 | 1 | FW | 18-61 | |
| 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 | 1005154 1005152 1005155 | CN | 5425.0 | 2019 | 4340.0 | 1085.0 | 2 | FW | | |
| | | CN | 2300.0 | 2019 | 1840.0 | 460.0 | 2 | AC & FW | | |
| | | CN | 430.0 | 2019 | 344.0 | 86.0 | 2 | FW | | |
| | | CE | 322.0 | 2020 | 257.6 | 64.4 | 3 | FW | | |

| Project Location (Description of Project) | DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | Local (\$1000) | Pri- orty | LPA | A/M |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|-------|-----------------------|---------------|---------------------|-------------------|--------------|-------|--------|
| UPWP - Highway Safety Improvement Program (HSIP) Funds - for Work Program Activities | 1700339 | PE | 73.4 | 2018 | 58.7 | 14.7 | 1 | NIRCC | |
| Washington Ctr Rd Br #95 over Spy Run Creek - Bridge Reconstruction | 1382497 | CN | 221.0 | 2015 | 176.8 | 44.2 | 1 | AC | |
| | | CN | 250.0 | 2017 | 200.0 | 50.0 | | AC | |
| | | CN | 2300.0 | 2018 | 1840.0 | 460.0 | | AC | |
| *S. Anthony Blvd: Luther St to Creighton Ave Grade Separation/New Underpass with NS RR at Wayne Trace; Increase Clearance at Existing Underpass with Genesse & Wyoming RR; Road Reconstruction | 1382496 | PE | 1620.0 | 2016 | 0.0 | 1620.0 | 1 | FW | 17-323 |
| | | RW | 5790.0 | 2018 | 0.0 | 5790.0 | | | |
| | | CN | 24600.0 | TBD | 0.0 | 24600.0 | | | |
| Environmental Assessment Passenger Rail Service from Chicago, Illinois to Lima, Ohio | n/a | PE | 346.6 | 2017- 2018 | 0.0 | 346.6 | 1 | FW | |

| No Federal Funding - Trail Projects | DES # | Phase | Approximate Year | | LPA |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------|--------------------------------------|--|----------------------------|
| Ardmore Ave Airport Expressway to Second Street | n/a | CN | 2019 | | FW |
| Bluffton Rd Lower Huntington Rd to West Foster Park (3 phases) | n/a | CN | 2017 | | FW |
| Covington Rd Hadley Rd to Getz Rd | n/a | CN | 2020 | | FW |
| Dupont Rd Coldwater Rd to Pine Mills | n/a | CN | 2019 | | FW |
| Hanna St Pontiac St to Rudisill Blvd Burns Blvd to US 27 US 27 to Tillman Park and Southtown Centre Rudisill Blvd to Burns Blvd Wallace St to Berry St | n/a n/a n/a n/a n/a | CN CN CN CN CN | 2017 2017 2018 2020 2021 | | FW FW FW FW FW |
| Illinois Rd Lagro to Magnavox Way Lagro to Rockhill Park | n/a n/a | CN CN | 2017 2019 | | FW FW |
| Lake Avenue Randalia Ave to Coliseum Blvd | n/a | CN | 2018-2019 | | FW |
| Maysville Rd Stellhorn Rd to Meijer Dr Landin Rd to Stellhorn Rd | n/a n/a | CN CN | 2017-2018 2019 | | FW FW |
| St Joe Center Rd Meijer Dr to Chiswell Run | n/a | CN | 2017 | | FW |
| Wheelock Rd St Joe Center Rd to Mill Ridge Run | n/a | CN | 2017 | | FW |
| No Federal Funding - Road Projects | DES # | Phase | Approximate Year | | LPA |
| Clay Street at SR 1 Intersection Improvement | n/a | CN | 2017 | | LC |
| Coldwater Road Union Chapel Road to Pion Road Add Southbound Right Turn Lane | n/a | CN | 2017 | | AC |
| Country Knolls Reconstruction | n/a | CN | 2017 | | NH |
| Diebold Road - Phase II North Clinton to Berger Automotive Reconstruction, sidewalk & trail | n/a | CN | 2019 | | FW |
| Goshen Avenue - Phase I State Blvd to Cambridge Blvd Reconstruction, Roundabout, sidewalks | n/a | CN | 2017-2018 | | FW |

| No Federal Funding - Road Projects | DES # | Phase | Approximate Year | | LPA |
|----------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------|--|------------|
| Goshen Avenue - Phase II Cambridge Blvd to Butler/Harris Rds Reconstruction, sidewalks | n/a | CN | 2019-2020 | | FW |
| Goshen Avenue - Phase III Butler/Harris Rd to Coliseum Blvd Reconstruction, sidewalks | n/a | CN | 2020-2021 | | FW |
| Greenmoor Drive Scarborough Dr to Green Rd Reconstruction | n/a | CN | 2017 | | NH |
| Hathaway Road Intersections at Corbin Road and Union Chapel Road New Pavement and Horizontal Realignment | n/a | CN | 2017 | | AC |
| Kirklynn Drive Moeller Rd to Greenmoor Dr Reconstruction | n/a | CN | 2017 | | NH |
| Landin/Maysville/Trier Intersection Roundabout Sidewalk & trail | n/a | CN | 2017 | | FW |
| Leesburg Road Main St to West Jefferson Blvd New Road, sidewalk, trail | n/a | CN | 2018-2019 | | FW |
| Ludwig Rd Relocation Brotherhood Way to Coldwater Rd | n/a | CN | 2020-2021 | | FW |
| Norland Lane Moeller Rd to Greenmoor Dr Reconstruction | n/a | CN | 2017 | | NH |
| Old Lima Road Willow Creek Ditch to SR 3 Resurfacing | n/a | CN | 2017 | | HT |
| Pawnee Way west cul-de-sac to approx. 165' e/o Shawnee Trail Resurfacing | n/a | CN | 2017 | | NH |
| Shawnee Trail Pawnee Way to Arrow Pass Resurfacing | n/a | CN | 2017 | | NH |
| Washington/Jefferson Streetscape St Mary's River Bridge to Garden St | n/a | CN | 2018 | | FW |
| Winters Road I-69 to Lower Huntington Rd Road Extension to GM | n/a | CN | 2017 | | AC |

| Bridge Projects | DES # | Phase | Approximate Year | | LPA |
|-----------------------------------------------------------------------------------------------------------------|--------------|--------------|-------------------------|--|------------|
| Main Street (New Haven) Bridge #601 Rehabilitation | n/a | CN | 2017 | | AC |
| Old Lima Road Bridge #53 New Bridge | n/a | CN | 2017 | | AC |
| E. State Boulevard Bridge located between Maysville Rd and Lahmeyer Rd New Bridge (#319) and New Sidewalk | n/a | CN | 2017 | | AC |
| West Hamilton Road Bridge #221 New Bridge and extend trail | n/a | CN | 2017 | | AC |

VIII. LOCAL TRANSIT PROJECTS FY 2018-2021

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 |
| | | |
| | Total Capital Projects | \$440,000 |
| | Federal Share (Section 5307 and 5340) | \$374,000 |
| | Federal Share (Section 5339) | \$0 |
| | State PMTF | \$0 |
| | Local Share | \$66,000 |
| | | |
| 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 | | \$1,900,000 |
| Complimentary Paratransit Costs (Section 5307) ² | | \$344,579 |
| 5307 Special Rule Operations ² | | \$922,010 |
| | | |
| | Total Operating Funds | \$13,974,925 |
| | Federal Share ³ | \$3,166,589 |
| | State Share | \$2,123,530 |
| | Local Share | \$8,684,806 |

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 |
| Capital Equipment Purchases (Section 5339 Funds) | | |
| One (1) Heavy Duty Replacement Hybrid Buses | | \$600,000 |
| Three (3) Replacement Minibus (Body on Chassis) ACCESS | | \$280,500 |
| Total Capital Projects | | \$1,741,765 |
| | Federal Share (Section 5307 and 5340) | \$600,000 |
| | Federal Share (Section 5339) | \$880,500 |
| | State PMTF | \$0 |
| | Local Share | \$261,265 |
| 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 | \$1,976,000 |
| Complimentary Paratransit Costs (Section 5307) | ² | \$358,362 |
| 5307 Special Rule Operations | ² | \$961,552 |
| Total Operating Funds | | \$14,479,284 |
| | Federal Share ³ | \$3,295,914 |
| | State Share | \$2,197,854 |
| | Local Share | \$8,985,516 |

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 2020

| | | |
|------------------------------------------------------------------|--|--------------|
| Capital Equipment Purchases (Section 5307 and 5340 Funds) | | |
| One (1) Heavy Duty Replacement Hybrid Buses | | \$624,750 |
| Capital Equipment Purchases (Section 5339 Funds) | | |
| Three (3) Replacement Minibus (Body on Chassis) ACCESS | | \$280,500 |
| Total Capital Projects | | \$1,065,000 |
| Federal Share (Section 5307 and 5340) | | \$624,750 |
| Federal Share (Section 5339) | | \$280,500 |
| State PMTF | | \$0 |
| Local Share | | \$159,750 |
| 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 | | \$2,055,040 |
| Complimentary Paratransit Costs (Section 5307) ² | | \$372,696 |
| 5307 Special Rule Operations ² | | \$1,018,109 |
| Total Operating Funds | | \$15,018,139 |
| Federal Share ³ | | \$3,445,845 |
| State Share | | \$2,274,779 |
| Local Share | | \$9,297,515 |

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 2021

| | | |
|------------------------------------------------------------------|--|--------------|
| Capital Equipment Purchases (Section 5307 and 5340 Funds) | | |
| One (1) Heavy Duty Replacement Hybrid Buses | | \$624,750 |
| Capital Equipment Purchases (Section 5339 Funds) | | |
| One (1) Heavy Duty Replacement Hybrid Buses | | \$624,750 |
| Total Capital Projects | | \$1,470,000 |
| Federal Share (Section 5307 and 5340) | | \$624,750 |
| Federal Share (Section 5339) | | \$624,750 |
| State PMTF | | \$0 |
| Local Share | | \$220,500 |
| 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 | | \$2,137,242 |
| Complimentary Paratransit Costs (Section 5307) ² | | \$387,604 |
| 5307 Special Rule Operations ² | | \$1,094,122 |
| Total Operating Funds | | \$15,594,621 |
| Federal Share ³ | | \$3,618,968 |
| State Share | | \$2,354,396 |
| Local Share | | \$9,621,257 |

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 |

FEDERAL TRANSIT ADMINISTRATION

Section 5310 Funds

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

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

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 18 - FY 21)

| DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT | DES# | FUND TYPE | EST. COST (\$1000) | YEAR | STATE | | | PRI- ORITY | LPA | A/M |
|--------------------------------------------------------------------------------------------------|---------|----------------------------------|--------------------------|------|---------------------|------------------|-------------------|---------------|----------|-----|
| | | | | | FEDERAL (\$1000) | PMTF (\$1000) | LOCAL (\$1000) | | | |
| Citilink - Transit Operating | | | 10,016,689 | 2018 | | 2,123,530 | 7,893,159 | | Citilink | |
| | | | 10,359,392 | 2019 | | 2,197,854 | 8,161,538 | | Citilink | |
| | | | 10,710,833 | 2020 | | 2,274,779 | 8,436,054 | | Citilink | |
| | | | 11,070,911 | 2021 | | 2,354,396 | 8,716,515 | | Citilink | |
| Citilink - Capitalization of Maintenance Costs | 1400999 | FTA Sec. 5307 | 2,375,000 | 2018 | 1,900,000 | | 475,000 | | Citilink | |
| | 1500851 | | 2,470,000 | 2019 | 1,976,000 | | 494,000 | | Citilink | |
| | 1700468 | | 2,568,800 | 2020 | 2,055,040 | | 513,760 | | Citilink | |
| | 1700469 | | 2,671,553 | 2021 | 2,137,242 | | 534,311 | | Citilink | |
| Citilink - Complementary Paratransit Costs | 1401000 | FTA Sec. 5307 | 430,724 | 2018 | 344,579 | | 86,145 | | Citilink | |
| | 1500852 | | 447,953 | 2019 | 358,362 | | 89,591 | | Citilink | |
| | 1700470 | | 465,870 | 2020 | 372,696 | | 93,174 | | Citilink | |
| | 1700471 | | 484,505 | 2021 | 387,604 | | 96,901 | | Citilink | |
| 5307 Special Rule Operations | 1500855 | FTA Sec. 5307 | 1,152,513 | 2018 | 922,010 | | 230,503 | | Citilink | |
| | 1500856 | | 1,201,940 | 2019 | 961,552 | | 240,388 | | Citilink | |
| | 1700472 | | 1,272,636 | 2020 | 1,018,109 | | 254,527 | | Citilink | |
| | 1700473 | | 1,367,653 | 2021 | 1,094,122 | | 273,531 | | Citilink | |
| Citilink - Capital Equipment Purchases Four (4) Replacement Minibus (Body on Chassis) ACCESS | 1700474 | FTA Sec. 5307 & 5340 | 440,000 | 2018 | 374,000 | | 66,000 | | Citilink | |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700475 | FTA Sec. 5307 & 5340 | 705,882 | 2019 | 600,000 | | 105,882 | | Citilink | |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700476 | FTA Sec. 5339 | 705,882 | 2019 | 600,000 | | 105,882 | | Citilink | |
| Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS | 1700477 | FTA Sec. 5339 | 330,000 | 2019 | 280,500 | | 49,500 | | Citilink | |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700478 | FTA Sec. 5307 & 5340 | 735,000 | 2020 | 624,750 | | 110,250 | | Citilink | |
| Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS | 1700479 | FTA Sec. 5339 | 330,000 | 2020 | 280,500 | | 49,500 | | Citilink | |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700480 | FTA Sec. 5307 & 5340 | 735,000 | 2021 | 624,750 | | 110,250 | | Citilink | |

FORT WAYNE - NEW HAVEN - ALLEN COUNTY T.I.P. (FY 18 - FY 21)

| DESCRIPTION OF PROJECT PROJECT NUMBER PLANNING SUPPORT | DES# | FUND TYPE | EST. COST (\$1000) | YEAR | STATE | | | PRI- ORITY | LPA | A/M |
|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---------------------|--------------------------|-------------------------------|----------------------|------------------|----------------------|---------------|-------------------|--------|
| | | | | | FEDERAL (\$1000) | PMTF (\$1000) | LOCAL (\$1000) | | | |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700481 | FTA Sec. 5339 | 735,000 | 2021 | 624,750 | | 110,250 | | Citilink | |
| *Citilink Comprehensive Operational Analysis and Transit Development Plan | 1702813 | | 200.0 | 2018 | 0.0 | | 200.0 | | Citilink | 18-65 |
| Community Transportation Network Operating Funds | 1601864 1601865 | FTA Sec. 5310 | 265.0 265.0 | 2017 2018 | 87.0 87.0 | | 178.0 178.0 | | Citilink | |
| *Easter Seals One (1) small transit vehicle w/lift | 1701464 | FTA Sec. 5310 | 50.0 | 2018 | 40.0 | | 10.0 | | ES | 17-324 |
| *CTN One (1) small transit vehicle w/lift | 1701461 | FTA Sec. 5310 | 53.8 | 2018 | 43.0 | | 10.8 | | CTN | 17-325 |
| *CTN One (1) medium transit vehicle w/lift | 1701462 | FTA Sec. 5310 | 58.2 | 2018 | 43.5 | | 11.6 | | CTN | 17-326 |
| *CTN One (1) medium transit vehicle w/lift | 1701463 | FTA Sec. 5310 | 58.2 | 2018 | 43.5 | | 11.6 | | CTN | 17-327 |
| 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 | | 2016-17 2016-17 2016-17 | 83.2 40.0 44.0 | | 20.8 10.0 11.0 | 2 2 2 | CTN CTN CTN | |
| Easter Seals ARC Medium Transit Vehicle w/Lift | 1601239 | FTA Sec. 5310 | 52.0 | 2016-17 | 41.6 | | 10.4 | 2 & 4 | AIS | |
| Pathfinders Two (2) Low Floor Minivan w/Ramp | 1601240 | FTA Sec. 5310 | 76.0 | 2016-17 | 60.8 | | 15.2 | 3 | RHS | |
| Byron Health Center Low Floor Minivan w/Ramp | 1601241 | FTA Sec. 5310 | 38.0 | 2016-17 | 30.4 | | 7.6 | 1 | CTN | |

IX. INDOT PROJECTS FY 2018-2021

LOCATION Project Description FY 18

| | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|--------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------|----------------------|--------------|----------------------|--------------------|
| SR 1 Bridge over Deptmer Ditch, 1.18 miles S of I-469 Scour Protection (Erosion) | 1592634 | CN | 92,950 | 2018 | 74,360 | 18,590 |
| SR 1 2.48 mi n/o US 224 to I-469 HMA Overlay Minor Structural | 1600407 | PE | 30,000 | 2018 | 24,000 | 6,000 |
| *SR 1 SR 1 at Clay Street in Leo-Cedarville Demolition, Remove Buildings, Foundations | 1602272 | PE | 15000.0 | 2018 | 12,000 | 3,000 |
| SR 3 Bridge Over Willow Creek, NB, 3.84 Miles South of SR 205. Bridge Deck Overlay | 1500801 | PE CN | 100,800 502,100 | 2018 2018 | 80,640 401,680 | 20,160 100,420 |
| SR 3 Bridge Over Willow Creek, SB, 3.84 Miles South of SR 205. Bridge Deck Overlay | 1500802 | PE CN | 100,800 502,100 | 2018 2018 | 80,640 401,680 | 20,160 100,420 |
| *SR 3 Bridge over Willow Crk Ditch, 4.19 mi s/o SR 205 Replace Superstructure | 1600290 1600291 | PE PE | 30,000 30,000 | 2018 2018 | 24,000 24,000 | 6,000 6,000 |
| *US 24 2.61 mi e/o I-469 to 4.8 mi e/o I-469 Pavement Replacement/ HMA | 1601010 | PE | 237,500 | 2018 | 190,000 | 47,500 |
| US 27 Pipeliner for Valentine Ditch, 3.2 miles N of Adams/Allen Co Line. Small Structure Pipe Lining | 0301145 | CN | 89,000 | 2018 | 71,200 | 17,800 |
| US 27 Between 6.29 mi S of SR 930 (PauldingRd) to 0.99 mi S of SR 930 (Edgewood D Traffic Signals Modernization | 1172175 | PE CN | 320,000 1,971,200 | 2018 2018 | 256,000 1,576,960 | 64,000 394,240 |
| US 27 From 6.29 mi S of SR 930 (Paulding Rd) to 0.99 mi S of SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | 1296321 | CN | 5,177,700 | 2018 | 4,142,160 | 1,035,540 |
| US 27 Bridge Over Houk Ditch, NBL, 0.72 Miles North of I-469. Bridge Deck Overlay | 1500787 | PE CN | 50,000 489,000 | 2018 2018 | 40,000 391,200 | 10,000 97,800 |
| US 27 Bridge Over Houk Ditch, SBL, 0.72 Miles North of I-469. Bridge Deck Overlay | 1500788 | PE CN | 26,000 489,000 | 2018 2018 | 20,800 391,200 | 5,200 97,800 |
| US 27 Bridge Over Berning Creek NB, 4.81 Miles South of I-469. Bridge Deck Overlay | 1500803 | CN | 371,100 | 2018 | 296,880 | 74,220 |

| LOCATION | Project Description | FY 18 | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|----------|--------------------------------------------------------------------------------------------------------------------------------------------------|-------|--------------------|----------|------------------------|--------------|-----------------------|----------------------|
| US 27 | Bridge Over Berning Creek SB, 4.81 Miles South of I-469. Bridge Deck Overlay | | 1500804 | CN | 371,100 | 2018 | 296,880 | 74,220 |
| *US 27 | Bridge over St Mary's River, 2.6 mi s/o SR 930 Bridge Deck Replacement | | 1701388 | PE | 60,000 | 2018 | 48,000 | 12,000 |
| US 30 | Intersection of US 30 & SR 101, Allen County Other Intersection Improvement | | 1298055 | CN | 952,000 | 2018 | 761,600 | 190,400 |
| US 30 | 0.23 miles E of US 33 (Hillegas Road Over US 30/US 33) Bridge Replacement, Other Construction | | 1383457 | RW CN | 13,000 2,511,000 | 2018 2018 | 10,400 2,008,800 | 2,600 502,200 |
| US 33 | Bridge US 33 over US 30 Bridge Painting | | 1592680 | CN | 232,950 | 2018 | 186,360 | 46,590 |
| US 33 | Various Locations, From US 30 to US 20. Traffic Signal Visibility Improvements | | 1601788 | CN | 764,000 | 2018 | 611,200 | 152,800 |
| US 33 | Bridge over Johnson Ditch, 5.33 mi n/o US 30 Bridge Deck Overlay | | 1700224 | PE | 75,000 | 2018 | 60,000 | 15,000 |
| SR 37 | Bridge over Wann Ditch, 0.38 miles S of SR 101 Scour Protection (Erosion) | | 1592648 | CN | 69,100 | 2018 | 55,280 | 13,820 |
| *SR 37 | Bridge over Dietzen Ditch, 3.71 mi n/o SR101 Bridge Replacement, Other Construction | | 1602284 | PE | 37,500 | 2018 | 30,000 | 8,000 |
| *SR 37 | Bridge over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure | | 1701392 | PE | 30,000 | 2018 | 24,000 | 6,000 |
| *SR 37 | Bridge over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement | | 1701400 | PE | 42,500 | 2018 | 34,000 | 9,000 |
| *SR 37 | Bridge over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement | | 1701401 | PE | 42,500 | 2018 | 34,000 | 9,000 |
| *I-69 | Hillegas Road Bridge over I-69, 0.48 miles S of US 30 Bridge Deck Replacement & Widening *HSIP Urban Funding **match funding is Fort Wayne | | 1006172 1401164 | CN CN | 2,789,703 1,049,501 | 2018 2018 | 2,510,733 *944,551 | 278,970 **104,950 |
| I-69 | I-69 Various Locations - SR 5 to 1.24M S of US24 & US6 to 1.18M. N of SR4. Install New Cable Rail Barriers | | 1297947 | CN | 3,313,000 | 2018 | 2,981,700 | 331,300 |
| *I-69 | I-69 at SR 14 interchange Interchange Modification | | 1401828 | PE | 15000.0 | 2018 | 13,500 | 1,500 |

LOCATION Project Description FY 18

| | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|------------------------------------------------------------------------------------------------------------------------------|--------------------------|-------------|------------------------|--------------|------------------------|--------------------|
| *I-69 0.68 miles S of US 224 to 9.52 miles N of US 224 HMA Overlay, Preventive Maintenance | 1592633 | PE/CE CN | 450,000 6,686,200 | 2018 2018 | 405,000 6,017,580 | 45,000 668,620 |
| I-69 Bridge over NS Railroad(Chicago), NB Lane, 0.53 miles N of SR 14 Substructure Repair And Rehabilitation | 1592908 | CN | 101,800 | 2018 | 91,620 | 10,180 |
| I-69 Bridge over NS Railroad(Chicago), SB Lane, 0.553 miles N of SR 14 Substructure Repair And Rehabilitation | 1592914 | CN | 101,800 | 2018 | 91,620 | 10,180 |
| I-69 Bridge over CFE Railroad, NB Lane, 0.81 miles N of SR 14 Substructure Repair And Rehabilitation | 1592916 | PE CN | 3,650 101,800 | 2018 2018 | 2,920 91,620 | 730 10,180 |
| I-69 Bridge over CFE Railroad, SB Lane, 0.81 miles N of SR 14 Substructure Repair And Rehabilitation | 1592917 | PE CN | 3,650 101,800 | 2018 2018 | 2,920 91,620 | 730 10,180 |
| I-69 Bridge over US 24 NB, 3.21 miles S of SR 14 Repair Or Replace Joints | 1592926 | CN | 26,800 | 2018 | 24,120 | 2,680 |
| I-69 Bridge over US 24, SB, 3.21 miles S of SR 14 Repair Or Replace Joints | 1592927 | CN | 26,800 | 2018 | 24,120 | 2,680 |
| I-69 Huntington Road over I 69, 2.97 miles S of US 24 Substructure Repair And Rehabilitation | 1592980 | CN | 26,800 | 2018 | 24,120 | 2,680 |
| *I-69 Coldwater Rd over I-69 Ramp Bridge Replacement, Other Construction | 1601991 | PE | 75,000 | 2018 | 60,000 | 15,000 |
| I-69 South Junction of I-69/I-469 Interchange - Loop Ramp from WB Laf Ctr Rd to SB I-69 Small Structure Pipe Lining | 1700221 | PE | 20,000 | 2018 | 16,000 | 4,000 |
| *I-69 Bridge 1.69 mi s/o US 24 Deck Replacement | 1701406-NB 1701408-SB | PE PE | 48,000 48,000 | 2018 2018 | 38,400 38,400 | 9,600 9,600 |
| SR 101 From 0.18 mi N of US 24 to 8.49 mi N of US 24 HMA Overlay, Structural | 1296471 | CN | 3,763,500 | 2018 | 3,010,800 | 752,700 |
| SR 101 Mourey Ditch, 2.60 miles N of US 30 Small Structure Pipe Lining | 1383552 | RW | 5,000 | 2018 | 4,000 | 1,000 |
| SR 205 Pipeliner for Johnson Ditch, 2.09 miles N of US 33 Small Structure Pipe Lining | 1296076 | CN | 84,000 | 2018 | 67,200 | 16,800 |
| I-469 I-469 at the US 24 Interchange Interchange Modification | 1383675 | RW CN | 1,500,000 1,490,000 | 2018 2018 | 1,350,000 1,341,000 | 150,000 149,000 |

LOCATION *Project Description* FY 18

| | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|---------------------------------------------------------------------------------------------------------------------------------|---------|----------|-------------|--------------|------------------|-------------|
| I-469 Pipeliner, WB On Ramp, 4.0 Miles East of US 27. Small Structure Pipe Lining | 1500829 | PE CN | 65,000 | 2018 2018 | 15,620 58,500 | 6,500 |
| Removed from TIP | | | | | | |
| *I-469 From 0.54 Miles East of I-69 South to 2.28 Miles East of SR 1 (Winchester Rd). Concrete Pavement Restoration (CPR) | 1500837 | CN | 3,208,500 | 2018 | 2,887,650 | 320,850 |
| I-469 WB off ramp, 1.76 mi e/o US 27 Small Structure Pipe Lining | 1592490 | PE | 36,800 | 2018 | 29,440 | 7,360 |
| I-469 Bridge over St. Mary River, EB, 0.45 miles W of US 27 Debris Removal From Channel | 1592918 | CN | 52,710 | 2018 | 47,439 | 5,271 |
| I-469 Bridge over Maplecrest Road EB, 3.99 miles E of SR 37 Substructure Repair And Rehabilitation | 1592955 | CN | 42,350 | 2018 | 38,115 | 4,235 |
| *I-469 Over NS Railroad (Fostoria). Substructure Repair And Rehabilitation | 1592982 | CN | 37,500 | 2018 | 33,750 | 3,750 |
| Removed from TIP | | | | | | |
| *I-469 Bridge over US 24, NB, 1.35 miles N of US 30 Substructure Repair And Rehabilitation | 1592985 | CN | 96,000 | 2018 | 86,400 | 9,600 |
| Removed from TIP | | | | | | |
| *I-469 Bridge over US 24, SB, 1.35 miles N of US 30 Substructure Repair And Rehabilitation | 1592986 | CN | 96,400 | 2018 | 86,760 | 9,640 |
| Removed from TIP | | | | | | |
| *I-469 Bridge over NS Railroad, SB, 0.50 miles S of SR 37 Substructure Repair And Rehabilitation | 1592988 | CN | 37,500 | 2018 | 33,750 | 3,750 |
| Removed from TIP | | | | | | |
| I-469 Bridge WB Over - Maplecrest Road NB/SB, 3.99 miles E of SR 37 Substructure Repair And Rehabilitation | 1592989 | CN | 98,500 | 2018 | 88,650 | 9,850 |
| I-469 Pipe Liner, Unnamed Tributary of Brindle Ditch, 3.76 mi e/o I-69 Small Structure Pipe Lining | 1600240 | PE | 30,000 | 2018 | 24,000 | 6,000 |
| *I-469 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 | CN | 200,000 | 2018 | 180,000 | 20,000 |
| I-469 Bridge over Feighner Rd, 0.54 mi e/o I-69, EBL Replace Superstructure | 1601889 | PE | 240,000 | 2018 | 192,000 | 48,000 |
| I-469 Bridge over Feighner Rd, 0.54 mi e/o I-69, WBL Replace Superstructure | 1601890 | PE | 290,000 | 2018 | 232,000 | 58,000 |
| *I-469 Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69 Partial Super Replacement | 1701375 | PE | 275,000 | 2018 | 247,500 | 27,500 |

| LOCATION | Project Description | FY 18 | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|-------------------|-------------------------------------------------------------------------------------------------------------------------------|--------------|-------------|--------------|--------------------|-------------|----------------------|--------------------|
| *I-469 | Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69 Partial Super Replacement | | 1701376 | PE | 275,000 | 2018 | 247,500 | 27,500 |
| SR 930 | 0.77 M.E. of US 27(at Coldwater Rd), Add Right Turn Lanes on N,E, & W approaches Intersect. Improv. W/ Added Turn Lanes | | 1296911 | CN | 1,778,000 | 2018 | 1,422,400 | 355,600 |
| SR 930 | 1.68 mi w/o US 27 (Goshen Rd), Added left turn lane on W approach Intersection Improvement w/Added Turn Lanes | | 1401850 | PE | 35,000 | 2018 | 28,000 | 7,000 |
| SR 930 | Bridge Over Spy Run Creek WB, 0.74 Miles West of US 27. Bridge Thin Deck Overlay | | 1500784 | CN | 149,200 | 2018 | 119,360 | 29,840 |
| *SR 930 | Bridge over Trier Ditch, 2.05 mi w/o I-469 Bridge Deck Replacement | | 1600227 | PE | 47,000 | 2018 | 37,600 | 9,400 |
| Railroad Crossing | Monroeville Rd at CFE RR #532328Y near Hoagland Railroad Protection | | 1700527 | PE | 20,000 | 2018 | 20,000 | 0 |
| Railroad Crossing | Van Buren St at NS RR DOT# 478025T in Fort Wayne Railroad Protection | | 1500181 | CN | 450,000 | 2018 | 450,000 | 0 |
| Various | Various Fort Wayne District Locations in Harlan (SR 37) and Monroeville (SR 101) Construct ADA Approved Sidewalk Ramps | | 1601183 | CN | 416,000 | 2018 | 332,800 | 83,200 |
| *Various | Various locations on routes within the FW district Raised Pavement Markings, Refurbished | | 1593103 | CN | 483,700 | 2018 | 483,700 | 0 |
| *Various | Statewide funding for Indiana State Police patrols | | 1702393 | PE | 1,000,000 | 2018 | 0.0 | 0.0 |

| LOCATION | Project Description | FY 19 | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|-----------------|------------------------------------------------------------------------------------|--------------|-------------|--------------|--------------------|-------------|----------------------|--------------------|
| *SR 3 | Bridge over Willow Crk Ditch, 4.19 mi s/o SR 205 Replace Superstructure | | 1600290 | PE | 130,000 | 2019 | 104,000 | 26,000 |
| | | | 1600291 | PE | 130,000 | 2019 | 104,000 | 26,000 |
| *US 24 | 2.61 mi e/o I-469 to 4.8 mi e/o I-469 Pavement Replacement/ HMA | | 1601010 | PE | 712,500 | 2019 | 570,000 | 142,500 |
| *US 27 | Bridge over St Mary's River, 2.6 mi s/o SR 930 Bridge Deck Replacement | | 1701388 | PE | 240,000 | 2019 | 192,000 | 48,000 |
| US 30 | US 30 bridge over Flatrock Creek, EB, 0.79 miles E of SR 101 Bridge Painting | | 1592659 | CN | 128,150 | 2019 | 102,520 | 25,630 |

LOCATION *Project Description* FY 19

| | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|--------------------------------------------------------------------------------------------------|--------------------------|--------------|--------------------|--------------|----------------------|--------------------|
| US 30 US 30 bridge over Flatrock Creek, WB, 0.79 miles E of SR 101 Bridge Painting | 1592661 | CN | 128,150 | 2019 | 102,520 | 25,630 |
| US 30 Bridge over Flatrock Creek, WB, 0.79 miles E of SR 101 Bridge Deck Overlay | 1600194 | CN | 737,100 | 2019 | 589,680 | 147,420 |
| US 30 Bridge over Flatrock Creek, EB Lane, 0.79 miles E of SR 101 Bridge Deck Overlay | 1600238 | CN | 737,200 | 2019 | 589,760 | 147,440 |
| SR 37 Over Branch #2, Sowers Ditch, 3.05 miles N of SR 101 Small Structure Pipe Lining | 1383542 | RW | 5,000 | 2019 | 4,000 | 1,000 |
| *SR 37 Bridge over Dietzen Ditch, 3.71 mi n/o SR101 Bridge Replacement, Other Construction | 1602284 | PE | 122,500 | 2019 | 98,000 | 24,500 |
| *SR 37 Bridge over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure | 1701392 | PE | 130,000 | 2019 | 104,000 | 26,000 |
| *SR 37 Bridge over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement | 1701400 | PE | 132,500 | 2019 | 106,000 | 26,500 |
| *SR 37 Bridge over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement | 1701401 | PE | 132,500 | 2019 | 106,000 | 26,500 |
| I-69 0.47 miles N of SR 1 to 9.46 miles N of SR 1 HMA Overlay, Preventive Maintenance | 1600232 | CN | 5,612,335 | 2019 | 5,051,102 | 561,234 |
| *I-69 Coldwater Rd over I-69 Ramp Bridge Replacement, Other Construction | 1601991 | PE | 225,000 | 2019 | 180,000 | 45,000 |
| *I-69 Bridge 1.69 mi s/o US 24 Deck Replacement | 1701406-NB 1701408-SB | PE PE | 202,000 202,000 | 2019 2019 | 161,600 161,600 | 40,400 40,400 |
| SR 101 Mourey Ditch, 2.60 miles N of US 30 Small Structure Pipe Lining | 1383552 | CN | 78,500 | 2019 | 62,800 | 15,700 |
| SR 101 Bridge Over Hamm Ditch, 1.49 Miles North of SR 37 Bridge Deck Overlay | 1500781 | CN | 684,300 | 2019 | 547,440 | 136,860 |
| I-469 I-469 at the US 24 Interchange Interchange Modification | 1383675 | CN | 5,400,000 | 2019 | 4,320,000 | 1,080,000 |
| I-469 WB off ramp, 1.76 miles E of US 27 Small Structure Pipe Lining | 1592490 | CN | 810,765 | 2019 | 729,689 | 81,077 |






| LOCATION | Project Description | FY 19 | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|-----------------|-----------------------------------------------------------------------------------------------------|--------------|-------------|--------------|--------------------|-------------|----------------------|--------------------|
| I-469 | Pipe Liner, Unnamed Tributary of Brindle Ditch, 3.76 miles E of I-69 Small Structure Pipe Lining | | 1600240 | CN | 220,850 | 2019 | 198,765 | 22,085 |
| I-469 | NB Bridge on I-469 at the US 24 Interchange Bridge Deck Overlay | | 1600316 | CN | 1,320,055 | 2019 | 1,188,050 | 132,006 |
| I-469 | SB Bridge on I-469 at the US 24 Interchange Bridge Deck Overlay | | 1600317 | CN | 1,410,945 | 2019 | 1,269,851 | 141,095 |
| SR 930 | Bridge over Trier Ditch, 2.05 miles W of I-469 Bridge Deck Replacement | | 1600227 | CN | 717,350 | 2019 | 573,880 | 143,470 |
| | Railroad Crossing Monroeville Rd at CFE RR #532328Y near Hoagland Railroad Protection | | 1700527 | CN | 320,000 | 2019 | 320,000 | 0 |
| *Various | Statewide funding for Indiana State Police patrols | | 1702393 | PE | 1,000,000 | 2019 | 0.0 | 0.0 |

| LOCATION | Project Description | FY 20 | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|-----------------|-----------------------------------------------------------------------------------------------------------------|--------------|-------------|--------------|--------------------|--------------|----------------------|--------------------|
| SR 1 | 2.48 miles N of US 224 to I 469 HMA Overlay, Functional | | 1600407 | CN | 2,900,000 | 2020 | 2,320,000 | 580,000 |
| SR 37 | Over Branch #2, Sowers Ditch, 3.05 miles N of SR 101 Small Structure Pipe Lining | | 1383542 | CN | 205,593 | 2020 | 164,474 | 41,119 |
| I-69 | I-69 at SR 14 interchange Interchange Modification | | 1401828 | CN | 922,500 | 2020 | 830,250 | 92,250 |
| SR 101 | Imback Ditch, 6.64 miles N of US 30 Small Structure Pipe Lining | | 1383553 | CN | 72,238 | 2020 | 57,790 | 14,448 |
| SR 930 | 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes | | 1401850 | RW CN | 50,000 500,000 | 2020 2020 | 40,000 400,000 | 10,000 100,000 |






| LOCATION | Project Description | FY 21 | DES# | PHASE | TOTAL SHARE | YEAR | FEDERAL SHARE | STATE SHARE |
|-----------------|-----------------------------------------------------------------------------------------------------------------|--------------|-------------|--------------|--------------------|-------------|----------------------|--------------------|
| *I-469 | Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69 Partial Super Replacement | | 1701375 | CN | 1,750,000 | 2021 | 1,575,000 | 175,000 |
| *I-469 | Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69 Partial Super Replacement | | 1701376 | CN | 1,750,000 | 2021 | 1,575,000 | 175,000 |
| SR 930 | 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes | | 1401850 | CN | 227,000 | 2021 | 181,600 | 45,400 |

Indiana Department of Transportation

Projects FY 18 - 21

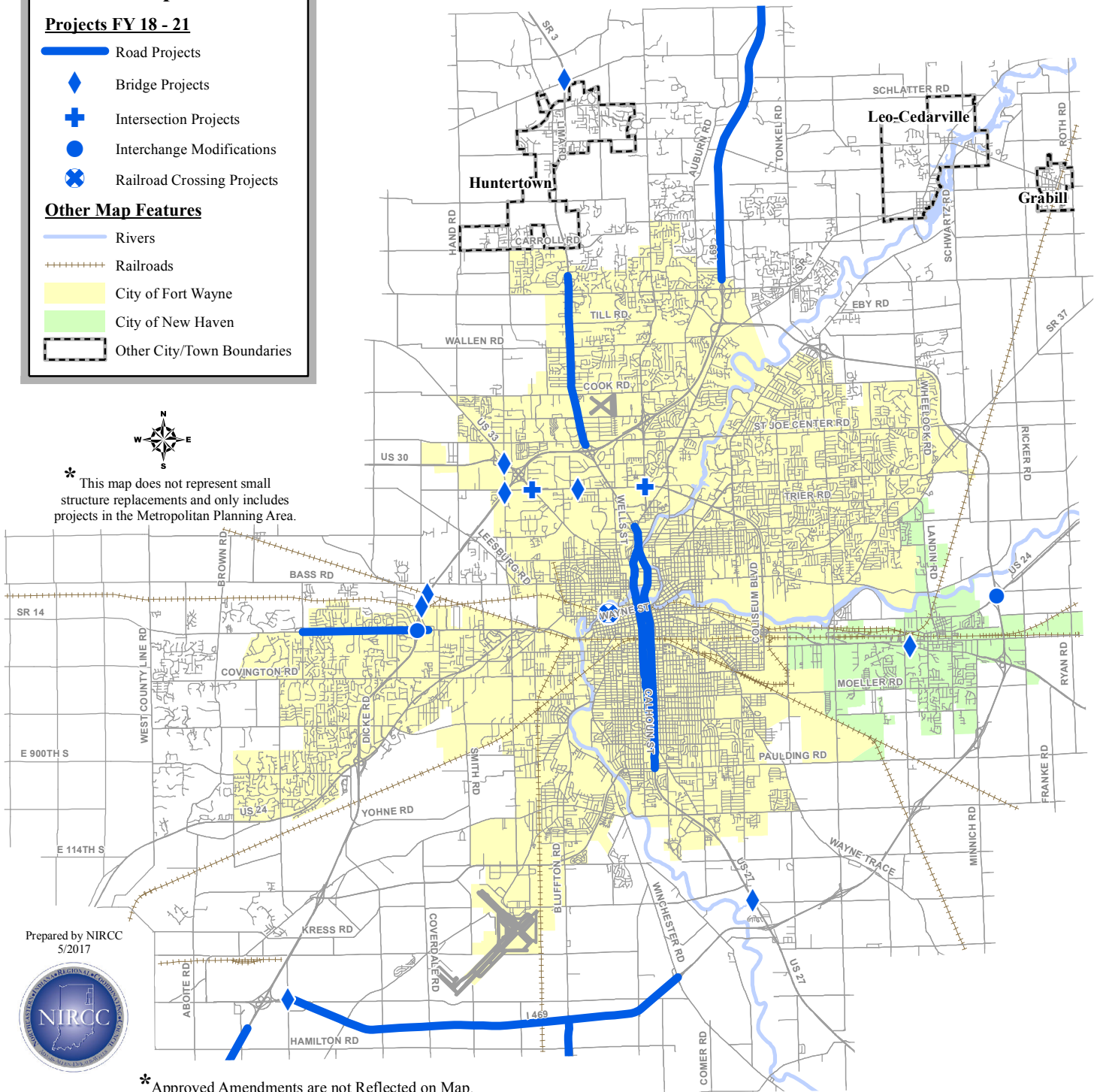
-  Road Projects
-  Bridge Projects
-  Intersection Projects
-  Interchange Modifications
-  Railroad Crossing Projects

Other Map Features

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



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



Prepared by NIRCC
5/2017



* 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 | Percentage Split / Comments |
|---------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------|--------------------------------|------------------------------|--------------------------------|----------------------------|--------|--------------------------------|
| SR 1 Bridge over Deptmer Ditch, 1.18 miles S of I-469 Scour Protection (Erosion) | 1592634 | CN | 93.0 | 2018 | 74.4 | 18.6 | | 80/20 11/15/2017 |
| SR 1 2.48 miles N of US 224 to I 469 HMA Overlay, Functional | 1600407 | CN | 2900.0 | 2020 | 2320.0 | 580.0 | | 80/20 07/01/2019 |
| *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 | 80/20 2/7/2018 |
| SR 3 Bridge Over Willow Creek, NB, 3.84 Miles South of SR 205. Bridge Deck Overlay | 1500801 | CN | 502.1 | 2018 | 401.7 | 100.4 | | 80/20 12/13/2017 |
| SR 3 Bridge Over Willow Creek, SB, 3.84 Miles South of SR 205. Bridge Deck Overlay | 1500802 | CN | 502.1 | 2018 | 401.7 | 100.4 | | 80/20 12/13/2017 |
| *SR 3 Bridge over Willow Crk Ditch, 4.19 mi s/o SR 205 Replace Superstructure | 1600290 1600291 | PE PE PE PE | 30.0 130.0 30.0 130.0 | 2018 2019 2018 2019 | 24.0 104.0 24.0 104.0 | 6.0 26.0 6.0 26.0 | 18-3 | |
| *US 24 2.61 mi e/o I-469 to 4.8 mi e/o I-469 Pavement Replacement/ HMA | 1601010 | PE PE | 237.5 712.5 | 2018 2019 | 190.0 570.0 | 47.5 142.5 | 18-4 | |
| US 27 Pipeliner for Valentine Ditch, 3.2 miles N of Adams/Allen Co Line. Small Structure Pipe Lining | 0301145 | CN | 89.0 | 2018 | 71.2 | 17.8 | | 80/20 07/12/2017 |
| US 27 Between 6.29 mi S of SR 930 (PauldingRd) to 0.99 mi S of SR 930 (Edgewood D Traffic Signals Modernization | 1172175 | CN | 1971.2 | 2018 | 1577.0 | 394.2 | | 80/20 12/13/2017 |
| US 27 From 6.29 mi S of SR 930 (Paulding Rd) to 0.99 mi S of SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | 1296321 | CN | 5177.7 | 2018 | 4142.2 | 1035.5 | | 80/20 12/13/2017 |
| US 27 Bridge Over Houk Ditch, NBL, 0.72 Miles North of I-469 Bridge Deck Overlay | 1500787 | CN | 489.0 | 2018 | 391.2 | 97.8 | | 80/20 11/15/2017 |
| US 27 Bridge Over Houk Ditch, SBL, 0.72 Miles North of I-469. Bridge Deck Overlay | 1500788 | CN | 489.0 | 2018 | 391.2 | 97.8 | | 80/20 11/15/2017 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M | Percentage Split / Comments |
|-----------------------------------------------------------------------------------------------------------|----------------|----------|-----------------------|--------------|---------------------|-------------------|------|--------------------------------|
| US 27 Bridge Over Berning Creek NB, 4.81 Miles South of I-469. Bridge Deck Overlay | 1500803 | CN | 371.1 | 2018 | 296.9 | 74.2 | | 80/20 11/15/2017 |
| US 27 Bridge Over Berning Creek SB, 4.81 Miles South of I-469. Bridge Deck Overlay | 1500804 | CN | 371.1 | 2018 | 296.9 | 74.2 | | 80/20 11/15/2017 |
| *US 27 Bridge over St Mary's River, 2.6 mi s/o SR 930 Bridge Deck Replacement | 1701388 | PE PE | 60.0 240.0 | 2018 2019 | 48.0 192.0 | 12.0 48.0 | 18-7 | |
| US 30 Intersection of US 30 & SR 101, Allen County Other Intersection Improvement | 1298055 | CN | 952.0 | 2018 | 761.6 | 190.4 | | 80/20 11/15/2017 |
| US 30 0.23 miles E of US 33 (Hillegas Road Over US 30/US 33) Bridge Replacement, Other Construction | 1383457 | RW CN | 13.0 2511.0 | 2018 2018 | 10.4 2008.8 | 2.6 502.2 | | 80/20 12/13/2017 |
| US 30 US 30 bridge over Flatrock Creek, EB, 0.79 miles E of SR 101 Bridge Painting | 1592659 | CN | 128.2 | 2019 | 102.5 | 25.6 | | 80/20 11/15/2018 |
| US 30 US 30 bridge over Flatrock Creek, WB, 0.79 miles E of SR 101 Bridge Painting | 1592661 | CN | 128.2 | 2019 | 102.5 | 25.6 | | 80/20 11/15/2018 |
| US 30 Bridge over Flatrock Creek, WB, 0.79 miles E of SR 101 Bridge Deck Overlay | 1600194 | CN | 737.1 | 2019 | 589.7 | 147.4 | | 80/20 11/15/2018 |
| US 30 Bridge over Flatrock Creek, EB Lane, 0.79 miles E of SR 101 Bridge Deck Overlay | 1600238 | CN | 737.2 | 2019 | 589.8 | 147.4 | | 80/20 11/15/2018 |
| US 33 Bridge US 33 over US 30 Bridge Painting | 1592680 | CN | 233.0 | 2018 | 186.4 | 46.6 | | 80/20 12/13/2017 |
| US 33 Various Locations, From US 30 to US 20. Traffic Signal Visibility Improvements | 1601788 | CN | 764.0 | 2018 | 611.2 | 152.8 | | 80/20 02/07/2018 |
| SR 37 Over Branch #2, Sowers Ditch, 3.05 miles N of SR 101 Small Structure Pipe Lining | 1383542 | RW CN | 5.0 205.6 | 2019 2020 | 4.0 164.5 | 1.0 41.1 | | 80/20 01/15/2020 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M | Percentage Split / Comments |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------|-----------------------|--------------|---------------------|-------------------|----------------|--------------------------------|
| SR 37 Bridge over Wann Ditch, 0.38 miles S of SR 101 Scour Protection (Erosion) | 1592648 | CN | 69.1 | 2018 | 55.3 | 13.8 | | 80/20 12/13/2017 |
| *SR 37 Bridge over Dietzen Ditch, 3.71 mi n/o SR101 Bridge Replacement, Other Construction | 1602284 | PE PE | 37.5 122.5 | 2018 2019 | 30.0 98.0 | 7.5 24.5 | 18-6 | |
| *SR 37 Bridge over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure | 1701392 | PE PE | 30.0 130.0 | 2018 2019 | 24.0 104.0 | 6.0 26.0 | 18-8 | |
| *SR 37 Bridge over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement | 1701400 | PE PE | 42.5 132.5 | 2018 2019 | 34.0 106.0 | 8.5 26.5 | 18-9 | |
| *SR 37 Bridge over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement | 1701401 | PE PE | 42.5 132.5 | 2018 2019 | 34.0 106.0 | 8.5 26.5 | 18-10 | |
| *I-69 Hillegas Road Bridge over I-69, 0.48 miles S of US 30 *HSIP Urban Funding **match funding is Fort Wayne Bridge Deck Replacement & Widening | 1006172 1401164 | CN CN | 2789.7 1049.5 | 2018 2018 | 2510.7 *944.6 | 279.0 **105 | 18-66 18-67 | 90/10 12/13/2017 |
| I-69 I-69 Various Locations - SR 5 to 1.24M S of US24 & US6 to 1.18M. N of SR4. Install New Cable Rail Barriers | 1297947 | CN | 3313.0 | 2018 | 2650.4 | 662.6 | | 90/10 02/07/2018 |
| *I-69 I-69 at SR 14 interchange Interchange Modification | 1401828 | PE CN | 15.0 922.5 | 2018 2020 | 13.5 738.0 | 1.5 184.5 | 17-318 | 90/10 08/07/2019 |
| *I-69 0.68 miles S of US 224 to 9.52 miles N of US 224 HMA Overlay, Preventive Maintenance | 1592633 | PE/CE CN | 450.0 6686.2 | 2018 2018 | 405.0 5349.0 | 45.0 1337.2 | 17-322 | 90/10 02/07/2018 |
| I-69 Bridge over NS Railroad(Chicago), NB Lane, 0.53 miles N of SR 14 Substructure Repair And Rehabilitation | 1592908 | CN | 101.8 | 2018 | 81.4 | 20.4 | | 90/10 08/09/2017 |
| I-69 Bridge over NS Railroad(Chicago), SB Lane, 0.553 miles N Substructure Repair And Rehabilitation | 1592914 | CN | 101.8 | 2018 | 81.4 | 20.4 | | 90/10 08/09/2017 |
| I-69 Bridge over CFE Railroad, NB Lane, 0.81 miles N of SR 14 Substructure Repair And Rehabilitation | 1592916 | CN | 101.8 | 2018 | 81.4 | 20.4 | | 90/10 08/09/2017 |
| I-69 Bridge over CFE Railroad, SB Lane, 0.81 miles N of SR 14 Substructure Repair And Rehabilitation | 1592917 | CN | 101.8 | 2018 | 81.4 | 20.4 | | 90/10 08/09/2017 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M | Percentage Split / Comments |
|----------------------------------------------------------------------------------------------------|--------------------------|----------------------|--------------------------------|------------------------------|--------------------------------|----------------------------|------------------|--------------------------------|
| I-69 Bridge over US 24 NB, 3.21 miles S of SR 14 Repair Or Replace Joints | 1592926 | CN | 26.8 | 2018 | 21.4 | 5.4 | | 90/10 08/09/2017 |
| I-69 Bridge over US 24, SB, 3.21 miles S of SR 14 Repair Or Replace Joints | 1592927 | CN | 26.8 | 2018 | 21.4 | 5.4 | | 90/10 08/09/2017 |
| I-69 Huntington Road over I 69, 2.97 miles S of US 24 Substructure Repair And Rehabilitation | 1592980 | CN | 26.8 | 2018 | 21.4 | 5.4 | | 90/10 08/09/2017 |
| I-69 0.47 miles N of SR 1 to 9.46 miles N of SR 1 HMA Overlay, Preventive Maintenance | 1600232 | CN | 5612.3 | 2019 | 4489.9 | 1122.5 | | 90/10 07/11/2018 |
| *I-69 Coldwater Rd over I-69 Ramp Bridge Replacement, Other Construction | 1601991 | PE PE | 75.0 225.0 | 2018 2019 | 60.0 180.0 | 15.0 45.0 | 18-5 | |
| *I-69 Bridge 1.69 mi s/o US 24 Deck Replacement | 1701406-NB 1701408-SB | PE PE PE PE | 48.0 202.0 48.0 202.0 | 2018 2019 2018 2019 | 38.4 161.6 38.4 161.6 | 9.6 40.4 9.6 40.4 | 18-11 18-11.5 | |
| SR 101 From 0.18 mi N of US 24 to 8.49 mi N of US 24 HMA Overlay, Structural | 1296471 | CN | 3763.5 | 2018 | 3010.8 | 752.7 | | 80/20 12/13/2017 |
| SR 101 Mourey Ditch, 2.60 miles N of US 30 Small Structure Pipe Lining | 1383552 | RW CN | 5.0 78.5 | 2018 2019 | 4.0 62.8 | 1.0 15.7 | | 80/20 11/15/2018 |
| SR 101 Imback Ditch, 6.64 miles N of US 30 Small Structure Pipe Lining | 1383553 | CN | 72.2 | 2020 | 57.8 | 14.4 | | 80/20 01/15/2020 |
| SR 101 Bridge Over Hamm Ditch, 1.49 Miles North of SR 37 Bridge Deck Overlay | 1500781 | CN | 684.3 | 2019 | 547.4 | 136.9 | | 80/20 07/01/2018 |
| SR 205 Pipeliner for Johnson Ditch, 2.09 miles N of US 33 Small Structure Pipe Lining | 1296076 | CN | 84.0 | 2018 | 67.2 | 16.8 | | 80/20 07/12/2017 |
| I-469 I-469 at the US 24 Interchange Interchange Modification | 1383675 | RW CN CN | 1500.0 1490.0 5400.0 | 2018 2018 2019 | 1200.0 1192.0 4320.0 | 300.0 298.0 1080.0 | | 90/10 03/06/2019 |
| I-469 Pipeliner, WB On Ramp, 4.0 Miles East of US 27. Small Structure Pipe Lining | 1500829 | CN | 65.0 Removed | 2018 | 52.0 | 13.0 | 18-64 | 90/10 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M | Percentage Split / Comments |
|-------------------------------------------------------------------------------------------------------------------------------------|----------------|-------|-----------------------|------|---------------------|-------------------|--------|--------------------------------|
| *I-469 From 0.54 Miles East of I-69 South to 2.28 Miles East of SR 1 (Winchester Rd). Concrete Pavement Restoration (CPR) | 1500837 | CN | 3208.5 | 2018 | 2887.7 | 320.9 | 17-320 | 90/10 02/07/2018 |
| I-469 WB off ramp, 1.76 miles E of US 27 Small Structure Pipe Lining | 1592490 | CN | 810.8 | 2019 | 648.6 | 162.2 | | 90/10 07/11/2018 |
| I-469 Bridge over St. Mary River, EB, 0.45 miles W of US 27 Debris Removal From Channel | 1592918 | CN | 52.7 | 2018 | 42.2 | 10.5 | | 90/10 08/09/2017 |
| I-469 Bridge over Maplecrest Road EB, 3.99 miles E of SR 37 Substructure Repair And Rehabilitation | 1592955 | CN | 42.4 | 2018 | 33.9 | 8.5 | | 90/10 08/09/2017 |
| *I-469 Over NS Railroad (Fostoria). Substructure Repair And Rehabilitation | 1592982 | CN | 37.5 Removed | 2018 | 30.0 | 7.5 | 18-55 | 90/10 |
| *I-469 Bridge over US 24, NB, 1.35 miles N of US 30 Substructure Repair And Rehabilitation | 1592985 | CN | 96.0 Removed | 2018 | 76.8 | 19.2 | 18-56 | 90/10 |
| *I-469 Bridge over US 24, SB, 1.35 miles N of US 30 Substructure Repair And Rehabilitation | 1592986 | CN | 96.4 Removed | 2018 | 77.1 | 19.3 | 18-57 | 90/10 |
| *I-469 Bridge over NS Railroad, SB, 0.50 miles S of SR 37 Substructure Repair And Rehabilitation | 1592988 | CN | 37.5 Removed | 2018 | 30.0 | 7.5 | 18-58 | 90/10 |
| I-469 Bridge WB Over - Maplecrest Road NB/SB, 3.99 miles E of SR 37 Substructure Repair And Rehabilitation | 1592989 | CN | 98.5 | 2018 | 78.8 | 19.7 | | 90/10 08/09/2017 |
| I-469 Pipe Liner, Unnamed Tributary of Brindle Ditch, 3.76 miles E of I-69 Small Structure Pipe Lining | 1600240 | CN | 220.9 | 2019 | 176.7 | 44.2 | | 90/10 07/11/2018 |
| I-469 NB Bridge on I-469 at the US 24 Interchange Bridge Deck Overlay | 1600316 | CN | 1320.1 | 2019 | 1056.0 | 264.0 | | 90/10 03/06/2019 |
| I-469 SB Bridge on I-469 at the US 24 Interchange Bridge Deck Overlay | 1600317 | CN | 1410.9 | 2019 | 1128.8 | 282.2 | | 90/10 03/06/2019 |

| Project Location (Description of Project) | LRP # DES # | Phase | Est. Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | A/M | Percentage Split / Comments |
|------------------------------------------------------------------------------------------------------------------------------------------|----------------|----------------|------------------------|----------------------|------------------------|-----------------------|--------|--------------------------------|
| *I-469 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 CN | 50.0 200.0 | 2017 2018 | 45.0 180.0 | 5.0 20.0 | 17-316 | 90/10 7/12/2017 |
| *I-469 Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69 Partial Super Replacement | 1701375 | PE CN | 275.0 1750.0 | 2018 2021 | 247.5 1575.0 | 27.5 175.0 | 18-1 | |
| *I-469 Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69 Partial Super Replacement | 1701376 | PE CN | 275.0 1750.0 | 2018 2021 | 247.5 1575.0 | 27.5 175.0 | 18-2 | |
| SR 930 0.77 M.E. of US 27(at Coldwater Rd), Add Right Turn Lanes on N,E, & W approaches Intersect. Improv. W/ Added Turn Lanes | 1296911 | CN | 1778.0 | 2018 | 1422.4 | 355.6 | | 80/20 12/13/2017 |
| SR 930 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes | 1401850 | RW CN CN | 50.0 500.0 227.0 | 2020 2020 2021 | 40.0 400.0 181.6 | 10.0 100.0 45.4 | | 80/20 10/07/2020 |
| SR 930 Bridge Over Spy Run Creek WB, 0.74 Miles West of US 27. Bridge Thin Deck Overlay | 1500784 | CN | 149.2 | 2018 | 119.4 | 29.8 | | 80/20 11/15/2017 |
| *SR 930 Bridge over Trier Ditch, 2.05 miles W of I-469 Bridge Deck Replacement | 1600227 | PE CN | 47.0 717.4 | 2018 2019 | 37.6 573.9 | 9.4 143.5 | | 80/20 10/3/2018 |
| Railroad Crossing Monroeville Rd at CFE RR #532328Y near Hoagland Railroad Protection | 1700527 | PE CN | 20.0 320.0 | 2018 2019 | 20.0 320.0 | 0.0 0.0 | | |
| Railroad Crossing Van Buren St at NS RR DOT# 478025T in Fort Wayne Railroad Protection | 1500181 | CN | 450.0 | 2018 | 360.0 | 90.0 | | 05/31/2018 |
| *Various Various locations on routes within the FW district Raised Pavement Markings, Refurbished | 1593103 | CN | 483.7 | 2018 | 483.7 | 0.0 | 17-317 | 12/13/2017 |
| Various Various Fort Wayne District Locations in Harlan (SR 37) and Monroeville (SR 101) Construct ADA Approved Sidewalk Ramps | 1601183 | CN | 416.0 | 2018 | 332.8 | 83.2 | | 80/20 08/09/2017 |
| Various Statewide funding for Indiana State Police patrols | 1702393 | PE PE | 1000.0 1000.0 | 2018 2019 | 1000.0 1000.0 | 0.0 0.0 | 18-63 | 100% |

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 2018-2021 TIP Grouped Projects

| Grouped Project Category | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Sponsor |
|------------------------------------------------------------------------------------------------------------------------|-------------------|------|------------------|----------------|---------|
| 1. Pavement Preservation | 5714.3 | 2018 | 5142.9 | 571.4 | INDOT |
| | 1850.0 | 2019 | 1665.0 | 185.0 | |
| | 2500.0 | 2020 | 2250.0 | 250.0 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |
| 2. Bridge, Culvert & Small Structure Preservation | 2014.0 | 2018 | 1795.1 | 218.9 | INDOT |
| | 4664.5 | 2019 | 4183.6 | 480.9 | |
| | 8170.5 | 2020 | 7302.3 | 868.3 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |
| 3. Signing, Marking, Striping & Rumble Strips | 300.0 | 2018 | 240.0 | 0.0 | INDOT |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| | 0.0 | 2020 | 0.0 | 0.0 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |
| 4. Traffic Signal & Lighting System Improvements | 27.4 | 2018 | 21.9 | 0.0 | INDOT |
| | 1000.0 | 2019 | 800.0 | 0.0 | |
| | 0.0 | 2020 | 0.0 | 0.0 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |
| 5. Guardrail & Median Protection/Cable Barriers | 0.0 | 2018 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| | 0.0 | 2020 | 0.0 | 0.0 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |
| 6. Rail Crossing Protection | 0.0 | 2018 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| | 0.0 | 2020 | 0.0 | 0.0 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |
| 7. Bicycle/Pedestrian Facilities <i>(identified in local or state Transition Plans to meet requirements of ADA)</i> | 0.0 | 2018 | 0.0 | 0.0 | INDOT |
| | 0.0 | 2019 | 0.0 | 0.0 | |
| | 0.0 | 2020 | 0.0 | 0.0 | |
| | 0.0 | 2021 | 0.0 | 0.0 | |

Federal Regulations permit projects that are not considered to be of appropriate scale for individual listing to be combined or Grouped under a single listing. Such listings are grouped by function, work type, or geographical area and must be consistent with the exempt project classification contained in EPA's *Transportation Conformity Regulations* (40 CFR part 93). Individual projects from the grouped project categories will be incorporated into the TIP by Administrative Modification as they are defined (in terms of project description, scope and cost) and approved.

See Appendix F for a detailed listing of each Grouped Project amended into the FY2018-2021 Transportation Improvement Program (TIP).

X. STATUS REPORT FOR FY 2016 & FY 2017 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 16 & FY17 TIP LOCAL PROJECTS

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

| DES # | Project | Phase | LPA | Status | Letting Date/Comments |
|---------|---------------------------------------------------------------------------------------|-------|-------|------------|-------------------------|
| 1382100 | Allen County Bridges | PE | AC | In Process | PE only for inspections |
| 0902238 | Bass Rd & Hadley Rd | CN | AC | In Process | Let 11-30-16 |
| 1382493 | Bass Rd - Shakespeare Blvd to Clifty Parkway | CN | AC | In Process | Let 11-30-16 |
| 1382492 | Bass Rd - Clifty Parkway to Thomas Rd | RW | AC | In Process | 2020 |
| 1401272 | Bass Rd - Thomas Rd to Hillegas Rd | RW | AC | In Process | 2020 |
| 1400694 | Broadway St/Landin Rd - North River Rd to Powers St | PE | NH | In Process | 2021 |
| 1401332 | CCTV Cameras installed at various intersections in Fort Wayne | CN | FW | Completed | Let 7/8/2015 |
| 0810513 | Covington Rd Trail - West Hamilton Rd to Beal-Taylor Ditch | CN | FW | Completed | Let 4/6/2016 |
| 0901798 | Dupont Rd - Lima Rd (SR 3) to Coldwater Rd | RW | FW | In Process | 10/12/2017 |
| 0400584 | Gump Rd - SR 3 to Coldwater Rd | CN | AC | In Process | Let 11-10-15 |
| 1297238 | Liberty Mills Rd & County Line Rd | RW | AC | In Process | 10/12/2017 |
| 1173162 | Maplecrest Rd - State Blvd to Stellhorn Rd | PE | FW | Completed | 9/12/2018 |
| 1173162 | Maplecrest Rd - State Blvd to Stellhorn Rd | RW | FW | In Process | 9/12/2018 |
| 1382818 | Minnich Rd and Tillman Rd | PE | AC | Completed | 1/18/2018 |
| 1382818 | Minnich Rd and Tillman Rd | RW | AC | Completed | 1/18/2018 |
| 1400970 | Pedestrian Countdown Indicators on all Signalized Intersections within the City of FW | CN | FW | Completed | Let FY16 |
| 1401095 | Project Implementation for Active Transportation Alternatives | PE | NIRCC | In Process | PE only |
| 0710322 | St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct | PE | FW | Completed | 1/18/2018 |
| 0710322 | St Joseph Ctr Rd/Washington Ctr Rd - Clinton St to Campus Ct | RW | FW | In Process | 1/18/2018 |
| 1400969 | Signal Interconnection (91 intersections) within the City of FW | CN | FW | Completed | Let 1/13/2016 |
| 0400587 | State Blvd - Spy Run Ave to Cass St | RW | FW | Completed | 8/9/2017 |
| 1600541 | UPWP Planning Funds and HSIP Funds | PE | NIRCC | Completed | PE only |
| 1400453 | Various Signal locations in FW, NH & AC (black signal heads w/reflective back plates) | CN | FW | Completed | Let 7/8/2015 |
| 1382497 | Washington Center Rd - Bridge over Spy Run Creek | RW | AC | In Process | 11/15/2017 |

PROJECTS FUNDED WITH STP Group IV

| DES # | Project | Phase | LPA | Status | Letting Date/Comments |
|---------|-----------------------------------------|-------|-----|------------|-----------------------|
| 0901973 | Carroll Rd - Preserve Blvd to Bethel Rd | CN | HT | In Process | Let 1/19/2017 |

PROJECTS FUNDED WITH TE/TAP/RTP

| DES # | Project | Phase | LPA | Status | Letting Date/Comments |
|---------|-----------------------------------------------------|-------|-----|------------|-----------------------|
| 0710990 | Pufferbelly Trail - Fourth St to Fernhill Ave | CN | FW | In Process | Let 2/8/2017 |
| 0810457 | Six Mile Creek Trail - Southtown Centre to Lemar Dr | CN | FW | In Process | Let 8/10/2016 |

FY16 & FY17 TIP INDOT PROJECTS

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|----------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------|------------------------------|--------------------------|-----------------------|
| SR 1: 5.85 mi e/o I-69 (North Jct) (Nettlehearst Ditch) Small Structure Replacement | 1006129 | CN | 2016 | Completed | |
| *SR 1: from 11.39 mi e/o I-69, Allen-DeKalb County Line to SR 8 HMA Overlay, Preventive Maintenance | 1296328 | PE CN | 2017 2017 | In Process | |
| 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 | 2016 | Completed | |
| *SR 1: bridge over Deptmer Ditch, 1.18 mi n/o I-69 Scour Protection (Erosion) | 1592634 1592634 | PE | 2016 | In Process | |
| *SR 1: 2.48 mi n/o US 224 to I-469 HMA Overlay, Functional | 1600407 1600407 | PE | 2017 | In Process | |
| 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 1400369 | CN CN | 2016 2016 | Completed Completed | |
| *SR 3: bridge over Willow Creek Ditch, 3.84 mi s/o SR 205 Bridge Deck Overlay SB - 1500802 NB - 1500801 | 1500802 1500801 | PE PE PE PE | 2016 2017 2016 2017 | In Process In Process | |
| *SR 3: from 9.0 mi n/o I-69 to 9.49 mi s/o US 6 Concrete Pavement Restoration (CPR) | 1592392 | PE CN | 2017 2016 | Completed | |
| *SR 3: 3.63 mi n/o I-69 to 9.0 mi n/o I-69 HMA Overlay, Preventative Maintenance | 1592498 | CN | 2017 | In Process | |
| *SR 3: I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventive Maintenance | 1592638 | PE | 2017 | In Process | |
| *SR 3: over Willow Creek Ditch NB 4.29 mi s/o SR 205 Superstructure Replace NB - 1600290 SB - 1600291 | 1600290 1600291 | PE PE | 2017 2017 | In Process In Process | |
| SR 14: bridge over Beal Taylor Ditch, 8.30 mi e/o SR 9 Bridge Deck Overlay | 1006170 | CN | 2016 | Complete | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-----------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|------------------------------|------------------------------|
| *SR 14: SR 9 to 8.48 mi e/o SR 9 (West Hamilton Rd) HMA Overlay, Preventive Maintenance | 1600098 | PE | 2017 | In Process | |
| *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 | In Process | |
| US 24: 2.99 mi e/o SR 114 (over Zentsmaster Drain) Small Structure Replacement | 1006130 | CN | 2016 | Completed | |
| *US 24: bridge over Aboite Creek WB & EB, 4.11 mi w/o I-69 Bridge Maintenance and Repair WB - 1400424 EB - 1401507 | 1400424 1401507 | CN PE* CN | 2016 2016 2017 | Completed In Process | |
| *US 24: N. Webster Rd over US 24, 4.53 mi w/o SR 101 Bridge Deck Overlay | 1401557 | PE PE CN | 2016 2017 2017 | In Process | |
| *US 24: over Gar Creek EB & WB, 6.20 mi w/o SR 101 Bridge Deck Overlay EB - 1401558 WB - 1401559 | 1401558 1401559 | PE CN PE CN | 2016 2017 2016 2017 | In Process In Process | |
| *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 PE CN | 2016 2017 2017 | In Process | |
| *US 27: over Valentine Ditch, 3.2 mi n/o Adams/Allen County Line Small Structure Replacement | 0301145 | PE RW | 2016 2016 | In Process | |
| *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 | 2017 | In Process | |
| *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 PE RW | 2016 2017 2017 | In Process | |
| 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 | Completed | |
| *US 27: Various locations in FW District Traffic Signal Modernization | 1296424 | PE CN | 2016 2017 | In Process | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|--------------------------|------------------------------|
| *US 27: bridge over St Mary's River NB, 2.6 mi s/o SR 930 Bridge Maintenance and Repair | 1401513 | PE CN | 2016 2017 | In Process | |
| *US 27: bridge over Houk Ditch 0.72 mi n/o I-469 Repair or Replace Joints Bridge Maintenance and Repair | 1401763 1401511 | CN PE* CN | 2016 2016 2017 | Completed In Process | |
| *US 27: bridge over Houk Ditch, 0.72 mi n/o I-469 Bridge Thin Deck Overlay NB - 1500787 SB - 1500788 | 1500787 1500788 | PE PE PE PE | 2016 2017 2016 2017 | In Process In Process | |
| *US 27: Bridge over Berning Creek NB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500803 | PE PE | 2016 2017 | In Process | |
| *US 27: Bridge over Berning Creek SB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500804 | PE PE | 2016 2017 | In Process | |
| US 30: At US 33, 0.66 mile W of I-69 Interchange Modification | 9904160 | CN | 2017 | In Process | |
| 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 | 2016 | In Process | |
| *US 30: Intersection of US 30 & SR 101 Other Intersection Improvement | 1298055 | PE | 2017 | In Process | |
| US 30: Pipeliner for Ditch, 0.17 mi w/o I-69 Small Structure Pipe Lining | 1296072 | CN | 2016 | Completed | |
| *US 30: 0.23 mi e/o SR 9 to 8.02 mi w/o I-69 (near Allen-Whitley County Line) <i>HMA Overlay, Preventative Maintenance</i> | 1296331 | PE CN | 2017 2017 | In Process | |
| *US 30: 0.23 mi e/o US 33 (Hillegas Rd over US 30/33) Bridge Replacement | 1383457 | PE RW | 2016 2017 | In Process | |
| US 30: from I-469 to 1.55 mi e/o I-469 Concrete Pavement Restoration (CPR) Let 7-8-15 | 1401431 | CN | 2016 | Completed | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-----------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|------------------------------|------------------------------|
| *US 30: over Seegar Ditch EB & WB, 2.66 mi w/o US 33 Bridge Maintenance and Repair EB - 1401542 WB - 1401543 | 1401542 1401543 | PE CN PE CN | 2016 2017 2016 2017 | In Process In Process | |
| US 30: bridge over Hoffman Creek, 0.65 mi w/o SR 101 Repair or Replace Joints | 1401764 | CN | 2016 | Completed | |
| US 30: bridge over Flatrock Creek, 0.79 mi e/o SR 101 Bridge Maintenance and Repair | 1401765 | CN | 2016 | Complete | |
| US 30: WB bridge over Flatrock Creek, 0.79 mi e/o SR 101 Repair or Replace Joints | 1401766 | CN | 2016 | Completed | |
| *US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Painting | 1592659 | PE | 2017 | In Process | |
| *US 30: bridge over Flatrock Creek, WB 0.79 mi e/o SR 101 Bridge Painting | 1592661 | PE | 2017 | In Process | |
| *US 30: bridge over Flatrock Creek, WB 0.79 mi e/o SR 101 Bridge Deck Overlay | 1600194 | PE | 2017 | In Process | |
| *US 30: bridge over Flatrock Creek, EB 0.79 mi e/o SR 101 Bridge Deck Overlay | 1600227 | PE | 2017 | In Process | |
| US 33: between US 30 and US 6 Curve Sign and Marking Visibility Improvements | 1296428 | CN | 2017 | In Process | |
| US 33: bridge over Eel River, 3.30 mi s/o SR 205 Bridge Maintenance and Repair | 1400375 | CN | 2016 | Completed | |
| *US 33: over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair | 1401517 | PE | 2016 | Eliminated | |
| *US 33: bridge over Eel River, 3.3 mi s/o SR 205 Scour Protection (Erosion) | 1592508 | PE CN | 2016 2017 | In Process | |
| *US 33: 3.57 mi n/o US 30, UNT of Sutorious Ditch, RP 39-95 Small Structure Replacement | 1600411 | PE | 2017 | In Process | |
| *US 33: over Johnson Ditch, 5.33 mi n/o US 30 Bridge Maintenance and Repair | 1700224 | PE | 2017 | In Process | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|--------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|--------------|--------------|--------------------------|------------------------------|
| *SR 37: over Branch #2, Sowers Ditch, 3.05 mi n/o SR 101 Small Structure Pipe Lining | 1383542 | PE | 2017 | In Process | |
| *SR 37: bridge over Wann Ditch, 0.38 mi s/o SR 101 Scour Protection (Erosion) | 1592648 | PE RW | 2017 2017 | In Process In Process | |
| I-69: bridge over Cedar Creek (NB & SB), 3.62 mi n/o SR 1 Bridge Deck Replacement | 0300086 0300087 | CN | 2016 | In Process In Process | |
| *I-69: North of SR 1 (Interchange at Union Chapel Rd) Post Construction Maintenance | 0902222 | PE | 2017 | In Process | |
| *I-69: Hillegas Road bridge over I-69, 0.48 mi s/o US 30 Bridge Deck Overlay *STP Urban Funding **match funding is from City of Fort Wayne | 1006172 1401164 | PE CN | 2017 2017 | In Process In Process | |
| I-69: Pipeliner for Brandt Ditch, 0.22 mi s/o I-469 South Jct Small Structure Pipe Lining | 1296053 | CN | 2016 | Completed | |
| I-69: Pipeliner for Branch of Robinson Ditch, 3.50 mi n/o I-469 North Jct. Small Structure Pipe Lining | 1296054 | CN | 2016 | Completed | |
| *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 | 2016 2016 | Completed | |
| *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 | 2016 2016 | Completed | |
| I-69: Bridge over Eight Mile Creek (NB & SB) 6.68 mi n/o US 224 Bridge Deck Overlay | 1296460 1296462 | CN CN | 2017 2017 | In Process In Process | |
| I-69: NB & SB lanes at US 30 Interchange weave area Interchange Modification | 1296929 | CN | 2016 | Completed | |
| NB - 1296929 SB - 1296931 | 1296931 | CN | 2016 | Completed | |
| I-69: SB at the I-469 S Jct weave area Interchange Modification | 1296933 | CN | 2016 | Completed | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|----------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------|------------------------------|--------------------------|------------------------------|
| *I-69: various locations Install New Cable Rail Barriers | 1297947 | PE | 2016 | In Process | |
| I-69: bridge over N&S RR SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair | 1400448 | CN | 2016 | Completed | |
| I-69: bridge over Hadley Road NB, 0.97 mi s/o SR 14 Bridge Maintenance and Repair | 1400449 1400450 | CN CN | 2016 2016 | Completed Completed | |
| *I-69: over NS RR/McCulloch Ditch NB & SB, 0.80 mi s/o US 24 Bridge Maintenance and Repair | 1401482 1401483 | PE CN PE CN | 2016 2017 2016 2017 | In Process In Process | |
| *I-69: NB bridge over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401484 | PE CN | 2016 2017 | In Process | |
| *I-69: over Lower Huntington Rd, 2.97 mi s/o US24 Bridge Maintenance and Repair | 1401531 | PE CN | 2016 2017 | Eliminated | |
| *I-69: NB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401532 | PE CN | 2016 2017 | Eliminated | |
| *I-69: SB over Vandolah Rd, 4.07 mi n/o SR 1 Bridge Maintenance and Repair | 1401533 | PE CN | 2016 2017 | In Process | |
| *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 1401759 | PE CN | 2016 2016 | Completed | |
| I-69: Lower Huntington Bridge over I-69, 2.97 mi s/o US 24 Bridge Maintenance and Repair | 1401769 1401531 | CN CN | 2016 2017 | Completed Eliminated | |
| I-69: NB & SB bridge over US 24, 3.21 mi s/o SR 14 Repair or Replace Joints NB - 1401770 SB - 1401771 | 1401770 1401771 | CN CN | 2016 2016 | Completed Completed | |
| I-69: SB & NB bridge over NS RR, 0.53 mi n/o SR 14 Repair or Replace Joints EB - 1401774 WB - 1401775 | 1401774 1401775 | CN CN | 2016 2016 | Completed Completed | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-----------------------------------------------------------------------------------------------------------------|------------------------|----------------|----------------------|--------------------------|------------------------------|
| I-69: bridge over McCulloch Ditch & NS RR, 0.8 mi s/o US 24 Repair or Replace Joints | 1401776 | PE CN | 2016 2016 | Completed | |
| I-69: SB & NB bridge over CFE RR, 1.9 mi s/o US 30 Repair or Replace Joints SB - 1401788 WB - 1401789 | 1401788 1401789 | CN PE CN | 2016 2016 2016 | In Process In Process | |
| *I-69 at SR 14 Interchange Interchange Modification | 1401828 | PE | 2016 | In Process | |
| I-69: SB ramps at Lower Huntington Rd New Signal Installation | 1500349 | CN | 2016 | In Process | |
| *I-69 at SR 3: from 1.4 mi north to 1.94 mi n/o US 30 HMA Overlay, Preventive Maintenance | 1592429 | CN | 2016 | Completed | |
| *I-69: 0.68 mi s/o US 224 to 9.52 mi n/o US 224 HMA Overlay, Preventive Maintenance | 1592633 | PE | 2017 | In Process | |
| *I-69: NB over NS RR, 0.53 mi n/o SR14 Bridge Maintenance and Repair | 1592908 | PE | 2017 | In Process | |
| *I-69: NB over NS RR, 0.53 mi n/o SR14 Bridge Maintenance and Repair | 1592914 | PE | 2017 | In Process | |
| *I-69: NB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592916 | PE | 2017 | In Process | |
| *I-69: SB over CFE RR, 0.81 mi n/o SR 14 Bridge Maintenance and Repair | 1592917 | PE | 2017 | In Process | |
| *I-69: NB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair | 1592926 | PE | 2017 | In Process | |
| *I-69: SB over US 24, 3.21 mi s/o SR 14 Bridge Maintenance and Repair | 1592927 | PE | 2017 | In Process | |
| *I-69: Huntington Rd over I-69, 2.97 mi s/o US24 Bridge Maintenance and Repair | 1592980 | PE | 2017 | In Process | |
| *I-69: 0.47 mi n/o SR 1 to 9.46 mi n/o SR 1 HMA Overlay, Preventive Maintenance | 1600232 | PE | 2017 | In Process | |
| *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 | 2017 | In Process | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|----------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|--------------------------|------------------------------|
| *SR 101: 4.97 mi s/o US 30 (over Brown Ditch) Bridge Deck Overlay | 1006158 | PE CN | 2017 2017 | In Process | |
| *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 | 2016 2017 2016 | In Process | |
| *SR 101: Mourey ditch, 2.60 mi n/o US 30 Pipe Lining | 1383552 | PE | 2017 | In Process | |
| *SR 101: Imback Ditch, 6.64 mi n/o US 30 Small Structure Pipe Lining | 1383553 | PE | 2017 | In Process | |
| *SR 101: Bridge over Hamm Ditch, 1.49 mi n/o SR 37 Bridge Deck Overlay | 1500781 | PE PE | 2016 2017 | In Process In Process | |
| *SR 205: pipeliner for Johnson Ditch, 2.09 mi n/o US 33 Small Structure Pipelining | 1296076 | PE RW | 2016 2016 | In Process In Process | |
| I-469: EB bridge over Houk Ditch, 2.19 mi e/o US 27/US 33 interchange Bridge Deck Overlay | 0901185 0901186 | CN CN | 2016 2016 | In Process In Process | |
| *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 CN CN | 2016 2017 2017 | In Process In Process | |
| *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 | PE CN | 2017 2017 | In Process | |
| I-469: pipeliner for ditch at Minnich Rd Interchange (SW), 1.94 mi s/o US 30 Small Structure Pipe Lining | 1173904 | CN | 2016 | Completed | |
| 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 1173910 | CN CN | 2016 2016 | Completed Completed | |
| *I-469 at the US 24 Interchange Interchange Modification | 1383675 | PE PE RW CN | 2016 2017 2017 2017 | | Project is in FY 2019 |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|--------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|--------------------------|------------------------------|
| I-469: bridge over US 24 SB, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1400362 | CN | 2016 | Completed | |
| I-469: bridge over Maumee River NB & SB, 0.47 mi n/o US 24 Bridge Maintenance and Repair NB - 1400363 SB - 1400364 | 1400363 1400364 | CN CN | 2016 2016 | Completed Completed | |
| 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 1400367 | CN CN | 2016 2016 | Completed Completed | |
| I-469: bridge over Lafayette Ctr Rd, 0.94 miles e/o I-69 Bridge Maintenance and Repair EB - 1400383 WB - 1400384 | 1400383 1400384 | CN CN | 2016 2016 | Completed Completed | |
| I-469: bridge over CFE RR, 3.81 mi w/o US 30 Bridge Thin Deck Overlay EB - 1401085 WB - 1401086 | 1401085 1401086 | CN CN | 2017 2017 | In Process In Process | |
| I-469: bridge over Tillman Rd, 3.62 mi w/o US30 Bridge Thin Deck Overlay EB - 1401087 WB - 1401088 | 1401087 1401088 | CN CN | 2017 2017 | In Process In Process | |
| I-469: bridge over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay | 1401089 1401090 | CN CN | 2017 2017 | In Process In Process | |
| *I-469: bridge over St Marys River, 0.45 mi w/o US 27 Debris Removal Channel | 1401473 | PE | 2017 | In Process | |
| *I-469: over Lafayette Ctr Rd, 0.94 mi e/o I-69 Bridge Maintenance and Repair | 1401521 1401522 | PE CN PE CN | 2016 2017 2016 2017 | In Process In Process | |
| *I-469: over NS RR (New Castle), EB, 0.56 mi w/o SR 1 Bridge Maintenance and Repair | 1401523 | PE CN | 2016 2017 | In Process | |
| *I-469: bridge over Dawkins Rd, 0.53 mi n/o US 30 Bridge Maintenance and Repair | 1401524 | PE CN | 2016 2017 | In Process | |
| *I-469: bridge over St Joseph Ctr Rd, 0.34 mi n/o SR 37 Substructure Repair and Rehabilitation | 1401546 | PE CN | 2016 2017 | In Process | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|--------------------------|------------------------------|
| *I-469: over Feighner Rd, EB, 0.54 mi e/o I-69 Bridge Maintenance and Repair | 1401547 | PE CN | 2016 2017 | In Process | |
| *I-469: bridge over I-69 EB & WB Bridge Deck Patching | 1401548 1401549 | PE CN PE CN | 2016 2017 2016 2017 | In Process In Process | |
| I-469: bridge at Stellhorn Rd & I-469, 1.10 mi s/o SR 37 Repair or Replace Joints | 1401786 | CN | 2016 | In Process | |
| *I-469: Pipeliner, WB on Ramp, 4.0 mi e/o US 27 Pipe Lining | 1500829 | PE | 2016 | In Process | |
| *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 CN | 2016 2017 2017 | In Process | |
| *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 | 2017 | In Process | |
| *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 CN | 2016 2017 | In Process | |
| *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 | 2017 | Completed | |
| *I-469: 0.48 mi w/o I-69 to 0.54 mi e/o I-69 HMA Overlay, Preventive Maintenance | 1592489 | PE CN | 2016 2017 | In Process | |
| *I-469: WB off ramp 1.76 mi e/o US 27 Pipe Lining | 1592490 | PE | 2017 | In Process | |
| *I-469: EB over St Joseph River, 1.39 mi e/o I-69 Scour protection (Erosion) | 1592492 | PE | 2016 | In Process | |
| *I-469: WB over St Joseph River, 1.39 mi e/o I-69 Scour Protection (Erosion) | 1592493 | PE | 2016 | In Process | |
| *I-469: EB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair | 1592955 | PE | 2017 | In Process | |
| *I-469: over NS RR (Fostoria) Bridge Maintenance and Repair | 1592982 | PE | 2017 | In Process | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|----------------|------------------------------|
| *I-469: NB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1592985 | PE | 2017 | In Process | |
| *I-469: SB over US 24, 1.35 mi n/o US 30 Bridge Maintenance and Repair | 1592986 | PE | 2017 | In Process | |
| *I-469: SB over NS RR, 0.50 mi s/o SR 37 Bridge Maintenance and Repair | 1592988 | PE | 2017 | In Process | |
| *I-469: WB over Maplecrest Rd, 3.99 mi e/o SR 37 Bridge Maintenance and Repair | 1592989 | PE | 2017 | In Process | |
| *I-469: unnamed tributary of Brindle Ditch 3.76 mi e/o I-69 Pipe Lining | 1600240 | PE | 2017 | In Process | |
| *I-469: from 1.76 mi e/o I-469 S Jct to 2.01 mi e/o I-469, S Jct HMA Overlay, Preventative Maintenance | 1601216 | PE | 2017 | In Process | |
| *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 | 2017 | In Process | |
| *I-469: EBL br over Feigner Rd, 0.54 mi e/o I-69 Replace Superstructure | 1601889 | PE | 2017 | In Process | |
| *I-469: WBL br over Feigner Rd, 0.54 mi e/o I-69 Replace Superstructure | 1601890 | PE | 2017 | In Process | |
| 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 | In Process | |
| SR 930: bridge over N&S RR, WB, 5.07 mi w/o I-469 Bridge Deck Overlay | 1296277 | CN CN | 2016 2016 | Complete | |
| *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 PE RW CN | 2016 2017 2017 2017 | In Process | |
| SR 930: from 0.71 mi w/o I-469 (Minnich Rd) to I-469 Concrete Pavement Restoration (CPR) | 1401432 | CN | 2016 | Completed | |
| *SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Maintenance and Repair | 1401477 | PE CN | 2016 2017 | In Process | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------|----------------------|------------------------------|----------------|-----------------------------------------|
| *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 | 2017 | In Process | |
| *SR 930: over Spy Run Creek, 0.74 mi w/o US 27 Bridge Thin Deck Overlay | 1500784 | PE PE | 2016 2017 | In Process | |
| *SR 930: Bridge over Trier Ditch, 2.05 mi w/o I-469 Bridge Deck Replacement & Widening | 1600227 | PE PE | 2016 2017 | In Process | |
| Bridge Inspections (Statewide Underwater Bridge Inspections) | 1297250 | PE | 2016 | | This is determined by central office |
| Bridge Inspections | 1297250 | PE | 2017 | | |
| 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 | 2016 | Completed | |
| Consultant Shop Plan Review Services 2014- 2018 Other Type Project (Miscellaneous) | 1298507 | PE | 2016 | | This is determined by central office |
| Covington Rd at NS RR in Fort Wayne Railroad Protection | 1297575 | CN | 2016 | Complete | |
| Helpers Program for Local Roads and Streets Other Type Project (Miscellaneous) | 1383183 | PE CN PE CN | 2016 2016 2017 2017 | | This is determined by central office |
| *IPFW Pedestrian Bridge over Coliseum Blvd Bike/Pedestrian Facilities | 1173219 | CN | 2017 | In Process | |
| *Lafayette Center Rd/CR 900N: from US 24 to Fogwell Rd (1.20 mi w/o I-69) Road Reconstruction & Realignment; Bridge Rehab or Repair; New Bridge (RR grade separation); Utility Relocation (#1401175, 1401176, 1401177, 1401366, 1401823) | 1400605 | CN CN CN | 2016 2016 2016 | In Process | |
| Multiple Weigh Station locations in the state; Statewide PM contract for W/S Weigh Stations Construction/Reconstruction | 1173877 | CN | 2017 | | This is determined by central office |
| Nuttman Ave at NS RR in Fort Wayne Railroad Protection | 1297574 | CN | 2016 | Complete | |

| Project Location (Description of Project) | LRP # DES # | Phase | Year | Status* | Letting Date/Comments |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|----------------------|------------------------------|----------------|-----------------------------------------|
| Pedestrian Bridge Crossing - IPFW Bridge Inspection | 0710276 | PE | 2017 | Complete | |
| Software License for Statewide ATMS ITS Program Contracted Services | 1297114 1297115 1383639 | PE CN PE CN | 2016 2016 2017 2017 | | This is determined by central office |
| Statewide O & M fee for CARS (Condition Acq & Reporting System) ITS Operations and Maintenance Contracts | 0800586 1383642 | PE CN | 2016 2016 | | This is determined by central office |
| Statewide TMC Dispatcher Operations contract ITS Program Contracted Services | 0800520 1297113 | PE CN PE CN | 2016 2016 2017 2017 | | This is determined by central office |
| *Van Buren St at NS RR in Fort Wayne Railroad Protection DOT#478025T | 1500181 | PE | 2017 | In Process | |
| *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 | 2016 | Complete | |
| *Various Locations within the Fort Wayne District Raised Pavement Markings, Refurbished | 1006220 | CN | 2016 | Complete | |
| Various Bridge Inspections in FW District - Statewide Bridge Inspection Bridge Inspection QA/QC Actual cost per bridge TBD *Various Intersections in Fort Wayne District | 1297451 | PE | 2017 | | This is determined by central office |
| Traffic Signal Visibility Improvement | 1296261 | CN | 2017 | In Process | |
| *Various intersections in the Fort Wayne District Traffic Signal Modernization | 1296424 | PE | 2016 | In Process | |
| *Various locations within the FW District Raised Pavement Markings, Refurbished | 1296422 | CN | 2017 | In Process | |
| *Various locations throughout the FW District Construct ADA Approved Sidewalk Ramps | 1601183 | PE | 2017 | In Process | |
| *Various locations throughout the FW District Bridge Maintenance and Repair | 1601701 | PE CN | 2017 2017 | In Process | |
| *Various locations throughout the FW District Patch and Rehab Pavement | 1601702 | PE CN | 2017 2017 | In Process | |
| *Various Locations In FW District Traffic Signal Visibility Improvements | 1601788 | PE | 2017 | In Process | Will let in Nov |

APPENDIX A

Participation Plan Transportation Improvement Program

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

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

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

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

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

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

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

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

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

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

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

Comments from the March 20, 2017 Transportation Open House and Comment Period

- 1) **Comment/Question:** Citilink bus service on Rudisill Boulevard from Quimby Village to McMillan Park. The Southwest Neighborhood Alliance and the representatives from the Summit Campus (on Rudisill Boulevard) would like to see this as a new Citilink bus route. There is currently no Citilink bus route that serves the Summit Campus.

Response from Citilink: Citilink has had this discussion with several agencies located at the Summit Campus requesting a new route. Citilink has explored many options to accommodate this request, but at this time have not been able to so. This request has been added to the list of route change request and will be reviewed later this year when all routes are reviewed. An additional request has been for a bus shelter to be added on Route 3 (along Fairfield Avenue) which is the closest bus stop to the Summit Campus. The bus shelter request has been submitted to Metro Media Partners (MMP). The location for the bus shelter would probably be at the southeast corner of Fairfield Avenue and W. Foster Parkway or at the southeast corner of Fairfield Avenue and Rudisill Boulevard. MMP is a private company under contract with the City of Fort Wayne to install bus shelters. MMP plans to install new shelters this year, but exact locations are not known.

- 2) **Comment/Question:** What type of shrubs/plants are in the median of North Clinton Street? Will the plants become overgrown and cause sight issues? Will the plants be damaged from snow and salt? Who will maintain the plants in the median?

Response from the City of Fort Wayne: The shrubs are Arrowwood shrubs. They were chosen to create a low height visual barrier. They will be maintained by Fort Wayne Public Works. The shrubs are both salt and snow tolerant plants.

- 3) **Comment:** A citizen commented on the nice location of the Pufferbelly Trail at the Parkview (Dupont Road) YMCA and at State Street.

- 4) **Comment/Question:** A citizen is requesting that a right-turn lane/deceleration lane be added on US 24 westbound to northbound S 800 E Road (Allen-Whitley County Line). Posted speed is 60 mph along US 24 and when vehicles slow down to turn right it becomes a safety issue. A right-turn lane would alleviate vehicles slowing down in the through lane or trying to navigate the rumble strips on the shoulder of the roadway.

Response from the Indiana Department of Transportation: A study is being conducted at this location. The study includes a new traffic count, crash review,

and an observation of the intersection during peak hours for westbound right-turns. The study will be completed by late May and a follow-up response will be forwarded. In addition, INDOT has changed the limits of the shoulder rumble strips as part of the active resurface contract on US 24. The rumble strips will end on the east side of the driveway for Southwest Auto Sales, leaving an approximately 400' gap between the driveway and West County Line Rd/CR 800E with no rumble strips.

- 5) **Comment/Question:** Generally speaking, we would like to see less funding go to system expansion. The way the NIRCC document is structured, it's hard to tell exactly how much of the funding total is for added capacity projects, but it's clearly millions of dollars, which we think could be better spent on repair, maintenance, multimodal access and safety.

Response from Northeastern Indiana Regional Coordinating Council: Local jurisdictions eligible for Urban Federal Funds generally utilized these funds for major roadway improvements, and use local dollars and other funds such as "Community Crossing" for repair, maintenance and multi-modal access. There are multiple demands on the transportation system. The TIP includes projects designed to support economic development through a variety of project types. Virtually all locally sponsored projects include multi-modal components and address safety concerns. This may not be evident based on the project listing, but multi-modal access and safety is a consideration of every project. The various funds (STPG, CMAQ, HSIP and TAP) are often blended on individual projects to maximize their spending efficiency. The table below identifies local projects and corresponding bicycle and pedestrian components.

The Indiana Department of Transportation also funds a variety of transportation improvement projects, with a concentration on maintenance and repair projects. Approximately 2/3 of their programmed funds are supporting maintenance and repair types of projects. The remaining 1/3 is for safety, other projects, some of which include sidewalk and ramp improvements.

Local Projects

| Trail Project | Project Type |
|-------------------------------------------------------|-----------------------|
| Covington Road Trail - Beal Taylor to W Hamilton Road | Trail |
| Pufferbelly Trail - Fourth Street to Fernhill Avenue | Trail |
| Six Mile Creek - Southtown Center to Lemar Drive | Trail |
| | |
| Road Project that includes new Trail | Project Type |
| Bass Road and Hadley Road Intersection | Rural to Urban Design |
| Bass Road - Shakespeare Boulevard to Clifty Parkway | Rural to Urban Design |
| Bass Road - Clifty Parkway to Thomas Road | Rural to Urban Design |
| Bass Road - Thomas Road to Hillegas Road | Rural to Urban Design |
| Bass Road - Hadley Road to Scott Road | Rural to Urban Design |

| Road Projects that include Sidewalk | Project Type |
|----------------------------------------------------------------|------------------------------------|
| Carroll Road - Bethel Road to Preserve Boulevard | Reconstruction |
| Washington Center Road Bridge over Spy Run Creek | Bridge Reconstruction and widening |
| | |
| Road Projects that include new Trail and Sidewalk | Project Type |
| Amstutz Road-Hosler Road to Leo Road/SR 1 | Rural to Urban Design |
| Broadway, Landin Road and Rose Avenue Intersection | CMAQ/Safety Improvement |
| Carroll Road-Bethel Rd to Millstone & Lima Rd to Coral Springs | Roadway Reconstruction |
| Dupont Road - Lima Road/State Road 3 to Coldwater Road | Added Travel Lanes |
| Hillegas Road - State Boulevard to Coliseum Boulevard | Added Travel Lanes |
| Maplecrest Road - State Boulevard to Stellhorn Road | Added Travel Lanes |
| Saint Joe Center Road - Clinton Street to Campus Court | Intersection/Center Turn Lane |
| State Boulevard - Spy Run Avenue to Clinton Street | Added Travel Lanes |
| State Boulevard - Clinton Street to Cass Street | Added Travel Lanes |
| | |
| Intersection Improvements-Roundabouts | Project Type |
| Liberty Mills Road and County Line Road Intersection | CMAQ – Intersection Realignment |
| Minnich Road and Tillman Road Intersection | Safety Improvement |

INDOT Projects

Maintenance Projects

60 projects
\$58,264,277

Safety Projects

6 projects
\$5,934,000

Other Projects

5 projects
\$15,591,600

Sidewalk Projects

1 projects
\$465,900

Total Projects (INDOT)

72 total projects
\$80,255,777 total cost

- 6) **Comment:** In keeping with a Complete Streets approach (and Fort Wayne’s new policy), what is the process for ensuring bike, ped, transit access and ADA improvements are included in all projects?

Response from Northeastern Indiana Regional Coordinating Council: Multi-modal access and safety is a consideration of every local federally funded project, and the ultimate decision lies with the project sponsor as to the appropriate level of multi-modal improvements.

- 7) **Comment:** Similarly, is there a list of specific projects that are being funded by HSIP, CMAQ and TAP? There don't seem to be as many bike/ped projects as I would expect overall, given the combined funding of ~\$4 million from those sources.

Response from Northeastern Indiana Regional Coordinating Council: There is not a list of specific projects by funding type. The project listings identify the potential types of funding that can be utilized for project. As previously mentioned, it can be more efficient to use multiple funding types on a single project to achieve multimodal improvements.

- 8) **Comment:** Lastly, with regard to INDOT projects, what is the process for ensuring that interchange modifications and intersection improvements account for safety and access for people walking, biking and/or using a mobility device?

Response from Indiana Department of Transportation: INDOT considers the installation of accessibility improvements like sidewalks, trails, bike lanes, etc... on a case by case basis depending on the scope of work of the project in question. As a part of its process, INDOT considers the adjacent accessibility features present and consults the long range trail, bike, and sidewalk plans in the community to determine what improvements if any should be included in a project.

Response from Northeastern Indiana Regional Coordinating Council: In Northeast Indiana INDOT has been responsive to requests for multi-modal improvements associated with their highway projects. Recent examples include the improvements on State Road 1/Dupont Road; I-69 and State Road 1/Dupont Road Interchange; State Road 3/Lima Road; and State Road 14/Illinois Road that provided trails and/or sidewalks. As INDOT maintains and resurfaces its roadways, intersection ramp improvements are generally addressed.

APPENDIX B

Project Selection Process

Corresponds to Evaluation

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

23. Is it anticipated that this project will increase economic activities/opportunities in this area? Will sidewalks, parks or connection to other recreational facilities be added with this project? Is this project supported by the adjacent neighborhoods?
24. If this project received at least 12 points in all of the categories (system info, congestion management, safety/crash, economic factors, intermodal, and quality of life) then it receives an additional 10 points.

Project:

| System Info | | points | score |
|---------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|-------------------------------------------------------|----------|
| 1 | Federal Functional Classification | Expressway 15 Arterial 10 Collector 5 | |
| | 2 Existing ADT (Average of Corridor Segments) | ADT x .00075 (Max: 25pts) Enter ADT here: 0 | 0.00 |
| | 3 Existing System <i>Does project serve to maintain the existing system (rehabilitation project)?</i> | 5 | |
| 4 Existing Development <i>Does the project enhance access and circulation to existing land uses?</i> | 5 | | |
| 5 Corridor Continuation <i>Is this project a continuation of improvements for this corridor?</i> | 25 | | |
| Total: | | (75 max) | 0 |

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

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

OR

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

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

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

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

| Bonus | | points | score |
|--------------|-------------------------------------------|--------|-------|
| 24 | received 12 pts or more in all categories | 10 | |

Total: 225 (max) 0

APPENDIX C

Long Range Transportation Plan Project Identification Number

| LRP No. | Project Location | Project Description | Time Period |
|----------------|----------------------------------------------------------------|--------------------------------|--------------------|
| 30-001 | Connector Street – Wells Street to Spy Run Avenue | New two-lane construction | 3 |
| 30(II)-002 | Paul Shaffer Drive – Clinton Street to California Road | New two-lane construction | 3 |
| 25-003 | Interstate 69 at Hursh Road | Interchange - new construction | 3 |
| 30(II)-004 | Crescent Avenue – Sirlin Drive to Coliseum Boulevard | Widen to six lanes | 3 |
| 10-005 | SR 930/Coliseum Blvd – Parnell Avenue to Crescent Avenue | Widen to six lanes | 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 Ramp Projects

Location- Sidewalk Repairs

| | |
|---------------------------------------------------------|---------------------------|
| 6335 Almond Bluff Pass | 2735 E. STATE BLVD |
| 1310 APPLEWOOD RD | 300 East Wayne Street |
| 412 Arcadia Court | 2342 EASTBROOK DR |
| 2723 AUTUMN LEAF LANE | 710 Elmer Avenue |
| 5027 Bahama Lane | 2806 Fairfield Avenue |
| 1515 BARTHOLD ST | Fairfield Avenue |
| 1922 Basswood Trail | 2910 FARNSWORTH DR |
| 4227 Bello Drive | 2916 FARNSWORTH DR |
| 5104 Binford Lane | 1332 FAY DR |
| 2522 BOLTON AVE | 1705 Florida Drive |
| 2610 BOLTON AVE | 1924 Forest Avenue |
| 7624 BRECKENWOOD DR | 1723 Forest Downs Drive |
| 6025 Brian Drive | 2611 FOREST VALLEY DR |
| 5226 BUELL DR | 7433 FRONTIER AVE |
| 3926 Buell Drive | Glencairn Drive |
| 4028 Buell Drive | 2616 GLENWOOD AVE |
| 2533 BUENA VISTA DR | 1118 Hamilton Ave |
| 7701 BUTTERSTONE CT | 5217 HOAGLAND AVE |
| 7707 BUTTERSTONE CT | 2021 HUFFMAN ST |
| 7719 BUTTERSTONE CT | 1307 KENSINGTON BLVD |
| 7734 BUTTERSTONE CT | 901 KENSINGTON BLVD |
| 710 Caribe Blvd | 923 KENSINGTON BLVD |
| 1011 Caribe Blvd | 930 KENSINGTON BLVD |
| 1721 CASS ST | 918 KENSINGTON BLVD |
| 1415 CASS ST | 814 KENSINGTON BLVD |
| 8311 Castle Pines Place | 915 KENSINGTON BLVD |
| 1503 Channel Court | 830 KENSINGTON BLVD |
| 2802 Chestnut Street | 826 KENSINGTON BLVD |
| 2823 Chichester Lane | 1031 Kensington Blvd |
| 2103 CHOCHTIMAR TRAIL | 1721 KENTUCKY AVE |
| 2701 CLARA AVE | 2322 Kenwood Avenue |
| 1015 College Street | 537 KINSMOOR AVE |
| 1605 COLUMBIA AVE | 327 Kinsmoor Avenue |
| 1522 COLUMBIA AVE | 823 Kinsmoor Avenue |
| 8715 Conway Court | 6134 Kiwanis Drive |
| 6424 Copper Creek Place | 3907 Knightway Drive |
| 5620 Coventry Lane | 4023 Knightway Drive |
| 1606 Crescent Avenue | 4115 Knightway Drive |
| 1111 Crescent Avenue | 2332 Ladue Lane |
| 2730 Curdes Avenue | 824 LAKE AVE |
| 1426 Curdes Avenue | 1610 LAKE AVE |
| 5120 Dalton Avenue | 3421 LILLIE ST |
| 5430 Damask Drive | 2117 LIMA LANE |
| Darlene Ct, Carver Ct, & 27th Street/Paul to Study Elem | 10806 LONGWOOD DR |
| 5516 Dartmouth Drive | 1017 LOREE AVE |
| 6805 Del Rio Drive | *1309 MAPLE AVE |
| 2027 DODGE AVE | 4403 Mcmillen Park Drive. |
| 930 E. RUDISILL BLVD | 5507 MIDDLE GROVE RD |

Location- Sidewalk Repairs

| | |
|----------------------------|-------------------------------------|
| 917 MILTON ST | St Joe Center Road |
| 6118 MONARCH DR | St Joe Center Road |
| 6533 Monarch Drive | 2125 ST.JOE BLVD |
| 7709 MONTCLAIR DR | Stellhorn Road (North Side) |
| 1906 MONTGOMERY CT | 5516 STONEHILL CT |
| 3925 Monument Drive | 4109 TACOMA AVE |
| 2610 N. ANTHONY BLVD | 4234 Tacoma Avenue |
| 7826 Newlin Drive. | 4411 Tacoma Avenue |
| 3914 Nottingham Drive | 7219 TANGERINE LANE |
| 2921 Old Willow Place | 2503 Terrace Rd |
| 1305 ONEIDA ST | 2507 Terrace Rd |
| 2068 ONTARIO CIRCLE | 2514 TERRACE RD |
| 2068 Ontario Circle | 1328 Union Street |
| 2909 OVERLOOK DR | 4931 Vance Avenue |
| 3531 PADDOCK CT | 1232 West Jefferson Blvd |
| 3603 PADDOCK CT | 401 W. MAPLEGROVE AVE |
| 3613 PADDOCK CT | 319 W. PACKARD AVE |
| 7009 PEARTREE LANE | 929 W. PACKARD AVE |
| 6916 PEARTREE RD | 306 W. Rudisill Blvd.. |
| 1326 PEMBERTON DR | 910 West Rudisill Blvd |
| 1430 PEMBERTON DR | 215 W. SHERWOOD TERR |
| 4025 PLAZA DR | 1337 West Wayne Street |
| 407 POPULAR ST | 9318 Wallen Court |
| 221 PUTNAM ST | Wallen Road |
| 428 PUTNAM ST | Washington And Jefferson Boulevards |
| 3701 REED STREET | 3008 WEBSTER ST |
| 7508 REGINA DR | 4018 WEBSTER ST |
| Renfrew Drive | 2516 West Drive |
| 5605 Riviera Drive | 418 WEST RUDISILL BLVD |
| 3608 Robinwood Drive | 424 WEST RUDISILL BLVD |
| 2721 S. CALHOUN ST | 438 WEST RUDISILL BLVD |
| 4238 South Calhoun Street | 10927 Westmore Court |
| 2115 South Harrison Street | 1716 Whitewater Court |
| 5416 SABLE CT | 4829 WILLIAMSBURG DR |
| 5522 SABLE CT | 9824 WOODSTREAM DR |
| 5519 SABLE CT | 6000 Wrangler Trail |
| 8403 Sakaden Parkway | |
| 5116 SHERRILL DR | |
| 5108 SHERRILL DR | |
| 5116 Sherrill Drive | |
| 9707 Skipjack Cove | |
| 4344 SMITH ST | |
| South Wayne Avenue | |
| 3521 Springbrook Drive | |
| 1317 SPRINGBROOK RD | |
| 6230 SPY GLASS RUN | |
| 2125 St Joe Blvd | |
| St Joe Center Road | |

Sidewalk Trip Hazard Elimination Program -- 2017

ADA Ramp Construction - Project Location

| | |
|------------------------------|----------------------------------------------------|
| Inverness Lakes | Faulkner Ct. and Benham Dr. |
| Loften Woods | Fieldcrest Dr. and Post Oak Ct. |
| Casselwood Terrace | Fieldcrest Dr. and Riveroak Dr. |
| Francis Slocum | Forest Downs Drive and Forest Valley Drive (North) |
| Georgetowne Place | Forest Downs Drive and Forest Valley Drive (South) |
| Hoevelwood Civic | Forest Wood Drive and Forest Valley Drive |
| Indian Village | Forestview Drive and Forest Valley Drive |
| Lima Valley | Francis and Eliza |
| Lincoln Park | Francis and Hugh (North) |
| Pine Valley | Francis and Hugh (South) |
| Southwood Park | Gay and Eliza |
| Villas Community Association | Gay and Hugh |
| Willow Creek Apartments | Gay and Lewis |

ADA Ramp Construction - Project Location

| | |
|--------------------------------------------------------------|---------------------------------------------------------|
| | Georgetowne Park Dr. and Benham Dr. |
| | Goegelin Road and Oklahoma Trail |
| 5105 Goldfinch Lane and 5108 Goldfinch Lane | Hanna and Brackenridge |
| 6215 Merlin Drive and 6216 Merlin Drive | Hanna and Douglas |
| 6510 Oak Forest Trail & 6511 Oak Forest Tr | Hanna and Hayden |
| Ardsley Ct. and Benham Dr. | Hanna and Hugh (South) |
| Asher Drive and Greythorne Drive | Harmar and Eliza |
| Barr and Lieth | Harmar and Hugh |
| Beckett's Ridge Lane and Bridle Creek Crossing | Hayden and Chute |
| Bent Willow Drive and No Cross Street @ Common Walk Crossing | Hike Lane and Shell Drive |
| Bent Willow Drive and Welshire Blvd, S/W corner) | Kerrigan Way and No Cross Street @ Common Walk Crossing |
| Bittersweet Dells Ln and Cul-De-Sac | Lakeland Lane and Forest View Drive |
| Bittersweet Dells Ln/Pine Gate Dr. | Lakeland Lane and Forest Wood Drive |
| Black Oak Ct. and Riveroak Dr. | Landers Ct. and Benham Dr. |
| Blairwood Drive and Forest Valley Drive | Langley Ct. and Langley Pass |
| Bluffview Ct. and Riveroak Dr. | Langley Pass and Baychester Dr. |
| Boltz and Monroe | Langley Pass and Providence Dr. |
| Brackenridge and Monroe | Lillie and Alliger (North) |
| Burning Tree and Chapelwood Place..S/W And S/E Corners | Lillie and Alliger (South) |
| Catbird Ave and Fowler Place | Maysville Road and Country Park Lane |
| Catbird Ave and Goldfinch Lane | Mcculloch and Eliza |
| Catbird Ave and Macy Lane | Mcculloch and Hugh |
| Chute and Eliza | Merlin Drive and Downey Ave |
| Chute and Hugh | Merlin Drive and Finch Lane |
| Covington and Ridge Valley Drive | Merlin Drive and Goldfinch Lane |
| Dell Loch Way at Clubhouse | Merlin Drive and Macy Lane |
| Dell Loch Way and Bittersweet Dells Ct. | Merlin Drive and Pin Tail Place |
| Dell Loch Way and Dells Of Bittersweet | Merlin Drive and Plover Circle |
| Division and Eliza | Merlin Drive and Warbler Drive |
| E. State and Kensington | Millwrights Ct. and Baychester Dr. |
| E. State and Randalia | Millwrights Ct. and Georgetowne Park Dr. |

ADA Ramp Construction Project Location

| |
|-----------------------------------------------------|
| Oakcliff Ct. and Cliffwood Lane |
| Oakcliff Lane and Woodhollow Trl. |
| Ohio and Eliza |
| Ohio and Hugh |
| Olde Towne Pkwy and Baychester Dr. |
| Olde Towne Pkwy. and Benham Dr. |
| Parsons Ct. and Providence Dr. |
| Providence Dr. and Baychester Dr. |
| Red Clover and Kerrigan's Way, N/W Corner |
| Robison Ct. and Cliffwood Lane |
| Rockbrook Ct. and Riveroak Dr. |
| Scarlet Ct and Algate, S/E Corner |
| Swifts Pass and Cliffwood Lane |
| Swifts Pass and Woodhollow Ct. |
| Swifts Run and Cliffwood Lane |
| Swifts Run and Crossbranch Ct. |
| Swifts Run and Meadow Stream |
| Swifts Run and Northaven Ct. |
| Swifts Run and Riveroak Dr. |
| Talbot Ct. and Langley Pass |
| Tanager Blvd and Catbird Ave |
| Tanager Blvd and Pin Tail Place |
| Teal Drive and Downy Ave |
| Thornbriar Lane and Private Street |
| Tibbits Ct. and Benham Dr. |
| Timberwood Ct. and Riveroak Dr. |
| Treemont Ct. and Georgetowne Park Dr. |
| Trickingham Ct. and Providence Dr. |
| Vance Ave. and Reed Road |
| Welshire and No Cross Street @ Common Walk Crossing |
| Winsted Ct. and Georgetowne Park Dr. |
| Winter and Alliger |
| Winter and Eliza |
| Winter and Hugh |

Trail Construction Location

From/To

| | |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Illinois Road Trail, Phase 1 | Lagro to Magnavox Way, south side |
| Hanna Street Trail | Burns Boulevard to north of U.S. 27, west side |
| Hanna Street Trail | Pontiac Street to Rudiisll Boulevard |
| Six Mile Creek Trail, Phase 1 | Anthony Blvd from S. Phoenix Pkwy on the west side to Tillman Rd; on Tillman Rd, from Anthony to Lemar on the south side |
| Southtown Center Trail, Phase 2 | South Phoenix Parkway from Public Safety Academy to Anthony Blvd, on south side |
| Summit Park, Ph 1 | Ludwig, from GR&I Railroad to Lima Rd |
| Bluffton Road Trail | Lower Huntington Rd to West Foster Park, east side |
| Maysville/Trier/Landin Rd Roundabout | Roundabout at intersection |
| Pufferbelly/Smith Field Trail | New York Central RR corridor from Wallen Rd to Washington Center Rd |
| Pufferbelly | State Blvd to Fourth St, west of Clinton from State to Spy Run Creek; east of Clinton from Spy Run Creek to Fourth, adjacent to Science Central & Lawton Park. |
| Pemberton Levee | Rivergreenway to Lake Avenue |
| Pufferbelly Trail | Along former RR corridor from State to Fernhill, with trail spur to Franke Park on south side of Franke Park Dr. |
| St. Joe Center Rd and Wheelock Rd Trail | South Side of St. Joe Center from Meijer Dr to Chiswell Run, entrance to Arlington Park and west side of Wheelock Rd from St. Joe Center to Mill Ridge Run |

New Haven
Sidewalk & Curb Ramp Projects

| Nearest Address of Improvement | Sidewalk Replacement | | Identified in Transition Plan |
|------------------------------------------------|----------------------|----------------|-------------------------------|
| | ADA Ramp | (square yards) | |
| 9929 South Country Knoll | 1 | n/a | no |
| 3714 Green Rd | 1 | n/a | no |
| 9929 South Country Knoll | n/a | 9 | no |
| 3714 Green Rd | n/a | 9 | no |
| Between 9929/9919 South Country Knoll | n/a | 19 | no |
| 9919 South Country Knoll | n/a | 11 | yes |
| Between 3714 Green Rd/9924 South Country Knoll | n/a | 11 | yes |
| 9924 South Country Knoll | n/a | 15 | yes |
| 9914 South Country Knoll | n/a | 15 | no |
| 9904 South Country Knoll | n/a | 6 | no |
| 3638 Country Knoll | n/a | 3 | no |
| 3632 Country Knoll | n/a | 19 | no |
| 3626 Country Knoll | n/a | 20 | no |
| Between 3626/3620 Country Knoll | n/a | 26 | no |
| 3620 Country Knoll | n/a | 20 | no |
| 3614 Country Knoll | n/a | 3 | no |
| 3608 Country Knoll | n/a | 45 | no |
| 3602 Country Knoll | n/a | 6 | no |
| 3629 Country Knoll | n/a | 23 | no |
| 3623 Country Knoll | n/a | 35 | no |
| 9910 North Country Knoll | n/a | 15 | no |
| 9905 North Country Knoll | n/a | 25 | no |
| 9915 North Country Knoll | n/a | 35 | no |
| 9925 North Country Knoll | n/a | 9 | yes |
| 9935 North Country Knoll | n/a | 6 | no |
| 9935 North Country Knoll | 1 | n/a | no |
| 3612 Green Rd | 1 | n/a | no |
| 3612 Green Rd | n/a | 3 | yes |
| 9920 North Country Knoll | n/a | 24 | no |
| 9409 Pawnee Way | n/a | 4 | no |
| 9415 Pawnee Way | n/a | 28 | no |
| 9427 Pawnee Way | n/a | 3 | no |
| 9433 Pawnee Way | n/a | 28 | no |
| 9404 Pawnee Way | n/a | 11 | no |
| 9416 Pawnee Way | n/a | 3 | no |
| 9422 Pawnee Way | n/a | 5 | no |
| 9428 Pawnee Way | n/a | 10 | no |
| 9434 Pawnee Way | n/a | 20 | no |
| 9502 Pawnee Way | n/a | 20 | no |
| 3035 Cherokee Run | n/a | 32 | no |
| 9533 Pawnee Way | n/a | 11 | no |
| 9553 Pawnee Way | n/a | 5 | no |

| Nearest Address of Improvement | ADA Ramp | Sidewalk Replacement (square yards) | Identified in Transition Plan |
|---------------------------------------|-----------------|------------------------------------------------|--------------------------------------|
| 9577 Pawnee Way | n/a | 10 | no |
| 9577 Pawnee Way | 1 | n/a | yes |
| 9508 Pawnee Way | n/a | 6 | no |
| 9510 Pawnee Way | n/a | 12 | no |
| 9518 Pawnee Way | n/a | 4 | no |
| 9532 Pawnee Way | n/a | 9 | no |
| 9552 Pawnee Way | n/a | 8 | no |
| 9624 Pawnee Way | n/a | 29 | no |
| 9642 Pawnee Way | n/a | 18 | no |
| 3148 Shawnee Trail | n/a | 15 | no |
| 3148 Shawnee Trail | 1 | n/a | yes |
| 3131 Shawnee Trail | n/a | 7 | no |
| 3117 Shawnee Trail | n/a | 12 | no |
| 3132 Shawnee Trail | n/a | 8 | no |
| 3118 Shawnee Trail | n/a | 12 | no |

Leo-Cedarville
Sidewalk & Curb Ramp Projects

Curb Ramps

Location

| | |
|-----|-----------------------------------------|
| 35F | Trading Post Rd and Wild Horse Ct |
| 35G | Trading Post Rd and Wild Horse Ct |
| 36F | Trading Post Rd and Blacksmith Run |
| 36G | Trading Post Rd and Blacksmith Run |
| 37A | Trading Post Rd and Metea Ct |
| 37H | Trading Post Rd and Metea Ct |
| 42A | Trading Post Rd and Covered Wagon Trail |

APPENDIX E

I-69 diamond gets engineering honor

The diverging-diamond interchange at Interstate 69 and Indiana 1 has earned an Honor Award for Engineering Excellence by the American Council of Engineering Companies of Indiana.

ACEC's Engineering Excellence awards recognize outstanding engineering achievements that demonstrate a high degree of merit and ingenuity.

The I-69/Indiana 1 interchange – the first diverging-diamond project in the state – is one of eight projects to earn Honor Award designation and will vie for the ACEC Grand Project Award to be announced in March.

In April, the interchange, which opened in September 2014, was named the Civil Engineering Project of the Year by the American Society of Civil Engineers Indiana section.

– Journal Gazette

11-25-15

7-9-15 NS

Road construction sites

■ Flutter Road between Wheelock and Schwartz roads will be closed through Sept. 25 for road construction.

■ U.S. 27 in Allen County, 2.5 miles south of Interstate 469 at Nine Mile Drain, will have Indiana Department of Transportation work on a pipe-lining project through the end of July.

Street closure

Fairfield Avenue will be closed to through traffic between West Jefferson Boulevard and Baker Street starting today through Aug. 7 for sidewalk and road improvements. Southbound traffic will have a marked detour using Washington Boulevard, Broadway and Taylor Street. Northbound traffic on Fairfield will be detoured using Baker Street to Ewing Street. Brackenridge Street between Fairfield Avenue and Ewing Street temporarily will become two-way traffic during the closure.

—*News-Sentinel staff reports*
More briefs, Page 4A

METR

Citilink service free Saturday

Citilink service will be free 7:45 a.m.-6:15 p.m. Saturday allowing access to the Three Rivers Festival parade and other events.

Persons not living along bus routes can access service from park-and-ride locations at Meijer, Lima Road – Route 4, Wells/Ludwig; Meijer, Illinois Road – Route 2, Times Corners; Georgetown Square – Route 2, Georgetown; Southtown Centre – Routes 7 & 8, Calhoun/Anthony; Lincoln Plaza – Route 10, New Haven.

Call Citilink at 432-4546 for route information or go to www.fwcitilink.com to use Trip Planner or track your bus in real time using the RouteShout app or Route Watch map.

—*News-Sentinel staff reports*

BRIEFS

Huntington plans Arizona campus

Huntington University came closer to opening a satellite campus in Peoria, Arizona, this month when the city of Peoria approved an Economic Development Activities Agreement, the university said in a Tuesday release.

The university will renovate a partly constructed building within the Arrowhead Innovation Campus in Peoria. Huntington will receive up to about \$1.9 million in financial support from Peoria over the next three years, the release stated.

In fall 2016, Huntington plans to offer classes in broadcast-fusion media, film production and graphic design. The next fall, digital animal and web development will be added, the release stated.

INDOT forming advisory group

The Indiana Department of Transportation is seeking applications from state residents for membership in its Americans with Disabilities Act Community Advisory Working Group.

Group members provide information and recommendations regarding INDOT's ADA Transition Plan, including efforts to increase public involvement of people with disabilities in transportation planning.

Those interested should submit a letter of interest or résumé by Aug. 3 to Erin L. Hall, INDOT's Title VI/ADA Program Manager, by email to ehall2@indot.in.gov, by fax to 317-233-0891 or by mail to 100 N. Senate Ave., Room N750, Indianapolis, IN 46204.

7-10-15 JG

Walk the Pufferbelly event

Runners, walkers and baby strollers are welcome at the sixth annual Pufferbelly 5K Run/Walk on Aug. 8. The event takes place at Parkview YMCA off Dupont Road and includes a 5K race, Kids' Fun Run, games, live music, pony rides, food and more.

Proceeds will go to further the work being done on the Pufferbelly Trail corridor that, when completed, will stretch 80 miles from Pokagon State Park near Angola to Ouabache State Park in Bluffton, cutting through downtown Fort Wayne. Race-day registration begins at 7 a.m. at the Parkview YMCA, 10001 Dawsons Creek Blvd., with the Kids' Fun Run taking place at 8 a.m. and the 5K at 8:30 a.m. Preregistered participants can pick up their packets 5-7 p.m. Aug. 7 at the Parkview YMCA. The race will take place on the nearby Salomon Farm Trail and existing Pufferbelly Trail from the YMCA to Wallen Road, and all participants will get the use of the Y for the day. Music, food and children's activities will follow the race.

Cost is \$25 for adults and \$15 for youth while children can take part in the fun run for just \$5. A team challenge is available this year; a minimum of five participants per team is required. For more information, contact Lori Rose at 969-0079.

-News-Sentinel staff reports

7-10-15



Rachel Von | The Journal Gazette

Sean Dold of the city's Traffic Engineering Department paints part of the crosswalk at Jefferson Boulevard and Union Street on Friday. The repainted crosswalks are to help drivers be more aware with more students walking to school.

Crosswalks improved to aid students

FRANK GRAY
The Journal Gazette

School starts Tuesday in Fort Wayne, and this year between 7,000 and 8,000 fewer students will be riding school buses, which means more kids will be walking or riding their bikes to school.

In preparation, the city has painted nearly 150 piano-keys style crosswalks to be more visible, and 42 others will be painted by next month, city officials said.

The city has also painted an ad-

ditional 193 regular crosswalks in residential areas and has painted about 400 stop lines on streets, indicating where cars are supposed to stop for lights.

City and school officials have spent months studying maps, where students live and how they get to school in planning the locations of the improved crosswalks.

The city will also be increasing police patrols in school zones, and police have added four crossing guards and come up with new priorities for where crossing guards

will be located.

New locations for crossing guards this year will be Rothman Road at Sunay Lane; Vance Avenue at Kingsley Drive; Vance at Reed Road; Brooklyn Avenue at Nuttman Avenue; Brooklyn at Ontario Street; St. Marys Avenue at Third Street; Coldwater Road at Essex Lane; Maplecrest Road at Monarch Drive; State Boulevard at Florida Drive; Wells Street at Mildred Avenue; and Main Street at Osage Street.

The schools have also devel-

oped maps for each elementary and middle school, showing the location of sidewalks, crosswalks and traffic lights to help parents plan their children's routes to school. The maps can be found online at www.fwcommunitydevelopment.org/safe-routes.

City officials also urged people to leave a few minutes early for work next week so they can slow down and be alert for more pedestrians and school buses on the streets.

tgray@jg.net

8/8/15 JG

Bike hub going inside Ash Skyline

Will have 116 parking spots, showers, shop

DAVE GONG
The Journal Gazette

Residents who ride their bicycles to and from downtown Fort Wayne on their daily commute will have a place to safely store them when the Ash Skyline parking garage officially opens for business.

The Fort Wayne Redevelopment Commission on Monday approved a request to build a bicycle hub inside the parking garage that will sit below Ash Brokerage's new 95,000-square-foot corporate headquarters.

But while work continues on the Ash project, city officials offer no new deadline

for its planned residential component, which has been the topic of ongoing discussions with developers for nearly a year.

The bicycle hub will have space to securely house up to 116 bicycles and will feature men's and women's locker

rooms with showers. There will also be a small shop available for repairs and for cyclists to buy supplies. The hub will be on the first floor of the garage, accessible from Berry Street.

"It offers a convenient and safe way for bike commuters to store their bikes, and it's one way the city can become more bicycle friendly and help to promote healthy

lifestyles," Redevelopment Director Justin Brugger told the commission.

The hub will be available to anyone who wants to use it. It will be operated by the YMCA of Greater Fort Wayne, which will also manage a wellness center inside the new Ash Brokerage tower. While the planned wellness center will require a YMCA membership for

use, the bicycle hub will be available for all residents, said Marty Pastura, CEO of the YMCA of Greater Fort Wayne.

Bicycle parking won't be free, though. While the exact type and amount of fees haven't been determined, Pastura said he expects a long-term pass will be offered for

Bike, Page 8A

BIKE

Continued from Page 1A

commuter cyclists. He hasn't ruled out the possibility of offering shorter-term parking, however.

"We haven't worked out all the details," Pastura said. "There may be an hourly rate, a weekly rate, a monthly rate, but we were thinking long term in establishing those who are commuting on a bike downtown."

The city received a \$20,000 federal congestion mitigation and air quality grant to help pay for the bike hub project, which is expected to cost about \$110,000, Brugger said.

Brugger also provided the redevelopment commission with general updates about the rest of the Ash Skyline Plaza project. He noted that streetscape efforts along Berry Street are ongoing, concrete slabs have been poured in all but one section of the parking garage, and the garage's mechanical and electrical components are nearing completion.

However, Brugger did not update the commission on the project's residential component.

Nearly one year ago on Sept. 25, 2014, Mayor Tom Henry announced the dissolution of a partnership it had with Fort Wayne developer Hanning & Bean. The firm had previously agreed to develop a \$30 million 17-story

residential tower featuring 100 townhomes, apartments and condos. At the time, Bill Bean, vice president of Hanning & Bean, cited issues with a construction timeline he said would have significantly increased the development firm's costs.

After Monday's meeting, mayoral spokesman John Perlich had no further updates, simply saying the city is continuing to work with a single developer on a development contract for the tower. He said the city is encouraged by the talks and would announce a new developer once a deal is finalized. But he said the city does not have a timeline on when that announcement may come.

In other business, the redevelopment commission approved a plan to build a 60,000-square-foot shell building on Persistence Drive near Interstate 69. It will be the second shell building built in that area. The first shell building, constructed in 2013, was occupied by automotive company Nishikawa Cooper LLC this year. The property is owned by WC Holdings II, and CME Corp. will be constructing the building.

A shell building features flexible office space that can be modified to suit a potential tenant's individual needs.

dgong@jg.net

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Now you know

9/15/15

Input sought on bikes, pedestrians

The city invites residents to share their ideas

for how North Anthony Boulevard can be more friendly to bicyclists and pedestrians. Residents can visit a workshop 6-8 p.m. Monday at Lakeside Park Pavilion No. 2, 1401 Lake Ave. or stop by the pavilion anytime 9 a.m.-5 p.m. Monday through Oct. 15 to visit with consultants working on the project.

The consultants will examine options for North Anthony from Niagara Drive to Crescent Avenue. Ideas that may be considered include trails and protected bike lanes. Recommendations for the

project will be presented 6-8 p.m. Wednesday in the Lakeside Pavilion No. 2. Residents can review the recommendations and provide further input before plans are finalized. Engineering for the project is expected to take place in 2016, with construction beginning in 2017.

10/8/15 NS

Citilink, Parkview ink deal for route

Parkview Health and Fort Wayne Citilink have reached a three-year contract that provides 100 percent of the cost of maintaining a MedLink bus route between Parkview Hospital Randallia and Parkview Regional Medical Center.

"The MedLink route provides an important service to the community, directly connecting patients, visitors and co-workers between the Parkview Regional Medical Center and Parkview Hospital Randallia campuses," said Ben Miles, president, Parkview Regional Medical Center & Affiliates.

Parkview MedLink operates from 8 a.m. to 5 p.m. Monday through Friday between the two Parkview hospitals, connecting with Citilink routes 1, 2, 3, 4 and 21.

More information is available at fwcitilink.com or by calling 432-4546.

10-14-15 JG

Reconstructed Flutter Road to open with ribbon-cutting

The Allen County Board of Commissioners will hold a ribbon-cutting ceremony Monday to signal the official opening of the reconstructed Flutter Road.

The ceremony will begin at 9 a.m. at the new bridge, about 700 feet from the Flutter Road intersection with Maplecrest Road.

The project represents the complete reconstruction of a 3-mile section of Flutter Road between St. Joe Road and Schwartz Road.

County announces roadwork projects affecting traffic

■ Maysville Road will be closed to traffic 1,000 feet south of East State Boulevard for a bridge project beginning Monday, Allen County Highway Department officials reported.

Crews will be reconstructing the Maysville Road Bridge over Bullerman Ditch between East State Boulevard and Turkey Run Drive/Welshire Boulevard. There will be a marked detour using East State, Maplecrest Road and Lake Avenue/North River Road.

Work is expected to be completed in June.

■ Jefferson Boulevard downtown will undergo lane restrictions Saturday and Sunday for asphalt milling. Lane restrictions will occur between Van Buren and Calhoun streets.

After the milling is completed, the lane restrictions will continue after 7 p.m. as there will be resurfacing Monday and Tuesday in the same area, weather permitting.

- Journal Gazette

10/10/15 JG

Maplecrest Road upgrades celebrated

DAVE GONG

The Journal Gazette

Residents, business leaders and city officials cut a ribbon Wednesday to cele-

brate the completion of improvement projects along Maplecrest Road between Lake Avenue and East State Boulevard.

The road, which received

a 14-block upgrade, now features two driving lanes in each direction, separated by a median or center turn lane. The roadway improvements also include a trail that connects to the Rivergreenway and a wider sidewalk with a park strip buffer. There is also a new traffic signal and brick crosswalk at the intersection of Maplecrest and Monarch Drive near Haley Elementary. New water mains and stormwater pipes were added to improve service reliability and drainage. The city also plans to plant more than 200 street trees and erect a gateway marker for the Georgetown area.

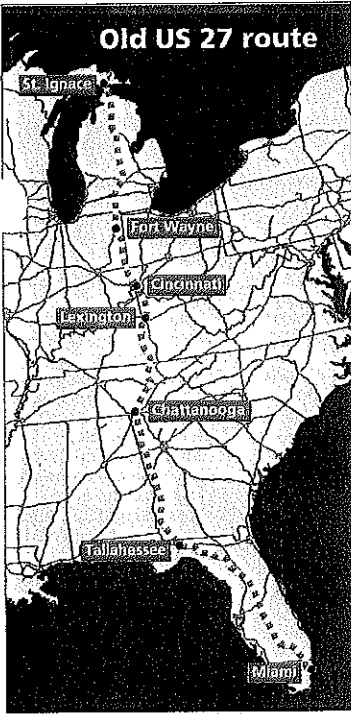
About 17,000 vehicles travel Maplecrest Road every day. The project cost \$5.7 million, 80 percent of which was federally funded.

Design work is underway for the next phase of improvements along Maplecrest Road. Additional traffic lanes and streetscape improvements along Maplecrest from State Boulevard and Stellhorn Road are expected to be complete by 2018.

dgong@jg.net

10-22-15 Jg

Decatur leads regional push for historic US 27



RON SHAWGO
The Journal Gazette

It was once one of the nation's mighty highways, an escape from the cold North to the sunny South.

Before the interstate system, U.S. 27 took travelers from St. Ignace, in Michigan's Upper Peninsula, to Miami. Along its more than 1,600-mile route were dozens of towns small and large, Decatur and Fort Wayne among them.

Once a thoroughfare through downtown Decatur, U.S. 27 now bypasses downtown altogether. But there is a regional move, led by the city, to designate Old U.S. 27 a state historical route through its eight Indiana counties.

If approved by the state, signs on the current road could be installed to point to the old route, constructed beginning in 1926 as part of the national highway system. The hope is to increase

"It's kind of like a whole new Route 66, but going the other direction. That was kind of our idea in the promotion."

- Max Miller of Decatur

tourism and generate interest in downtown businesses. Some other towns along the route have similarly been bypassed, organizers say.

"You're servicing the big-box stores out on the new route, but some of the small hometown mom-and-pop stores are located in a lot of the downtown areas," said Brad Martz, who is leading the Decatur group pushing the initiative.

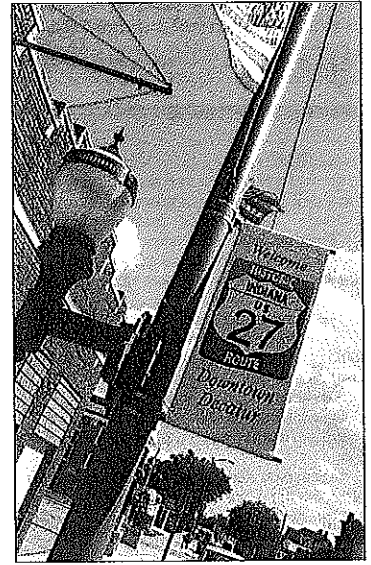
Carl G. Fisher, founder of the Indianapolis Motor Speedway Co. and instrumental in establishing the Lincoln Highway, helped

push the construction of U.S. 27, according to Kelly Ehinger, director of the Adams Public Library System. Wintering in Miami was a motivator.

U.S. 27 now begins - or ends, depending on perspective - in Fort Wayne at the Interstate 69 cloverleaf at Lima Road/Indiana 3. It still meanders south, ending at a Miami Denny's restaurant a couple of blocks from Biscayne Bay.

It is somewhat a nostalgic route now. Michigan decommissioned the highway, and interstates take travelers to their destinations faster. Bypassing downtowns is another way to speed things along on older highways.

Scott Ellsworth, 48, can't remember when his car repair shop sat on U.S. 27. Highway Services hasn't moved since his great-grandfather started it in the mid-1920s, but the highway has. U.S. 27



Courtesy

This sign greets motorists along historic U.S. 27 in Decatur.

Continued from Page 1C

is now about a half-mile west of Hi-way Services.

"He originally had his garage out in the country, and he moved into town here and yeah, this used to be the old 27, so that's where they put it in at," said Ellsworth, whose shop address is now on North Second Street.

Ellsworth can't recall a business older than his along the old route. He likes the idea of a historic designation.

"I'm sure there's people who will travel this thing, go all the way north to south or vice versa. It is kind of neat," he said. "You see the old gas stations and some of the old stuff that used to be there, and it's not there anymore. I kind of like that old stuff."

The application to designate Old U.S. 27 a historic byway will include points of interest such as Wayne County's Levi Coffin house, part of the Underground Railroad for fleeing slaves, and author Gene Stratton-Porter's Limberlost home in Adams County, Martz said.

Representatives from the eight Indiana counties through which U.S. 27 runs have shown interest in applying for the historic designation. Each will need approval from its respective



Courtesy Adams County Historical Society

U.S. 27 once ran through downtown Decatur. The city hasn't moved, but the highway has.

county commissioners. The application will then need approval from the Indiana Department of Transportation and Department of Natural Resources, Martz said. Lt. Gov. Sue Ellspermann has final approval.

In Allen County, ARCH, Fort Wayne's organization for historic preservation, supports the effort. In the city, U.S. 27 is Lafayette Street. North of downtown, it becomes North Clinton Street and continues along Lima Road.

Michael Galbraith, ARCH executive director, calls an initiative like Old U.S. 27 "heritage tourism," which gets little attention.

"When you look at how many people actually go as a tourist and what they do when they are a tourist, one of the things that shows up is that there's a significant portion of people, when they're on a trip, who do

something related to heritage, whether that's go to a battlefield or visit a historic building or a museum or whatever," Galbraith said.

For Decatur, the designation is an extension of downtown revitalization through its Decatur Main Street initiative. Max Miller, who heads that movement, said organizers want to use the historic highway designation as a theme for car shows and events, motor tours and maybe an Old U.S. 27 garage sale.

Already, the Old 27 Ice Cream Shop downtown has picked up on the theme. T-shirts and nostalgic highway signs are being sold to pique interest.

"It's kind of like a whole new Route 66, but going the other direction," Miller said of the Old U.S. 27 route. "That was kind of our idea in the promotion."

rshawgo@jg.net

County OKs \$6 million for runway work

FAA grant to pay bulk of project

ROSA SALTER RODRIGUEZ
The Journal Gazette

A runway at Fort Wayne International Airport was cleared Thursday by the Allen County Council.

Council members unanimously appropriated \$6 million for reconstructing Runway 14-32 – a project that has received a \$12.8 million federal grant and about \$716,000 in state funds, airport officials said.

“The base layer (of the runway) is still from the 1940s, and ... it’s time to replace that,” Robin Strasser, the airport authority’s director and administrator for finance, told council members.

Strasser said after the meeting that the county’s appropriation would allow the airport to begin spending money for the project that would ultimately be reimbursed by the federal grant and the state. The money does not represent an additional expense for the project, whose cost has been pegged at about \$14.3 million.

Airport officials told County Council that construction, which involves taking about 25 percent of the 8,000-foot runway’s concrete down to grade, would take 157 days. The runway will be out of service during construction, but that should not have a major effect on aviation, officials said.

However, some flight patterns may change depending on weather and wind conditions, Strasser said. Runway 14-32 is the secondary runway at the two-runway airport, and planes will use the main 12,000-foot runway during renovations.

Phase 1 of construction would start in the spring, with completion around September.

The project’s federal money comes from the Federal Aviation Administration’s Airport Improvement Program, which provides grants for development of public-use airports from fees paid by airport users.

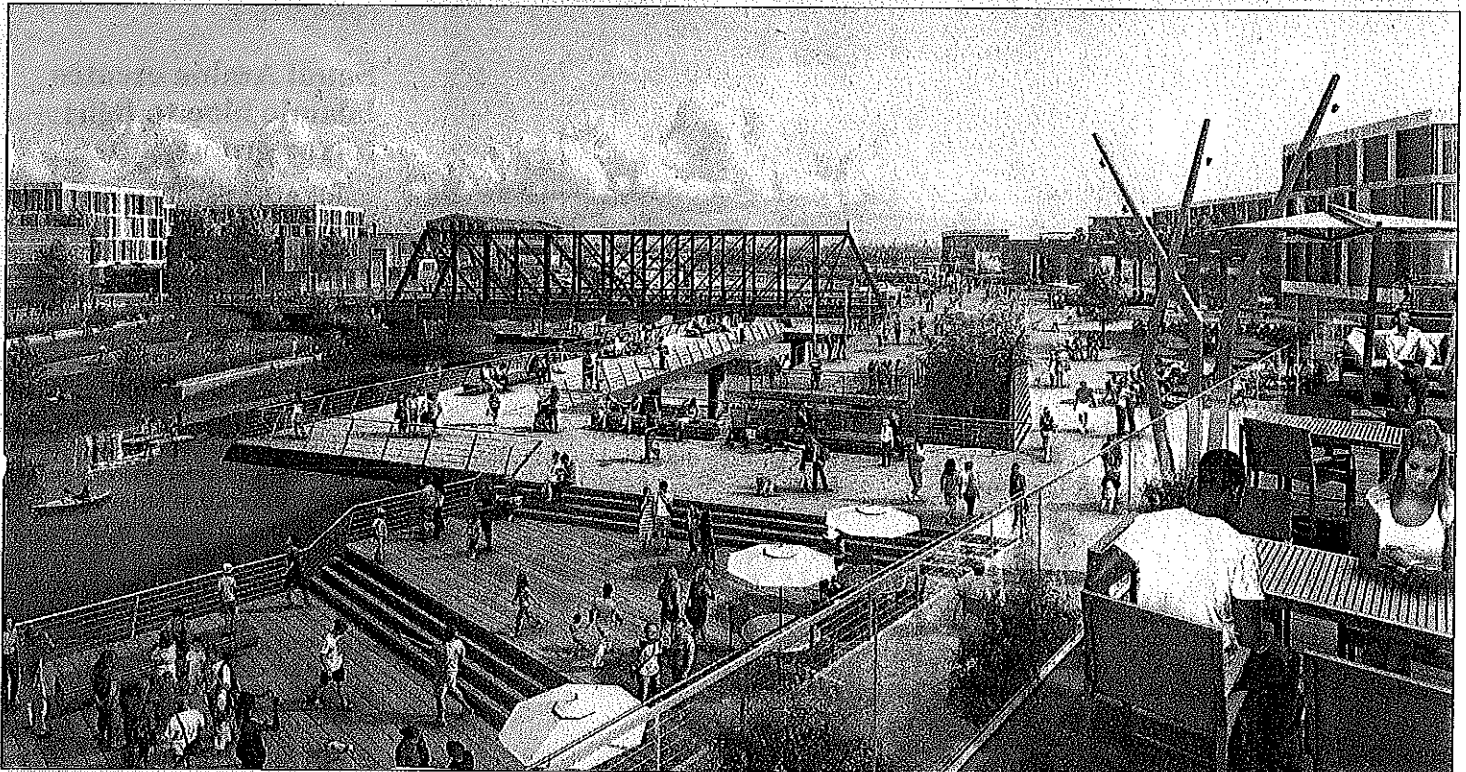
rsalter@jg.net

11/20/15 JB

A REGIONAL CITIES COMPETITION WINNER

Northeast Indiana lands \$42 million for projects

But it might hinge on the General Assembly approving more funds for winners



Courtesy photo

Fort Wayne's emerging plan for riverfront development is among the more than three dozen projects in northeast Indiana's Regional Cities plan.

By BOB CAYLOR

bcaylor@news-sentinel.com

Northeast Indiana has won \$42 million in Indiana Regional Cities Initiative funding, but it may depend on the General Assembly approving more money for Regional Cities winners.

That money would be used to help fund new quality-of-life projects — from restored movie theaters to riverfront developments — throughout 11 counties in the region.

When the Indiana Regional Cities Strategic Review Committee announced Tuesday that northeast Indiana had won the competition, it also named two other regions as winners: north central Indiana, including South Bend, and the Evansville area.

The General Assembly had approved \$84 million, enough to provide a state match for projects in two regions for two

To see the full plan

To find out more about the Regional Cities program, go to www.neindiana.com/vision/the-vision/regionalcities.

Who's in northeast Indiana?

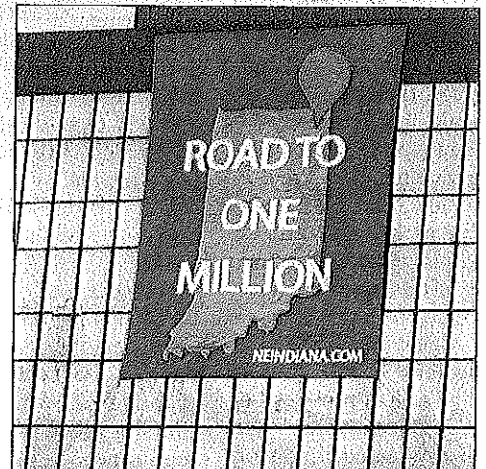
Eleven counties are part of the Northeast Indiana Regional Partnership: Adams, Allen, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley.

Elsewhere

Regional Cities Initiative marks a critical change. **Commentary, Page 1B**

years, earlier this year. When its members picked three winning regions, the review committee said the legislature should fund

See **NORTHEAST**, Page 4A



By Ellie Bogue of The News-Sentinel

Eleven counties in northeast Indiana will share \$42 million over the next two years through Indiana's Regional Cities Initiative.

NORTHEAST

Continued from Page 1A

\$42 million each for all three regions.

In Fort Wayne, those funds would provide crucial matches to stitch together funding for projects including riverfront development, new uses for buildings in The Landing and a downtown arena, according to the proposal from this region submitted to the state.

"I have a lot of confidence we'll get the (state) money,

and I'm excited for the entire region," said Eric Doden, chairman of Greater Fort Wayne Inc. Doden, formerly the president of the Indiana Economic Development Corp., said, "When you're selling northeast Indiana, this gives you a lot to talk about."

Doden said the expected influx of millions of dollars from the state will attract private investment to Allen County and northeast Indiana as well.

"(Regional Cities) is about developing public-private

partnerships, and we've been approached by local developers and some from as far away as Baltimore. And we'll see more and more private dollars," said Doden, who has also supported other public-private projects likely to get a boost from Regional Cities cash. Other projects that haven't even gone public yet should also be helped, Doden added.

The state review committee specifically recommended:

■ Seeking any necessary approvals to allocate all tax

amnesty program revenues in excess of \$90 million to the Indiana Regional Cities Initiative.

■ Subject to any necessary approvals for tax-amnesty funds, awarding all three Phase I regional development plans (north central, northeast and southwest) \$42 million each.

■ Continuing support of the four Phase 2 regional development plans (central, east central, northwest and west central). This support may include assistance in identifying public or private funds for planning in order to encourage and enable the continued development of their regional plans. The amounts of any planning funds would be determined based on availability.

On Tuesday, the Northeast Indiana Regional Partnership — the lead organization creating a bid for Regional Cities funding here — hung a "Road to One Million" banner from the downtown office building where the partnership has its headquarters.

That goal is a population of 1 million in an 11-county region that stretches from Warsaw in the west to LaGrange and Angola in the

north to Bluffton and Berne in the south.

The "Road to One Million" plan includes 38 projects in the next two years, representing \$400 million in investments. If longer-range elements of the plan are carried out, 32 more projects in the plan would increase the total investment to \$1.4 billion. They include downtown revitalizations, improving access to natural attractions, greater cultural offerings, increased regional access to broadband, and more innovation and entrepreneurial centers.

"Being selected for Regional Cities funding by the Indiana Economic Development Corporation is a tremendous step forward for our region," Fort Wayne Mayor Tom Henry said in a statement issued Tuesday. "I'm looking forward to seeing how the implementation of several innovative projects will strengthen our position as an economic and quality-of-place leader."

A news release from Gov. Mike Pence's office said the committee approved three regions instead of two based on the financial success of the states' tax amnesty program. According to

the Indiana Department of Revenue, the program has already collected \$137.6 million, with taxpayers agreeing to pay another \$21.6 million via payment plans.

Adding a third region that will receive \$42 million will require Pence to go back to the General Assembly for an additional \$42 million during the coming session.

Thus far, the response from GOP lawmakers who dominate the General Assembly has been mixed.

Senate Appropriations Committee Chairman Luke Kenley, R-Noblesville, said he supported the idea. House Ways and Means Chairman Tim Brown, R-Crawfordsville, was ambivalent, indicating that his priorities were those laid out by Speaker Brian Bosma, including transportation funding, teacher pay and "curbing illegal drug activity."

The committee's report also recommends that the state consider continued funding for the Indiana Regional Cities Initiative in future state budget cycles beginning in 2017.

Kevin Leininger and The Associated Press contributed to this report.

contractor/consultant for this project. A selection committee assembled by NTRCC will review the proposals and develop a short list based on the submitted proposals and the extent to which the proposals satisfy the selection criteria below. Depending on the evaluation of the proposals, the selection committee may choose a single finalist and immediately begin contract negotiations.

Discussions may be conducted with responsible offerors who submit proposals determined to be reasonably susceptible of being selected for award. If necessary, the selection committee will interview representatives from the consultant teams on the short list. The selection committee shall recommend the finalist to the NTRCC Executive Director, who will make the final determination. NTRCC reserves the right to request additional information following a review of the initial submission.

Evaluation Criteria
Proposals and/or criteria shall include the following (with the weight value indicated in parentheses):
1. Specialized experience (20 points)
Specialized experience in the type of work to be performed, specifically including reviews of past campaigns and regional groups to develop, coordinate and implement marketing campaigns and community branding efforts.

2. Staff qualifications and experience (20 points)
Qualifications and experience of staff that will work on the project and perform services.

3. Proposed approach to project (25 points)
The demonstrated approach as an effective and clear decision-making process. Links all aspects of the scope of work and successfully integrates regional involvement with a reasonable and timely schedule. Demonstrated familiarity with regional conditions and needs, including thorough knowledge and understanding of cultural and natural resources.

4. Budget Proposal (20 points)
Twenty percent (20%) of the overall evaluation is dependent on price. The budget proposal must be cognizant of public sector budgetary constraints and cost effective approaches to work activities. The identification of in-kind services to be provided by the Trail Branding Committee and/or NTRCC to minimize project costs are encouraged.

5. Quality of work (15 points)
Examples of previous work are professional in appearance, clear, easily understood and exhibit an effective use of graphics and visual techniques. The use of creative thinking with groups to build community consensus, collaboration and trust.

Project Timeline
RFP Release - September 11, 2015
Letter of Interest Due - September 25, 2015
Proposal Due - October 20, 2015, 4:00 pm
Consultant Selection - October 30, 2015
Notice to Proceed - November 2, 2015
Project Progress 25% Complete - January 15, 2016
Project Progress 50% Complete - March 15, 2016
Project Progress 75% Complete - May 15, 2016
Project Completion - June 7, 2016

Deliverable Products
Regional Trail Name and Brand
Regional Trail Logo
Way Finding Sign Design/Templates
Informational Sign Design/Templates
Other Specific Trail Logos

Proposal Submission
Proposals shall be delivered in a sealed envelope that is clearly marked on the outside "Trail Branding Project - RFP". Please submit five (5) copies of your proposals no later than 4:00 p.m. local time, October 20, 2015, by mail to NTRCC, Trail Branding RFP, Attn: Dan Avery, 2001 East Liberty Street, Liberty, Indiana 46802 or in person at the NTRCC offices, 2001 East Liberty Street, Suite 250, Fort Wayne, IN 46802. NTRCC reserves the right to reject any and all proposals. Additional information can be obtained by contacting Dan Avery, Regional Director of the Northeastern Indiana Regional Coordinating Council at 260.449.9809.

NTRCC reserves the right to modify the selection process or other aspects of this RFP at its sole discretion. All firms that are notified of the award are notified of modifications as applicable. NTRCC reserves the right to accept a proposal even if it does not contain all the information in response to the RFP. NTRCC also reserves the right to reject or request clarification of individual team members or firms comprising a consultant team upon selection of a consultant for the project. Negotiations will be held in accordance with the project scope of work and fees. NTRCC reserves the right to terminate such negotiations and begin negotiations with the next ranked consultant.

Equal Opportunity Title VI
Northeastern Indiana Regional Coordinating Council, in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 262, 42 USC 2000d-4 and the Code of Federal Regulations, Department of Transportation, Subtitle B, Office of the Secretary, Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation, issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that any contract entered pursuant to this advertisement will afford minority business enterprises and women-owned businesses an equal opportunity to submit bids. It will not accept any bid that is based on sex, sexual orientation, gender identity, race, color, or national origin. Bidder identity will be kept confidential in consideration for an award.
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Lot intended to ease airport pickups

Area east of terminal offers free area to wait for passengers

JEFF WIEHE
The Journal Gazette

A new lot at Fort Wayne International Airport should make the days of curbside congestion along the terminal a thing of the past.

Dubbed a cellphone lot, the space is now open for people to pull into and use for free, allowing convenient passenger pickup from the terminal.

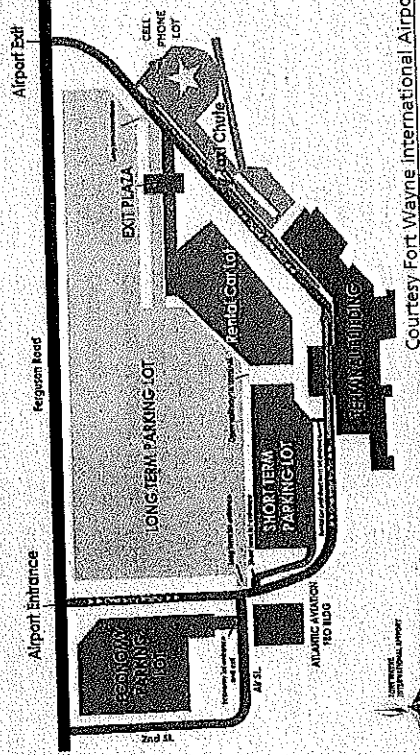
"We identified a problem at the curb when vehicles were double and triple parked waiting to pick-

thority, in a statement.
"The new cellphone lot is intended to reduce that congestion and make pickups easier than ever."

Those using the lot — on the east end of the terminal building near the taxi chute — can park until they are alerted of a passenger's arrival with a call on their cellphone. Then they can exit the lot and drive to the terminal entrance to meet the passenger at the curb, airport officials said. Passengers can also walk to the cellphone lot from the terminal.

Vehicles in the lot must be attended at all times, and airport officials said those who need to make a quick jaunt inside the terminal can use the short-term parking lot, which is free for the first half-hour.

jeffwiehe@jg.net



Courtesy Fort Wayne International Airport

Map of the Fort Wayne International Airport cellphone lot

said Joe Marana, director of operations and facilities for the Fort Wayne-Allen County Airport Au-

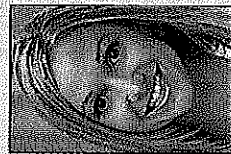
Organizers ready, eager to hit trails running

SHERRY SLATER
The Journal Gazette

The Monon was the first trail to capture Lori Rose's heart.

"I started biking to work, and I realized that was the best part of my day," she said of the popular Indianapolis path.

So it shouldn't be a surprise that, a decade later, Rose is Fort Wayne Trails' executive director. The twist in this tale comes with her next career move, which will take Rose away from Fort Wayne just when interest and investment in the area's trails are arguably at their highest.



Rose

A regional trails network is a centerpiece of Indiana's winning bid for a \$42 million

Regional Cities grant. The \$72.5 million trails network was the most expensive of the proposed projects and is designed to connect 11 partner counties.

Project leaders will need to raise the 80 percent matching money required to complete 38 proposed Regional Cities projects over the next

two years. Some ventures, including those related to the arts and education, will eventually generate income, which might allow them to more easily qualify for bank loans.

Raising the necessary \$58 million in local and, possibly, federal money for the regional trail network could be trickier. Grants will surely make up a portion of the budget equation, but fundraising could be another vital piece.

Fort Wayne Trails will have to answer those questions and face other unprecedented challenges without Rose, its founding executive director, at the helm. She is

leaving in the spring to devote herself to arming teens nationwide with information about healthy relationships versus violent and abusive ones.

The organization's board has launched a national search to replace her.

More than fitness

Trails offer more than just fitness benefits, supporters say. They're part of economic development.

State and regional officials contend that improving communities' livability will help the area attract the

Trails, Page 8A

BY THE NUMBERS

- 2.75 miles of trails Fort Wayne built in 2015
- 5.75 miles of trails the city plans to build in 2016
- 69.25 miles of trails now in Fort Wayne
- 90 miles of trails now in Allen County
- 170 miles of trails now in northeast Indiana
- 400,000 annual average number of Fort Wayne trails users
- 750,000+ annual average number of northeast Indiana trails users

Sources: City of Fort Wayne, Road to One Million proposal

1-3-14 JG



Samuel Hoffman | The Journal Gazette

City surveyor Jim DeArmond works alongside Clinton Street last week at Lawton Park, where a section of the Pufferbelly Trail will pass.

TRAILS

Continued from Page 1A

young, talented workers who, in turn, attract high-paying employers.

Lynn Reecer, a local real estate agent and avid trails supporter, agrees.

Reecer, co-founder of Aboite New Trails — one of three organizations that joined to form Fort Wayne Trails — refers to local trails when trying to show prospective residents that the city has a lot to offer.

"It's such a fabulous selling point," she said.

Reecer remembers the challenge of creating the Aboite trails system. She described the effort in the early 2000s as a huge undertaking that started with pleas for support at various neighborhood meetings. One woman responded by faithfully donating \$5 each month.

"It was the sweetest thing," Reecer said.

But times have changed as economic development officials have turned their focus to projects that improve quality of place. The Regional Cities Initiative is a prime example.

Public and private support for trails has gained significant momentum, said Reecer, who imagines that numerous people would be willing to authorize \$10 monthly with-



Reecer

drawals from their checking accounts to support a regional trails network.

"There are all kinds of creative ways" to raise the necessary money, she said. "Fort Wayne is capable."

Searching for support

John Stafford, a local business consultant who worked on the Regional Cities bid, said the trails network is arguably the most complex of the 70 projects to be completed over several years.

But, he added, trails leaders aren't novices at raising money.

"It certainly is a significant challenge for them, but one for which they have a proven track record," Stafford said.

One option would be to organize a fundraiser that generates long-term pledges, he said.

Organizers could potentially use those commitments as leverage for a bank loan, a practice he described as fairly common for nonprofits tackling capital projects.

Reecer works with some major local employers trying to recruit talent. She thinks they might be willing to donate to the trails.

She also imagines a strategy that includes writing grant applications to foundations and various government agencies, up to and including at the federal level.

"Do all of that, and before you know it, you're there," she said of the \$58 million goal.

Various trails supporters, including Fort Wayne Trails officials, will be developing a strategy soon.

"Those are pretty daunting dollar numbers," acknowledged Paul Lagemann, the group's vice chairman.

But he believes the organization is in a position to handle the challenge. Fort Wayne Trails' board has changed its focus in recent years from physically building new trails to fundraising and advocating for trails, Lagemann said.

"We've really prepared ourselves for just this situation," he said of the Regional Cities grant windfall.

"I think we sort of all knew what we were getting into when we applied for this grant. ... Now it's get-to-work time."

Moving forward

Greg O'Daniel, Fort Wayne Trails' chairman, said organizers are ready to hit the trails running when it comes to creating a connected network.

The Northeast Indiana Regional Partnership, which

spearheaded the area's Regional Cities bid, wanted to include some projects that can get off to a fast start, he said.

"We have shovel-ready sites that are ready to go tomorrow," he said.

The local nonprofit organization is the most organized trails-related group in the 11-county region, in O'Daniel's opinion. It also has strong relationships with city and county officials. As such, Fort Wayne Trails officials expect to offer advice and support to other counties, as needed.

"We're not going to do the work for them," O'Daniel said. "We'll help them do what we've done."

In 2005, the city and county shared 20 miles of trails. Today, Fort Wayne has almost 70 miles of trails, and Allen County has 90 miles.

Along the way, various people have developed expertise, including Dawn Ritchie, the city's greenways manager. Ritchie, who was unavailable for comment last week, is expected to play an important role going forward.

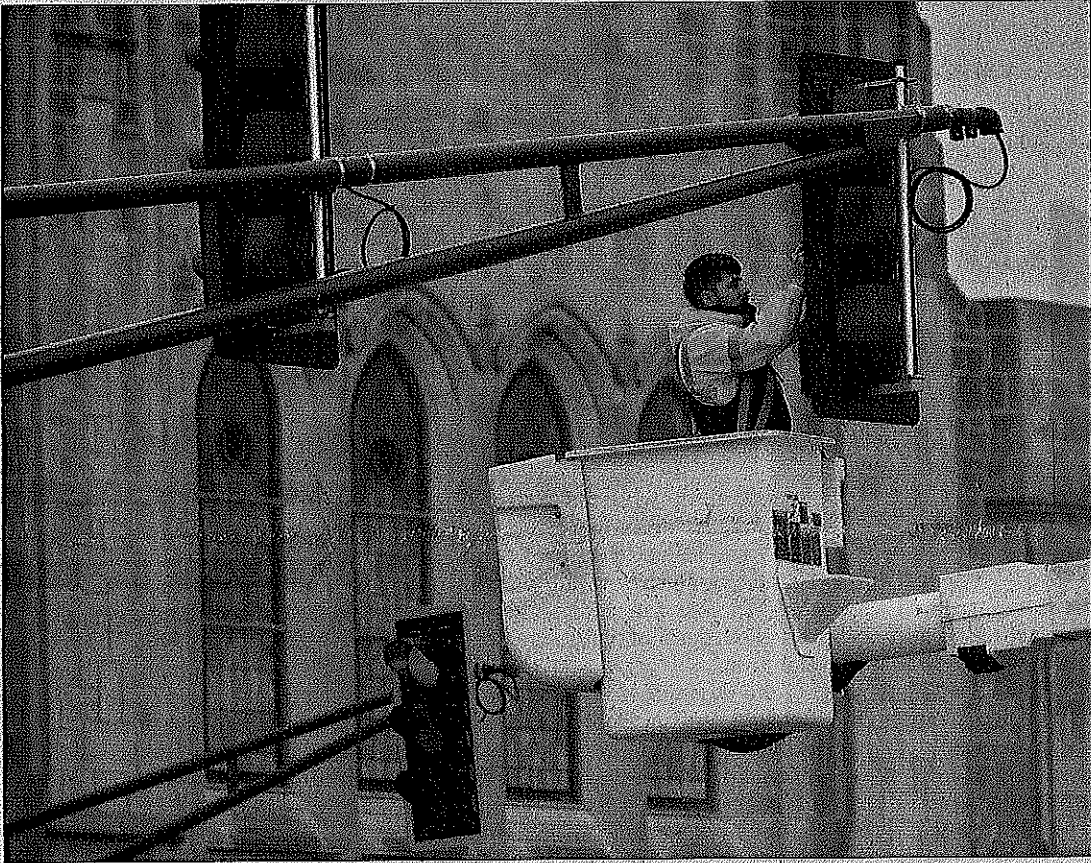
That shared knowledge will help Fort Wayne Trails weather the loss of Rose, whom Lagemann described as "difficult to replace."

But O'Daniel isn't daunted.

"We're not going to miss a step," he said, "when changing directors."

sslater@jg.net

LIGHT WORK



By Ellie Bogue of The News-Sentinel

A Michiana Contracting employee installs a traffic-signal head Tuesday afternoon at the intersection of West Berry Street and Fairfield Avenue. Crews are installing 3,000 traffic-signal heads with black backgrounds at 320 intersections in Fort Wayne, New Haven and throughout the rest of Allen County. Fort Wayne applied for and received \$2.03 million from the U.S. Highway Safety Improvement Program to cover the cost of the new lights, which are designed to be seen more easily on sunny days, according to the city.

1/27/10 NLS

Trails use jumps 10 percent

Increase comes despite flooding in early summer.

News-Sentinel staff reports

Local residents ran, walked and bicycled more than 400,000 times last year on trails in Fort Wayne, a 10-percent jump from the previous year, the city announced Thursday.

Fourteen infrared counters placed around the 67 miles of trails in the city showed 408,811 people on the trails last year, an increase of nearly 37,000 from the 371,916 users counted in 2014, the announcement said.

That increase came despite

heavy rains in early summer that flooded some trails for significant periods of time, the city said. Trail counters tallied 72,252 users last year in June and July, down 25 percent from the 96,373 users counted during those months in 2014.

See TRAILS, Page 2L

Learn more

For more about the Fort Wayne area's trails system, go to:

■ Fort Wayne Parks and Recreation Department, www.fortwayneparks.org, and click on the "Trails" link.

■ Fort Wayne Trails, <http://fwtrails.org>.

FRIDAY, FEBRUARY 12, 2016

FROM PAGE 1L

TRAILS

Continued from Page 1L

This is only the second time trail usage has exceeded 400,000, the announcement said. The first time came in 2012, when this area had a mild winter and good weather during spring and summer.

"It's thrilling that Fort Wayne residents continue to embrace our trails and that we are seeing an increase in trail usage in our city," Dawn Ritchie, city director of Greenways and Trails, said in the announcement. "Trails are not only a way to get exercise but a way to see the community from a different perspective and are an excellent mode of active transportation. We will continue our expansion efforts as we work to connect neighborhoods throughout the city."

The city also is working to add more connections to the 20 miles of trails in Allen County and also to the regional trails network, Ritchie said in the announcement.

Last year, the city



Ritchie

completed trails projects on Lower Huntington Road, Oxford Street, Hanna Street and Maplecrest Road.

This year, trails projects scheduled for completion include Illinois Road, from Reckweg Road to Magnavox Way; McKinnie Avenue, from South Anthony Boulevard to Hessen Cassel Road; Liberty Mills Road, from Homestead Road to Middle Grove; extension of the Renaissance Pointe Trail; and the Covington Road Trail to the city limits, which will connect with an Allen County trail to West Hamilton Road.

Trails projects scheduled to start this year, with completion in 2017, include Hanna Street, from Pontiac Street to Rudisill Boulevard; Six Mile Creek Trail Phase 1, from Southtown Centre to the intersection of Tillman Road and Lemar Drive; and a trail in the Summit Park business area.



Courtesy photo
City Director of Greenways and Trails Dawn Ritchie, left, and Executive Director of Fort Wayne Trails Lori Rose display their awards.

Local trails programs win state awards

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

The Greenways Foundation of Indiana has recognized the city of Fort Wayne as Outstanding Local Government and the not-for-profit group Fort Wayne Trails as Outstanding Trail Group in its 2016 Indiana Greenways Awards.

The city's award recognizes its success in the development, construction, promotion and management of trail facilities. The city owns and maintains 67 miles of trails, including more than 3 miles of new trails built in 2015 along Oxford Street, Hanna Street, Lower Hun-

tington Road and Maplecrest Road.

Fort Wayne Trails was recognized for its success in expanding Indiana's trail network. In 2015, the organization provided funding for a new section of the Pufferbelly Trail, located north of Carroll Road in Allen County. The group also funded engineering and design work for an extension of the Covington Road Trail in Allen County.

U.S. Census data from 2013 shows 86,247 Fort Wayne residents living within a half-mile of a trail and another 11,457 outside of the city limits in Allen County.

2-17-16 NS

Blueway river trails project is moving ahead

Crowdfunding effort running to buy maps.

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

Kyle Quandt, principal planner and grant manager for Northeast Indiana Regional Coordinating Council, has been making headway on Northeast Indiana Blueway Trails.

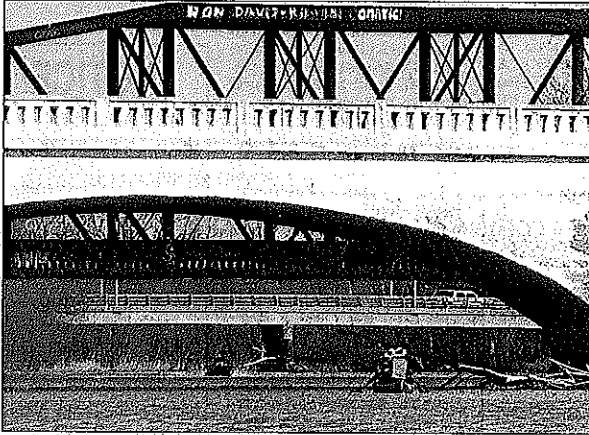
The waterway trails system known as the Northeast Indiana Blueway Trails started small, just looking at the St. Joseph River, but the project has grown. Planners are currently looking at 118 established or potential

sites. They would like to see a site every 10 river miles.

"Canoe trails are becoming more popular all over the nation. People are already out there using the rivers. So making access sites for them that are safe and include an educational aspect, it's just the perfect time, especially with everything else happening here in Fort Wayne," Quandt said last June.

Through Arts United, a crowdfunding effort is run-

See **PROJECT**, Page 31



By Ellie Bogue of The News-Sentinel
The Blueway trails would make it easier for area residents to get out and use Fort Wayne rivers.

3-9-16 NS

PROJECT

Continued from Page 11

ning to pay for water-trail maps and an interactive website. The goal is \$5,000 in two weeks.

There will be paper maps and waterproof maps made out of a light-weight plastic. The website will tell people whether it is safe to be on the rivers that day.

"We are trying to make it as easy as possible for people to use," Quandt said.

A group of people, including the family of the of Sean Hiebel, 24, who drowned while kayaking the Maumee River last June, is working together to put up danger and warning signs for the dams. They hope to get signs posted this year, Quandt said.

There is also a state group, the Silver Jackets, with members representing the Indiana Department of Natural Resources, Homeland Security, U.S. Geological Survey and academia that is working on a state standard for these signs. Funded by a Federal Emergency Management Agency grant, the group will produce standardized hazard signage, a public-service announcement and a documentary. Quandt said because the project is using federal funds it is likely other states will adopt the same standardized signs.

"We have been working with them to make sure that what we put up is the recommended state standard," Quandt said.

Eden Lamb of Fort Wayne Outfitters said over the past year or so there has been a big push for kayak fishing, and a lot of people like to fish near the dams. But there are certain areas around the dams where it is just not safe to be boating, which is why it is so important to get these signs posted before another tragedy occurs.

"Our goal is to provide them with all the information they need to be safe while they are out on the rivers, and we would like to provide them with ADA accessible launch sites for canoes and kayaks," Quandt said. But they will be doing this by finding other people to take on the cost of the individual launch-site development.

Riverfront Fort Wayne has been able to get a grant from the Anthony Wayne Services Foundation to make sure they meet and exceed requirements under the Americans with Disabilities

Act. They have looked into a site by the Old Fort. Quandt said she has talked to some communities along the river that are interested in putting in launch sites, but they are expensive.

While they have been scouting good locations for these types of sites, it can cost from \$30,000 to develop to \$150,000 to put in an ADA accessible site, depending on the slope of the bank and where it is being put in.

On June 11, the 3Rivers Federal Credit Union's Pedal, Paddle and Play event will serve two purposes. It will be the official public debut of Northeast Indiana Water Trails, which is housed currently under NIRCC, and a fundraiser. The event will be held on the Old Wells Street Bridge by Fort Wayne Outfitters. Lots of family-oriented activities are planned along with live music, food trucks, beer and wine. Organizations interested in promoting their environmental or water-quality agendas will have booths there. Sport Wayne Inc. will be there with zip lines and giant hamster balls.

To raise money, people can participate for a \$20 ticket, riding along the greenway or paddling up the river to various stops that give educational information to participants about each area. Each stop gets them a stamp in their passport. Each stamp gets them an entry into a drawing for free prizes. They get a T-shirt and a dry bag with their entry, and kids 15 and under are free to participate with an adult. The event will start at noon; all paddlers are due back by 4 p.m. Fort Wayne Outfitters will have some kayaks for rent, but people should reserve them early to make sure they can get one.

Quandt said they won't make a lot of money but their main goal is to get people out on the river and learn more about what they can do, while showing the connections between the rivers, greenways and parks.

"People go up to Pigeon River all the time, but they don't realize they can do it here," Quandt said.

People's perceptions of the rivers are a big hurdle in the project. But Quandt said she has seen perceptions slowly changing. The rivers are brown because of the soil here, even though they are clean. People are asking less and less about the color and water quality as the idea settles in.

Floating dock good way to get people on river

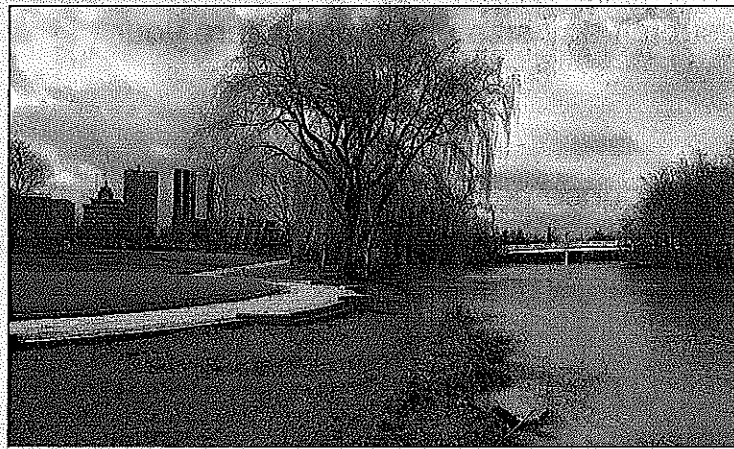
In the decades I've lived in Fort Wayne, one of the most common laments has been that we haven't made use of our rivers.



FRANK GRAY

We were sort of boxed in. Over the course of a hundred years or so, we built factories and car repair shops and paint shops and car lots that backed up to the water, so there weren't many places to get on the water — not even in the parks — and the view was generally depressing if you managed to

paddle a canoe through town. It isn't that we haven't tried. We spent \$16.8 million developing Headwaters Park and made it a center for the various festivals, but the river is almost invisible from much of the park. The closest you can get to the river from the east side of the park, where events are based, is the pedestrian bridge that lets people walk from the park to the old



Samuel Hoffman | The Journal Gazette

Headwaters Park West will be the site of a planned floating dock on the St. Marys River.

fort.

Oh, you can get close to the river from the west side of Headwaters, the part that is in the shadow of the county jail, but practically no one goes to that side. It's so deserted that even vendors at the various festivals have complained that they get no customers.

Gray, Page 2C

3-17-16 JG

GRAY

Continued from Page 1C

up and down as the river level rises and falls, and a gangway will let people walk directly to the dock and not slog through mud on the bank to get there.

There's even talk of using the floating dock as a stopping point for pontoon boats to pick up passengers wanting to go on little river tours.

And you'll even be able to fish off the dock.

If the city's goal is to get people to use the rivers, to get people to use the normally deserted side of Headwaters Park, this is the way to do it.

It's taken some work. The city had to jump through some hoops to get permission from the Indiana Department of Natural Resources to install the dock, but all the hurdles have been cleared, and by May, it will be in operation.

It might sound silly to gush over a dock, but dollar for dollar, it's about the smartest investment the city has made.

Considering the millions of dollars we've spent over the years for flood control and the millions more that we're planning to spend in the future to turn the rivers into attractions, that \$32,688 is well spent.

The floating dock is interesting. It will not sit on top of flotation devices (otherwise called blocks of foam). Instead, it will contain flotation, meaning the top of the dock will be near the surface of the water.

That means people getting into canoes or kayaks or other boats won't have to take a big downward step to get into their boat.

The dock will also move

Frank Gray reflects on his and others' experiences in columns published Sunday, Tuesday and Thursday. He can be reached by phone at 461-8376, fax at 461-8893, or email at fgray@jg.net. You can also follow him on Twitter @FrankGrayJG.

Bridge replacement begins Tuesday on I-69

Lane restrictions are planned between mile marker 318 and 321 in Allen County.

News-Sentinel staff reports

A two-year project to replace bridges on Interstate 69 over Cedar Creek will begin Tuesday, weather permitting.

The \$6.8 million project will replace bridges just north of the Union Chapel Road exit, accord-

ing to an Indiana Department of Transportation news release.

The project will span two seasons, with the northbound bridge being built this year and the southbound bridge constructed in 2017.

Asphalt work will begin on the shoulder between mile marker

318 and 321 to prepare for the construction of temporary cross-overs in the median. Daytime lane restrictions and lane shifts should be expected during this time.

"Later this spring, crews will begin building the northbound bridge over Cedar Creek. At that time, the crossovers will be used to shift traffic, keeping two 12-foot lanes open in both directions," according to the news re-

lease. "Additional lane shifts will continue through November as the bridge is completed." Motorists are advised to look for signs advising them to prepare for the lane shifts.

The speed limit in the construction zone is 55 mph and will be strictly enforced. INDOT reminds drivers to use caution and consider worker safety when driving through a work zone.

3-18-16 NS

TRO EDITOR: LISA ESQUIVEL LONG

PHONE: 461-8244

EMAIL: METRO@NEWS-SENTINEL.COM

Sidewalk repairs getting cheaper

City to evenly split costs with residents

DAVE GONG

The Journal Gazette

A city of Fort Wayne cost-sharing program for sidewalk and curb repairs will now be less expensive for residents, Mayor Tom Henry announced Thursday.

"We hear a lot from our citizens about how much we invest in our downtown, and why it's so important to a city to have a vibrant downtown," Henry said. "But just as important is to have an active thriving neighborhood component. The networks that we have in our community providing the real backbone for the city of Fort Wayne are terribly important and we need to continue to invest in our neighborhoods as well."

The plan modifies a cost-sharing program between the city and residents for sidewalk and curb repairs. Residents can petition the city to repair sidewalks in their neighborhood and Henry said the city will now pay half of the repair costs. Previously, residents had to pay for 60 percent of the project, while the city contributed 40 percent.

"Infrastructure investments are critical in moving Fort Wayne forward and in the right direction," Henry said. "Partnering with residents historically has been a great move for our city, particularly in the area of sidewalks and curbs."

Sidewalks, Page 4C

3-25-16 JB

SIDEWALKS

Continued from Page 1C

Because the city maintains 1,600 miles of sidewalks, repairs to all of the sidewalks could take years, Public Works spokesman Frank Suarez said. The cost-sharing program is a way for residents to have improvements done sooner. Entire neighborhoods or individual residents can petition the city for repairs. Last year, the city did 58 improvements for individual residents and one project for a neighborhood as part of the cost-sharing program.

Public Works Director

Bob Kennedy said the city is encouraging participation. In addition to lowering the cost-sharing to 50-50, the city is also reducing the interest rate it charges residents to 3 percent from 5 percent. According to the city's website, the Barrett Law program provides a convenient method of time payments for affected property owner for improvements such as new streets, curbs, sidewalks, alleys and sewers.

"Projects up to \$5,000 can be financed through Barrett Law for up to 10 years. So sidewalk projects in front of homes could be as small as \$200 to \$300 up to probably \$2,000 on the high end. So it

varies on how bad the sidewalks are," Kennedy said. "So it's an affordable venue we want people to participate in."

In 2014, Henry announced annual funding of about \$500,000 for sidewalk maintenance projects, fixing broken sidewalks and trip hazards. The changes to the program will go before the board of Public Works on Wednesday for approval and be implemented for the 2017 construction season.

Residents interested in the program can find the petition documents at <http://cityoffortwayne.org/publicworks/board-of-public-works-office/petition-process.html>.
dgong@jg.net

Waterloo Depot prepped to move 1,000 feet

By MARY ANNE GATES
For The News-Sentinel

The Waterloo Train Depot is moving about 1,000 feet — two blocks. The one-story building is scheduled to be relocated on a foundation constructed at the Amtrak boarding area on Van Vleet Street across from the park.

"We are getting the building up on wheels so that in the morning it can start the roll. We still have some work to do," Tena Woenker, Waterloo Town manager, said Tuesday.

Wolfe House and Building Movers began preparations Tuesday by moving the historic structure, built in 1884, off its foundation. The move is expected to be

See DEPOT, Page 3A

DEPOT

Continued from Page 1A

completed this morning.

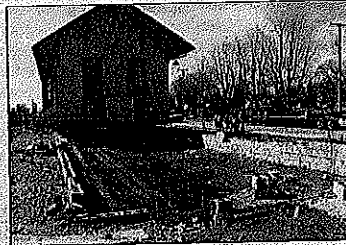
Eventually, the depot will have a dual purpose. Half of the building is expected to serve Amtrak customers and be staffed early morning and late night when riders are boarding trains for Chicago, New York, Boston and Washington, D.C.

More than 20,000 riders a year go through the Waterloo Depot, Woenker said.

"We are working on staffing with two shifts a day, early morning and late night. It's more of an oversight position to make sure nothing gets hurt and to answer passengers' questions. It's important to us that we keep it protected and it doesn't get vandalized," she said.

The other half of the building is expected to be available to the community to rent out for various events, Woenker said.

Waterloo was awarded a \$1.82 million grant for work on the depot from the US Department of



By Mary Anne Gates for The News-Sentinel
Waterloo Train Depot was moved off its current foundation Tuesday in preparation for a move to a new foundation.

Transportation.

The move completes a 10-year community effort to replace the existing bus-hut-like shelter near the tracks. Plans also call for a new, larger and well-lit paved parking lot.

"The project includes utilities, new curbs and sidewalks," Woenker said.

Additionally, a modern electronic Passenger Information Display System with updated train arrival times is expected to be installed. Free Wi-Fi is also expected to be available.

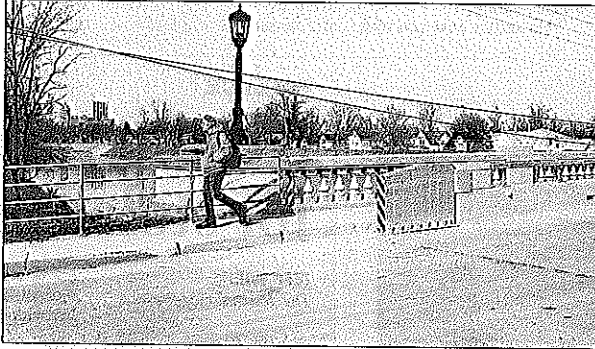
A ribbon-cutting for the Waterloo Depot is currently scheduled for June 24.

"By then we should be in and settled and have it operational," she said.

3/30/16 NS

Tecumseh bridge work complete

New vehicular barriers are visible along the curb on the Tecumseh Street Bridge northeast of downtown, which has reopened after safety improvements were made during the mild winter.



Cathie Rowand | The Journal Gazette

DAVE GONG

The Journal Gazette

The 103-year-old Tecumseh Street Bridge northeast of downtown Fort Wayne has re-opened following rehabilitation work that was done to strengthen safeguards against crashes.

The improvements, which started over the winter, included railing repairs and installation of vehicular barriers at the sidewalk curb line, said Dan Allen, a project manager for the Allen County Highway Department. The improvements are meant to stop cars from crashing into the railing and ending up in the Maumee River.

A new railing was struck three times in 2013 when cars jumped the 8-inch curb. Three people died when vehicles in two in-

idents crashed into the river.

Built in 1913, the bridge linking the East Central and Lakeside neighborhoods had previously undergone a \$3 million renovation.

The new barriers are similar to those installed on Ewing Street where it crosses the St. Marys River, Allen said.

"It's a concrete wall about knee-high, and on top of that we have some steel tube railing," Allen said, noting that the wall should stop cars from ending up in the river in the future.

Although the project was slated for completion in July, a mild winter allowed for faster completion, Allen said of Tuesday's reopening. The total project cost was \$176,520.

dgong@jg.net

City OKs \$1.15M project to straighten Maumee Avenue

New lighting, curbs
and more planned.

By KEVIN LEININGER
kleininger@news-sentinel.com

After more than a year of planning, the city's Board of Works on Wednesday approved a \$1.15 million project that will eliminate a dangerous curve on Maumee Avenue near the Indiana Tech campus.

As The News-Sentinel first reported last April, the 850-foot section of Maumee between University and Harmer streets just east of downtown has been the site of numerous accidents. The project will include not only the realignment of Maumee but also new lighting, curbs, Americans with Disabilities Act-compliant ramps, stormwater pipes and inlets and the relocation of the East Central neighborhood monument, which will be moved to the north side of the street in Nuckols Memorial Park.

The project will be introduced to City Council for approval later this month, with construction beginning in early May and completion in November. Indiana Tech purchased and donated the property on the south side of the current road to make the improvements possible.

The project also got some unexpected help in 2013 when an old brick building in the path of the realignment developed structural problems and was the subject of an emergency demolition order. "This will be a positive change for our neighborhood," Indiana Tech spokesman Matt Bair said.

4-14-16 NS

Bike Share rides into downtown

25 available in 5 city locales

DAVE GONG
The Journal Gazette

Bike share has come to Fort Wayne, Mayor Tom Henry announced Friday.

The new program includes 25 bicycles, available at five downtown locations, which riders can check out for local trips. The company providing Fort Wayne's bike share program is Zagster Inc., of Cambridge, Massachusetts.

"Bike Share is an important step forward in providing more sustainable and healthy transportation options for both our residents and our visitors," Kate Riordan, the city's active transportation planner, said.

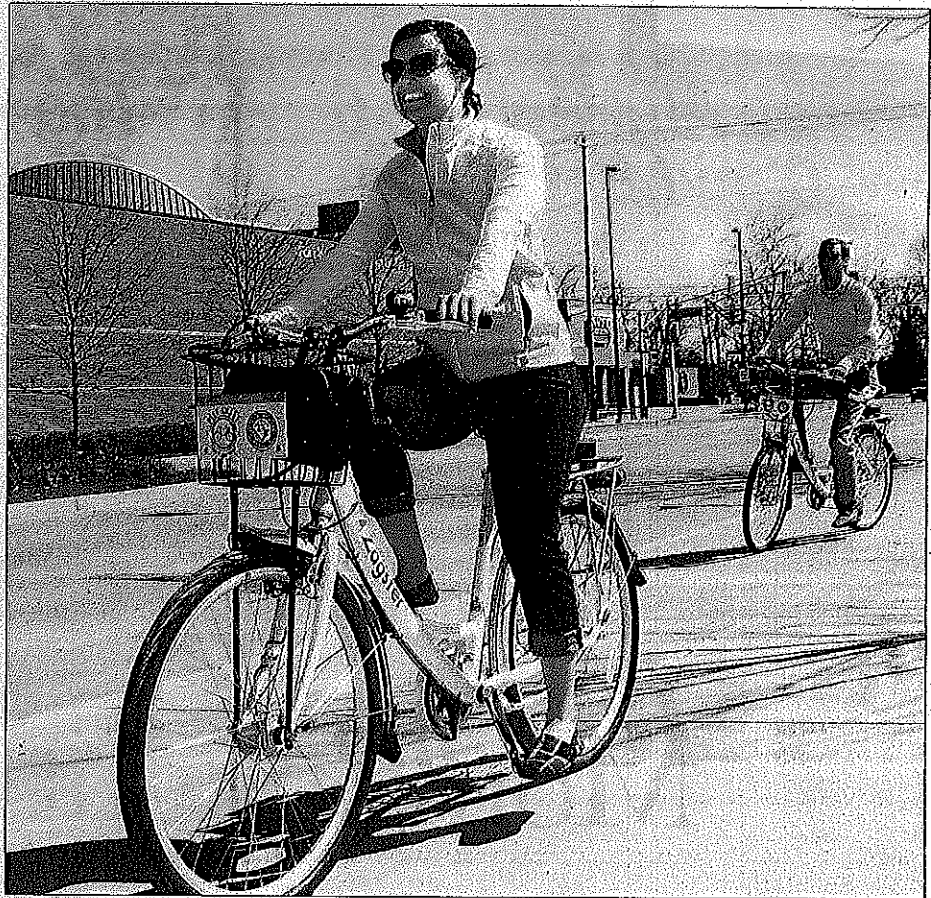
Riders can purchase a day pass or join the program with a monthly or annual membership. Rides for members are free for one hour, then \$3 per hour every hour after that. An annual membership costs \$60 per

year, while a monthly membership is \$15.

Bikes share stations are currently located at the Arts Center, 300 E. Main St., at the intersection of Wayne and Calhoun streets, outside the Grand Wayne Center on Jefferson Boulevard and at the Citilink Station on Baker Street. Another station is planned for the University of St. Francis' downtown campus.

The city has committed \$45,000 in Community Economic Development Income Tax funds for two years to get the program off the ground. During that time, Leadership Fort Wayne and city staff will work to secure private sponsors to support the program moving forward.

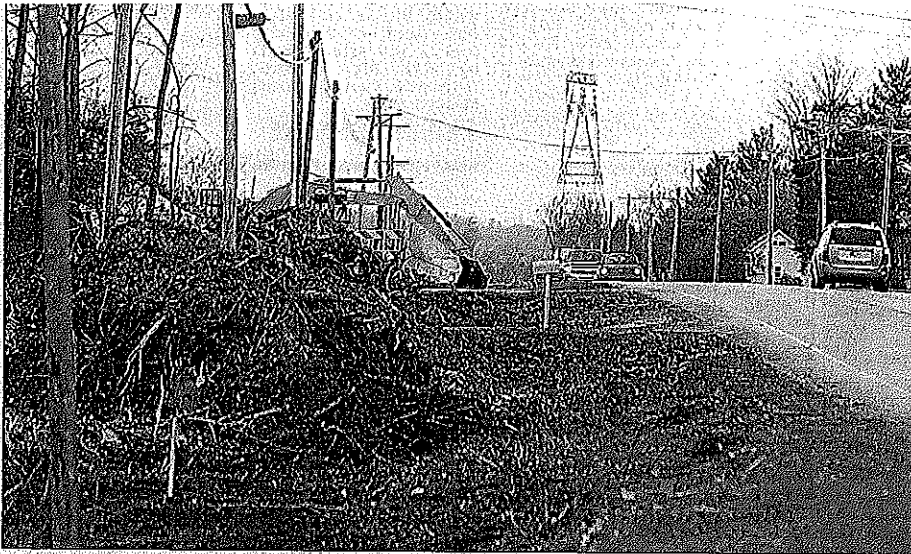
Instructions for joining can be found at www.zagster.com/fortwayne or by downloading Zagster's mobile app. dgong@jg.net



Cathie Rowand | The Journal Gazette

Kathryn Gentz, the Leadership Fort Wayne team member who brought bike share to Fort Wayne, takes off on an inaugural ride during the launch of Bike Share Friday in front of the Auer Center.

4-16-16 JG



Photos by Michelle Davies | The Journal Gazette

Trees and brush have been cleared along the sides of Lafayette Center Road and Huntington County Road 900 to start the project of widening and modernizing the road.

New road 'means jobs'

Widening of GM-Roanoke route begins

FRANK GRAY
The Journal Gazette

Local and state officials held a ceremonial groundbreaking for the widening of Lafayette Center Road and Huntington County Road 900 North between the General Motors truck plant and U.S. 24 in Roanoke.

The road, which is currently two lanes with a 35 mph speed limit, will be widened to four lanes with a center turn lane, paved shoulders, a new grade-separated railroad crossing so trains won't block traffic, widening of two bridges and improvements to the intersection of U.S. 24 and 900 North.

The 3.7-mile project will cost \$30 million and is expected to be complete in August 2018.

The project will use money set aside by the General Assembly for road improvements.

State Sen. David Long, R-Fort Wayne, said officials



Heidi Zook, 9, and Daniel Zook, 10, assist Gov. Mike Pence in Thursday's ceremonial groundbreaking for the widening for Lafayette Center Road and Huntington County Road 900.

have been talking about improving the road since the 1980s, when the General Motors plant was built. It just made sense, he said, but the project kept getting put on the back burner.

For the past seven years, officials from Allen and Huntington counties, the state and Indiana Department of Transportation have been working to get the project finally approved. Though the ceremonial groundbreaking was Thurs-

day, crews have already removed trees, homes and other buildings lining the road.

Gov. Mike Pence said that roads mean jobs. "If you have the right infrastructure, it means jobs and opportunities for Hoosiers."

He said the ceremony was about the future, and that it would support commerce and encourage investment.

Long credited Pence with promising to provide

money for the project and keeping his word.

The improvements will encourage further development along the road and greatly improve travel efficiency. Officials said that the way the road is now, trains often block traffic, creating long lines of stopped traffic and delaying suppliers to the GM's just-in-time inventory, sometimes causing the plant to shut down production lines.

fgrey@jg.net

422716 36

U.S. 27 resurfacing starts Monday, continues through November

News-Sentinel staff reports

Beginning Monday, traffic will be restricted for months on U.S. 27 between Fort Wayne and Decatur as the Indiana Department of Transportation resurfaces that road.

The resurfacing will extend from Paulding Road in Fort Wayne to Winchester Road in Decatur. The work is expected to continue through November.

InDOT said that starting Monday, motorists can expect to see lane restrictions

as contractors begin repairing the road in preparation for the resurfacing later this summer. This project also includes the installation of more than 60 miles of under-road drain along U.S. 27. Once the drains are installed, resurface work will begin

with contractors removing a layer of pavement and replacing it with new asphalt.

A speed limit of 45 mph will be strictly enforced throughout the construction zone. The contract was awarded to Brooks Construction Co. for \$7.8 million.

4-22-16 NS

Road closings and openings

■ Lafayette Center Road, between West County Line and Aboite roads, has reopened after installing a drainage pipe.

■ Roads will be restricted in New Haven for the New Haven Baseball Association parade 8-8:30 a.m. Saturday, which will begin at Park Hill School, 1000 Prospect Ave. The parade route will travel north to Park Avenue, west along Park to Broadway Street, north on Broadway/Landin Road to Rose Avenue, travel east on Rose to North Rufus Street, north on North Rufus to Paul Stemmler Parkway, east on Paul Stemmler and end in the Havenhurst Park parking lot. No detour will be provided.

■ Dawkins Road, between Minnich and Doyle roads, will be closed 8 a.m.-4 p.m. Monday so crews can work on a culvert.

■ Diebold Road, between Dupont Road and Clinton Street, will be closed Monday through July 8 for construction of a roundabout.

— By Sheryl Krieg of The News-Sentinel

4-22-16

TUESDAY, APRIL 26, 2016

LOCAL / FROM THE FRONT PAGE

County approves \$4.6M for GM road

GM will be responsible for any extra costs.

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

The Allen County Commissioners on Friday approved the latest incentive connected to General Motors' recent \$1.2 billion ex-

pansion of its Fort Wayne truck assembly plant.

Under the deal, the Indiana Department of Transportation will reimburse the county up to \$4.6 million for costs associated with the construction of a public

access road extension from Winters Road to a northeast GM parking lot the company will construct. GM will be responsible for costs in excess of \$4.6 million. The road will benefit employees and members of the public who visit the plant. Completion is expected next summer.

City will spend \$55 million on 2016 neighborhood upgrades

By KEVIN LEININGER
kleininger@news-sentinel.com

For the third year in a row, the city will see record investment in street, sidewalk, ADA ramp and trail upgrades totaling nearly 500 projects completed in 2016, Mayor Tom Henry announced Thursday. More than \$25 million will go to neighborhood infrastructure improvements, and in the past three years the city has committed more than \$75 million in neighborhood public works enhancements.

City Utilities will con-

tinue to replace nine miles of water main each year, build new storm pipes to reduce basement backups and street flooding, and construct sanitary pipes coupled with plant improvements to increase capacity and protect our rivers. City Utilities will invest more than \$30 million in neighborhood upgrades this year.

The city's improvements will include 9 miles of concrete street repair; 54 miles of resurfacing; 47,000 feet of sidewalk repair; and 400 new ADA ramps. Major

See CITY, Page 5L

5-6-16 NS

CITY

Continued from Page 1L

roads to be improved include Airport Expressway, Hobson Road, McKinnie Avenue, North Clinton, Maysville Road, Diebold Road and

Spy Run Extended. A significant addition to the trail network on Illinois Road is also scheduled. The McKinnie project will add a trail between South Anthony Boulevard and Hessen Cassel Road.

NIRCC to have open house on May 11

By **KEVIN LEININGER**

kleininger@news-sentinel.com

The Northeastern Indiana Regional Coordinating Council will host an open house 4-6 p.m. May 11 in the Omni Room of Citizens Square to provide information on transit, highway, pedestrian, bicycle and waterway trail projects in the Fort Wayne area. The public is encouraged to provide input and ask questions regarding projects and the planning process. Anyone unable to attend can review documents in the NIRCC office or the agency's website, www.nircc.com. Comments can also be mailed to NIRCC, Citizens Square Suite 230, 200 E. Berry St., Fort Wayne, IN 46802; by phone at 449-7309; or by email to dan.avery@co.allen.in.us.

With advance notice NIRCC can make accommodations for persons with disabilities and auxiliary aids for those with hearing and visual impairments. In addition, accommodations for Limited English Proficiency persons such as language translation services/interpreters can also be made.

5-6-16 NS

5-15-16

BRIEFS

**FORT WAYNE/
ALLEN COUNTY**

**U.S. 27 to get
signal upgrades**

The Indiana Department of Transportation on Friday announced signal improvements to numerous intersections along U.S. 27 in Allen County beginning this week.

The project consists of adding new signal heads, cabinets and other upgrades designated for each area, as well as the addition of flashing yellow arrows on left-turn signals at select intersections: U.S. 27 at the Interstate 469 eastbound and westbound ramps; U.S. 27 at Hessen Cassel/Ferguson Road; U.S. 27 at Southtown Centre; U.S. 27 at Fernhill Avenue; U.S. 27 at Ice Way/Glenbrook Commons.

Motorists should expect temporary daytime lane restrictions in all locations. Some overnight work may be needed. The project is expected to be completed by early summer.

Additional signal upgrades at various intersections along Indiana 3 and U.S. 27 will take place overnight beginning at 9 p.m. today. Motorists will see traffic directed by law enforcement along Indiana 3, from Dupont Road to the I-69 ramp; and along U.S. 27, from Ley Road to Fernhill Avenue, between 9 p.m. to 6 a.m.

Meetings planned for input on trails branding

News-Sentinel staff reports

The public is invited to provide feedback on preliminary designs for a branding initiative to link and promote regional trails for walking, running and cycling.

The Northeast Indiana Trail Branding and Wayfinding initiative meetings will take place May 24 at the following times and locations: 10:30 a.m.-12:30 p.m., Huntington City-Township Public Library, 255 W. Park Drive in Huntington; 2:30-4:30 p.m., Kendallville Public Library, 221 S. Park Ave. in Kendallville; and 6:30-8:30 p.m., Allen County Fairgrounds Administration Building, 2726 Carroll Road, north of Fort Wayne.

The information at each meeting will be the same, so people can attend at the time and location that is most convenient for them, the Northeastern Indiana Regional Coordinating Council said in a news release. The regional trail system covers Allen, Adams, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley counties,

See **TRAIL**, Page 31

TRAIL

Continued from Page 11

and communities in them.

Consulting firm Merje took ideas and information shared at January public-input meetings and used the information to create the preliminary designs being presented May 24, the news release said. Merje is working to develop a regional trail system name, logo and signage design/sign templates for trail identification, trail gateways, trail information and other wayfinding signs. Logos for some specific sections of the trails also will be created.

Developing a regional trail brand will make it easier to market area trails to users and potential funding partners, the NIRCC news release said.

5-17-16 NS

5-17-16 NS

Motorcyclist in critical condition

A man is in critical condition after a motorcycle crash Thursday night.

Fort Wayne Police Department officers responded at about 9:17 p.m. to a call of a party injured motorcycle accident at 1200 W. Main St. Officers found an unresponsive man lying in the road, according to Officer Jeremy Webb, police spokesman. The man was taken to a local hospital by the Three Rivers Ambulance Authority in critical condition.

Preliminary witness information indicates that the man was driving east on Main with a group of other motorcyclists. The man lost control of his motorcycle and laid it down around Mechanic Street, according to Webb. No other vehicles or people were involved or injured. It is unknown at this time if alcohol or speed were contributing factors in the accident. He was not wearing a helmet.

The Fatal Accident Crash Team took over the investigation. This incident remains under investigation by the FWPD and Allen County Prosecutor's Office.

5-20-16 NS

INDOT meetings

The Indiana Department of Transportation will host six regional meetings for city, town and county officials to detail new funding opportunities for local roads and bridges through recent legislation. In March 2016, Gov. Mike Pence signed into law House Enrolled Act 1001 and Senate Enrolled Act 67, which provide more than \$1.2 billion in new funding for road and bridge preservation across Indiana. Cities, towns and counties have received \$430 million in Local Option Income Tax distributions that can be used improve local roads and bridges. In addition, as part of HEA1001, INDOT is launching a Local Road and Bridge Matching Grant Fund that provides \$186 million in match funding over the next two years to local governments that submit qualifying road and bridge projects. The new funding is in addition to the more than \$200 million that INDOT provides to cities, towns and counties each year through the agency's federal-aid program.

INDOT's regional meetings will provide details on how to access new funding and answer questions. The local meetings are 10-11:30 a.m. and 1-2:30 p.m.

Monday at INDOT Fort Wayne District Office, 5333 Hatfield Road.

5-20-16 NS

New signs to promote safety on area rivers

By KEVIN LEININGER
kleininger@news-sentinel.com

More than 30 signs and buoys are being installed along the St. Joseph and Maumee rivers to promote awareness of the dangers of low-head (small) dams.

A committee made up of representatives from the Pelorus Project, the city of Fort Wayne, Northeast Indiana Regional Coordinating Council, Northeast Indiana Water Trails, Tri-State Watershed Alliance, A Better Fort and the Indiana Silverjackets (a voluntary interagency natural hazard mitigation team working to protect life, property and resources) came together after last year's tragic drowning of a kayaker to work to improve safety along the rivers.

The signs will warn of the dangers of dams and the strong recirculating currents created just

Learn more

■ More information about the Pelorus Project can be found at www.thepelorus-project.org.

downstream of the dams. The signs and buoys will be placed in the water, on the riverbanks and on bridges near the St. Joseph dam, the Hosey Street dam and the Leo-Cedarville dam.

The Pelorus Project was formed last year after the tragic death of Sean Hiebel.

On June 23, Hiebel and two friends were kayaking on the Maumee River and capsized after going over the Hosey Dam.

Sean pulled one of his friends to safety but was not able to save himself.

Fort Wayne is the first community in Indiana to install warning signs and work to promote safety for recreational river users.

ETRO@NEWS-SENTINEL.COM

5-26-16 NS

Maumee straightening starts

Road work meant to cut down on accidents

DAVE GONG

The Journal Gazette

The city of Fort Wayne's project to straighten Maumee Avenue near Indiana Tech officially started Tuesday.

City officials say the \$1,156,432 project will increase safety along the route, reducing the number of vehicle crashes on Maumee Avenue between Harnar and University streets near the

Indiana Tech campus. Over the past 11 years, 54 crashes occurred near the curve where Jefferson Boulevard becomes Maumee Avenue. About 76 percent of those crashes were single-vehicle accidents.

"I think (those crashes) have been particularly noticeable as the law school was added, being right near the curve," said Brian Englehart, vice-president of university

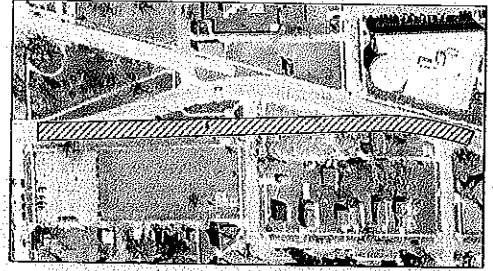
relations for Indiana Tech. "If you look over by the law school you'll see a number of planters. We had some of those taken out, a couple trees lost, we had a couple actually hit the building. Between the safety of that, as well as just the attractiveness of the whole stretch, it seemed like a good combo."

Indiana Tech bought a piece of land on the south side of the existing Maumee

Avenue and donated it to the city to make the project possible.

The land was formerly home to something called The Ambassador Club, Englehart said. The building was actually condemned by the city's Neighborhood Code Enforcement, said Shan Gunawardena, city engineer.

"They had a demolition order for that building a couple of years ago," Gunawardena said. "Still, it was



Courtesy photo

This map shows how the city intends to realign Maumee Avenue near Indiana Tech.

Maumee, Page 4A

MAUMEE

Continued from Page 1A

private property, it was not property that the city controlled. But Indiana Tech stepped up and asked, 'If we buy the property, will you advance the project?'

Construction will straighten the curve and add streetscape improvements designed to slow down motorists, Gunawardena said.

Those improvements will also include brighter lights on lower posts and trees lining either side of the road.

The lane sizes will also be reduced from 12 feet to 11 feet to encourage drivers to slow down.

"One of the things I was pleased with was the landscaping and the street lighting that's going to accompany this, plus the rebuilding

of the monument that's there welcoming you to the East Central area," said Councilman Geoff Paddock, D-5th.

Paddock, who represents the district in which the project is located, noted that residents have complained about the condition of the road.

dgong@jg.net

6-01-16

www.journalgazette.net

BRIEFS

FORT WAYNE/
ALLEN COUNTY

Grant to be used for runway rehab

The Fort Wayne-Allen County Airport Authority announced Tuesday it received a \$2.1 million federal grant to help rehabilitate the second largest runway at Fort Wayne International Airport.

The project will cost an estimated \$20.1 million. The Airport Improvement Grant from the Federal Aviation Administration will be used in the second phase, which begins in August, according to a statement.

Flights at FWA will not be affected by the project, as the airport's primary runway will remain open.

Road repair grants open to localities

The Indiana Department of Transportation is accepting applications from Indiana cities, towns and counties for matching funds for local road and bridge projects through

Community Crossings, the state's local road and bridge matching grant fund.

Projects submitted to INDOT for funding will be evaluated based on need, traffic volume, local support, the impact on connectivity and mobility within the community and regional economic significance.

Community Crossings is open to all local-government units in Indiana.

Cities, towns and counties awarded grants will receive funding based on a 50/50 match.

For more information and to apply, go to in.gov/indot/2390.htm and download the application. All application materials must be submitted by email to LPA_MPO@indot.in.gov by 5 p.m. July 15.

Communities selected to receive funding for projects will be notified in early August.

- Journal Gazette

\$1.5 million for roads approved

Much of work will be done in northeast part of county

ROSA SALTER RODRIGUEZ
The Journal Gazette

If it's summertime in Fort Wayne, it's time for road projects, as Allen County Commissioners learned Friday.

The commissioners approved more than \$1.5 million in proposed maintenance and improvements

presented by the county's highway department.

Bill Hartman, highway department director, said work on the projects, several of which are in the far northeastern part of the county, would continue through the summer.

One, a resurfacing of Schwartz Road from the Leo-Cedarville town

line to Flunter Road, will also redo Amish buggy lanes that have become worn since they were installed about 15 years ago, he said.

The lanes are eight to 10 feet wide on both sides of the road, he said, and the wear makes it more likely for buggies to gravitate to the main traffic lanes. The \$553,541 project was awarded to Brooks

Construction Co., Fort Wayne, the low bidder, Hartman said.

Other upcoming projects include resurfacing from Schwartz Road to Bull Rapids Road, Page Road from Notesine Road to Wimmer Road, and Wimmer Road from Page Road to the Grabill town line (\$318,813 to API Construction Corp. Fort Wayne) and the resurfacing of Cuba Road from Indiana 37 to Trammel Road and Grabill Road from Cuba Road to 675 East (\$177,360 to Brooks).

A second phase of concrete street repairs in the Pleasant Run subdivision near Wayne High School also was approved for \$455,574 to low bidder, Primco Inc., Fort Wayne.

A bridge improvement project for Antwerp Road over the Harmn interceptor was approved for \$11,200 to A&Z Engineering, Fort Wayne.

In other business, commission-

Roads, Page 2C

ROADS

Continued from Page 1C

ers approved two tax abatements for Allen County Redevelopment Commission projects along Bluffton Road just north of West Pleasant Center Road.

Scott Harold, senior economic development special-

ist for the county's planning department, said a change in state law means such proposals must now go before the commissioners.

The abatements are for XPO Logistics, 13201 Bluffton Road, and Blue Kingfisher, which is developing a milk processing plant to serve Wal-Mart at West Pleasant Center and Bluffton Road.

XPO will spend \$26 million on the regional distribution center, which will serve health care clients and promised to create 75 jobs by 2018. The company sought a \$2 million abatement over 10 years from the county and also received \$750,000 in conditional tax credits based on its hiring from the Indiana Economic Development Corp.

Blue Kingfisher of Bentonville, Arkansas, is developing the \$165 million milk plant, which would create 150 production and supervisory jobs, plus 100 trucking jobs possibly from another company.

The abatements would save the company about \$10.7 million over a 10-year period.

rsalter@jg.net

City Council reduces, then passes, new wheel tax

The amended bill would raise \$4.8 million annually.

By KEVIN LEININGER
kleininger@news-sentinel.com

It won't be as large as originally proposed, but it appears Fort Wayne vehicle owners will soon be paying a new wheel tax.

By a bipartisan preliminary vote of 5-4, City Council on Tuesday approved a measure to provide more funding for street and sidewalk

repairs after amending the bill to reduce the amount paid by owners of passenger cars, motorcycles, recreational vehicles and trailers. The bill introduced two weeks ago would have imposed a \$25 tax on passenger vehicles and motorcycles and \$40 on RVs and trailers. As passed, car owners would pay \$20, while owners of motorcycles, RVs and trailers would pay \$12.50.



Crawford

Glynn Hines, D-6th, proposed the reduction in the car tax to limit the impact on residents; John Crawford, R-at large, said the lower tax on the other vehicles reflects the reduced amount of wear they cause to the roads. The tax will remain \$40 for buses, trucks and other large vehicles.

With the amendments, the bill would raise about \$4.8 million annually, compared with \$6.7 million as originally proposed. Final passage could come next week, and the tax would take effect Jan. 1.

Council's divided vote reflected two distinct points of view. In the wake of city reports that the cost of asphalt and concrete has increased dramatically, Crawford and other proponents insisted the tax is needed to allow the city to maintain

streets at current levels while slowly addressing a backlog of repairs. That is especially critical, former Councilman Tim Pape told council, in light of state property tax caps that have reduced city revenues by a total of \$150 million. More-efficient vehicles have also reduced gasoline tax revenues, Board of Works Director Bob Kennedy said.

Crawford said the city

See TAX, Page 3A

TAX

Continued from Page 1A

currently has \$10-\$15 million available for roads every year but needs about \$21 million. The wheel tax will help close that gap, he said, and had to be passed by the end of the month in order to take effect this year.

But that kind of speed

prevents a more comprehensive look at the city's projected revenue and spending needs, opponents argued. Michael Barranda, R-at large, said the city should earmark most of the \$8 million it will receive from the state in a one-time reimbursement of local income for roads next year, giving council members time to consider other potential funding sources



Jehl

and possible savings. "We need to stop doing things piecemeal," agreed President Russ Jehl, R-2nd. Jehl and some other councilmen also questioned why the city continues to propose expensive projects such as an

\$85 million downtown arena but has to raise taxes to maintain roads, which they believe should be a higher priority.

In addition to Crawford, voting in favor of the tax were Tom Didier, R-3rd; Tom Freistroffer, R-at large; and council's two Democrats, Geoff Paddock in the 5th District and Hines. Voting in opposition were Jehl, Barran-

da, Paul Ensley, R-1st, and Jason Arp, R-4th.

Crawford said one of residents' biggest fears is that funds from the wheel tax will be used for purposes other than street maintenance. Kennedy assured him that will not happen.

The vote followed a public forum at which speakers spoke for and against the tax.

"Few want to pay more taxes, but our streets need a lot of work," said attorney Charlie Heiney. "Leadership requires courage."

Joe Runyon, however, said even a reduced wheel tax will hurt.

"I can barely make it now, but you want more out of me. You keep taking, taking, taking. You're going to make me homeless," he said.

Pedal, Paddle and Play event invites people to learn about local rivers

By **KEVIN KILBANE**

kkilbane@news-sentinel.com

Area residents will get another opportunity to have fun on Fort Wayne's rivers at the 3Rivers Federal Credit Union Pedal, Paddle and Play event noon-7 p.m. Saturday downtown on and along the rivers.

The event, which will include food, live music, fun activities and more, will be based at Fort Wayne Outfitters & Bike Depot, 1004 Cass St. along the St. Marys River.

But participants are encouraged to register to spend noon-4 p.m. walking, biking or paddling in a canoe, kayak or paddleboard to several stations along the rivers, where they will learn more about the waterways and how to enjoy them, said Kyle C. Quandt, who is organizing the event for the Northeast Indiana Water Trails group. Those who don't have their own watercraft can rent one at Fort Wayne Outfitters.

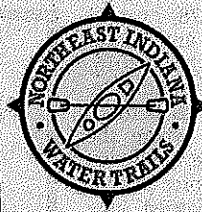
At each information station, registered participants can get their event passport stamped,

See **EVENT**, Page 31

Logo

winner

■ The Northeast Indiana Water Trails group's logo was designed by Stephen Danielian of Winona Lake, a graphics design major at IPFW. His entry was selected as winner from among contest submissions by students at IPFW, Ivy Tech Community College-Northeast and Huntington University in Huntington.



Inside

■ Learn more details about the "Fun on the water" event. **Page 31**

6-8-16 NS

EVENT

Continued from Page 11

which then can be used to put their name in drawings for prizes when they get back to Fort Wayne Outfitters, said Quandt, a principal planner and finance and grant manager with the Northeastern Indiana Regional Coordinating Council.

Registration for a passport is \$25 for one person or \$45 for two. Children ages 15 and younger are free with a paying adult. Most other event activities are free.

"Our goal is to increase access to the rivers and make it available to people of all abilities, and also to promote environmental stewardship of the rivers," Quandt said.

One key focus of that work is promoting safety on the rivers, she said.

The Northeast Indiana Water Trails group recently was involved in placing safety signs along the rivers to warn boaters and paddlers about dangerous currents around low-head dams on the St. Joseph River at Johnny Appleseed Park and Leo-Cedarville and on the Maumee River at Anthony Boulevard. Warning buoys also are scheduled for placement in the rivers soon, Quandt said.

Fun on the water

WHAT: First annual 3Rivers Federal Credit Union Pedal, Paddle and Play event featuring travel by foot, bicycle or canoe/kayak to information stations about the rivers and river use. Routes are about 3 miles on land and 5 miles on the rivers. People also can enjoy live music, food and other events.

WHEN: Noon-7 p.m. Saturday.

WHERE: Fort Wayne Outfitters & Bike Depot, 1004 Cass St. Parking is available on Cass Street and on the south side of the St. Marys River near the Historic Wells Street Bridge.

COST: Many events are free. Registration for the pedal and paddle trip is \$25 for one person, \$45 for two people and free for ages 15 and younger with a paying adult. Register online through midnight tonight at https://secure.getmeregistered.com/get_information.php?event_id=124398. Register Thursday and Friday (cash only) at Fort Wayne Outfitters or Earth Adventures, 1804 W. Main St., or Saturday at the event. You must register to be eligible for prize drawings.

INFORMATION: www.facebook.com/NEIndianaWaterTrails. Notes: There is a fee for food; the zip line and walking water balls each cost \$5 per person. Registration packets can be picked up 10 a.m.-8 p.m. Thursday and Friday at Fort Wayne Outfitters and at the event beginning at 11:30 a.m. Saturday.

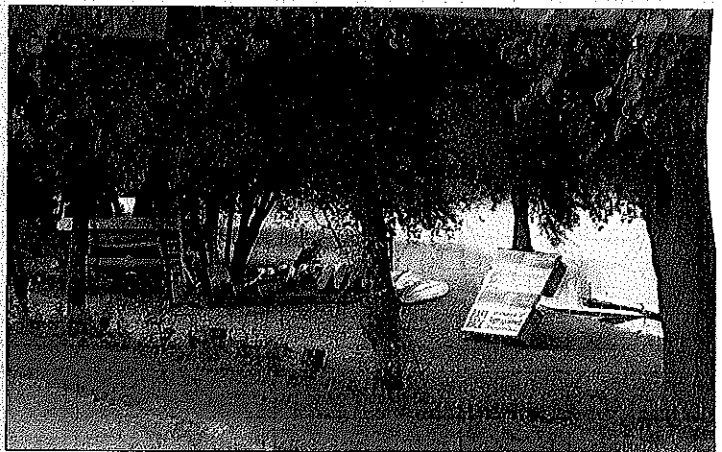
The water trails group also is printing up copies of a waterproof map, available for a suggested donation of \$5 each, that shows public-access locations and amenities, dams, portages, shallows, rocks, land trails, and safety and other information for four local watersheds — Cedar Creek and the St. Marys, St. Joseph and Maumee rivers, Quandt said.

In addition, the water trails group hopes to raise about \$10,000 through Saturday's event, which would be used to create an inter-

active website that people could check for real-time information on river conditions and water quality before deciding whether to go out paddling, she said.

River users also would be able to leave comments about their experiences or changes in the river, such as a fallen tree, and read safety information, she said.

A lot of people are just getting into canoeing or kayaking on local rivers, and they may not be as aware of all safety precautions as an experienced paddler, Quandt said.



By Kevin Kilbane of The News-Sentinel

People using canoes, kayaks and paddleboards will launch from Fort Wayne Outfitters & Bike Depot on Cass Street for the touring portion of the first 3Rivers Federal Credit Union Pedal, Paddle and Play event noon-7 p.m. Saturday. Music, food and other activities also will be available at Fort Wayne Outfitters.

Free activities at the Pedal, Paddle and Play include the live music, face painting, balloon animals, henna art, instruction on use of personal flotation safety devices

and information booths by local environmental groups. There is a fee of \$5 per person for riding a zip line or using the walking water balls, the latter of which will

let users walk on top of the river in a large ball tethered to shore.

People also can buy food at Fort Wayne food trucks.

Take survey to comment on proposed trails branding, wayfinding designs

By KEVIN KILBANE
kkilbane@news-sentinel.com

Northeast Indiana residents are invited to take an online survey to provide feedback on proposed names and signage designs for the regional trails system in 11 area counties.

The Northeast Indiana Trail Branding and Wayfinding initiative is designed to produce a brand name and signage to build awareness about the trails system and to provide a visual link between the trails, which include those in Allen, Adams, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley counties.

Officials believe the branding and signage will help promote awareness and use of the trails by area residents as well as people from outside northeast Indiana.

Go to <http://ow.ly/QLZH3013WYb> to see examples of proposed trail branding names and names, signage and other materials for identifying the system's primary trail, which will run 80 miles from Ouabache State Park near Bluffton to Pokagon State Park near Angola.

Proposed trail branding names are United Trails, Horizon Trails and Frontier Trails. Proposed primary trail names are Poka-Bache Connector, Pufferbelly and Heritage Line.

Branding and Wayfinding initiative organizers aren't looking for people to pick a winner, said Matt Peters, a principal transportation planner with the Northeastern Indiana Regional Coordinating Council who is working on the project.

The survey asks people their favorite names and for pros and cons for the pro-

posed names and designs, Peters said.

The survey, which will take about five minutes to complete, will be open for voting for two or three weeks, he said.

Trails initiative organizers held three public meetings May 24 around northeast Indiana to get public feedback on the proposed brand and trail names and signage designs, but they didn't get as many people attending as they hoped, Peters said. They hope to get feedback from a large number of area residents through the online survey.

Consulting firm Merje developed preliminary brand and signage designs based on public-input meetings held in January. The company will take the feedback from the May 24 meetings and online survey and use it to develop a proposed fi-

nal brand name and possible signage designs, Peters said.

Communities and governmental agencies will be responsible for buying and installing the signage along the trails in their area, Peters said. But NIRCC hopes communities can join together when ordering signs so they get a quantity discount on the price.

6-9-16 NS

Fort Wayne Trails wins \$20K grant for development

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

Fort Wayne Trails has received a grant from the Rails to Trails Conservancy for trail development. The \$20,000 Doppelt Family Trail Development Fund grant will be used toward construction of the Pufferbelly Trail, which will ultimately span more than 80 miles primarily along a for-

mer railway corridor. The new trail segment will include an above-grade crossing of a major road on the footings of an old railroad bridge, as well as a trail spur to Franke Park and the Fort Wayne Children's Zoo, two of the most popular regional attractions.

The Doppelt grant program supports communities across the country seeking to build and improve their mul-

tiuse trails. RTC is awarding a total of \$85,000 per year over five years to help kick-start trail development projects, make significant improvements to existing trails and bring trail concepts closer to reality. RTC received an unprecedented 166 applications for this year's awards, totaling more than \$5 million in funding requests.

6-9-16 NS

City trails receives grant for \$20,000

National group picks Pufferbelly project

ROSA SALTER RODRIGUEZ
The Journal Gazette

Fort Wayne Trails has received a grant from a national group in support of construction of a portion of the Pufferbelly Trail.

The Washington, D.C.-based Rails-to-Trails Conservancy has awarded \$20,000 toward a proposed trail stretch from West State Boulevard to Fernhill Avenue.

When the 1.6-mile trail is finished, bikers, hikers and walkers will have direct trail access to Franke Park and the Fort Wayne Children's Zoo, said Kent Castleman, executive director of Fort Wayne Trails, a nonprofit organization that works with local, state and national government agencies to link the region's trail-based thoroughfares.

Castleman said the funded portion of the trail runs along a right-of-way just west of Lima Road and includes a short extension to the park.

The project was one of five funded nationwide from 166 applicants for the conservancy's 2016 Doppelt Family Trail Development Fund grants.

According to a conservancy news release, the money is earmarked for projects to help kick-start trail development, make significant trail improvements and bring trail concepts closer to reality. The money also can be used to match existing state or federal funding, the news release says.

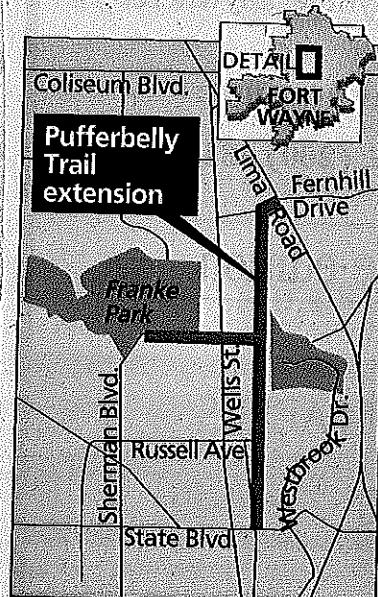
Castleman said he believes the local project was funded because it fit well with the conservancy's mission — converting old railroad corridors for modern recreational uses.

The trail is named for a steam locomotive and runs along what had been a rail corridor from Fort Wayne to the Michigan cities of Jackson and Saginaw.

The portion being funded also advances the Indiana State Visionary Trail Project, which foresees an 81-mile trail from Ouabache State Park in Bluffton to Pokagon State Park in Angola, Castleman said. About 22 miles of that trail has been built, he said.

The funded stretch ultimately "connects to all of Allen County

Trails, Page 3C



The Journal Gazette

TRAILS

Continued from Page 1C

and the region. That made this a preferred thing to have happen because they (the funders) wanted a significant project. They didn't want something solely local," Castleman said.

The trail from State to Fernhill will be built over a utility upgrade finished last year by City Utilities. Construction of that and the trail extension to the park and zoo should begin in 2017.

The city of Fort Wayne is managing the trail project, with a federal grant providing about 80 percent of the construction money. The rest is being financed with local dollars from the city and Fort Wayne Trails, including the conservancy grant, Castleman said.

Construction on a Pufferbelly trail stretch from Fourth Street to State also should start in 2017 with local funding, he said.

As designed, the Pufferbelly will cross under North Clinton Street at the bridge over Spy Run just south of State. The trail will continue on an overpass created in coming years through the proposed State Street Improvement Project.

Access to this leg of the Pufferbelly will be through the neighborhood on sidewalks for the time being, Castleman said.

Castleman said he hopes the grant will draw attention to the Pufferbelly. Additional funding is now being sought from the Northeast Indiana Regional Cities Initiative for the sections of trail that received the grant, he said.

"We're trying to show that this could truly be a regional

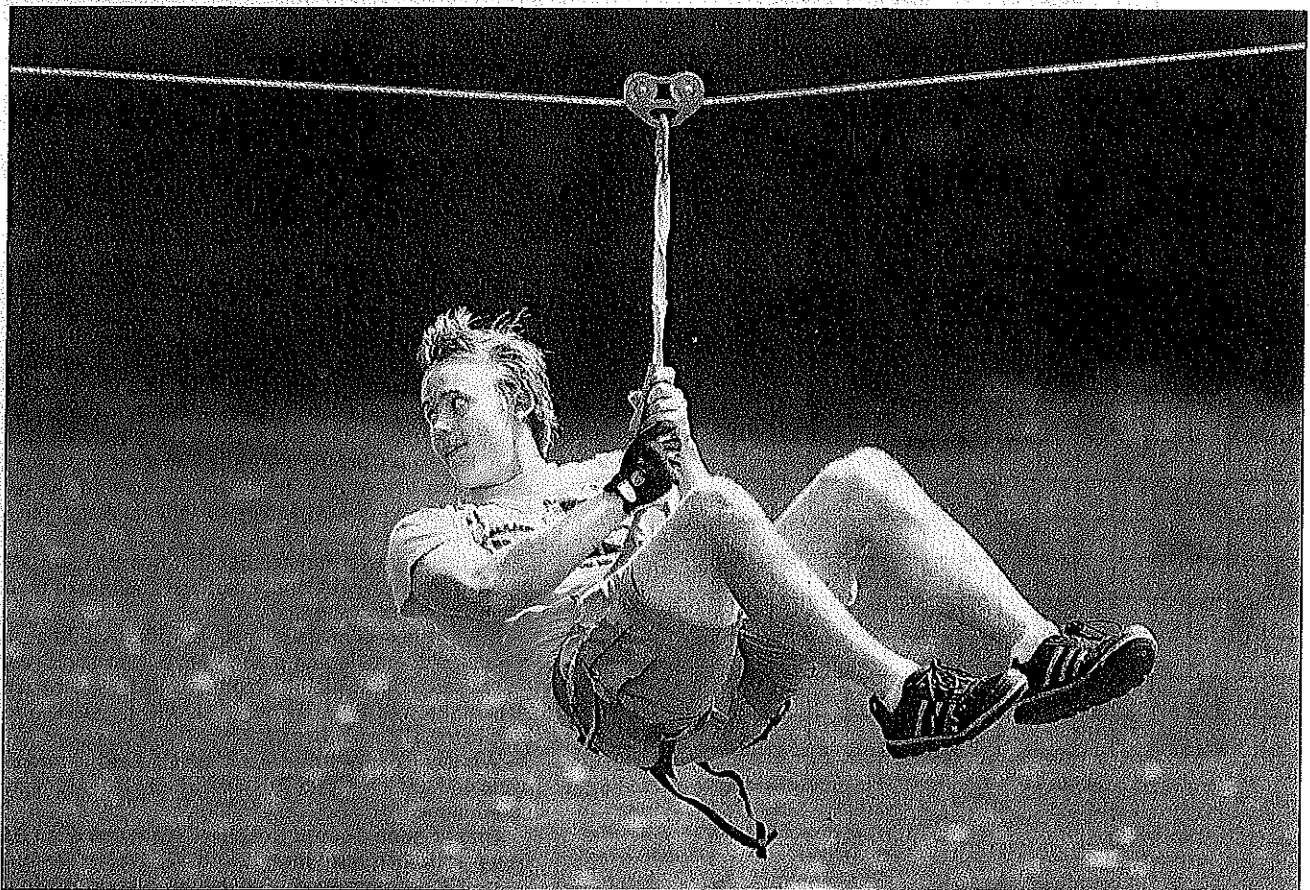
project that is needed for the area to grow," he said.

The existing stretches of the Pufferbelly are well used, Castleman said, especially a stretch from the north side of Wallen Road to the Parkview YMCA.

That stretch continues, with a short break at West Dupont Road, to Payton County Park north of Hathaway Road. An underpass for the West Dupont Road crossing is proposed to be built around 2019. A stretch of the Pufferbelly just south of Wallen remains mostly undeveloped.

The number of people who use the Pufferbelly is not available, Castleman said. In 2015, 408,000 people used at least one part of the Fort Wayne Trails system, he said.

rsalter@jg.net



Photos by Rachel Von | The Journal Gazette

Andy Roth, 18, heads down the zip line during Pedal, Paddle and Play, a fundraiser for Northeast Indiana Water Trails, at Fort Wayne Outfitters and Bike Depot on Saturday.

River takes center stage

Water Trails group raises awareness of possibilities

ROSA SALTER RODRIGUEZ

The Journal Gazette

The first Pedal, Paddle and Play fundraiser for the recently formed Northeast Indiana Water Trails group Saturday brought canoers, kayakers, cyclists and others out in force to enjoy a day near and on the water.

And, organizers said, the event just east of the Wells Street Bridge also gave them a chance to educate area residents about new features planned or already placed to make Fort Wayne-area rivers a little easier to navigate.

Participants got a passport-styled flier guiding them to eight water- and land-based educational stations where experts informally talked about river ecology, riparian habitats, kayak fishing, water safety and other topics, said Kyle Quandt of Fort Wayne, program manager of the water trails group.

Also available for a \$5 donation was one of the trails' group's first projects — a waterproof map of not only Fort Wayne's rivers but also the entire western Lake Erie basin. The map shows put-in points, carry

spots, dams and their proper portages, outfitters' locations and even the amenities of parks along routes.

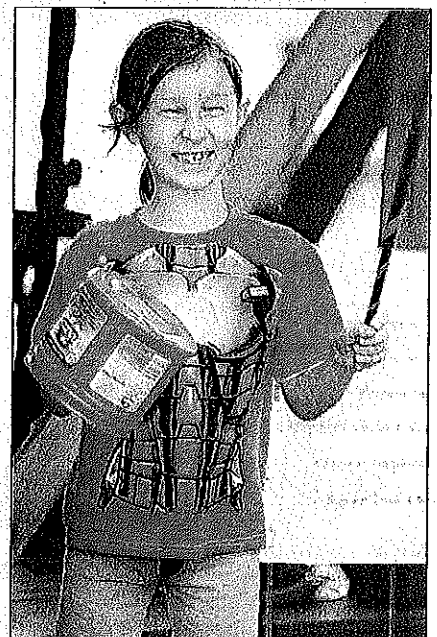
Quandt said the organization hopes to fund a real-time online site showing river depth data as well as weather and precipitation. About \$10,000 will be needed for that project, she said, "because the data is expensive."

"This is really the public launch of Northeast Indiana Water Trails," she said, noting the group was launched in January 2015 as an initiative of the Northeast Indiana Regional Coordinating Council.

"Getting people interested in rivers and out on the river we hope will impact people's perspective on the rivers and get them more interested in stewardship of the rivers and doing what they can to improve and protect them."

Only limited funding is available for river trails at present, Quandt added.

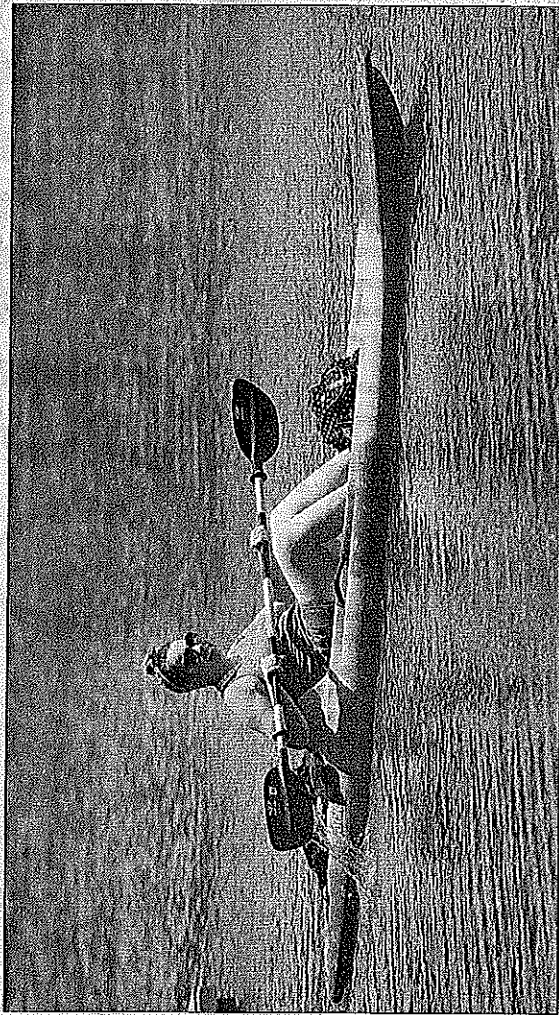
Such efforts are needed, said Dan Wire, executive director of the Tri-State Watershed Alliance, as more visibility and use comes to urban waterways.



Layne Glackin, 7, enjoys drumming with the Dumpster Drummers during a performance at Pedal, Paddle and Play on Saturday.

6-2-16

Christine Taylor kayaks on the St. Marys River on Saturday during pedal, Paddle and Play, a fundraiser for Northeast Indiana Water Trails.



Rachel Von | The Journal Gazette

RIVER

Continued from Page 1C

"A lot of people really don't know the rivers," Wire said.

He spent much of the event on a pontoon boat discussing water safety, including new signs warning of low-head dams through the #damdangerous initiative.

Still, a party atmosphere prevailed along the St. Marys, with music — including the Dumpster Drummers, a percussion band made up of recycling bins and a rain barrel, and a zip line as cyclists stopped for a bite to eat or to refresh their beverages during 90-plus degree heat.

Getting ready to go out in a ca-

noe on Saturday, Martin Brandenberger, 52, of Fort Wayne, said he was having an early Father's Day "bonding thing" with his son Aaron, 11, and Aaron's friend Jacob McGee, 10.

While the family had spent time on area waters before, "We haven't been on this part of the river," Martin Brandenberger said.

He said he was surprised to find when arriving for the event that all the kayaks had been rented since Friday. The put-in spot near Fort Wayne Outfitters at the restored Cass Street depot, is more popular than he expected.

"Now that we know, we'll come back later (for a kayak)," he said. "It's nice. We'll definitely utilize this place."

rsalter@jg.net

City HUD plans available to public

The plan outlining how the city of Fort Wayne will invest U.S. Housing and Urban Development dollars through 2020 are available online for public review.

Every five years, the city must submit a consolidated plan, which serves as the application to HUD for the funding. The plan outlines what the community priorities are for these funds, and the various projects that will be supported by them. All HUD dollars must be used to improve the quality of life for low- to moderate-income residents.

Over the five-year period, it is anticipated the city's Office of Housing and Neighborhood Services will receive about \$14 million in HUD funding, which will leverage much more in private investments.

Comments regarding the reports, will be accepted now through July 15. Residents may email feedback to ohns@cityoffortwayne.org or mail their comments to Attn: Consolidated Plan, Citizens Square, 200 E. Berry St., Suite 320, Fort Wayne, IN 46802.

Draft copies of the Consolidated Plan and Annual Action Plan are available for review online at www.fwcommunitydevelopment.org/consolidatedplan. They are also available to read in hard copy during normal business hours at the Pontiac Branch

of the Allen County Public Library, 2215 S. Hanna St., and at the front desk of the City's Community Development offices, 200 E. Berry St., Suite 320.

INDIANA

State extends road grant deadline

The Indiana Department of Transportation, announced Wednesday it is extending the application deadline for the Community Crossings matching grant program to July 29.

The extension gives Indiana cities, towns, and counties an additional two weeks to submit projects for consideration.

The additional time allows for communities to complete asset management plans, which are required as part of the grant application process.

On March 23, Gov. Mike Pence signed a measure creating the local road and bridge matching grant program. The program, titled Community Crossings, provides about \$150 million in state matching funds for local road bridge projects this year.

Projects that are eligible for funding through Community Crossings include road resurfacing, bridge rehabilitation, road reconstruction, roundabouts and Americans with Disabilities Act compliance in connection with road projects.

Material costs for chip sealing and crack filling operations are also eligible for funds.

6-17-16 JG

I-69, I-469 interchange work begins

JOURNAL GAZETTE

Ramp work will begin on the I-69 southbound exit ramp to I-469 eastbound, near I-69 mile marker 296, on Monday, weather permitting, the Indiana Department of Transportation said.

In preparation for the interchange modification from I-469 westbound to I-69 southbound, contractors will begin widening the I-69

southbound ramp to I-469 eastbound, a news release said. During this phase, the I-69 southbound ramp to I-469 eastbound will be restricted to one 12-foot lane.

Also, on Thursday, weather permitting, contractors will close the right lane of I-69 southbound, between mile marker 295 and 297.

Later this month, the I-69 southbound ramp to I-469 eastbound will be return to

16-foot wide, the news release said Friday. At that time, I-69 southbound will be narrowed to two 11-foot lanes between mile marker 295 and 297 to accommodate contractors as they begin to add a new acceleration lane from I-469 westbound to I-69 southbound.

A construction zone speed limit of 55 mph will be strictly enforced. INDOT reminds drivers to use caution and

consider worker safety when driving through an active work zone.

Work on the I-469/I-69 interchange, the I-69 resurface and pipe liner installation is expected to last through late fall. The \$3.1 million project also includes the installation of traffic signals on Airport Expressway/Lower Huntington Road at the I-69 southbound entrance and exit ramps.

Southeast trail sections open

7,300 people live within half mile

DAVE GONG
The Journal Gazette

Fort Wayne city officials on Wednesday cut the ribbon on a new section of trails in the southeast side of the city.

The new trail sections, opened on Hanna Street and in the Renaissance Pointe neighborhood, will connect residents to Brightpoint, the Fort Wayne Urban League, the Pontiac branch

of the Allen County Public Library, Thurgood Marshall Academy, Reservoir Park, Renaissance Pointe YMCA, Bowser Park and several area churches.

"Within a half mile of (the Renaissance Pointe trail) and the Hanna Street trail, we've got more than 7,300 people who can connect to that trail," Greenways Manager Dawn

Trail, Page 2C

TRAIL

Continued from Page 1C

Ritchie said. "This trail connects to neighborhoods, it gives safe access to more than 300 commercial buildings and businesses in the area."

Ritchie also said that city-wide, more than 93,000 resi-

dents live within a half mile of a trail.

Funding for the trails came from federal Community Development Block Grants. The Hanna Street trail cost just under \$200,000. The Renaissance Pointe trail, which feature ramps to accommodate people with disabilities, cost about \$290,000.

"Pieces keep coming into Renaissance Pointe and keep

transforming it into a new neighborhood that transfers out to the other neighborhoods," said Tony Ridley, chair of the Southeast Area Partnership. "The trails are connecting all these places to each other. You see more and more people on bicycles going to the store, buying vegetables and stuff like that. It's a very important part."

dgong@jg.net

6/23/16 JG

Road projects get more funds

ASSOCIATED PRESS

INDIANAPOLIS — Local government leaders in Indiana are poised to receive an influx of state money for road construction projects this summer.

The Evansville Courier & Press reports that the funding takes the form of a one-time gift, derived from an excess in income taxes, that state lawmakers chose to give local governments.

Posey County Commissioner James Alsop says he foresees an increase in construction statewide because "you never want to pass up on free money."

Posey County received about \$1.7 million from the state, while Gibson County received \$900,000, Warrick and Vanderburgh counties received \$2.5 million and \$3.1 million, respectively.

The gift amount was determined by population size.

State lawmakers said local governments can also use the money as their matching funds for the Community Crossings grant from the Indiana Department of Transportation. Grant money will be distributed based on individual projects. Half of the available

Funds, Page 2C

6/25/16

FUNDS

Continued from Page 1C

\$150 million must go to rural counties.

Posey County is working on its application and plans to ask for \$1 million.

Warrick County officials are considering which projects to write proposals for. Commissioner Don Williams said any money that the county gets will likely go toward repaving roads.

Evansville Mayor Lloyd Winnecke said the city spent about \$1.8 million on infrastructure projects in 2015.

down from previous years. Evansville plans to apply for the grant money for additional projects.

The Indiana Department of Transportation officials have announced the grant program will be extended until July 29 due to high volume of interest.

Officials expect to notify the communities that have won grants by the end of August.

Roundabout planned at Allen-Whitley county line

It will connect Liberty Mills, 2 other roads.

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

Allen County's latest roundabout will apparently be a cross-border project. County officials are

planning to add the circular traffic feature at the intersection of Liberty Mills Road, West County Line Road and Whitley County Road 900S. The \$1.5 million project will require the ac-

quisition of 6.55 acres, but no homes or businesses will be relocated.

The intersection will be closed for about 90 days during construction, but no timetable has been announced.

6-29-16

Transpoint transfer facility breaks ground

Plans to open April '17, hire 64

JOURNAL GAZETTE

Transpoint Intermodal broke ground Tuesday on a \$13.5 million cargo transfer facility on Fort Wayne's southeast side, where the company plans to create up to 64 jobs.

The new Transpoint facility, which will be located on about 74 acres near the intersection of Adams Center and Paulding Roads, will be the first of its kind in northeast Indiana. It will be developed as an intermodal ramp used to load and unload international shipping containers, truck-to-rail or rail-to-truck.

Construction on the facility is expected to be complete by April 2017, with operations beginning the following month, according to a news release.

"Here in Indiana, we know that roads mean jobs, and that is especially true for our growing logistics industry," Gov. Mike Pence said in a statement. "Global companies like Transpoint Intermodal are choosing Indiana for job creation because of our state's central location, our continued investments in infrastructure, and our efforts to create a pro-growth business climate."

Indiana Economic Development Corp. President Jim Schellinger and Fort Wayne Mayor Tom Henry joined executives from Transpoint for the groundbreaking.

The Hagerman Group, with locations in Fort Wayne and Fishers, is construction manager for the project.

Transpoint currently operates three intermodal

FACILITY

Continued from Page 1C

facilities in Mexico employing more than 40 workers.

Locally, the new jobs are expected to be added by the end of 2019, Transpoint plans to begin hiring for positions including crane operators, dispatchers and security personnel by early 2017, with a hiring preference for military veterans. The new positions are expected to pay average annual salaries of about \$50,000.

"Transpoint's investment in southeast Fort Wayne is a tremendous win for our city and the region," Mayor Tom Henry said in a statement. "It will result in good jobs for local residents and help attract more related businesses such as distribution centers, and it will provide another consistent and cost-effective transportation option for key employers throughout our region."

Transpoint Intermodal's Fort Wayne operation will be part of a global system specializing in moving containers to and from the Far East through Chicago, resulting in savings for customers. The Fort Wayne hub will be complemented by a hub currently planned for the Valparaiso

area.

Jorge Medina is chief executive officer of Transpoint, which had previously announced plans for the development.

"Transpoint Intermodal and its investors are pleased to make this investment in northeast Indiana because we are convinced this is a needed service that will enhance shipping options into and out of the region," Medina said.

The Indiana Economic Development Corp. offered Transpoint Intermodal LLC up to \$550,000 in conditional tax credits based on the company's job creation plans. These tax credits are performance-based, meaning until Hoosiers are hired, the company is not eligible to claim incentives.

The Fort Wayne Redevelopment Commission has been working with Transpoint for the last several years to make the development a reality.

The commission sold the land where the transfer facility will be built to Transpoint LLC at a reduced rate of \$2,000 an acre. The Commission acquired the land at no cost in March 2004 after the Adams Center Landfill closed. The Fort Wayne City Council approved a tax phase-in for Transpoint on June 7.

Public Meeting Notice

An opportunity for you to talk directly with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in an open public meeting concerning your views on the transportation planning process in the Fort Wayne area is scheduled for:

Time: 5:00pm - 7:00pm
Date: July 12, 2016
Place: Citizen Square
Room 45 - Omni Room
1200 East Berry Street
Fort Wayne, IN 46802

This public meeting is part of a review that will assess compliance with regulations pertaining to the transportation planning process conducted by the Northeastern Indiana Regional Coordinating Council (NIRCC), the Indiana Department of Transportation (INDOT), and the transit system, CITILINK.

If you are unable to attend the meeting, please address your comments to:

Joyce Newland
Federal Highway Administration
Indiana Division
575 N. Pennsylvania Street,
Room 254
Indianapolis, IN 46204
Joyce.Newland@dot.gov

Or

Susan Orona
Federal Transit Administration
Region V
200 West Adams, Suite 320
Chicago, IL 60606-5253
Susan.Orona@dot.gov

Individuals with disabilities requiring auxiliary aids for services should contact NIRCC by calling or writing:

Northeastern Indiana Regional
Coordinating Council
200 East Berry Street - Suite 230
Fort Wayne, IN 46802
260-449-7309

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7-7-16 JG

City shatters trail-use record

Over 70,000 people used system in June; beat mark by 18,000

JOURNAL GAZETTE

More than 70,000 walkers, joggers and cyclists used Fort Wayne trails last month, breaking the previous high by nearly 18,000, the city announced Thursday.

The trail count for June was 73,226; the previous high was 55,432, set in June 2012, a news

release said.

"No doubt, the great weather we had last month contributed to the increased usage, but it's clear the popularity of our trails and resident attachment continues to grow," said Dawn Ritchie, Director of Greenways and Trails for Fort Wayne.

Record rainfall kept people away last June when 27,523 users were counted, the fewest since counting began in 2010, the release said.

Infrared counters are used to track trail users in 14 locations on

the city's 70 miles of trails. The Fort Wayne Trail Network adds another 20 miles outside of the city — creating a network of 90 miles in Allen County.

The city is working with Fort Wayne Trails Inc. and Allen, DeKalb, Steuben and Wells counties to build the State Visionary Trail, which will connect Pokagon State Park in Angola to Ouabache State Park in Bluffton.

Currently, about 22 miles of the 80-mile trail, which will come through Fort Wayne, have been completed.

7-8-11

CALL FOR PROJECTS

The Federal Transit Administration (FTA) requires the establishment of a locally developed, coordinated public transit human services transportation plan for the FTA human services transportation program known as the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected.

The Northeastern Indiana Regional Coordinating Council (NIRCC) has developed a Coordinated Public Transit-Human Services Transportation Plan for Allen County. The Fort Wayne Public Transportation Corporation (dba Citilink) is the designated recipient of the Section 5310 funds for the Fort Wayne Allen County Urbanized Area. Therefore, any project(s) selected for funding will require the responsible agency / party to enter into a contractual agreement with Citilink.

NIRCC is seeking eligible two (2) year (24 month) operating projects initiating in 2017 and continuing through 2018 to utilize Section 5310 Operational Funding. There is a total of \$174,000.00 in Section 5310 Operational Funding available for projects for the two (2) year (24 month) period. The funding is for operating expenses only, capital funding will not be available.

NIRCC will select eligible operating projects to utilize Section 5310 Operational Funding. Projects will not be awarded more than \$174,000.00 in total federal funds. The origin of service for the project must originate within the urbanized area. All project applications must conform to the guidelines established by FTA funding under the Section 5310 program. Projects must address at least one (1) of the Section 5310 Operational strategies identified in the Coordinated Public Transit Human Services Transportation Plan for Allen County (Available at www.nircc.com). Projects which do not qualify will be eliminated from consideration.

Eligible recipients of the Section 5310 Funds include: 1) Private non-profit organizations; 2) Eligible local public bodies (defined as a "municipal corporation" in Indiana Code 36-1-2-10) that either a.) are approved by INDOT to coordinate services for seniors and individuals with disabilities; or b.) certify to INDOT that no non profit corporations are readily available to provide the proposed service; and 3) Operators of public transportation services, including private operators of public transportation services.

A listing of eligible activities and the funding requirements for the Section 5310 Operational Funding is available at www.nircc.com.

Those wishing to submit eligible Section 5310 Operational Funding projects MUST request an application package from NIRCC. Applications will only be accepted in the format provided in the application package. The project evaluation criteria are provided in the application package and can be viewed at www.nircc.com. Application package requests MUST be made in writing and directed to Matt Vondran at NIRCC. Please send requests either by e-mail at Matt.Vondran@co.allen.in.us or regular mail through the US Postal Service to Attn. Matt Vondran, NIRCC, 200 East Berry Street, Suite 230, Fort Wayne, IN 46802. An informational meeting is scheduled for Monday, August 1, 2016 from 2-3:30 PM in Conference Room 220 on the 2nd floor of Citizens Square located at 200 East Berry Street, Fort Wayne, IN, to discuss any technical questions. Those intending to submit an application MUST attend this meeting. Applications submitted by eligible entities that did not attend the required informational meeting will not be scored or considered for funding.

NIRCC must receive project applications no later than 4:00 PM on September 23, 2016. Any questions should be directed to Matt Vondran at NIRCC either by telephone at (260) 449-7903 or by e-mail at Matt.Vondran@co.allen.in.us.

This notice is also to inform all public and private transit and paratransit providers operating within the Fort Wayne Allen County Urbanized Area that NIRCC intends to award Section 5310 Funds to private non-profit organizations, eligible local public bodies, and/or operators of public transportation services providing specialized transportation to seniors and individuals with disabilities. If you wish to comment or want additional information regarding this intent or process, NIRCC must receive your written requests no later than July 29, 2016 to the address listed above.

7-18
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7-18-16 JB

Matt V.

Area set to receive share of \$51 million for work on roads

JIM CHAPMAN
The Journal Gazette

Fort Wayne, Allen County and New Haven will each get \$1 million for road improvements.

The three municipalities are among 121 northern Indiana cities, towns and counties, including 28 in northeast Indiana, that will get a combined \$51 million to improve local roads and bridges through the state's Community Crossings Matching grant fund.

The fund was created by the Indiana General Assembly and signed into law by Gov. Mike Pence in March. The grant program makes about \$160 million available this year to Indiana cities, towns and counties on a 50/50 matching basis.

In the region, Angola and Noble County will each get \$1 million. Kosciusko County will get \$997,028. Hometown will get \$112,300, and Leo-Cedarville will receive \$232,790.

In Fort Wayne, the money will go toward the second phase of the North Clinton Street resurfacing project between Colony Drive and Jacobs Creek. The project is expected to begin this fall and will be completed by September 2017, Public Works spokesman Frank Suarez said.

In New Haven, Lt. Gov. Eric Holcomb and Brandye

Roads, Page 5A

8/25/16

ROADS

Continued from Page 1A

Hendrickson, commissioner of the Indiana Department of Transportation, presented Mayor Terry McDonald a \$1 million check to the city of New Haven.

McDonald said the money will pay for improvements in neighborhoods near Moeller and Green roads, including the Country Knolls addition and Norland, Kirklynn and Greenmore streets. The improvements include road, curb and sidewalk replacements.

City officials plan to advertise for bids in April. Construction could begin in June, McDonald said.

"It will be a bother for the neighbors, but all good things are a little messy," he said.

Projects that are eligible for funding through Community Crossings include road resurfacing, bridge rehabilitation, road reconstruction and Americans with Disabilities Act compliance jobs. Material costs for chip sealing and crack filling op-

AT A GLANCE

The following counties, cities and towns received money through the state's Community Crossings matching grant fund:

| | |
|-------------------------|-------------|
| Adams County | \$492,500 |
| Allen County | \$1 million |
| Andrews | \$46,015 |
| Angola | \$1 million |
| Auburn | \$600,000 |
| Bluffton | \$182,285 |
| Butler | \$90,000 |
| Clear Lake | \$127,393 |
| Cromwell | \$17,221 |
| Fort Wayne | \$1 million |
| Garrett | \$499,463 |
| Hometown | \$112,300 |
| Huntington | \$165,222 |
| Huntington County | \$513,930 |
| Kendallville | \$577,699 |
| Kosciusko County | \$997,028 |
| LaGrange County | \$647,221 |
| Leo-Cedarville | \$232,790 |
| Milford | \$41,911 |
| New Haven | \$1 million |
| Noble County | \$1 million |
| Orland | \$44,150 |
| Ossian | \$27,047 |
| Warsaw | \$720,346 |
| Waterloo | \$72,866 |
| Wells County | \$740,896 |
| Winona Lake | \$311,873 |
| Wolcottville | \$59,165 |

erations are also eligible for money, state officials said.

jchapman@jg.net

Consultant to air trail system ideas at public meetings

JOURNAL GAZETTE

The Northeastern Indiana Regional Coordinating Council has scheduled three public meetings in October for feedback on the Northeast Indiana Trail Branding and Wayfinding initiative.

The council contracted with the consultant firm Merje to provide services that assist in preparing a comprehensive branding initiative for the regional trail system in northeast Indiana. The system covers Adams, Allen, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley counties.

On Wednesday, Oct. 12, Merje will present the results of its work. These results will include a proposed name, logo and tagline for the 11-county regional trail system brand as well as a name and logo for the state priority trail, which will eventually connect Ouabache State Park near Bluffton, to Pokagon State Park near Angola.

During the meetings, Merje will also present several options for sign template designs. Merje has several sign templates displaying

signage that ranges from mile marker posts and wayfinding signs to trailhead kiosks. The sign templates will include the new proposed regional trail logo and other elements of its design. Merje will use feedback from the meetings to finalize sign designs and templates that will be used throughout the regional trail system.

Each of the three meetings planned for October will provide the same information. The meetings are:

■ 10:30 a.m. to 12:30 p.m. at the Kendallville Public Library, 221 S. Park Ave., Kendallville

■ 2:30 p.m. to 4:30 p.m. at the Huntington City-Township Public Library, 255 W. Park Drive, Huntington

■ 6:30 p.m. to 8:30 p.m. at Parkview's Mirro Center, Conference Room C, at 10622 Parkview Plaza Drive.

First phase for 26-mile trail loop begins

DAVE GONG
The Journal Gazette

Ground was broken Wednesday on the first phase of the Six Mile Creek Trail in southeast Fort Wayne.

Phase 1 consists of a nearly 1-mile-long trail expansion from South Phoenix Parkway at Southtown Centre to the intersection of Tillman Road and Lemar Drive. Once complete, the full multiphase project will provide a 26-mile loop linking New Haven's Moser Park to Fort Wayne's Rivergreenway and the Six Mile Creek Trail.

"Investing in trails is critical to the current and future success of our community

SEE ALSO

■ Trail in DeKalb rebuilt through fundraising efforts
Page 1C

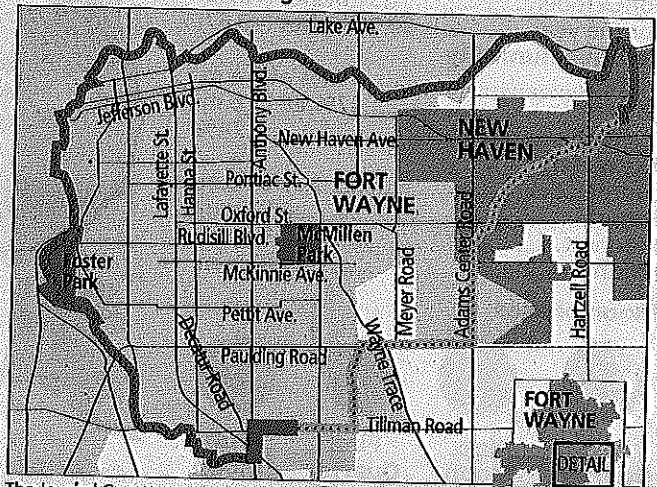
and region," Mayor Tom Henry said in a statement. "It's great to see trail development in southeast Fort Wayne as we continue our commitment to enhancing quality of life amenities that make our city a point of destination for individuals, families and businesses."

Phase 1 of the Six Mile Creek project will cost \$1,674,250, including de-

Trail, Page 5A

Six Mile Creek Trail

Six Mile Creek Phase One
Six Mile Creek Future Trail
Existing trail



The Journal Gazette

TRAIL

Continued from Page 1A

sign work, right-of-way acquisition and construction. About \$1,298,050 comes from federal funds provided through the Northeast Indiana Regional Coordinating Council. The city contributed a \$376,200 match, which includes a \$100,000 donation from Fort Wayne Trails Inc.

"Our mission is to support trail growth and usage

throughout the trail network and we are pleased to make a contribution to aid in safe connectivity for this important trail that will one day offer a unique asset of a 26-mile continuous loop," said Kent Castleman, executive director of Fort Wayne Trails Inc.

"Besides completing the loop, the Six Mile Creek Trail offers a unique blend of nature and culture as it passes through urban, suburban and rural areas."

On Tuesday, officials rep-

resenting the area's trail organizations approached the northeast Indiana Regional Development Authority with a request for \$1.78 million for trail improvements. Those funds will be put toward an additional 7.87 miles of trail across four stretches within the city limits.

Future phases of the trail will head east along Tillman Road to the Trier Ditch. The remainder of the loop is still in the planning stages but will likely follow the ditch to Moser Park and the New Ha-

ven Community Center.

"We are excited about the Six Mile Creek Trail expansion. Our residents are eager to have more connectivity that will enhance recreational, leisure, exercise opportunities for pedestrians, joggers and bicyclists," New Haven Mayor Terry McDonald said in a statement.

"I know connecting with the region through the trail network will strengthen our community and position us well for the future."

dgong@jg.net

10/20/16

Grant approved to add 8 miles to 4 of city's trails

SHERRY SLATER

The Journal Gazette

Runners, walkers and cyclists can look forward to almost 8 more miles of local trails.

The Northeast Indiana Regional Development Authority on Tuesday approved almost \$1.8 million toward a \$9.5 million project that will extend four stretches of trails within city limits.

The city of Fort Wayne and Fort Wayne Trails Inc. requested the grant at the board's October meeting.

The new portions will extend from:

- Lower Huntington Road along Bluffton Road through Waynedale to Foster Park
- Washington Center Road to Wallen Road
- Fernhill Avenue to State Boulevard
- The Fernhill-State trail to Franke Park and the Fort Wayne Children's Zoo

Trail advocates' long-term goal is to connect Bluffton to Angola in a network known as the Indiana Visionary Trails.

Trails, Page 3C

11-16-16

TRAILS

Continued from Page 1C

Local officials announced last month that a record number of people used Fort Wayne-area trails in the third quarter, which ended Sept. 30.

Cameras mounted along the trails counted 463,000 people in the first nine months of the year, including 188,711 in the third quarter. The third-quarter total from 2012 – the highest usage year on record – was 154,828.

Trail usage is affected by weather, with better weather attracting more people, officials said. They acknowledge that frequent walkers and runners are counted multiple times in the totals.

The Regional Development Authority in mid-August approved Huntington's trails-related grant request for \$255,748 on a project estimated at \$1.05 million.

A third trails-related request was presented to the board on Tuesday by South Adams Trails, which needs help connecting a path from Geneva to Berne. The Wabash River divides the two.

The application is for \$498,000 toward a \$3.6 million project.

Now that Fort Wayne's trails project has board approval, Indiana Economic Development Corp. officials have to review and sign off on the grant before a check can be drafted. So far, every project approved by the board has received IEDC's rubber stamp.

sslater@jg.net

BRIEFS

**FORT WAYNE/
ALLEN COUNTY**

Covington Road Trail now open

Fort Wayne Trails held a ribbon-cutting ceremony Thursday to officially open the Covington Road Trail at the northwest corner of Covington and West Hamilton roads.

The Covington Road Trail connects to the already extensive network of trails throughout the area.

Trail users will now be able to travel from West

11-18-16
Hamilton Road to Headwaters Park (13.5 miles one-way), or take a longer trip to Moser Park in New Haven (22 miles, one-way).

This new section is three-fourths of a mile in length. The project included right-of-way purchases, engineering to construct the trail within the existing infrastructure and a 200-foot-long retaining wall.

The total cost was \$1,251,840. Fort Wayne Trails provided \$211,241.00, and the city of Fort Wayne provided \$100,000. The remaining costs were provided by federal funding administered by the Indiana Department of Transportation.

Victim identified in US 33 crash

A 25-year-old Fort Wayne man has been identified as the victim in a single-vehicle crash Wednesday on U.S. 33 in northwest Allen County, the county coroner's office said Thursday.

Kevin Kirk Heflin Jr. died from blunt-force trauma because of a motor vehicle crash, the coroner's office said after an autopsy. His death was the 30th traffic fatality in the county this year.

The crash remains under investigation by county police and the coroner's office.

11-18-16

Bids opened for Bass Road work

Primco Inc., submitted the apparent low bid of \$7.6 million to construct the initial phase of the Bass Road improvement project, according to the Allen County commissioners.

The initial phase is along Bass Road from Hadley Road to Clifty Parkway.

The bid was about 15 percent below the engineer's estimate, according to a news release.

The Allen County commissioners already have agreements in place with the Indiana Department of Transportation for federal funding covering 80 percent of the project costs.

The construction contract is expected to be awarded within the next few weeks. A start date and project schedule will be determined once pre-construction meetings have been held.

- Journal Gazette

12/3/16

BRIEFS

FORT WAYNE/
ALLEN COUNTY

Citilink offering free fares today

Citilink's first Free Fare Saturday of December will be today.

The service, which will run every hour from 7:45 a.m. to 6:15 p.m., will offer free rides on any Citilink route every Saturday of the month, except for Dec. 31.

Call Citilink customer service 432-4546 for route information or go online at www.fwcitilink.com for route maps and schedules. Also check out the trip planner for a customized map and schedule.

12/3/16

Primco submits \$7.6M bid on Bass Road work

Company would construct first phase of improvements.

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

Primco Inc. of Fort Wayne has submitted the apparent low bid of \$7.6 million to construct the initial phase of improvements along Bass Road from Hadley Road to Clifty Parkway. The Allen County Board of Commissioners already has agreements in place with the Indiana Department of Transportation for federal funding to cover 80 percent of the project costs. The construction contract is expected to be awarded within the next few weeks and a project schedule will be determined once pre-construction meetings have been held.

In the initial phase, the existing two-lane road will be expanded to three lanes with a center two-way left-turn lane and with new storm sewers and curb and gutter drainage. A new roundabout will be added at the intersection of Bass, Hadley and Yellow River roads and the CSX rail lines. A roundabout will be added at Bass and Flaugh road.

A multi-use trail will be added along the full length of the improvements, on the

See **BASS**, Page 6L

BASS

Continued from Page 1L

north side east of Hadley transitioning to the south side west of Hadley; the bridge over I-69 will be widened to accommodate the trail; and the bridge over the Flaugh Ditch just east of I-69 will be widened and rebuilt.

The roundabout intersections are proposed to address speeding and safety concerns. Temporary closures will be necessary for some sections at various points of the project, primarily for work on bridges and intersections.

The project will eventually bring a variety of improvements to Bass between Hillegas and Scott roads.

12/5/16

City plans \$25 million in street work

DAVE GONG

The Journal Gazette

Fort Wayne city officials on Monday celebrated \$25 million worth of street and road improvements in 2016, while outlining plans for the same investment in 2017.

More than 500 projects were completed this year across more than 140 neighborhoods.

Street, sidewalk and Americans with Disabilities Act-compliant ramps were made in the Eagle Lake, Ea-

gle Creek, Arlington Park, Hoewelwood, Hickory Grove, Casselwood Terrance, Tower Heights and Village Green neighborhoods.

Attractive streets and roads, Mayor Tom Henry said, play a vital role in attracting people to Fort Wayne.

"One of the things we're trying to do is draw more and more people into our community," Henry said. "Not only to possibly call Fort Wayne home and for potential employers to invest in our community, but we also want

to encourage visitors to Fort Wayne."

Well-maintained streets, curbs, sidewalks and lights will leave a lasting good impression on visitors, who may be enticed to return, Henry said.

With another \$25 million planned for next year, work will continue on the city's major thoroughfares and neighborhood streets, Henry said, as will improvements to Fort Wayne's trail system. The city has trail improvements planned for the southern parts of the city, as well

as focus on completing the trail loop originating in New Haven.

City Councilman Geoff Paddock, D-5th, said he is pleased with the investments made this year.

"I hope this is a funding stream we can keep going, because this is very important," Paddock said. "Infrastructure improvements are one of the most important things we can do, next to maybe law enforcement and public safety and it's really appreciated in our neighborhoods."

dgong@jg.net

12/13/16

AREA

I-69 to have late lane restrictions

Interstate 69 will have lane restrictions in both directions overnight today and Wednesday, weather permitting.

The lane restrictions, from 9 p.m. to 6 a.m., will take place between mile markers 300 and 302 in Allen County today and between 337 and 339 in Steu-

ben County on Wednesday, weather permitting. The lane restrictions will allow INDOT contractors to repair and replace road sensors.

Drivers are asked to obey all signs within the construction zone.

12/13/16

Passenger line to Chicago closer to reality

Feds, state give OK for further study

ROSA SALTER RODRIGUEZ
The Journal Gazette

Fort Wayne: The train stops here. And also in Warsaw, Plymouth, Valparaiso and

Gary on the way to Chicago and in Ohio's Lima, Kenton and Marysville on the way to Columbus and its international airport.

That vision, in the works for about two decades, may be

a step closer to reality with an announcement Monday that federal rail and state transportation officials have given the go-ahead to a process that could restore passenger rail service to Fort Wayne.

The last passenger trains to serve the city ended in 1990.

"They are basically stating this is a good proposal that merits further study and analysis," said Fort Wayne City Councilman Geoff Paddock, D-5th, a longtime rail advocate, before a news conference announcing the development at Baker Street Station, which could again be

a stop for passenger trains if the plan succeeds.

Technically known as an Alternatives Analysis and Public Involvement Process and required by the federal government, the preliminary work examining restarting service is to begin in January and end by fall, Paddock said.

The work will include a rough assessment of the engineering and technical aspects of restarting regular passenger trips between Chicago and Columbus, as well as what form that service might take and its envi-

Line, Page 6A

LINE

Continued from Page 1A

ronmental impacts, Paddock said.

Public input meetings will be part of the process, which is being paid for with \$350,000 raised the last three years from municipalities along the route as well as businesses, educational institutions and community foundations.

Serving Monday as spokesman for the Northern Indiana Passenger Rail Association, which has pushed the plan, Paddock said the proposed passenger service to Chicago would not replace Amtrak service that already stops in Waterloo but does not extend to Fort Wayne.

Instead, the new service would schedule passenger trains on existing CSX tracks now used for freight, he said. That would likely require modifications such as signaling and track improvements, he said. The new service would also likely use some existing stations.

The projected start date of at least limited service would be "2020, or the early 2020s," Paddock said.

But the dream is much bigger, speakers at the news conference said.

Ultimately, the service could link 100 Midwest cities with comfortable, dependable train service through a network of rail lines now

being envisioned at the federal level — something that proponents touted as boosting regional economic development and opening the region's residents to more accessible opportunities for international air travel.

Mayor Tom Henry said a passenger rail would bring jobs to the city. Work would be created for people to serve travelers, and being able to travel easily to Chicago from Fort Wayne might induce companies who need easy access to that city to locate here, he said.

"Also, we're trying to make Fort Wayne a destination," Henry said, citing recent investments in riverfront development and park improvements.

"Unquestionably, rail service would add to tourism in our city."

Lima Mayor David Berger pointed out that students throughout the corridor could access educational travel, including study abroad if they live only a few miles from a stop for a train that could get them to multiple international airports.

Rail service from Chicago also would help representatives of overseas businesses to access the Fort Wayne area if they wanted to locate a business, said Richard Harnish, executive director of the Midwest High Speed Rail Association.

"Imagine you're an executive from Frankfurt, Germany, and you can fly to Chi-

cago and get a train to Fort Wayne," he said.

Paddock said early indications are that the service could serve as many as 2 million people annually and be self-sustaining in three to five years, generating \$1.70 for every dollar in investment.

He acknowledged it's too early to know how the project would be funded.

However, Paddock is hopeful because the need to change existing tracks has been minimized by lowering the projected speed of trains from 110 to between 75 and 80 miles per hour. Also, he said, new interest in infrastructure improvements has been expressed by President-elect Donald Trump, who has promised an infrastructure bill in his first 100 days in office.

Improvements to the Hoosier State line, which runs passenger trains from Chicago to Indianapolis, are succeeding, with funding from a state tax-amnesty program, Paddock said. He is hopeful Gov.-elect Eric Holcomb will continue that program.

"The return of passenger rail to Fort Wayne will be a huge boost for economic development in Fort Wayne and northeast Indiana," Paddock said. It is gratifying that the (Federal Railroad Administration) and (Indiana Department of Transportation) see there is an untapped market for rail service in Fort Wayne."

rsalter@jg.net

12/20/16 JB

PEDESTRIAN SAFETY IN FOCUS

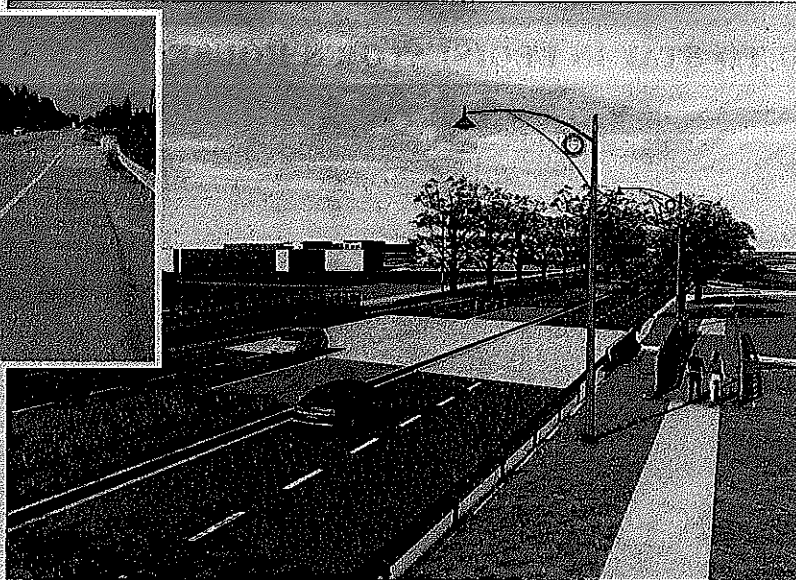
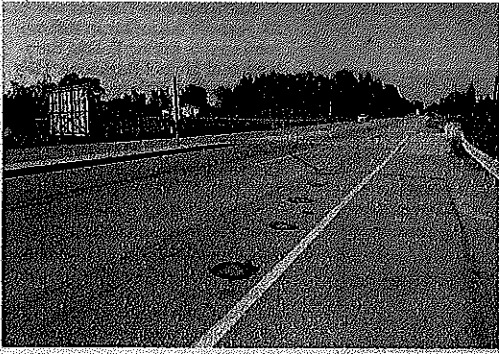


Photo and image courtesy of city of Fort Wayne
ABOVE: Maysville Road as it exists today.
RIGHT: Maysville Road between Stellhorn Road and Meijer Drive and other sections will be improved reflecting the "complete street" principle of combining space for vehicles, pedestrians and bicycles and appearance. The project will be bid in the spring and will include four travel lanes and a center left-turn lane, trails and sidewalks, lights and landscap-

City's embrace of 'complete streets' could address sidewalk concerns too

Cars, bikes, public transportation and pedestrians all part of plans

By KEVIN LEININGER
kleininger@news-sentinel.com

Russ Jehl is no mind-reader, but when the City Council president meets with neighborhood representatives he can pretty accurately predict the topic of conversation: streets and sidewalks.



Jehl



Gunawardena

"I can tell them funding for streets has tripled, and there's light at the end of the tunnel. I can't say that for sidewalks," Jehl conceded, noting that cuts in school transportation budgets have only increased the need for pedestrian safety.

"My goal was to at least open the discussion so neighborhoods could see who's responsible."

—RUSS JEHL, CITY COUNCILMAN

The 2nd-District Republican made that perceived deficiency the topic of a rare "fifth Tuesday" council meeting in November, inviting Public Works officials to the table to discuss the city's sidewalk programs and areas of possible improvement. The session broke little new ground but did foster understanding of the challenge and potential funding sources, including a beefed-up cost-sharing program, improved state funding and a proposal from a former city councilman that would link better sidewalks and economic development incentives.

"My goal was to at least open the discussion so neighborhoods could see who's responsible," Jehl said. And the challenge is daunting: About 330 miles of sidewalks would be needed to provide walks on both sides of main and secondary roads within the city limits, according to the Northeastern Indiana Coordinating Council.

On Nov. 2, however, the Board of Public Works had quietly adopted a policy reflecting a practice that had already been in place: the desire to build "complete streets" that can accommodate not only cars but bicyclists, public transportation

Complete information

For more information about "complete streets," visit www.healthbydesignonline.org or www.completestreets.org.

and pedestrians as well.

According to the Complete Streets Coalition, infrastructure constructed under the philosophy can all look different but share the same mission: to simultaneously include the interests of a wide range of users when designing, building and reconstructing streets and intersections. Complete Streets can have many design elements, such as sidewalks, bike lanes, special bus lanes, safe crossing opportunities, median islands, and accessible pedestrian signals. There are now 20 Complete Street

See **STREETS**, Page 4A

FROM THE FRONT PAGE

STREETS

Continued from Page 1A

policies in place throughout the state and that, insists the coalition, "improves the livability of a community, easing transportation woes while improving safety, public health and the environment."

Do "complete streets" cost more? Usually, but Traffic Engineer Shan Gunawardena said the city won't follow the policy if it adds more than 15 or 20 percent to the budget of a given project. But if sidewalks encourage more people to walk, he noted, that could keep some cars off the streets — reducing congestion and maintenance costs.

When Mayor Tom Henry announced plans to spend \$25 million on street improvements in 2017, it continued a trend of spending more than \$20 million on infrastructure that began in 2014 after council increased local income taxes. At the same time, the city for the first time set aside money to maintain its 1,600 miles of sidewalks, including \$325,000 to repair potential trip hazards and \$600,000 for neighborhood sidewalk



Smith

said Board of Works Director Bob Kennedy, who noted the city has also changed its sidewalk cost-sharing (Barrett Bond) program to require a match of 50 percent from property owners, down from 60 percent. Eighty homeowners participated this year and 74 are scheduled for 2017, but Kennedy would like to boost that number. Sidewalks will be added or repaired in 2017 along Bluffton (Lower Huntington to Foster Park), Dupont, Illinois and Reed roads, Lake Avenue, and as part of street improvements in Arlington Park, Pine Valley and Lima Valley.

Tom Smith championed sidewalks as a City Council member and they're still important to him as a newly elected Fort Wayne Community Schools Board member. Smith would like the city to enact a program under which companies receiving tax incentives in exchange for new investment and jobs

improvements.

"We've done 10 miles of sidewalks in three years, the most ever,"

could voluntarily donate a portion of their savings for sidewalk construction and maintenance.

"There would be no strings attached, but I think it could catch on," Smith said. Jehl mentioned the proposal at the Fifth Tuesday session and has discussed it with city economic development officials.

Allen County has offered a similar program since 1994, giving expanding companies larger tax savings in exchange for a contribution to a fund that pays for projects related to job creation. Two of the six companies that received tax abatements from County Council in 2016 made a contribution, bringing the total pledges of 60 companies since 1994 to about \$1.33 million. The fund has a balance of nearly \$516,000.

"Participation is pretty low," conceded Elissa McGauley, county economic development specialist.

Might a more-tangible inducement — say, a sign placed strategically along a busy sidewalk noting the donor's generosity — encourage better participation in a city fund?

"It might," McGauley said.

Dupont project expected to top \$10 million

Sidewalk, trail improvements part of widening

DAVE GONG
The Journal Gazette

Construction bids to widen Dupont Road between Lima and Coldwater roads will be accepted as early as July, Fort Wayne Public Works officials said Thursday.

Design work began about five years ago, but the corridor has been on the city's radar for improvements for more than 20 years, City Engineer Shan Gunawardena

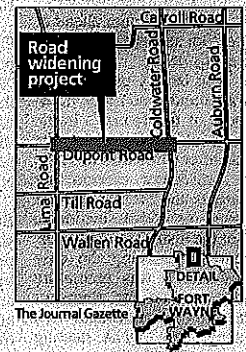
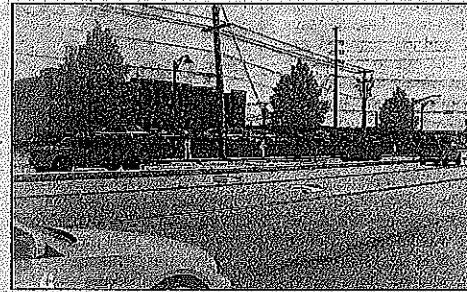
said. The section to be widened is currently two lanes, one in each direction.

The improvements will include widening the road to two lanes in each direction, with dedicated turn lanes to reduce congestion. The Pufferbelly Trail will extend along the south side of Dupont, crossing under the road to connect to the Salomon Farm Trail. A 5-foot-wide sidewalk will be installed along the north side of the

road. The idea, Gunawardena said, is to encourage more pedestrian activity.

"Hopefully we might reduce some of the unnecessary traffic," Gunawardena said. "The biggest thing we try to look at is eliminating the trips that are half a mile or less or from one parking lot to another."

Although the project has not yet been advertised for



City of Fort Wayne
This artist's rendering shows the Dupont Road widening project, looking south near Lima Road.

Dupont, Page 4A

DUPONT

Continued from Page 1A

bids. Gunawardena estimated total project costs will be more than \$10 million, 80 percent of which will be federally funded. In 2012, city officials estimated the overall project would cost about \$12.2 million. Construction is expected to begin next fall and continue through 2019.

Residential and commercial development in the targeted area has significantly increased in recent decades, Gunawardena said, resulting in traffic flow increase of 80 percent to 90 percent in some sections.

According to Gunawardena, traffic along Dupont Road from Lima to Oaktree roads increased from 12,900 vehicles per day in 1996 to 21,400 per day in 2015; from Oaktree to East Limberlost Trail, traffic increased from 9,900 vehicles per day in 1995 to 21,700 in 2014; and from East Limberlost Trail to Coldwater Road, traffic increased from 13,700 vehicles per day in 1997 to more than 25,000 per day in 2016.



Cathie Rowand | The Journal Gazette

Stretches of Dupont Road east of Lima Road have seen a significant increase in traffic in the past decade because of residential and commercial growth.

"It's a combination of all the development (along Dupont Road) but also the fact that Lima and Coldwater developed in both directions and out, so that's created a lot more traffic in that area," Public Works spokesman Frank Suarez said. "The school has grown tremendously too, so there's a lot more buses, a lot more people."

According to records from the Allen County recorder,

more than 640 homes have been built near Dupont Road between Coldwater and Lima roads since 1986.

City Councilman Tom Didier, R-3rd, whose district spans most of the construction area, said he's excited about the project plans, especially the ease of access and streetscape improvements.

"I know it's been a long time coming and the road needed to be upgraded big

time," Didier said. "I'm very encouraged by what the plans look like, and I think it's really going to help the neighborhoods."

However, Didier said he is concerned about an extended period of time in 2018 when Dupont Road may be inaccessible to traffic. Didier said he's working with Public Works to find a solution to avoid hurting businesses.

dgong@jg.net

Transportation plan presentation

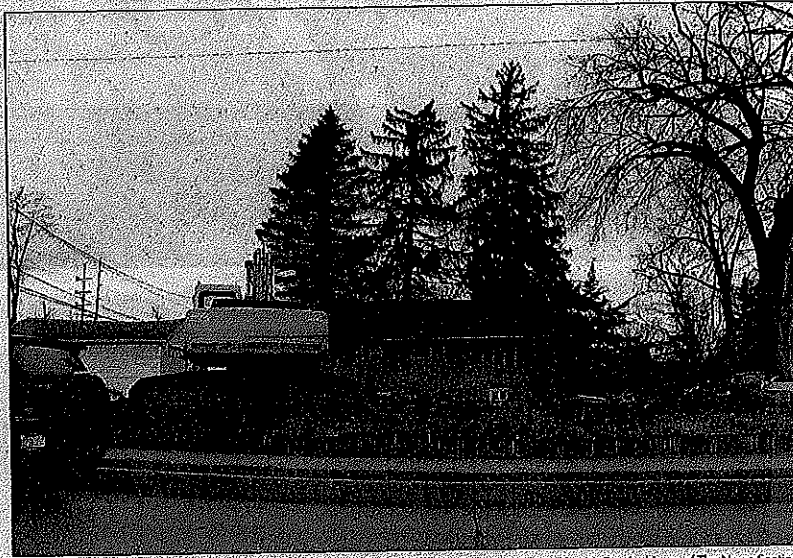
In a presentation 4-6 p.m. Monday at Citizens Square, the public can learn more about how transportation planners plan to use federal funding.

The program will detail the 2018-21 Transportation Improvement Program, which includes transit, highway, pedestrian and bicycle projects funded with federal funds in Allen County during the next four years. Northeastern Indiana Regional Coordinating Council staff will be present to answer questions and take any comments.

The meeting will be in the Omni Room, Room 045, at Citizens Square. The draft of the transportation plan also is available on the www.nircc.com website. Comments may be mailed to Dan.Avery@co.allen.in.us.

3-15-17 NS

FIRST HOUSE RAZED FOR WIDENING



By Lisa M. Esquivel Long of The News-Sentinel

A home on Westbrook Drive at State Boulevard is torn down Wednesday as groundwork begins for the boulevard widening project.

Demolition work begins on West State realignment project

Fifteen homes are being demolished to allow for road widening, straightening

By KEVIN KILBANE
kkilbane@news-sentinel.com

Demolition of a home Wednesday at the northwest corner of State Boulevard and Westbrook Drive begins the ground-clearing phase of the West State Boulevard realignment project, which will widen the road and straighten the curves in State between Spy Run Avenue and Cass Street.

The project, which is being done with city, county and federal money, also will include demolishing 14 homes on the

south side of State, both along the boulevard and on Eastbrook Drive. Lunz Excavating of Fort Wayne, which is doing the home demolitions, could start tearing down the other homes in the next few weeks, and all demolition is scheduled to be completed by early May, said Frank Suarez, spokesman for Fort Wayne City Utilities and the city Board of Public Works.

The homes currently are vacant and boarded up.

In early December, the city and federal government let

people salvage historic architectural features and some modern equipment, such as furnaces, from the homes. The salvage was open initially only to residents of the surrounding Brookview and Irvington Park neighborhoods, and then it opened to the public and commercial salvage companies.

The realignment project will be done in phases, with the first phase running from Spy Run Avenue to Clinton Street, Suarez said. The entire project is scheduled to be completed in 2019.

The current cost estimate is about \$11 million, but the ac-

See STATE, Page 4A

1/3/17 NS

STATE

Continued from Page 1A

tual cost will depend on the bid prices submitted by contractors seeking to do the work, Suarez said. The federal government will pay for 80 percent of the cost, with Allen County paying 20 percent for installing a new bridge over Spy Run Creek and the city paying 20 percent of the costs for installing the street, lighting, sidewalks and landscaping.

The new bridge over Spy

Run Creek will be built slightly to the south and elevated by 7 feet to prevent it from being blocked during flooding. The current State Boulevard will become a residential street in the Brookview neighborhood, Suarez said. Straightening West State Boulevard and widening it to four lanes from Clinton to Cass will improve line of sight for motorists and pedestrians. That should reduce the number of traffic accidents that occur there and also make travel safer for pedestrians, Suarez said.



By Kevin Kilbane of The News-Sentinel
An excavator from Lunz Excavating of Fort Wayne loads debris after demolishing a home Wednesday morning at the northwest corner of State Bou-



Cathie Rowand | The Journal Gazette

Traffic moves slowly on North Clinton Street during resurfacing work last March. The project was one of nearly 500 public works improvement projects the city undertook in 2016.

City plans busy '17 for works projects

BOB KENNEDY

Fort Wayne is a city that's growing and thriving. Investments in downtown, economic development, parks and public safety are setting us apart as a leader and point of destination for businesses and residents.

As the director of public works for the City of Fort Wayne, I and my staff know that for our community to be successful in all of those areas, we must keep you moving safely and efficiently, whether that's walking, biking or driving. That's why we've invested more than \$75 million in neighborhood infrastructure enhancements in all four quadrants of the city since 2014.

We just completed a successful 2016 construction season with \$25 million invested in nearly 500 projects in more than 140 neighborhoods. Improvements were made to streets, sidewalks, ADA ramps, lighting and landscaping.

Projects included arterial street improvements, including the realignment, streetscape and safety improvements on Maumee Avenue; the addition of trails, new lighting and street reconstruction on McKinnie Avenue; and the resurfacing of Stelhorn Road and North Clinton Street.

Additional improvements, including streets, sidewalks and ADA ramps, were made in the neighborhoods of Eagle Lake, Eagle Creek, Arlington Park, Hoevelwood, Hickory Grove, Casselwood Terrace, Tower Heights and



Bob Kennedy is public works director for the city of Fort Wayne.

Village Green. Trails were completed on Hanna Street, Liberty Mills Road and Covington Road.

The upcoming 2017 construction season will see another \$25 million in projects planned in neighborhoods citywide. Highlights include:

- Coldwater Road from Washington Center Road to Coliseum Boulevard

- Hobson Road phase I from State Boulevard to Coliseum Boulevard

- North Anthony Boulevard from Crescent Avenue to Coliseum Boulevard

- Arlington Park phase II neighborhood improvements

- Pine Valley phase II neighborhood improvements

- Lima Valley neighborhood improvements

- Fairfield Avenue Streetscape from Jefferson Boulevard to Main Street

- Maplecrest Road median improvements from Rothman Road to I-469

- State Boulevard realignment phase I from Spy Run Avenue to Clinton Street

- Dupont Road from Lima to Coldwater roads

Another emphasis this year is on our cost-share program to help residents interested in making sidewalk repairs. Residents pay 50 percent and the city pays

50 percent. It was a 60-40 cost share for residents until Mayor Tom Henry restructured the program in 2016.

Eighty homeowners participated in the program in 2016 at an average cost of \$500 to \$800, and 74 homeowners are scheduled to take part in the program this year.

Residents are able to use Board of Public Works financing known as Barrett Law. It's a 10-year repayment option at 3 percent interest. Residents wanting to participate may call 311 or go to www.cityoffortwayne.org/costshare for more information.

You may not realize Fort Wayne has 1,600 miles of sidewalks. It's a large undertaking, but we're making progress. In 2014, Tom Henry became the first mayor in the city's history to dedicate funding for sidewalk maintenance, which includes \$75,000 (\$12,500 in each City Council district) for trip hazard repairs, \$600,000 neighborhood sidewalk improvements and \$250,000 for Street Department-led trip hazard repairs.

Investing in our neighborhoods is critical to the current and future success of Fort Wayne. We're striving to make a meaningful difference in neighborhoods, and we're seeing results. Property values are on the rise, pride is increasing and quality-of-life amenities are being enhanced. We appreciate your continued support, encouragement and patience as we work to make a lasting impact for all of you.

11/10/17

County neighborhood meeting Jan. 24

Road projects and neighborhood associations will be on the list of topics to discuss.

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

The Allen County Neighborhoods Association will hold its quarterly meeting 7-8:30 p.m. Jan. 24 in the Omni Room in the lower level of Citizens Square, 200 E. Berry St.

Bill Hartman, Allen County highway director, and Bob Kennedy, city Public Works director, will talk about street and road projects for 2017 and answer questions about their operations.

Nicholas Jordan, interim Allen County auditor, will discuss fiscal accountability for neighborhood associations and offer advice on financial record-keeping.

A question-and-answer period will follow.

ACNA helps neighborhood associations in both incorporated and unincorporated areas of Allen County access county services and share ideas for resolving common concerns.

Free parking is available in the public parking area in front of Citizens Square and at meters around the building. Enter the building at the northwest corner near Clinton Street.

For more information, contact ACNA Coordinators Dan McCrea (dwmccrea@comcast.net), Kris Krishnan (kskrishnan@att.net) or Joanne Bergman (jb8845@gmail.com), or Mike Green, Allen County public information officer, at 449-7671.

1/20/17 NS

Local trails receive Regional Cities funds

By KEVIN LEININGER
kleininger@news-sentinel.com

The Indiana Economic Development Corporation has approved Regional Cities funding to support the continued development of trails in the Fort Wayne area.

The grant is to build the Poka-Bache Connector-Indiana Visionary Trail and will support the

funding of four segments of trails, with just over six miles located in the city of Fort Wayne, connecting with 33 more miles of planned trails, bringing the Fort Wayne Area Trail Network to 132 miles.

The four trail segments in this project are: Bluffton Road from Lower Huntington Road to West Foster Park/Rivergreenway Connector; the Pufferbelly Trail from

Wallen Road to Washington Center Road; the Pufferbelly Trail from State Boulevard to Fernhill Avenue and Franke Parke/Fort Wayne Children's Zoo; and the Pufferbelly Trail from State Boulevard to Fourth Street.

Total cost will be about \$9.54 million, including state funding of \$1.8 million.

These four segments will con-

nect 22,688 residents within a half-mile of the trail and expand the existing trail grid for all residents.

These trails will also assist in building the Allen County portion of the Indiana Visionary Trail, which will expand from Ouabache State Park in Bluffton to Pokagon State Park in Angola.

"We are thrilled to receive fund-

ing from the Regional Cities Initiative," said Dawn Ritchie, greenways and trails manager for the city of Fort Wayne.

"These trails will bring connectivity to already existing trails and as we continue with leaders in Allen, DeKalb, Steuben and Wells counties to bring further connections to fruition."

LEGAL NOTICE

CALL FOR PROJECTS

The Federal Transit Administration (FTA) requires the establishment of a locally developed, coordinated public transit-human services transportation plan for the FTA human service transportation program known as the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program. All projects selected for funding from this FTA program must be derived from this coordinated plan and be competitively selected. The Northeastern Indiana Regional Coordinating Council (NIRCC) has developed a Coordinated Public Transit-Human Services Transportation Plan for Allen County. The Fort Wayne Public Transportation Corporation (dba Citilink) is the designated recipient of the Section 5310 funds for the Fort Wayne Urbanized Area. Therefore, any project(s) selected for funding will require the responsible agency / party to enter into a contractual agreement with Citilink.

NIRCC is currently seeking eligible capital equipment requests for the Fort Wayne Urbanized Area from eligible sub-recipients for the acquisition of equipment to provide specialized transportation to seniors and individuals with disabilities. Eligible capital equipment includes low floor minivans, MV-1s, and small/medium/large transit vehicles. NIRCC will select the requests to be funded by the Section 5310 program. The Federal funds cover 80% of each equipment request awarded. Requests will be awarded until the available funding has been depleted. The requested capital equipment must serve the urbanized area and address at least one (1) of the Section 5310 Capital Funding strategies identified in the Coordinated Public Transit Human Services Transportation Plan for Allen County (available at www.nircc.com). All projects must conform to the guidelines established by FTA funding under the Section 5310 program. Projects which do not qualify for Section 5310 Capital funding will be eliminated from consideration.

Eligible recipients of the Section 5310 Funds include: 1) Private non-profit organizations, and 2) Eligible local public bodies (defined as a "municipal corporation" in Indiana Code 36-1-2-10) that either a.) are approved by INDOT to coordinate services for seniors and individuals with disabilities, or b.) certify to INDOT that no non profit corporations are readily available to provide the proposed service.

Those wishing to submit eligible Section 5310 Capital requests MUST request an application package from NIRCC. Applications will only be accepted in the format provided in the application package. A listing of the eligible capital equipment available for request and the project evaluation criteria are provided in the application package. Application package requests MUST be made in writing and directed to Matt Vondran at NIRCC. Please send requests either by e-mail at Matt.Vondran@co.allen.in.us or regular mail through the US Postal Service to Attn. Matt Vondran, NIRCC, 200 East Berry Street, Suite 230, Fort Wayne, IN 46802.

NIRCC must receive project applications no later than 4:00 PM on April 14, 2017. All interested applicants should contact Matt Vondran at NIRCC either by telephone at (260) 449-7903 or by e-mail at Matt.Vondran@co.allen.in.us regarding any questions and to discuss potential requests prior to submitting an application.

This notice is also to inform all public and private transit and paratransit providers operating within the Fort Wayne Urbanized Area that NIRCC intends to award Section 5310 Funds to private non-profit organizations and/or eligible local public bodies providing specialized transportation to seniors and individuals with disabilities. If you wish to comment or want additional information regarding this intent or process, NIRCC must receive your written requests no later than February 24, 2017 to the address listed above.

NS 2/13/17

LEGAL NOTICE

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4/13/17 JB

Work on I-469 section starts Wednesday

DAVE GONG
The Journal Gazette

A \$24.7 million repaving project on Interstate 469 in Allen County will begin Wednesday, the Indiana Department of Transportation announced Friday.

The project, which will be completed by Brooks Construction Co., will include the removal of concrete pavement from highway lanes and shoulders, followed by the installation of asphalt between

U.S. 27 and Minnich Road.

"In this case, we allowed the contractor to choose which method they'd prefer to reconstruct the road with concrete or asphalt," INDOT spokeswoman Nichole Hacha-Thomas said. "This contractor chose asphalt to bid the job, which makes sense since the previous section completed in 2016 was also asphalt."

Hacha-Thomas added that INDOT has no preference as to whether asphalt or con-

crete is best, and having two options allows contractors to choose the best, most cost-effective resources for their project.

The project also calls for rehabilitation and repair of the bridges over the railroad tracks north and south and Tillman Road. A bridge deck overlay is also planned for the bridge over Houk Ditch.

Starting Wednesday, weather permitting, drivers will see I-469 reduced to one lane in each direction be-

tween exits 11 and 17. The restrictions will allow contractors to complete preparation work ahead of a traffic shift planned for this spring. After the shift is complete, traffic will switch to the eastbound lanes, with one 11-foot lane in each direction.

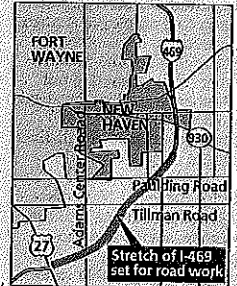
The shift should be complete by late spring, Hacha-Thomas said.

At that time, drivers will experience closure of the westbound exit ramp from I-469 to Marion Center Road

and the westbound entrance to I-469 from Tillman Road. The speed limit will be reduced to 55 mph through the construction zone, 45 mph when flashing speed signs are present.

Work is expected to continue through late 2017, with traffic being restored to two lanes before the 2017-18 winter season. Construction will resume in the spring 2018 with reconstruction to the eastbound travel lanes.

dgong@jg.net



The Journal Gazette

2/22/17 JG

Notice of River Event

The Northeastern Indiana Regional Coordinating Council, 200 East Berry St. Suite 230 Fort Wayne, IN, 46802 has applied to the Indiana Department of Natural Resources, Division of Law Enforcement, Under IC 14-15-7-3 and 312 IAC 5-3-1, For a permit to conduct a self-guided canoe or kayak tour that includes six stops at public lands along the tour. This event is scheduled to be held on June 10, 2017 on the St. Marys, St. Joseph, and Maumee Rivers within the City of Fort Wayne's boundaries, in Allen County.

Any person objecting to such an event may do either or both of the following:

A) File a petition with the central office of the division requesting an informal hearing. The petition must be signed by at least twenty-five (25) individuals who are at least eighteen (18) years old and who reside in the county where the event will occur. A hearing under this clause is governed by 312 IAC 2-3.

B) Request the division notify the petitioner in writing when an initial determination is made to issue or deny the license. Following the receipt of notice under this clause, a petitioner may request administrative review of the determination under 312 IAC 3-1-3-8. 1279431 hspaxlp

3/8/17 JG

PUBLIC NOTICE

**Public Comment Period and Informational Meeting on
Fiscal Year 2018-2021
Transportation Improvement Program**

Notice is hereby given that a public comment period will commence on March 15, 2017 for the Draft FY 2018-2021 Transportation Improvement Program. The comment period includes the Draft FY 2018-2021 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 15, 2017. An Open House will be held to discuss the Draft FY 2018-2021 Transportation Improvement Program from 4:00 p.m. to 6:00 p.m. on Monday, March 20, 2017, in the Omnicom 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 2018-2021 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, 5310 and 5339) for the Fort Wayne Public Transportation Corporation/Citilink.

The Draft FY 2018-2021 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 translator services/interpreters can be made with advance notice. Please contact the NIRCC Office at (260) 449-7309 by Wednesday, March 15, 2017 should accommodations be needed. If you have any questions or would like more information about these materials or the Open House, please contact NIRCC by phone, mail, or email.
3-10 1279520 hspaxl

3-10-17 NS

\$600,000 approved for road work

Projects include subdivision fixes, Coldwater widening

ROSA SALTER RODRIGUEZ
The Journal Gazette

The Allen County commissioners agreed Friday to spend about \$600,000 on road, street and bridge projects, including some in the area of Coldwater Road in north Fort Wayne, where new residential de-

velopments have been approved.

The largest single expense was \$533,807 for concrete street repairs in the Pheasant Run subdivision west of Maplecrest Road in northeast Fort Wayne. The subdivision is one of several developed around the 1970s with concrete streets that have cracked and crumbled over the

years, said Bill Hartman, highway department director.

He added the bid from Brooks Construction Co. of Fort Wayne came in at \$73,000 under the original estimate.

The projects approved for Coldwater Road included \$20,350 for engineering services for the wid-

ening of Coldwater from 3,000 feet north of Union Chapel Road to 600 feet north of Pion Road and an agreement for financial participation between the department and the developer, NWM Corp. of Fort Wayne.

NWM, represented by Ric Zehr at earlier meetings, is developing Aslan Passage and Fox Hollow, single-family home subdivisions that together will have 305 lots. The

Bonterra apartment complex, with 221 units, has been approved along Coldwater nearby.

NWM has agreed to pay for acceleration/deceleration lanes as part of the project, which will include a turning lane, Hartman said.

A \$4,000 cost increase for a project along Gump Road from Indiana 3 (Lima Road) to Coldwater for

Road, Page 4C

ROAD

Continued from Page 1C

signs also was approved, and the project's start date was moved to Monday from April 1.

Engineering studies and right of way services costing \$16,500 were approved for a project on the River Road bridge over Hamm Interceptor and \$30,000 for a bridge asset management plan required by other governmental authorities were also approved.

In other business, the commissioners approved a new formalized policy for the use of county-owned property that is not part of the parks system or Courthouse property.

Chris Cloud said that some requests to use some properties have gotten more popular -- including the Kidder Building near the Bryon Health Center, which is virtually vacant but useful to area police agencies for training sessions on how to do a building security sweep.

While the proposal includes a provision for fees, he said he expected it would be used infrequently, if at all.

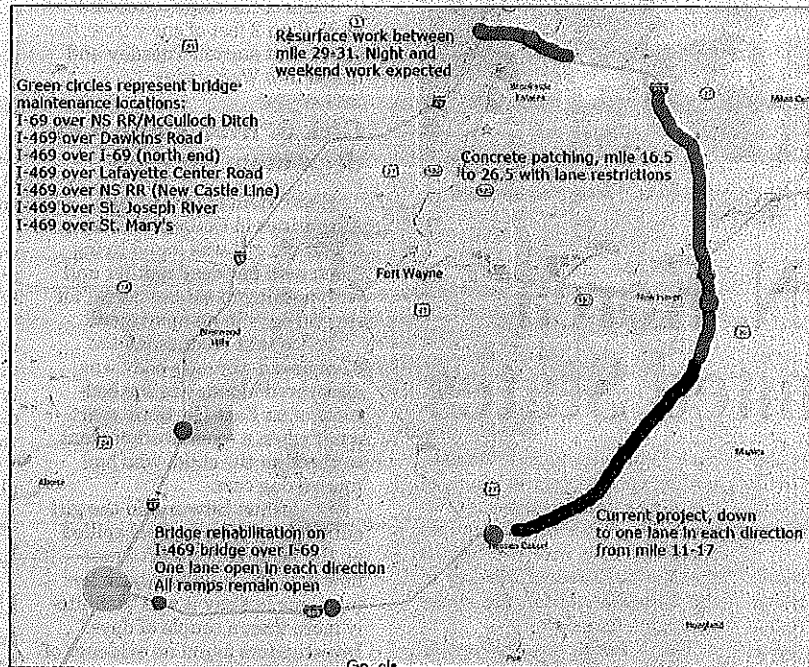
The commissioners also bestowed civil service awards to three staff members of the Allen County Juvenile Center -- Richard Boyd, Lawrence Chandler and Susan Dasher.

Commissioner Nelson Peters pointed out that the three have 74 combined years of service as county employees.

rsalter@jg.net

3-11-17

ONE-LANE TRAFFIC AHEAD



Courtesy image

Expect lane and speed restrictions during work on a \$13.2 million Interstate 469 project.

\$13.2M I-469 project scheduled to begin March 27

Drivers should expect lane, speed restrictions.

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

A \$13.2 million Interstate 469 project starting later this month will include concrete and bridge repairs.

Weather permitting, the work will begin March 27 and I-469 will be reduced to one lane in either direction between mile markers 11 to 17 from U.S. 27/33 south to Minnich Road when contractor Brooks Construction will oversee concrete repairs. Some overnight work, 9 p.m.-6 a.m., may be needed during this work, according to an announcement from the Indiana Department of Transportation.

Meanwhile, work on the I-469 bridge over Interstate 69 (the south junction) will occur. This will cause the road to be reduced to one lane in each direction between mile marker 0-1 (Lafayette Center Road east) while work is done on the eastbound and westbound bridges. All ramps will remain open during the bridge work.

Additional bridge maintenance, which

includes bridge deck and joint repair, will take place on the bridges listed below. Motorists should expect lane restrictions in the area of each bridge:

- I-469 over Lafayette Center Road
- I-469 over the Norfolk Southern bridge (New Castle Line), just west of Exit 6/Indiana 1
- I-469 over the St. Marys River (debris removal)
- I-469 over Dawkins Road
- I-469 over St. Joseph River
- I-469 over I-69 (north junction)
- I-69 over Norfolk Southern Railroad and McCulloch Ditch

Later this spring, Brooks will begin asphalt resurfacing between mile marker 29-31, Maplecrest Road to I-69 North. Drivers can expect lane restrictions in each direction, as well as some overnight work 9 p.m.-6 a.m.

The speed limit on I-469 within the project limits will be reduced to 55 mph, with a 45 mph speed limit when flashing speed limit signs are present.

Work on the entire project is expected to be completed by summer 2018.

3-16-17 NS

State to begin signal improvements on US 24 next week

JOURNAL GAZETTE

A nearly \$490,000 project to improve signals at several intersections along U.S. 24 in Allen, Whitley and Huntington counties is scheduled to begin next week.

The Indiana Department of Transportation said Friday that work could start as soon as Monday, weather permitting. Michiana Contracting

will begin the signal modernization project near Fort Wayne, moving west along U.S. 24 toward Huntington County.

INDOT also announced Friday a signal improvement that could occur Tuesday, weather permitting, at U.S. 27 and Hannah Street in Fort Wayne.

Shambaugh & Son is scheduled to disable the sig-

nal to add new signal heads, cabinets and other upgrades.

INDOT said Shambaugh was awarded the \$735,000 project in December.

Along U.S. 24, the project consists of new signal heads, cabinets and other upgrades at U.S. 24 and Indiana 114 in Whitley County and U.S. 24 and Stults Road/County Road 200 West in Huntington County.

Work will also take place on the signals on U.S. 24 at the Interstate 69 southbound and northbound ramps.

In addition, several intersections will receive upgrades that include a flashing yellow arrows on left-turn signals. INDOT said in a news release the flashing arrows improve traffic flow and reduce waiting times at signals.

Intersections in Allen

County receiving those include:

■ U.S. 24 at Coventry Lane/Ellison Road

■ U.S. 24 at Liberty Mills Road

■ U.S. 24 at Homestead Road

Intersections in Huntington County receiving them include:

■ U.S. 24 at Broadway Street

■ U.S. 24 at Guilford Street

■ U.S. 24 at Indiana 5/U.S. 224

■ U.S. 24 at Flaxmill Road

■ U.S. 24 at Indiana 9/Park Drive

Motorists should expect temporary daytime lane restrictions in all locations.

The project is expected to be completed in late spring.

3-18-17 JG

BRIEFS

**FORT WAYNE/
ALLEN COUNTY**

IPFW bus trip to Statehouse today

About 30 students, faculty, staff and alumni will participate in IPFW's annual Statehouse Bus Trip today.

The bus departs from Walb Student Union about 8 a.m.

Participants will be hosted for a briefing with Senate President Pro Tem David Long, R-Fort Wayne, and Chancellor Vicky Carwein. The group will observe committee meetings, tour the Statehouse and meet legislators throughout the day, including during lunch beginning at noon.

INDOT seeks input on road projects

The Indiana Department of Transportation is inviting the public to provide input on the selection of future con-

struction projects.

An open house will be from 4 to 7 p.m. April 12 at the INDOT district office, 5333 Hatfield Road.

This week, INDOT will publish a draft of its four-year plan known as the Statewide Transportation Improvement Program. The document lists construction projects slated to take place from July through June 2021 and the funds available for transportation modes including highways, transit, bicycles and pedestrians.

INDOT will also collect public input on project selection through an online form and open houses hosted by its regional district staff. The open houses offer a chance for the public to ask questions and discuss transportation programs including planning, multimodal, public involvement, Title VI and the Americans with Disabilities Act.

Riverfront events manager named

The Fort Wayne Parks and Recreation Department board Tuesday announced that Megan Butler has been promoted to program and events manager for Riverfront Fort Wayne.

Butler has promoted and planned downtown events, including her current work as the adult programming and volunteer coordinator at Foellinger-Freimann Botanical Conservatory. She has been event manager for the Downtown Improvement District and as a visitor services specialist for Visit Fort Wayne.

Butler also is on the marketing committee of Friends of the Rivers and vice chair of the Purdue Extension board.

US 30/33 ramp replacement starts Friday

DAVE GONG
The Journal Gazette

Weather permitting, construction on the U.S. 30/U.S. 33 interchange between Interstate 69 and Kroemer Road is expected to begin Friday, INDOT officials announced Wednesday.

The \$2.8 million project will replace the existing ramps. The new ones will be-

gin about 2,500 feet west of U.S. 33.

The new ramps will carry eastbound traffic from U.S. 30 to the northbound lanes of U.S. 33, as well as southbound traffic from U.S. 33 to eastbound U.S. 30.

The result will be two new 16-foot-wide ramps with 8-foot-wide paved shoulders. The project also includes an acceleration lane to allow for

a continuous lane between the U.S. 30/U.S. 33 interchange and the I-69 interchange.

New concrete pavement, paved asphalt shoulders, drainage structures, lighting, pavement markings and signs are all expected as part of the improvement.

The update is expected to improve safety and increase traffic capacity.

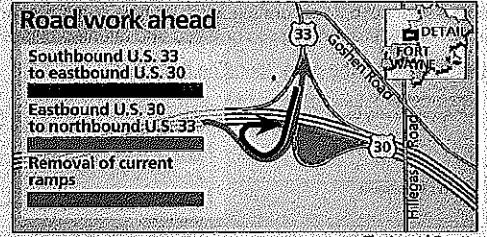
Motorsists can expect lane

shifts and restrictions on the eastbound U.S. 30 lanes until work is completed this year.

Drivers traveling south on U.S. 33 this summer can also expect lane reductions down to one lane through the interchange.

At that time, the ramp from eastbound U.S. 30 to northbound U.S. 33 will be closed.

dgong@jg.net



The Journal Gazette

Neighborhood group to meet on April 25

Associations to gather in Omni Room of Citizens Square.

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

The Allen County Neighborhoods Association will host its quarterly meeting 7-8:30 p.m. April 25 in the Omni Room of Citizens Square, 200 E. Berry St.

Attorney Robert Eherenman will answer legal questions pertaining to homeowners associations, County Surveyor Jeff Sorg will answer questions regarding neighborhood ponds and other drainage issues and a panel discussion on various neighborhood association issues will feature Marvel Embrey of Pheasant Run Civic Association; Shawn Smith of Countryside Estates Homeowners Association; and Sandra Herman of Chandlers Landing Homeowners Association. A question-and-answer period will follow.

Free parking is available in the public parking area in front of Citizens Square and at meters around the building. Enter the building at the northwest corner near Clinton Street. ACNA helps neighborhood associations in both incorporated and unincorporated areas of Allen County access county services and share ideas for resolving common concerns.

For more information, contact ACNA coordinators Dan McCrea (*dwmccrea@comcast.net*), Kris Krishnan (*kskrishnan@att.net*) or Joanne Bergman (*jb8845@gmail.com*), or Mike Green, Allen County public information officer, at 449-7671.

SENTINEL.COM

4-11-17 NS

Annual Bike Share fee cut in half to \$30

More than 900 have become members since program began.

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

The annual membership fee for the city's Bike Share program will now be \$30, half of last year's rate. For a limited time, residents can get also an additional \$5 off by using the code Gobike365.

Since the program began in April 2016, more than 900 people have become members, logging approximately 1,700 trips.

To encourage more membership growth, the new rates are effective immediately.

The city partners with Zagster to operate the program, which includes 30 bikes available at five downtown locations and Indiana Tech for riders to check out for local trips. Anyone can ride by purchasing a day pass or joining with a monthly or annual membership.

Rides for members are free for up to an hour, then \$3 per hour after. In addition to the annual \$30 membership, a monthly membership can be purchased for \$15. Riders join the system using a simple app or text messages; instructions can be found at <http://bike.zagster.com/fortwayne>.

The city will also be reaching out to potential private sponsors to expand the system with more stations and bikes.

Bike Share is part of the city's plan to support active transportation. Learn more at www.fwcommunitydevelopment.org/bike.

Zagster is a leading provider of bike sharing systems across the United States. More information about Zagster's programs and impact is available at www.zagster.com.

4-11-17 NS

2017 will be big building year in local trails

Work includes four sections of the Pufferbelly Trail.

By KEVIN KILBANE
kkilbane@news-sentinel.com

With about \$6 million in construction planned, this year will be one of the biggest expansions ever of the trails system in Fort Wayne, said Dawn Ritchie, greenways manager for the city of Fort Wayne.

Other efforts also are ongoing to

expand the trails network outside the city in Allen County.

The city projects will add a little more than 11 miles of trails this year, which will push the total in Allen County to more than 100 miles of trails by the end of the year, said Frank Suarez, public information director for the city's Division of Public Works and City Utilities. About 84 miles of the to-

Annual trails use

City of Fort Wayne monitoring data shows the following trails usage numbers for the past five years:

| | |
|---------------|---------------|
| 2012: 483,58 | 2015: 408,811 |
| 2013: 381,178 | 2016: 568,138 |
| 2014: 371,916 | |

tal will be within Fort Wayne city limits.

See TRAILS, Page 4A



By Kevin Kilbane of The News-Sentinel
Kent Castleman, left, executive director of Fort Wayne Trails, and Dawn Ritchie, greenways manager for the city of Fort Wayne, stand on the former railroad bed that is being developed into a section of the Pufferbelly Trail between State Boulevard and Fernhill Avenue.

TRAILS

Continued from Page 1A

The new trails will bring nearly 35,000 people within a half mile of the trail system, pushing the overall total to more than 130,000 people locally living within a half mile

of a trail, Suarez said.

Trail use also is growing: While usage is weather dependent, more than 568,130 people used Fort Wayne's trails in 2016, an increase of more than 159,300 from the previous year, city trails monitoring shows.

"Certainly people use it

for recreation, but a lot of people use it to get places," Suarez said of the trails network.

This year's trails construction will be funded with city, federal and Regional Cities money and from donations, including Fort Wayne Trails' recent gift of \$100,000 to help pay for building a section of the Pufferbelly Trail from State Boulevard to Fernhill Avenue, Suarez and Ritchie said.

The bulk of the city's trails construction projects this year involve the Pufferbelly Trail, which is a local trail through Fort Wayne that also will be part of the Poka-Bache Connector-Indiana Visionary Trail, which will run about 80 miles from Ouabache State Park near Bluffton to Pokagon State Park near Angola, Ritchie said. The local Pufferbelly Trail projects include:

- * 1.6 miles from State Boulevard to Fernhill Avenue, following an abandoned railroad bed west of North Clinton and Northrop Street and including a spur to Franke Park, which also contains the Fort Wayne Children's Zoo and Foellinger Outdoor Theatre, Ritchie said.

- * .6 miles from State Boulevard to the intersection of Fourth and Clinton streets.

- * 2 miles from Washington Center Road to Wallen Road.

- * 1.5 miles along the east side of Bluffton Road from Lower Huntington Road to west Foster Park and Winchester Road. The project also includes installing sidewalks on the west side of Bluffton Road.

The city's trails construction work this year also includes additional projects.

As soon as school gets out, a contractor will install a trail on top of the Pemberton Levee from near the Rivergreenway at the Maumee River north to Lakeside Middle School on Lake Avenue, Ritchie said.

A portion of the Hanna Street Trail being constructed this year will take

people from Pontiac Street to Rudisill Boulevard, she said. When the entire trail is completed in about four years, it will run 5 miles from the Southtown Centre shopping area to downtown.

Crews also will build another short segment of the Six Mile Creek Trail, from Southtown Centre to the nearby Anthony Boulevard, Ritchie said.

When the entire Six Mile Creek Trail is completed in future years, it will link up with the Rivergreenway trail in New Haven to create a 26-mile loop that could be used for running marathons, she noted.

At the same time, the nonprofit Fort Wayne Trails is working with Hometown, Leo-Cedarville and Grabil to discuss the idea of building trails to connect into the Allen County trails network, said Kent Castleman, the trails' groups executive director.

Castleman said his organization also has been working with Allen County to acquire right-of-way to build a trail from Payton County Park, 13928 Duntun Road, north to Gump Road.

That will provide a connection to a trail being installed as part of the Allen County Highway Department's \$7.6 million Gump Road reconstruction project, which runs from Indiana 3 to Cedar Canyons Elementary at Gump and Coldwater roads, said Mike Green, county public information officer. The road reconstruction project started last year.

New Haven-Adams Township Parks and Recreation Department also is installing a half-mile, asphalt walking path around its new Community Center at 7500 Indiana 930 E., on the west side of New Haven, said Mike Glendenen, parks superintendent. The trail connects to the Meadowbrook neighborhood south of the center so residents there have easy access to the community center.

2A The Journal Gazette

CONSTRUCTION

MAYSVILLE, TRIER ROADS:

Closed at Landin Road today through Oct. 1. Northbound traffic on Landin can continue north onto Maysville. Southbound traffic on Maysville can continue south onto Landin.

KINNERK ROAD

Closed between Winchester and Dunkelberg roads April 24 through April 28.

SOUTH PHOENIX PARKWAY

Lane restrictions between Brideway and South Anthony boulevards through May 5.

WEST COUNTY LINE ROAD

Closed between Covington Road and Harrison Fields Boulevard April 24 to April 28.

BASS ROAD

Closed or lane restrictions between Flaugh and Kroemer roads through Dec. 1.

4-19-17 JG

Signals being installed at Spy Run, State intersection

The intersection of U.S. 27/Spy Run Avenue and East State Boulevard will get signal improvements Thursday, weather permitting. Michiana Contracting is scheduled to begin overnight work consisting of new signal heads, cabinets and other improvements. In addition, the intersection will receive flashing yellow arrows on left-turn signals.

The Indiana Department of Transportation said drivers should expect lane restrictions at the intersection between 7 p.m. Thursday and 6 a.m. Friday.

INDOT seeks public input for its ADA Transition Plan

The Indiana Department of Transportation will host its Americans with Disabilities Act Community Advisory Working Group from 5:30 to 7:30 p.m. May 3 at its district office, 5333 Hatfield Road.

The advisory group and the public have the opportunity to provide information and recommendations about INDOT's ADA Transition Plan and means to improve accessibility to all INDOT programs and facilities.

4-19-17 JG

Hard at work on Bass Road



Cathie Rowand | The Journal Gazette

Crews using heavy equipment work Friday on the bridge on Bass Road over Interstate 69. The section of Bass Road between Kroemer and Flaugh roads will be closed to traffic until December. The first phase along Bass Road also includes construction of a new bridge just east of I-69 over the Flaugh Drain and various road improvements.

4-7-17 JG

Raised pavement marker installation planned for roads in NE Indiana

Drivers should watch for flaggers, lane restrictions.

News-Sentinel staff reports

Drivers will see daytime lane restrictions and stopped traffic as workers make repairs to raised pavement markers that are scheduled to begin today, depending on weather.

Drivers should watch for the work and flaggers in the work zone, warned the Indiana Department of Transportation warned.

Contractors will be using buggies that sit low on the road to efficiently remove and install raised pavement markers, according to a news release.

K&S Markers received the \$437,000 contract for the work.

All work is to be completed by early July. Work will take place in:

MULTIPLE COUNTIES

■ Indiana 3 between U.S. 6 and 9 miles north of Interstate 69 in Allen, DeKalb and Noble counties

■ Indiana 13 between U.S. 24 to U.S. 30 in Wabash and Kosciusko counties

■ Indiana 114 between Indiana 14 and S.R. 9 in Fulton, Wabash and Whitley counties

■ Indiana 124 between Indiana 19 and Indiana 105 in Miami, Wabash and Huntington counties

■ Indiana 14 between Indiana 9 and Indiana 19 in Fulton, Kosciusko and Whitley counties

■ Indiana 1 between Indiana 116 north junction and Interstate 469 in Allen and Wells counties

■ Indiana 8 between Indiana 3 and County Road 35 in Noble and DeKalb counties

■ Indiana 19 between

just south of Indiana 14 to Indiana 25 in Fulton and Kosciusko counties

■ I-69 between Indiana 26 and 0.49 mile south of U.S. 224 in Grant and Huntington counties (may include overnight work)

■ I-69 from 0.94 mile south of County Road 11A to the Michigan State Line in DeKalb and Steuben counties (may include overnight work)

NOBLE COUNTY

■ U.S. 6 from 0.08 mile east of Indiana 3 east junction to the eastern limits of the city of Kendallville

STEBEN COUNTY

■ U.S. 20 between the LaGrange/Steuben county line to Martha Street, east of Indiana 127

WHITLEY COUNTY

■ Indiana 205 between Indiana 5 and Indiana 9

5-2-17

Council formed to support disabled

City-county group to find, address barriers they face

DAVE GONG

The Journal Gazette

The city of Fort Wayne and Allen County on Tuesday announced plans to create a joint Disability Advisory Council.

"This council will assist the city and county in becoming models of providing equal access for people with disabilities for employment, services, programs and activities offered by the city and the county," County Commissioner Nelson Peters said.

The nine-member council will act as an information resource for elected officials and administrators, will identify barriers to full community participation encountered by people with disabilities, and will recommend actions to address those barriers, Peters said. The council will also produce an annual report outlining recommendations, activities and accomplishments.

Members will be appointed by the Northeast Indiana Disability Advocacy Coalition, the city and county. NEIDAC will appoint five members, two of whom have disabilities. The city and county will each appoint one member. Americans With Disabilities Act coordinators with the city and county will serve as ex-officio members. The council will meet quarterly.

"We can only be made stronger when everyone is working together to promote this initiative, and we are excited about the opportunity to work with the city of Fort Wayne to get to this next level," Peters said.

Mayor Tom Henry agreed, adding that such a council should have been created long ago.

"As I move around different communities, unquestionably the way a city should be measured as far as its success is how it treats its citizens," Henry said. "And this is one

DISABLED

Continued from Page 1C

way we can reach out as a community and say, 'Everybody has something to offer. Everyone is important to the quality of life in our community.'"

Creating the council shows the city and county's commitment to inclusiveness, said Shelley Yoder,

NEIDAC's chairwoman and executive director of the Down Syndrome Association of Northeast Indiana.

"Communities are stronger when all citizens are valued, involved and able to participate in the places where they live, work and play," Yoder said. "We look forward to working with the city and county to establish a community that accepts and values people of all abilities."

dgong@jg.net

5-3-17

INDOT to host meetings about grant program

The Indiana Department of Transportation will host regional meetings to detail legislative changes to the Community Crossings matching grant program to local officials to learn about the projects eligible for funding, submitting projects for matching funds, deadlines for submissions, projected timelines for distributing funds, and developing an asset-management plan.

Locally, a meeting will take place 10-11:30 a.m. or 1-2:30 p.m. May 30 at INDOT Fort Wayne District Office, 5333 Hatfield Road. Call David Armstrong at 969-8277 to reserve a seat.

5-5-17 NS

Hearing on I-469/U.S. 24 interchange on Wednesday

The Indiana Department of Transportation will hold a public hearing for the proposed interchange modification project at the Interstate 469/U.S. 24 interchange in Allen County. The meeting will begin at 6 p.m. Wednesday and the doors will open at 5:30 p.m. in the auditoria at New Haven High School, 1300 Green St.

All verbal statements recorded during the public hearing and all written comments submitted before, during and for a period of two weeks after the hearing, will be evaluated, considered and addressed in subsequent environmental documentation. Written comments in regard to the project may be submitted before the public hearing to: INDOT Public Hearings, IGCN Room N642, 100 North Senate Ave., Indianapolis, IN 46204.

5-5-17 NS

Making railroad crossings safer

ASSOCIATED PRESS

INDIANAPOLIS — Indiana's most dangerous rail crossings could receive safety upgrades thanks to a new law which provides \$10 million to improve crash-prone rail intersections.

The (Northwest) Indiana Times reports the infrastructure funding legislation enacted last week by Gov. Eric Holcomb requires the Indiana Department of Transportation to develop a way to measure which rail crossings need to be fixed first.

Republican state Rep. Ed Soliday of Valparaiso says it's obvious where the work is needed most.

"The majority of heavy congestion, at-risk crossings are in northwest Indiana," Soliday said.

The law will raise fuel taxes and vehicle registration fees to pay for road and bridge construction. Soliday said he expects to see road repairs take priority before work on the railroad intersections begins.

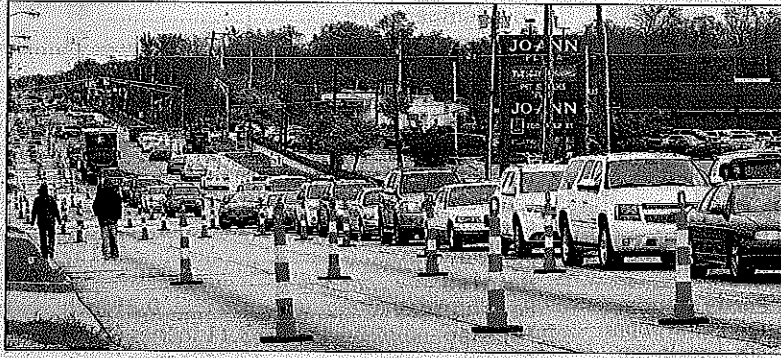
Indiana Department of Transportation spokesman Will Wingfield said the department will identify construction projects over the coming months.

The agency is soliciting applications from local governments for state matching funds to support local road construction projects.

A provision of the law allows municipalities that share jurisdiction over a road or bridge to combine their requests in an effort to secure a larger grant.

Soliday said since northwest Indiana communities generally run into each other, this option could bring more state money for local projects.

5-9-17 JG



Cathie Rowand | The Journal Gazette

Traffic backs up Thursday on Coldwater Road. The city will spend \$25 million on road projects this year.

City to complete 500 road projects

To spend \$25 million for streets, sidewalks, curbs, trails, lighting

DAVE GONG
The Journal Gazette

Fort Wayne's Public Works Division will spend almost \$25 million to complete nearly 500 road improvement projects this construction season, city officials announced Thursday.

The projects will take place in more than 130 neighborhoods throughout the city during the spring, summer and fall.

"Neighborhoods are the backbone of our city. It's critical that

we invest in projects that will have a lasting and meaningful impact," Mayor Tom Henry said. "Successful cities must have an infrastructure system that works effectively. Making street, road, sidewalk, ADA ramp and street lighting enhancements demonstrates our commitment to neighborhoods and positions Fort Wayne as a point of destination for businesses and residents."

Included in the 2017 projects are 41.5 miles of asphalt resurfacing, 5.7 miles of concrete reconstruction, 9.2 miles of concrete walkways, 14 miles of concrete curb repairs, and 11 miles of trails. The investment also calls for 768 concrete ramps, the replacement of

Projects, Page 4A

15-12-17

PROJECTS

Continued from Page 1A

3,000 concrete ramps and painting 740 miles of roadway lines, crosswalks, curbs and turn arrows.

"Our projects not only address the condition of the roadway, but look at the overall transportation network and improvements in connectivity and safety for pedestrians, bicyclists and motorists," City Engineer Shan Gunawardena said. "From

ON THE WEB

■ To see a full list of 2017 street projects, go to www.cityoffortwayne.org/invest.

improving visibility, lighting, crossings and adding green elements such as new trees and landscaping, these are improvements that benefit all residents and businesses."

With the planned improvements, the city's trail network will grow to 100 miles, 80 of which are in the city limits. The trails slated for construc-

tion will be along Bluffton Road, the Pufferbelly Trail and the Hanna Street Trail. New sidewalks will help with connectivity along Jefferson Boulevard, Lake Avenue and some of Washington Center Road. New bicycle lanes are planned for Hobson Road and Fairfield Avenue.

The 2017 projects are not included in what would be funded through a proposed local income tax increase. If that increase is approved, projects funded with that money would begin in 2018.

dgong@jg.net

5-12-17

APPENDIX F

**FY 2018-2021 TIP Amendments/Modifications
UTAB - July 11, 2017**

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|---------------------------------------------------------------------------------|--------------|--------------|------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| 1. Pavement Preservation | | | 385.0 | 2018 | 346.5 | 38.5 | 0.0 | | | | | |
| | | | 1850.0 | 2019 | 1665.0 | 185.0 | 0.0 | | | | | |
| | | | 2500.0 | 2020 | 2250.0 | 250.0 | 0.0 | | | | | |
| | | | 0.0 | 2021 | 0.0 | 0.0 | 0.0 | | | | | |
| <u>Project Description/Location</u> | | | | | | | | | | | | |
| -HMA Overlay, Preventative Maintenance | | | | | | | | | | | | |
| I-469 1.92 mi n/o SR 37 to 1.92 mi e/o I-69 north jct | 1701204 | PE | 185.0 | 2018 | 166.5 | 18.5 | 0.0 | NHPP | INDOT | | 18-12 | |
| | | CN | 1850.0 | 2019 | 1665.0 | 185.0 | 0.0 | | | | | |
| SR 930 from 4.97 mi w/o I-469 (cloverleaf) to 0.54 mi w/o I-469 (Minnich Rd) | 1701341 | PE | 200.0 | 2018 | 180.0 | 20.0 | 0.0 | NHPP | INDOT | | 18-39 | |
| | | CN | 2500.0 | 2020 | 2250.0 | 250.0 | 0.0 | | | | | |

**FY 2018-2021 TIP Amendments/Modifications
UTAB - July 11, 2017**

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|-------------------------------------------------------------------------|--------------|--------------|------------------------------|--------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| 2. Bridge, Culvert & Small Structure Preservation - Cont | | | 2014.0 | 2018 | 1795.1 | 218.9 | 0.0 | | | | | |
| | | | 4664.5 | 2019 | 4183.6 | 480.9 | 0.0 | | | | | |
| | | | 8170.5 | 2020 | 7302.3 | 868.3 | 0.0 | | | | | |
| | | | 0.0 | 2021 | 0.0 | 0.0 | 0.0 | | | | | |
| <u>Project Description/Location</u> | | | | | | | | | | | | |
| -Bridge Deck Overlay | | | | | | | | | | | | |
| I-69 Br over NS RR SB 0.83 mi n/o US 30 | 1701208 | PE CN | 75.0 950.0 | 2018 2019 | 67.5 855.0 | 7.5 95.0 | 0.0 0.0 | NHPP | INDOT | | 18-13 | |
| I-69 Br over NS RR NB 0.83 mi n/o US 30 | 1701209 | PE CN | 75.0 630.0 | 2018 2019 | 67.5 567.0 | 7.5 63.0 | 0.0 0.0 | NHPP | INDOT | | 18-14 | |
| I-69 Bridge over Becketts Run NB 1.94 mi s/o SR 1 | 1701210 | PE CN | 75.0 310.0 | 2018 2019 | 67.5 279.0 | 7.5 31.0 | 0.0 0.0 | NHPP | INDOT | | 18-15 | |
| I-69 Bridge over Becketts Run NS 1.94 mi s/o SR 1 | 1701226 | PE CN | 75.0 310.0 | 2018 2019 | 67.5 279.0 | 7.5 31.0 | 0.0 0.0 | NHPP | INDOT | | 18-19 | |
| I-69 I-69 NB/SB Ramp 5.69 mi s/o US 24 | 1701225 | PE CN | 100.0 757.0 | 2018 2019 | 90.0 681.3 | 10.0 75.7 | 0.0 0.0 | NHPP | INDOT | | 18-18 | |
| I-69 Bridge over Vandolah Rd NB 4.07 mi n/o SR 1 | 1701254 | PE CN | 50.0 155.0 | 2018 2019 | 45.0 139.5 | 5.0 15.5 | 0.0 0.0 | NHPP | INDOT | | 18-20 | |
| I-69 Bridge over Vandolah Rd NB 4.07 mi n/o SR 1 | 1701256 | PE CN | 50.0 155.0 | 2018 2019 | 45.0 139.5 | 5.0 15.5 | 0.0 0.0 | NHPP | INDOT | | 18-21 | |
| US 30 Bridge over Hoffman Crk EB 0.65 mi w/o SR 101 | 1701352 | PE CN | 100.0 725.0 | 2018 2020 | 90.0 652.5 | 10.0 72.5 | 0.0 0.0 | NHPP | INDOT | | 18-41 | |
| US 30 Bridge over Hoffman Crk WB 0.65 mi w/o SR 101 | 1701353 | PE CN | 100.0 725.0 | 2018 2020 | 90.0 652.5 | 10.0 72.5 | 0.0 0.0 | NHPP | INDOT | | 18-42 | |
| I-469 Marion Ctr Rd over I-469 1.67 mi e/o US 27 | 1701354 | PE CN | 100.0 1330.0 | 2018 2020 | 90.0 1197.0 | 10.0 133.0 | 0.0 0.0 | NHPP | INDOT | | 18-43 | |
| I-469 Bridge over SR 37 NB 3.65 mi n/o US 24 | 1701357 | PE CN | 100.0 1225.0 | 2018 2020 | 90.0 1102.5 | 10.0 122.5 | 0.0 0.0 | NHPP | INDOT | | 18-44 | |
| I-469 Bridge over SR 37 SB 3.65 mi n/o US 24 | 1701358 | PE CN | 100.0 1225.0 | 2018 2020 | 90.0 1102.5 | 10.0 122.5 | 0.0 0.0 | NHPP | INDOT | | 18-45 | |

**FY 2018-2021 TIP Amendments/Modifications
UTAB - July 11, 2017**

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|-----------------------------------------------------------|--------------|--------------|------------------------------|--------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| -Bridge Deck Overlay - continued | | | | | | | | | | | | |
| I-469 Bridge over Wheelock Rd EB 1.92 mi e/o SR 37 | 1701359 | PE CN | 100.0 1125.0 | 2018 2020 | 90.0 1012.5 | 10.0 112.5 | 0.0 0.0 | NHPP | INDOT | | 18-46 | |
| I-469 Bridge over Wheelock Rd WB 1.92 mi e/o SR 37 | 1701360 | PE CN | 100.0 1125.0 | 2018 2020 | 90.0 1012.5 | 10.0 112.5 | 0.0 0.0 | NHPP | INDOT | | 18-47 | |
| SR 101 Bridge over Hoffman Crk 0.36 mi n/o US 30 | 1701362 | PE CN | 100.0 512.0 | 2018 2020 | 80.0 409.6 | 20.0 102.4 | 0.0 0.0 | STP | INDOT | | 18-48 | |
| -Bridge Deck Patching | | | | | | | | | | | | |
| SR 3 Bridge over Willow Creek NB 4.19 mi s/o SR 205 | 1701265 | PE CN | 25.0 42.0 | 2018 2019 | 20.0 33.6 | 5.0 8.4 | 0.0 0.0 | STP | INDOT | | 18-22 | |
| SR 3 Bridge over Willow Creek NB 4.19 mi s/o SR 205 | 1701268 | PE CN | 25.0 27.5 | 2018 2019 | 20.0 22.0 | 5.0 5.5 | 0.0 0.0 | STP | INDOT | | 18-23 | |
| -Repair or Replace Joints | | | | | | | | | | | | |
| SR 930 Bridge over St Joseph River WB 1.74 mi e/o US27 | 1701304 | PE CN | 25.0 75.0 | 2018 2019 | 20.0 60.0 | 5.0 15.0 | 0.0 0.0 | NHPP | INDOT | | 18-25 | |
| I-469 Bridge over Lafayette Ctr Rd EB 0.94 mi w/o I-69 | 1701305 | PE CN | 25.0 52.0 | 2018 2019 | 22.5 46.8 | 2.5 5.2 | 0.0 0.0 | NHPP | INDOT | | 18-26 | |
| I-469 Coverdale Rd over I-469 2.91 mi w/o SR 1 | 1701307 | PE CN | 25.0 20.0 | 2018 2019 | 22.5 18.0 | 2.5 2.0 | 0.0 0.0 | NHPP | INDOT | | 18-28 | |
| I-469 Anthony Extended over I-469 3.79 mi e/o SR 1 | 1701309 | PE CN | 25.0 19.0 | 2018 2019 | 22.5 17.1 | 2.5 1.9 | 0.0 0.0 | NHPP | INDOT | | 18-29 | |
| I-469 Minnich Rd NB over I-469 1.73 mi w/o US 30 | 1701312 | PE CN | 25.0 65.0 | 2018 2019 | 22.5 58.5 | 2.5 6.5 | 0.0 0.0 | NHPP | INDOT | | 18-31 | |
| I-469 Minnich Rd SB over I-469 1.73 mi w/o US 30 | 1701313 | PE CN | 25.0 65.0 | 2018 2019 | 22.5 58.5 | 2.5 6.5 | 0.0 0.0 | NHPP | INDOT | | 18-32 | |
| I-469 Stellhorn Rd over I-469 1.1 mi s/o SR 37 | 1701314 | PE CN | 25.0 25.0 | 2018 2019 | 22.5 22.5 | 2.5 2.5 | 0.0 0.0 | NHPP | INDOT | | 18-33 | |
| I-469 I-469 WB over I-69 1.26 mi e/o I-69 | 1701315 | PE CN | 25.0 45.0 | 2018 2019 | 22.5 40.5 | 2.5 4.5 | 0.0 0.0 | NHPP | INDOT | | 18-34 | |
| I-69 Br over McCulloch Ditch/NS RR NB 0.80 s/o US24 | 1701319 | PE CN | 25.0 47.0 | 2018 2019 | 22.5 42.3 | 2.5 4.7 | 0.0 0.0 | NHPP | INDOT | | 18-35 | |

FY 2018-2021 TIP Amendments/Modifications

UTAB - July 11, 2017

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|--------------------------------------------------------|--------------|--------------|------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| -Repair or Replace Joints - continued | | | | | | | | | | | | |
| I-69 | | | | | | | | | | | | |
| Br over McCulloch Ditch/NS RR NB 0.80 s/o US24 | 1701320 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-36 | |
| | | CN | 47.0 | 2019 | 42.3 | 4.7 | 0.0 | | | | | |
| I-69 | | | | | | | | | | | | |
| Bridge over Hadley Rd NB 0.97 mi s/o SR 14 | 1701321 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-37 | |
| | | CN | 45.0 | 2019 | 40.5 | 4.5 | 0.0 | | | | | |
| I-69 | | | | | | | | | | | | |
| Bridge over Hadley Rd SB 0.97 mi s/o SR 14 | 1701322 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-38 | |
| | | CN | 45.0 | 2019 | 40.5 | 4.5 | 0.0 | | | | | |
| -Debris Removal from Channel | | | | | | | | | | | | |
| I-469 | | | | | | | | | | | | |
| Bridge over St Marys River EB 0.45 mi w/o US 27 | 1701311 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-30 | |
| | | CN | 25.0 | 2019 | 22.5 | 2.5 | 0.0 | | | | | |
| -Bridge Rehabilitation or Repair | | | | | | | | | | | | |
| I-69 | | | | | | | | | | | | |
| Bridge over Gramh McCulloch Ditch #4 3.20 mi s/o US 24 | 1700755 | PE | 145.0 | 2018 | 130.5 | 14.5 | 0.0 | NHPP | INDOT | | 18-49 | |
| | | PE | 35.0 | 2019 | 31.5 | 3.5 | 0.0 | | | | | |
| SR 101 | | | | | | | | | | | | |
| Bridge over Flat Rock Creek 3.59 mi s/o US 30 | 1600471 | PE | 34.0 | 2018 | 30.6 | 3.4 | 0.0 | NHPP | INDOT | | 18-50 | |
| | | PE | 141.0 | 2019 | 126.9 | 14.1 | 0.0 | | | | | |
| -Bridge Painting | | | | | | | | | | | | |
| I-469 | | | | | | | | | | | | |
| Bridge over Maplecrest Rd EB 3.99 mi e/o SR 37 | 1701218 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-16 | |
| | | CN | 225.0 | 2019 | 202.5 | 22.5 | 0.0 | | | | | |
| I-469 | | | | | | | | | | | | |
| Bridge over Maplecrest Rd WB 3.99 mi e/o SR 37 | 1701219 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-17 | |
| | | CN | 225.0 | 2019 | 202.5 | 22.5 | 0.0 | | | | | |
| -Substructure Repair and Rehabilitation | | | | | | | | | | | | |
| US 24 | | | | | | | | | | | | |
| Bridge over Aboite Creek 4.11 mi w/o I-69 | 1701286 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | STP | INDOT | | 18-24 | |
| | | CN | 75.0 | 2019 | 67.5 | 7.5 | 0.0 | | | | | |
| I-469 | | | | | | | | | | | | |
| Bridge over Lafayette Ctr Rd WB 0.94 mi w/o I-69 | 1701306 | PE | 25.0 | 2018 | 22.5 | 2.5 | 0.0 | NHPP | INDOT | | 18-27 | |
| | | CN | 52.0 | 2019 | 46.8 | 5.2 | 0.0 | | | | | |
| -Small Structure Pipe Lining | | | | | | | | | | | | |
| I-469 | | | | | | | | | | | | |
| Under NE Ramp at Minnich Rd 6.0 mi w/o I-469 | 1701348 | PE | 60.0 | 2018 | 54.0 | 6.0 | 0.0 | NHPP | INDOT | | 18-40 | |
| | | CN | 178.5 | 2020 | 160.7 | 17.9 | 0.0 | | | | | |

**FY 2018-2021 TIP Amendments/Modifications
Aug-17**

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|---------------------------------------------------------------------------|--------------|--------------|------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| 1. Pavement Preservation | | | 5329.3 | 2018 | 4796.4 | 532.9 | 0.0 | | | | | |
| | | | 0.0 | 2019 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | 0.0 | 2020 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | 0.0 | 2021 | 0.0 | 0.0 | 0.0 | | | | | |
| <u>Project Description/Location</u> | | | | | | | | | | | | |
| Various Locations Statewide On-Call Pavement Design | 1600463 | PE | 1401.4 | 2018 | 1261.3 | 140.1 | 0.0 | STP | INDOT | | 18-51 | |
| Various Locations Statewide On-Call Geotechnical Investigations | 1600479 | PE | 2327.9 | 2018 | 2095.1 | 232.8 | 0.0 | STP | INDOT | | 18-52 | |
| Various Locations Statewide On-Call Pavement Design | 1701469 | PE | 1600.0 | 2018 | 1440.0 | 160.0 | 0.0 | STP | INDOT | | 18-53 | |

**FY 2018-2021 TIP Amendments/Modifications
Aug-17**

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|---------------------------------------------------------------|--------------|--------------|------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| 4. Traffic Signal and Lighting System Improvements | | | 27.4 | 2018 | 21.9 | 5.5 | 0.0 | | | | | |
| | | | 1000.0 | 2019 | 800.0 | 200.0 | 0.0 | | | | | |
| | | | 0.0 | 2020 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | 0.0 | 2021 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | | | | | | | | | | |
| <u>Project Description/Location</u> | | | | | | | | | | | | |
| -Traffic Signals Modernation | | | | | | | | | | | | |
| Various locations in Fort Wayne District | 1700316 | PE | 27.4 | 2018 | 21.9 | 5.5 | 0.0 | STP | INDOT | | 18-54 | T-40046 |
| -Traffic Signal Visibility Improvements | | | | | | | | | | | | |
| Various locations within the Fort Wayne District | 1700318 | CN | 1000.0 | 2019 | 800.0 | 200.0 | 0.0 | STP | INDOT | | 18-59 | T-00047 |

| Administrative Modifications Group Projects | DES # | Phase | Est Cost (\$1000) | Year | Federal (\$1000) | State (\$1000) | Local (\$1000) | Funding | Sponsor | Remarks | AM | Contract # |
|------------------------------------------------------------|--------------|--------------|------------------------------|-------------|-----------------------------|---------------------------|---------------------------|----------------|----------------|----------------|-----------|-----------------------|
| 3. Signing, Marking, Striping and Rumble Strips | | | 300.0 | 2018 | 240.0 | 60.0 | 0.0 | | | | | |
| | | | 0.0 | 2019 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | 0.0 | 2020 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | 0.0 | 2021 | 0.0 | 0.0 | 0.0 | | | | | |
| | | | | | | | | | | | | |
| <u>Project Description/Location</u> | | | | | | | | | | | | |
| -Raised Pavement Mrkings, Refurbished | | | | | | | | | | | | |
| Various locations in Fort Wayne District | 1700315 | CN | 300.0 | 2019 | 240.0 | 60.0 | 0.0 | STP | INDOT | | 18-60 | T-40045 |

APPENDIX G

Local Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|----------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| Allen County Bridge Inspection | 1592872 | | ● | | |
| *Amstutz Rd: Hosler Rd to Leo Rd/SR 1 | 1801426 | ● | ● | ● | |
| *Bass Rd: Clifty Parkway to Thomas Rd | 1382492 | ● | ● | ● | |
| *Bass Rd: Thomas Rd to Hillegas Rd | 1401272 | ● | ● | ● | |
| *Bass Rd: Scott Rd to Hadley Rd (Phase I) | 1401273 | ● | ● | ● | |
| *Bass Road Mitigation Site | 1600575 | ● | ● | ● | |
| *Broadway St/Landin Rd: North River Rd to Bell Ave | 1400694 | ● | ● | ● | |
| *Carroll Rd: Bethel to Millstone & SR 3 to Coral Springs | TBD | ● | ● | ● | |
| *Dupont Rd: Lima Rd (SR 3) to Coldwater Rd | 0901798 | ● | ● | ● | |
| Hillegas Rd and Coliseum Blvd Int | 1401164 | ● | ● | ● | |
| Hillegas Rd: State Blvd to Coliseum Blvd | TBD | ● | ● | ● | |
| Liberty Mills Rd/CR 900 at County Line Rd | 1297238 | ● | ● | | |
| Maplecrest Rd: State Blvd to Stellhom Rd | 1173162 | ● | ● | ● | |
| Minnich Rd at Tillman Rd | 1382818 | | ● | ● | |
| Ryan Rd: from Dawkins Rd to Harper Rd | 1383353 | ● | ● | | |
| Ryan Rd: from Harper Rd to US 24 | 1400826 | ● | ● | | |

Local Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|----------------------------------------------------------------------------------------|---------------------------|--------------------|----------------|--------|---------|
| *St Joe Ctr: Clinton St to Campus Ct | 0710322 | ● | ● | | |
| *State Blvd: Spy Run to Clinton St (Phase I) | 1005151 | ● | ● | ● | |
| *State Blvd: Clinton St to Cass St (Phase 2) | 1005152, 1005154, 1005155 | ● | ● | ● | |
| *UPWP - Highway Safety Improvement Program (HSIP) Funds - for Work Program Activities | 1700339 & 1801295 | | | ● | |
| Washington Ctr Rd Br #95 over Spy Run Creek | 1382497 | ● | ● | | |
| *S. Anthony Blvd: Luther St to Creighton Ave Grade Separation | 1382496 | ● | ● | | |
| Passenger Rail Service from Chicago, Illinois to Lima, Ohio | n/a | ● | | | ● |
| No Federal Funding - Trail Projects | | | | | |
| Ardmore Ave: Airport Exp to Second St | n/a | ● | ● | | |
| Bluffton Rd: Lower Huntington Rd to West Foster Park | n/a | ● | | | |
| Covington Rd: Hadley Rd to Getz Rd | n/a | ● | | | |
| Dupont Rd: Coldwater Rd to Pine Mills | n/a | ● | | | |
| Hanna St: multiple locations | n/a | ● | | | |
| Illinois Rd: Magnavox Way to Rockhill Park | n/a | ● | | | |
| Lake Avenue: Randalia Ave to Coliseum Blvd | n/a | ● | | | |

Local Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|------------------------------------------------------------|------|--------------------|----------------|--------|---------|
| Maysville Rd: Landin Rd to Meijer Dr | n/a | ● | | | |
| St Joe Center Rd: Meijer Dr to Chiswell Run | n/a | ● | | | |
| Wheelock Rd: St Joe Ctr Rd to Mill Ridge Run | n/a | ● | | | |
| No Federal Funding - Road Projects | | | | | |
| Clay Street at SR 1 | n/a | | | ● | |
| Coldwater Road: Union Chapel Rd to Pion Rd | n/a | ● | | | |
| Country Knolls | n/a | | ● | | |
| Diebold Road - Phase II North Clinton to Berger Automotive | n/a | ● | ● | | |
| Goshen Avenue - Phase I, II & III | n/a | ● | ● | ● | |
| Greenmoor Drive: Scarborough Dr to Green Rd | n/a | | ● | | |
| Hathaway Road: at Corbin Rd & Union Chapel Rd | n/a | ● | ● | | |
| Kirklynn Drive: Moeller Rd to Greenmoor Dr | n/a | | ● | | |
| Landin / Maysville / Trier Roundabout | n/a | ● | | ● | |
| Leesburg Road: Main St to W Jefferson Blvd | n/a | ● | | | |
| Ludwig Rd Relocation: Brotherhood Way to Coldwater Rd | n/a | ● | | ● | |
| Norland Lane: Moeller Rd to Greenmoor Dr | n/a | | ● | | |

Local Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|-----------------------------------------------------|------|--------------------|----------------|--------|---------|
| Old Lima Road: Willow Creek Ditch to SR3 | n/a | | ● | | |
| Pawnee Way | n/a | | ● | | |
| Shawnee Trail: Pawnee Way to Arrow Pass | n/a | | ● | | |
| No Federal Funding - Bridge Projects | | | | | |
| Washington/Jefferson Streetscape St Mary's River Br | n/a | ● | | | |
| Winters Road | n/a | ● | | | |
| Main Street (New Haven) Bridge #601 | n/a | | ● | | |
| Old Lima Road Bridge #53 | n/a | | ● | | |
| E. State Boulevard #319 | n/a | | ● | | |
| West Hamilton Road Bridge #221 | n/a | | ● | | |

Transit Projects

| Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| Citilink - Transit Operating | | ● | | | ● |
| Citilink - Capitalization of Maintenance Costs | | ● | | | ● |
| Citilink - Complementary Paratransit Costs | | ● | | | ● |
| 5307 Special Rule Operations | | ● | | | ● |
| Citilink - Capital Equipment Purchases Four (4) Replacement Minibus (Body on Chassis) ACCESS | 1700474 | ● | | | ● |
| *Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700475 | ● | | | ● |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700476 | ● | | | ● |
| *Citilink - Capital Equipment Purchases Two (2) Heavy Duty Replacement Hybrid Bus | 1382475 | ● | | | ● |
| *Citilink - Capital Purchases On-board security camera system upgrade | 1801492 | ● | | ● | ● |
| *Citilink - Capital Maintenance Bus mechanic workforce development training | 1801493 | ● | | | ● |
| Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS | 1700477 | ● | | | ● |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700478 | ● | | | ● |
| Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS | 1700479 | ● | | | ● |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700480 | ● | | | ● |
| Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Hybrid Bus | 1700481 | ● | | | ● |

Transit Projects

| | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------|---|--|--|---|
| *Citilink Comprehensive Operational Analysis and Transit Development Plan | 1702843 | ● | | | ● |
| Community Transportation Network Operating Funds | 1601864 1601865 | | | | ● |
| *Easter Seals One (1) small transit vehicle w/lift | 1701484 | | | | ● |
| *CTN One (1) small transit vehicle w/lift | 1701461 | | | | ● |
| *CTN One (1) medium transit vehicle w/lift | 1701462 | | | | ● |
| *CTN One (1) medium transit vehicle w/lift | 1701463 | | | | ● |
| Community Transportation Network Two (2) Medium Transit Vehicle w/Lift Small Transit Vehicle w/Lift Large Transit Vehicle w/Lift | 1601236 1601237 1601238 | | | | ● |
| Easter Seals ARC Medium Transit Vehicle w/Lift | 1601239 | | | | ● |
| Pathfinders Two (2) Low Floor Minivan w/Ramp | 1601240 | | | | ● |
| Byron Health Center Low Floor Minivan w/Ramp | 1601241 | | | | ● |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|----------------|--------|---------|
| SR 1 Br over Deptmer Ditch, 1.18 mi s/o I-469 Scour Protection (Erosion) | 1592634 | | ● | | |
| SR 1 2.48 mi n/o US 224 to I-469 HMA Overlay, Functional | 1600407 | | ● | | |
| SR 1 SR 1 at Clay Street in Leo-Cedarville Demolition, Remove Buildings, Foundations | 1602272 | | ● | | |
| SR 3 Bri Over Willow Creek, NB, 3.84 mi s/o SR 205 Bridge Deck Overlay | 1500801 | | ● | | |
| SR 3 Br Over Willow Creek, SB, 3.84 mi s/o SR 205 Bridge Deck Overlay | 1500802 | | ● | | |
| SR 3 Br over Willow Crk Ditch, 4.19 mi s/o SR 205 Replace Superstructure | 1600290 1600291 | | ● | | |
| US 24 2.61 mi e/o I-469 to 4.8 mi e/o I-469 Pavement Replacement/ HMA | 1601010 | | ● | | |
| US 27 Pipeliner for Valentine Ditch, 3.2 mi n/o Adams/Allen Co Line Small Structure Pipe Lining | 0301145 | | ● | | |
| US 27 Between 6.29 mi s/o SR 930 (Paulding Rd) to 0.99 mi s/o SR 930 (Edgewood Dr) Traffic Signals Modernization | 1172175 | ● | ● | | |
| US 27 From 6.29 mi s/o SR 930 (Paulding Rd) to 0.99 mi s/o SR 930 (Edgewood Dr) HMA Overlay, Preventive Maintenance | 1296321 | | ● | | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|-----------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| US 27 Br Over Houk Ditch, NBL, 0.72 mi n/o I-469 Bridge Deck Overlay | 1500787 | | ● | | |
| US 27 Br Over Houk Ditch, SBL, 0.72 mi n/o I-469 Bridge Deck Overlay | 1500788 | | ● | | |
| US 27 Br Over Berning Creek NB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500803 | | ● | | |
| US 27 Br Over Berning Creek SB, 4.81 mi s/o I-469 Bridge Deck Overlay | 1500804 | | ● | | |
| US 27 Bridge over St Mary's River, 2.6 mi s/o SR 930 Bridge Deck Replacement | 1701388 | | ● | | |
| US 30 Intersection of US 30 & SR 101, Allen County Other Intersection Improvement | 1298055 | | | ● | |
| US 30 0.23 mi e/o US 33 (Hillegas Rd Over US 30/US 33) Bridge Replacement, Other Construction | 1383457 | | ● | | |
| US 30 101 Bridge Painting | 1592659 | | ● | | |
| US 30 101 Bridge Painting | 1592661 | | ● | | |
| US 30 Br over Flatrock Creek, WB, 0.79 mi e/o SR 101 Bridge Deck Overlay | 1600194 | | ● | | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|----------------------------------------------------------------------------------------------------------------------------------------|--------------------|--------------------|----------------|--------|---------|
| US 30 Bridge over Flatrock Creek, EB Lane, 0.79 miles E of SR 101 Bridge Deck Overlay | 1600238 | | ● | | |
| US 33 Bridge US 33 over US 30 Bridge Painting | 1592680 | | ● | | |
| US 33 Various Locations, From US 30 to US 20 Traffic Signal Visibility Improvements | 1601788 | | | ● | |
| SR 37 Over Branch #2, Sowers Ditch, 3.05 mi n/o SR 101 Small Structure Pipe Lining | 1383542 | | ● | | |
| SR 37 Bridge over Wann Ditch, 0.38 miles S of SR 101 Scour Protection (Erosion) | 1592648 | | ● | | |
| SR 37 Bridge over Dietzen Ditch, 3.71 mi n/o SR101 Bridge Replacement, Other Construction | 1602284 | | ● | | |
| SR 37 Bridge over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure | 1701392 | | ● | | |
| SR 37 Bridge over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement | 1701400 | | ● | | |
| SR 37 Bridge over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement | 1701401 | | ● | | |
| I-69 Hillegas Rd Br over I-69, 0.48 mi s/o US 30 *HSIP Urban Funding **match funding is FW Bridge Deck Replacement & Widening | 1006172 1401164 | ● | ● | ● | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|------------------------------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| I-69 I-69 Various Locations - SR 5 to 1.24 mi s/o US24 & US6 to 1.18 mi n/o SR4. Install New Cable Rail Barriers | 1297947 | | | ● | |
| I-69 I-69 at SR 14 interchange Interchange Modification | 1401828 | ● | | ● | |
| I-69 0.68 mi s/o US 224 to 9.52 mi n/o US 224 HMA Overlay, Preventive Maintenance | 1592633 | | ● | | |
| I-69 Br over NS RR (Chicago), NB, 0.53 mi n/o SR 14 Substructure Repair And Rehabilitation | 1592908 | | ● | | |
| I-69 Br over NS RR (Chicago), SB, 0.53 mi n/o SR 14 Substructure Repair And Rehabilitation | 1592914 | | ● | | |
| I-69 Bridge over CFE RR, NB, 0.81 mi n/o SR 14 Substructure Repair And Rehabilitation | 1592916 | | ● | | |
| I-69 Br over CFE RR, SB Lane, 0.81 mi n/o SR 14 Substructure Repair And Rehabilitation | 1592917 | | ● | | |
| I-69 Bridge over US 24 NB, 3.21 mi s/o SR 14 Repair Or Replace Joints | 1592926 | | ● | | |
| I-69 Bridge over US 24, SB, 3.21 mi s/o SR 14 Repair Or Replace Joints | 1592927 | | ● | | |
| I-69 Huntington Road over I 69, 2.97 mi s/o US 24 Substructure Repair And Rehabilitation | 1592980 | | ● | | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|-------------------------------------------------------------------------------------------------------|--------------------------|--------------------|----------------|--------|---------|
| I-69 0.47 miles N of SR 1 to 9.46 mi n/o SR 1 HMA Overlay, Preventive Maintenance | 1600232 | | ● | | |
| I-69 Coldwater Rd over I-69 Ramp Bridge Replacement, Other Construction | 1601991 | | ● | | |
| I-69 Bridge 1.69 mi s/o US 24 Deck Replacement | 1701406-NB 1701408-SB | | ● | | |
| I-69 Bridge at I-469 DRN over I-69, 5.69 mi s/o US 24 Bridge Painting | 1800587 | | ● | | |
| I-69 CCTV/DMS from 2.9 mi s/o S Jct w/I-469 to 6.2 mi n/o SR1 ITS Traffic Management Systems | 1800562 | ● | | ● | |
| SR 101 From 0.18 mi n/o US 24 to 8.49 mi n/o US 24 HMA Overlay, Structural | 1296471 | | ● | | |
| SR 101 Mourey Ditch, 2.60 miles N of US 30 Small Structure Pipe Lining | 1383552 | | ● | | |
| SR 101 Imback Ditch, 6.64 miles N of US 30 Small Structure Pipe Lining | 1383553 | | ● | | |
| SR 101 Bridge Over Hamm Ditch, 1.49 mi n/o SR 37 Bridge Deck Overlay | 1500781 | | ● | | |
| SR 205 Pipeliner for Johnson Ditch, 2.09 mi n/o US 33 Small Structure Pipe Lining | 1296076 | | ● | | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|-----------------------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| I-469 I-469 at the US 24 Interchange Interchange Modification | 1383675 | ● | | ● | |
| I-469 Pipeliner, WB On Ramp, 4.0 mi e/o US 27 Small Structure Pipe Lining | 1500829 | | ● | | |
| I-469 From 0.54 mi e/o I-69 S to 2.28 mi e/o SR 1 (Winchester Rd). Concrete Pavement Restoration (CPR) | 1500837 | | ● | | |
| I-469 WB off ramp, 1.76 mi e/o US 27 Small Structure Pipe Lining | 1592490 | | ● | | |
| I-469 Bridge over St. Mary River, EB, 0.45 mi w/o US 27 Debris Removal From Channel | 1592918 | | ● | | |
| I-469 Bridge over Maplecrest Road EB, 3.99 miles E of SR 37 Substructure Repair And Rehabilitation | 1592955 | | ● | | |
| I-469 Over NS Railroad (Fostoria) Substructure Repair And Rehabilitation | 1592982 | | ● | | |
| I-469 Bridge over US 24, NB, 1.35 mi n/o US 30 Substructure Repair And Rehabilitation | 1592985 | | ● | | |
| I-469 Bridge over US 24, SB, 1.35 mi n/o US 30 Substructure Repair And Rehabilitation | 1592986 | | ● | | |
| I-469 Bridge over NS Railroad, SB, 0.50 mi s/o SR 37 Substructure Repair And Rehabilitation | 1592988 | | ● | | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|----------------------------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| I-469 Bridge WB Over - Maplecrest Road NB/SB, 3.99 miles E of SR 37 Substructure Repair And Rehabilitation | 1592989 | | ● | | |
| I-469 Pipe Liner, Unnamed Tributary of Brindle Ditch, 3.76 miles E of I-69 Small Structure Pipe Lining | 1600240 | | ● | | |
| I-469 NB Bridge on I-469 at the US 24 Interchange Bridge Deck Overlay | 1600316 | | ● | | |
| I-469 SB Bridge on I-469 at the US 24 Interchange Bridge Deck Overlay | 1600317 | | ● | | |
| I-469 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 | | ● | | |
| I-469 Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69 Partial Super Replacement | 1701375 | | ● | | |
| I-469 Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69 Partial Super Replacement | 1701376 | | ● | | |
| I-469 CCTV/DMS from the S Jct w/I-69 to the N Jct w/I-69 ITS Traffic Management Systems | 1800565 | ● | | ● | |
| I-469 Over St Mary's River, EB, .45 mi w/o US27 Channel Clearing and Protection | 1801204 | | ● | | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|-----------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| I-469 SB Off Ramp over Grice Ditch, 1.04 mi w/o SR 37 Channel Clearing and Protection | 1801208 | | ● | | |
| I-469 WB to I-69 over Wallen Rd SB, 0.46 mi w/o I-69 Repair Or Replace Joints | 1801211 | | ● | | |
| SR 930 0.77 M.E. of US 27(at Coldwater Rd), Add Right Turn Lanes on N,E, & W approaches Intersect. Improv. W/ Added Turn Lanes | 1296911 | ● | | ● | |
| SR 930 at US 27/Lima Rd Intersect. Improv. W/ Added Turn Lanes | 1401845 | ● | | ● | |
| SR 930 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes | 1401850 | ● | | ● | |
| SR 930 Bridge Over Spy Run Creek WB, 0.74 mi w/o US 27 Bridge Thin Deck Overlay | 1500784 | | ● | | |
| SR 930 Bridge over Trier Ditch, 2.05 miles W of I-469 Bridge Deck Replacement | 1600227 | | ● | | |
| Railroad Crossing Monroeville Rd at CFE RR #532328Y near Hoagland Railroad Protection | 1700527 | | | ● | |
| Railroad Crossing Van Buren St at NS RR DOT# 478025T Railroad Protection | 1500181 | | | ● | |

INDOT Projects

| Route/Project | DES# | System Reliability | Infrastructure | Safety | Transit |
|--------------------------------------------------------------------------------------------------------------------------------------|---------|--------------------|----------------|--------|---------|
| Various Various locations on routes within the FW district Raised Pavement Markings, Refurbished | 1593103 | | | ● | |
| Various Various Fort Wayne District Locations in Harlan (SR 37) and Monroeville (SR 101) Construct ADA Approved Sidewalk Ramps | 1601183 | ● | ● | | |
| Various Statewide funding for Indiana State Police patrols | 1702393 | | | ● | |