

Transportation Improvement Program

2022-2026

NIRCC
***Northeastern Indiana Regional
Coordinating Council***

The FY 2022-2026 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 selected and approved by NIRCC within the Metropolitan Planning Area (MPA), and projects in Allen County outside the MPA selected by the Indiana Department of Transportation (INDOT), Allen County and the respective cities and towns. The Federally Funded categories of projects include:

1. Capital and operating assistance for elderly and disabled transportation services - FTA Section 5310 Funds
2. Rural Road Projects-Group IV (Counties and Areas under 5,000 population)–Surface Transportation Block Group (STBG) Funds
3. Rural Road Safety Projects – Group IV Highway Safety Improvement Funds (HSIP)
4. Urban Road Projects-Group I (Areas over 200,000 population)-STBG Funds
5. Urban Roadway Safety Projects-Group I HSIP Funds
6. Urban Transportation Projects-Group 1 Congestion Mitigation and Air Quality Funds (CMAQ)
7. Transportation Alternatives Projects–Group I, Group IV and Anywhere-TA Funds
8. Railroad Crossing Safety Improvement Projects- Section 130 Railway-Highway Crossing Program
9. Indiana Department of Transportation Road Projects-National Highway Performance Program (NHPP) Funds; State STBG Funds, HSIP Funds and National Highway Freight Program Funds
10. Transit Projects-FTA Section 5307 Funds, Section 5339 Funds and 5340 Funds

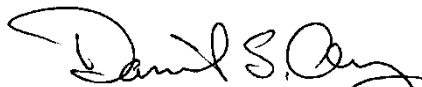
Upon approval by the Urban Transportation Advisory Board that serves as NIRCC's Transportation Policy Board, the TIP is submitted to the Indiana Department of Transportation for review and approval; and to the Federal Highway Administration and Federal Transit Administration for review and air quality conformity finding. Following review and approval by the appropriate agencies, the TIP is 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. Local roadway and transit projects are submitted from local public agencies and selected by NIRCC inclusion in the TIP.

RESOLUTION

ADOPTING THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL FY 2022-2026 TRANSPORTATION IMPROVEMENT PROGRAM

- 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 (Federal-Aid Highway planning requirements), and capable of meeting the requirements of 49 U.S.C. 5303 (Federal Transit Planning requirements) in the Fort Wayne Urbanized areas;
- WHEREAS, the Northeastern Indiana Regional Coordinating Council's Urban Transportation Advisory Board is the policy body for the Fort Wayne Urbanized Area Metropolitan Planning Organization;
- WHEREAS, the Fixing America's Surface Transportation (FAST) Act, signed into law in 2015, and associated federal regulations require that each MPO adopt a Transportation Improvement Program (TIP) consisting of federally funded and/or regionally significant transportation improvement projects within the metropolitan planning area, and that the TIP shall cover a period of no less than four years;
- WHEREAS, The Northeastern Indiana Regional Coordinating Council has complied with the Clean Air Act Amendments of 1990 (CAAA) requirements as the pertain to the development and conformity of the FY2022-2026 Transportation Improvement Program;
- WHEREAS, the FY2022-2026 Transportation Improvement Program (TIP) conforms to the State Implementation Plan for Air Quality according to the United States Environmental Protection Agency's Transportation Conformity Guidance for the South Coast II Court Decision, made available November 2018;
- WHEREAS, the FY2022-2026 Transportation Improvement Program (TIP) program of projects is both fiscally constrained and consistent with the 2040 Transportation Plan as Amended, and meets the requirements of 23 U.S.C. 450.326;
- WHEREAS, the FY2022-2026 Transportation Improvement Program (TIP) was developed in cooperation with state, local, and transit officials in the region;
- WHEREAS The development of the FY2022-2026 Transportation Improvement Program (TIP) involved the public and interested stakeholders in an open and transparent process that included a public comment period;

THEREFORE BE IT RESOLVED, that the Northeastern Indiana Regional Coordinating Council's Urban Transportation Advisory Board at its regular meeting of April 6, 2021 adopted the Northeastern Indiana Regional Coordinating Council FY 2022-2026 Transportation Improvement Program.



Daniel S. Avery, Executive Director
Northeastern Indiana Regional Coordinating Council

April 6, 2021

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LIST OF INITIALS AND ACRONYMS USED

3C - Continuing, Comprehensive, and Cooperative Planning Process
AC - Allen County
ADT - Average Daily Travel
AADT - Annual Average Daily Travel
CBD - Central Business District
CITILINK - Fort Wayne Public Transportation Corporation
CN - Construction Phase
FHWA - Federal Highway Administration
FTA-Federal Transit Administration
FW - Fort Wayne
FY - Fiscal Year
GR - Grabill
HT - Hometown
INDOT - Indiana Department of Transportation
ITS - Intelligent Transportation System
LC – Leo-Cedarville
LPA - Local Public Agency
LRP - Long Range Transportation Plan
LR&S - Local Road and Street Fund
MPO - Metropolitan Planning Organization
MPA – Metropolitan Planning Area
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:

CMAQ - Congestion Mitigation and Air Quality
FTA Section 5307, 5310, 5339 and 5340
HSIP - Highway Safety Improvement Program
LR&S - Local Road and Street
MVH - Motor Vehicle Highway
NHP – National Highway Performance Program
Railway-Highway Crossing Program Section 130
RTP - Recreation Trails Program
STBG - Surface Transportation Block Group Program
TA – Transportation Alternatives 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. While the Federal Highway and Federal Transit Administrations only recognize a four-year program of projects, the Indiana Department of Transportation and Indiana Metropolitan Planning Organizations agree to prepare a five-year program of projects. Therefore, the functional groups assisting the Northeastern Indiana Regional Coordinating Council (NIRCC) in transportation planning activities have developed a five-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 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 of the Congestion Management System is to promote efficient use of existing capacity and access management tools. The Metropolitan 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 five-year period. The TIP (Fiscal Years 2022, 2023, 2024, 2025 and 2026) represent committed projects by local governments and INDOT. Road

and Transit Projects listed in the fifth year (2026) are considered as illustrative projects by the Federal Highway and Federal Transit Administrations and are provided for informational purposes.

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.

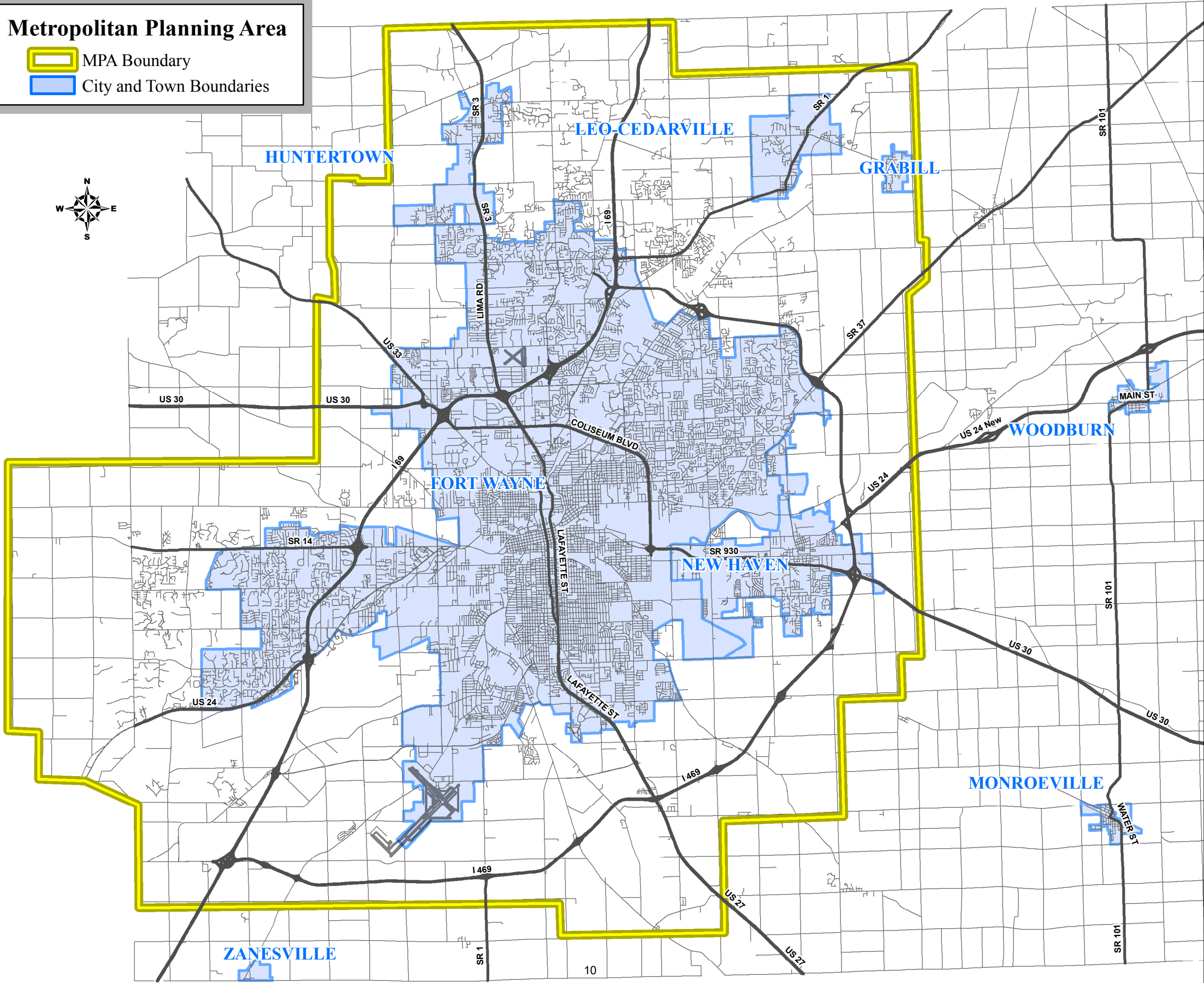
The Northeastern Indiana Regional Coordinating Council (NIRCC) was formed in 1974, as a regional planning agency in the State of Indiana. The jurisdictional area of NIRCC includes Adams, Allen, DeKalb and Wells Counties in Indiana. NIRCC functions not only as the regional development agency, but also 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 380 square miles within Allen County, 21.5 square miles in Whitley County, and 3 square miles in Huntington County. This area includes the City of Fort Wayne and City of New Haven, and the Towns of Grabill, Hometown, and Leo-Cedarville. (See Figure 1)

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

Metropolitan Planning Area

-  MPA Boundary
-  City and Town Boundaries



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

NIRCC Members

Mayor Mike Ley - City of Auburn
Chris Cloud - Allen County Commissioner Representative
Councilman Kenneth Fries - Allen County Council
Mayor John Whicker - City of Bluffton
Bill Hartman - Allen County Commissioner Representative
Mayor Tom Henry, represented by Paul Spoelhof - City of Fort Wayne
Greg Peck - Allen County Commissioner Representative
Commissioner Donald Grogg - DeKalb County
Councilman Rick Ring - DeKalb County Council
Gene Donaghy - Governor Appointee
Commissioner Kevin Woodward - Wells County
Councilman Todd Mahnensmith – Wells County Council
Larry Macklin – Adams County Commissioner Representative
Councilman Dennis Bluhm – Adams County Council
Mayor Dan Rickford – 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, Chair - Fort Wayne Board of Works
 - Paul Spoelhof - Fort Wayne Mayor's Appointee
 - Patrick Zaharako - Fort Wayne Traffic Engineer
 - Judy Wire - Fort Wayne Plan Commission
- b. Four representatives from Allen County
 - Commissioner Therese Brown - Allen County Commissioner
 - Councilman Ken Fries - Allen County Council
 - Bill Hartman, Vice Chair - Allen County Highway Director
 - Renee Fishering - Allen County Plan Commission
- c. One representative from the City of New Haven
 - Mayor Steve McMichael - Mayor of New Haven
- d. One representative from the Fort Wayne Public Transportation Corporation
 - Sherese Fortriede - 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
 - Erica Tait - Federal Highway Administration

- b. Indiana Department of Transportation, Manager; Program Development
Stephanie Belch - 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 grant applications, transit studies, etc.
3. The Committees through their meetings and subcommittees coordinate 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
Jessica Chrisman - Allen County Representative
Dana Plattner - Indiana Department of Transportation Representative
Michelle Wood - Allen County Plan Commission
Darrin Good – New Haven Representative

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

Erica Tait - Federal Highway Administration Representative
Stephanie Belch - Indiana Department of Transportation Representative

Feasibility Subcommittee Members

Fort Wayne Engineering – Kyle Winling (Chair)
Fort Wayne Engineering – Patrick Zaharako
Fort Wayne Community Development – Josh Campbell
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 – Josh Campbell
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:

Justin Clupper, Chair - Community Transportation Network
Sheila Roberson - Local 682 Amalgamated Transit Union
Chris Beebe, Vice Chair – Allen County Plan Commission Representative
Sherese Fortriede or Russ Garriott – Fort Wayne Representative (Planning and Policy)
Sherese Fortriede - Citilink Board Member
Ross Bumgardner - Deluxe Taxi (Private Sector Transportation Provider)
Pat O'Brien – Excursions Trailways (Private Sector Transportation Provider)
Kathy Baer - Turnstone Center, Consumer / Consumer Advocacy Representative
Kate Wiggins – AIHS, Non-Profit / Paratransit Provider
Joni Schmalzried – AWS Foundation, Consumer Advocacy Representative
Rob Gutierrez - New Haven Planning Director

The membership of TPC is composed of the following non-voting representative:

Jason Casteel, Indiana Department of Transportation

III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

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The procedure undertaken to update the TIP is illustrated in Figure 2 and described below.

1. Participation in the Transportation Planning Process

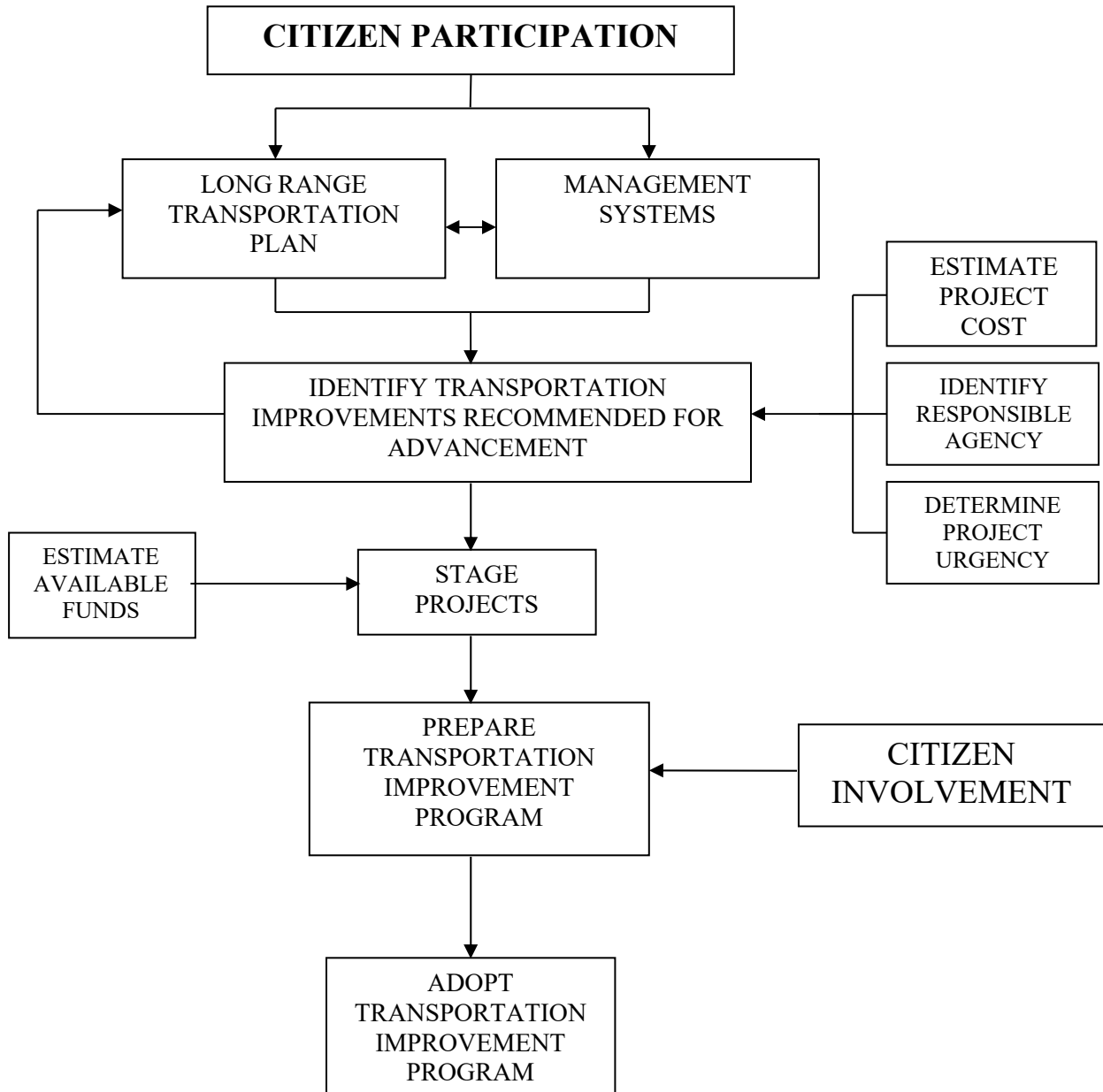
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating 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 act upon. The results of board action are covered by the news media.

The Northeastern Indiana Regional Coordinating Council sponsors a Transportation Advisory Committee (TAC) and Transit Planning Committee to assist in the review of issues and capital grants regarding specialized transportation services to elderly and disabled persons. These committees include private transportation providers, human service agencies, and the local transit company. Consensus on staff recommendations on programs to be included in the TIP is sought from these groups prior to any action by UTAB.

TRANSPORTATION IMPROVEMENT PROGRAM CITIZEN INVOLVEMENT PROCESS

Figure 2



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, 2035 and 2040 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 22–FY 26 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 *2040 Transportation Plan* was adopted in May 2018 and amended in September 2019.

The 2040 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 2040 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 *2040 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 five 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 2040 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 levels of service objectives are attainable through the selected design. The selection process ensures 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, 2021 to June 30, 2026 for local and state projects and January 1, 2022 to December 31, 2026 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 2040 Transportation Plan. It has been determined that the 2040 Transportation Plan conforms to the applicable 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
&
2040 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 and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.

INDOT has initiatives in place that enable them to invest available funding effectively to achieve their performance goals. The Transportation Asset Management Plan (TAMP) provides detailed information on those initiatives, associated methods for prioritizing projects, agency goals, objectives and investment strategies, and resulting bridge and pavement conditions based on 10-year spending plans. INDOT also has a Strategic Highway Safety Plan (SHSP) that sets priorities for the primary safety focused programs and guides the DOTs, MPOs, and other safety partners in addressing safety across the state. The INDOT freight plans and long-range transportation plans, 5- or 6-year highway plans also inform the TAMP and asset management processes. The INDOT, MPO and RPO Planning Roles, Responsibilities (PRR) and Planning Procedures Manual (PPM) clarify roles and responsibilities for transportation planning activities including the performance-based planning processes.

For projects using Federal funding, such as National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Surface Transportation Block Grant(STBG) funds (excluding urbanized area dedicated funds), along with State Construction funds, INDOT's Divisions of Planning and Statewide Technical Services uses a data-driven process, including performance-based business rules to help prioritize projects for inclusion in the recommended Five-Year State Transportation Improvement Program (STIP).

This process evaluates projects based on investment strategies and project prioritizations as outlined in the *Indiana Transportation Asset Management Plan (TAMP – August 2019)* and results in the elevation of projects that will contribute toward the achievement of INDOT's targets for bridge condition, pavement condition, traffic congestion, travel time reliability for

both passenger vehicles and highway freight, and safety. The resulting program of projects is *approved by the Program Management Group (PMG) and the executive office for inclusion in the Indiana STIP and the MPO's TIP.*

Projects specifically designed to make progress toward INDOT's bridge and pavement condition targets are identified by the Pavement and Bridge Asset Management Teams and support the 10-year goals as described in INDOT's TAMP. Projects funded through the Highway Safety Improvement Program are selected by the Safety Asset Management Team to make progress toward INDOT's safety improvement targets, as described in INDOT's SHSP; projects selected to make progress toward meeting INDOT's congestion and travel time reliability targets, and projects funded through the CMAQ program to meet emission reduction targets are selected by the Mobility Asset Management Team. INDOT coordinates the performance targets with the MPOs through monthly meetings with the MPO Council and other ad-hoc meetings.

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

Safety Performance

Safety performance targets are provided annually by INDOT to FHWA. INDOT, MPOs, FHWA, and Indiana Criminal Justice Institute (ICJI) collaborate to establish Safety Performance Targets for the Safety Performance Measures by the August 31 submission deadline. While NIRCC could establish its own safety targets, the MPO has elected to support the INDOT safety targets as published in their Highway Safety Improvement Program Annual Report. NIRCC supports those targets by reviewing and programming all HSIP projects within the MPO boundary that are included in the INDOT State Transportation Improvement Program (STIP). Current safety targets are for calendar year 2021 and are based on an anticipated five-year rolling average (2017-2021).

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 Statewide safety performance measures and targets are listed below. Table 1 includes the safety performance targets for 2018 through 2021. To support progress towards approved highway safety targets, a total of \$79,315,383 million has been programmed in the FY 2022-2026 TIP to improve highway safety.

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:

- 2021 Number of fatalities – **817.3**
- 2021 Rate of fatalities per 100 million miles traveled – **1.006**
- 2021 Number of serious injuries – **3,311.4**
- 2021 Rate of serious injuries per 100 million miles traveled – **4.088**
- 2021 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. In addition to HSIP specific projects, the TIP also includes transportation projects that are not primarily intended to address safety deficiencies, such as congestion reduction or operational improvements, but do address such deficiencies as part of the larger project. These projects often contribute to a safer roadway environment, reduce fatalities or serious injuries for all modes, as well as result in safer travel environments specifically for bicyclists and pedestrians.

Safety Performance Measure	Target 2018	Target 2019	Target 2020	Target 2021
Number of Fatalities - 5 year rolling average	814.9	843.9	907.7	817.3
Fatality Rate per 100 million VMT - 5 year rolling average	1.036	1.065	1.097	1.006
Number of Serious Injuries 5 year rolling average	3479.8	3512.4	3467.43	3311.4
Serious Injury Rate per 100 million VMT - 5 year rolling average	4.347	4.351	4.178	4.088
Number of Non-Motorized Fatalities and Serious Injuries - 5 year rolling average	417.0	423.3	405.86	393.6

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. Performance is assessed and reported over a four-year performance period, the first of which runs from January 1, 2018 through December 31, 2021. As permitted by regulation, INDOT revisited the four-year targets and submitted revised targets prior to an October 1, 2020 deadline. NIRCC moved to support INDOT revisions to targets. NIRCC supports the targets by reviewing and programming all pavement and bridge projects within the MPO boundary that contribute toward accomplishment of the state infrastructure performance measure targets as included in the INDOT State Transportation Improvement Program (STIP). Those investments include, but are not limited to, pavement replacement, road reconstruction, and surface treatments for the pavement program and bridge rehabilitation, thin deck overlays, and small structure projects for the bridge program. Table 2 provides the pavement condition performance targets and Table 3 includes the bridge performance condition targets. To support progress towards approved pavement and bridge targets, a total of \$119,356,470 million and \$118,079,102 million respectively has been programmed in the FY 2022-2026 TIP to improve pavement and bridge conditions. The Statewide pavement and bridge condition measures and targets are listed below.

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%**
- Revised 2021 Percentage of Interstate pavements in Good condition – **50.0%**
- Revised 2021 Percentage of Interstate pavements in Poor condition – **0.80%**
- Revised 2021 Percentage of non-Interstate NHS pavements in Good condition – **40.0%**
- Revised 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%**
- Revised 2021 Percentage of NHS bridges by deck area classified as in Good condition – **47.2%**
- Revised 2021 Percentage of NHS bridges by deck area classified as in Poor condition – **3.1%**

Table 2: NIRCC - Statewide Pavement Condition Performance Targets			
Pavement Condition Performance Measure	Target 2019	Target 2021	Revised Target 2021
Percentage of Interstate pavements in Good condition	84.24%	84.24%	50.0%
Percentage of Interstate pavements in Poor condition	0.80%	0.80%	0.8%
Percentage of non-Interstate NHS pavements in Good Condition	78.71%	78.71%	40.0%
Percentage of non-Interstate NHS pavements in Poor Condition	3.10%	3.10%	3.10%

Table 3: NIRCC - Statewide Bridge Condition Performance Targets			
Bridge Condition Performance Measure	Target 2019	Target 2021	Revised Target 2021
Percentage of NHS bridges by deck areas classified as in Good condition	48.32%	48.32%	47.2%
Percentage of NHS bridges by deck area classified as Poor Condition	2.63%	2.63%	3.10%

NIRCC, INDOT and FHWA have collaboratively 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. As with the pavement and bridge performance process, performance is assessed and reported over a four-year performance period, the first of which runs from January 1, 2018 through December 31, 2021. As permitted by regulation, INDOT revisited the four-year targets and submitted revised targets prior to an October 1, 2020 deadline. NIRCC moved to support the INDOT revised targets. NIRCC supports the targets by reviewing and programming all system performance projects within the MPO boundary that contribute toward accomplishment of the state system performance measure target as included in the INDOT State Transportation Improvement Program (STIP). Table 4 provides the statewide NHS travel time reliability performance targets

and Table 5 includes the statewide Interstate freight reliability targets. The statewide on-road source emission performance targets are displayed in Table 6. To support progress towards approved freight movement and CMAQ system performance targets, a total of \$15,251,554 million and \$56,385,442 million respectively has been programmed in the FY 2022-2026 TIP to system performance. The Statewide NHS Travel Time Reliability, Interstate Freight Reliability and On-Road Mobile Source Emission Targets are listed below.

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%**

Table 4: NIRCC - Statewide NHS Travel Time Reliability Performance Targets		
	Target 2019	Target 2021
Percent of person miles reliable on Interstate	90.50%	92.80%
Percent of person miles reliable on non-Interstate NHS		89.80%

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**
- Revised 2021 Truck travel time reliability index – **1.3**

Table 5: NIRCC - Statewide Interstate Freight Reliability Performance Targets			
	Target 2019	Target 2021	Revised Target 2021
Truck travel time reliability index	1.27%	1.24%	1.3%

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 collaboratively 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

Citilink, is the sole recipient of public transit funds in the Fort Wayne Urbanized Area. Citilink is required to establish performance targets for safety and state of good repair; develop a transit

Table 6: NIRCC - Statewide On-Road Source Emission Performance Targets		
	Target 2019	Target 2021
Volatile organic compounds reduction of:	1600 kg/day	2600 kg/day
Carbon Monoxide reduction of:	200 kg/day	400 kg/day
Oxides of nitrogen reduction of:	1600 kg/day	2200 kg/day
Particulate matter less than 10 microns reduction of:	0.30 kg/day	0.50 kg/day
Particulate matter less than 2.5 microns reduction of:	20 kg/day	30 kg/day

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 the development of a Public Transit Agency Safety Plan (PTASP). The 2021 targets for the TAM and Safety Plan have been established and approved by NIRCC.

Transit Asset Management (TAM) Targets must be set by the transit provider for each applicable asset class annually. NIRCC worked with Citilink to develop 2016 baseline data to set 2017 TAM Targets to be included in the initial Citilink TAM Plan. 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, asses the backlog of investment and provide a 20-year projection of reinvestment need and evaluates the impact of variations in funding.

The process was applied to Citilink’s rolling stock and facilities to establish a 2016 baseline and performance targets have been set since 2017. Tables 7 and 8 display the 2020 actual data and 2021 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

Rolling Stock	2020 Percent that Meet or Exceed ULB	2021 Target Percent that Meet or Exceed ULB	2020 Percent in State of Good Repair	2021 Target Percent in State of Good Repair
Large Buses	31%	31%	91%	90%
Medium and Light Duty Buses	74%	65%	96%	90%
Specialized Vans	0%	0%	100%	90%
Non-Revenue Service Vehicles	81%	81%	75%	80%

Facilities	2020 Percent Below Acceptable TERM Rating	2021 Target Below Acceptable TERM Rating	2020 Percent in State of Good Repair	2021 Target Percent in State of Good Repair
Facilities	0%	0%	100%	90%
Passenger Shelters	0%	0%	100%	80%

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.

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.

Transit operators that receive Section 5307 Urbanized Area Formula Grant Program funds are required to have a self-certified Public Transit Agency Safety Plan (PTASP). Citilink

developed a Public Transit Safety Plan in 2020 that includes safety performance measures and targets for annual number of fatalities, injuries, safety events, and distance between major failures. NIRCC worked with Citilink to develop their PTASP and safety performance measures and targets. These performance measures and safety targets will be updated within the PTASP annually. The performance measures and safety targets are displayed in Table 9.

Table 9: Citilink and NIRCC – Safety Performance Targets			
Fixed Route-Safety Performance Category		2014-2018 Baseline	Target
Fatalities	Total	0	0
	Rate per 100,000 Vehicle Revenue Miles	0	0
Injuries (Minor/Major)	Total	17.4	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	1.2	Reduction from baseline
Safety Events (Minor/Major)	Total	3.4	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	0.2	Reduction from baseline
System Reliability (Minor/Major)	Vehicle Revenue Miles Between Failures	61,681	Reduction from baseline
Paratransit-Safety Performance Category			
Paratransit-Safety Performance Category		2014-2018 Baseline	Target
Fatalities	Total	0	0
	Rate per 100,000 Vehicle Revenue Miles	0	0
Injuries (Minor/Major)	Total	2.8	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	0.7	Reduction from baseline
Safety Events (Minor/Major)	Total	1.0	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	0.3	Reduction from baseline
System Reliability (Minor/Major)	Vehicle Revenue Miles Between Failures	55,241	Reduction from baseline

The TIP includes projects that support the TAM and Safety Targets. The TIP includes more than \$1,000,000 million annually for Capital Assistance projects for Citilink to replace vehicles as

needed, annual preventive maintenance efforts, and to make repairs to bus stops, shelters, terminals, and administration/maintenance facilities. The TIP also includes more than \$11,000,000 million annually for Operating Assistance. These Capital and Operating funds will help Citilink maintain their fleet and facilities in a state of good repair and ensure safe and reliable vehicles and facilities and provide safety training for drivers.

Reporting

The program of projects included in NIRCC's TIP is developed 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 roadway revenue is used for pavement and bridge management type projects. Federal funds are primarily 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, but also contains intersection and interchange improvements. 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 is available in Appendix E 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 for all performance measures has been completed. NIRCC has elected to support the INDOT Statewide Targets and has collaborated with Citilink on the development and setting of Transit Asset Management and Public Transit Safety Targets. The initial performance targets for safety were set for calendar year 2018. While this time period has terminated, the Final 2018 crash data is being compiled and the rates calculated. 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.

2040 Transportation Plan Projects - Allen County

The list below includes the air quality “Non-Exempt” and “Exempt” highway and transit projects. The 2040 Transportation Plan Project Identification Number, as listed in the 2020-2024 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.

Highway Improvements

Air Quality Non-Exempt Projects

New Construction

New Two-Lane Construction

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

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

Widening Projects

Widen To Four Lanes

Adams Center Road from State Road 930 to Moeller Road (25-003)

Ardmore Avenue from Covington Road to Engle Road (30-004)

Ardmore Avenue from Engle Road to Lower Huntington Road (30-005)

Clinton Street from Auburn Road to Wallen Road (25-006)

Clinton Street from Wallen Road to Dupont Road/SR 1 (25-007)

Diebold Road from Clinton Street to Dupont Road/SR 1 (35-008)

Hillegas Road from s/o Bass Road to Washington Center Road (25-009)

Maplecrest Road from State Boulevard to Stellhorn Road (35-010)

State Boulevard from Clinton Street to Cass Street (10-011)

Stellhorn Road from Maplecrest Road to Maysville Road (35-012)

Tonkel Road from Dupont Road/State Road 1 to Hursh Road (10-013)

Washington Center Road from Lima Road/SR 3 to US 33 (25-014)

Interchange - New Construction

Interstate 69 at Hursh Road (25-015)

US 30 at Flaugh Road

Air Quality Exempt Projects

Congestion Management Strategy Implementation

Center Turn Lane Improvement

Auburn Road from Cook Road to Interstate 469 Exit Ramp (3-lane) (15-016)

Coldwater Road from Mill Lake Road to Gump Road (3-lane) (25-017)

Engle Road from Bluffton Road to Smith Road (3-lane) (30-018)

Gump Road from Coldwater Road to Auburn Road (3-lane) (25-019)

Saint Joe Center Road from Clinton Street to River Run Trail (5-lane) (10-020)

Saint Joe Center Road from Reed Road to Maplecrest Road (3-lane) (35-021)

Saint Joe Center Road from Maplecrest Road to Meijer Drive (3-lane) (35-022)

Turn Lane Extension

Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps (25-023)

Road Reconstruction – Road Diet

Anthony Boulevard from Tillman Road to Rudisill Boulevard (35-024)

Anthony Boulevard from Rudisill Boulevard to Pontiac Street (35-025)

Anthony Boulevard from Pontiac Street to Wayne Trace (35-026)

Anthony Boulevard from Wayne Trace to Crescent Avenue (35-027)

Broadway Street from Bell Avenue to North River Road (40-028)

Calhoun Street from Paulding Road to Tillman Road (40-029)

Clay Street from Main Street to Lewis Street (40-030)

Coliseum Boulevard/Pontiac Street from New Haven Avenue to Wayne Trace (35-031)

Columbia Street from Saint Joe Boulevard to Lake Avenue (40-032)

Harrison Street from Superior Street to Second Street (40-033)

Lake Avenue from Saint Joe Boulevard to Delta Boulevard (40-034)

Paulding Road from US 27/Lafayette Street to Anthony Boulevard (35-035)

Paulding Road from Anthony Boulevard to Hessen Cassel Road (35-036)

Superior Street from Calhoun Street to Wells Street (40-037)

Tillman Road from Anthony Boulevard to Hessen Cassel Road (40-038)

Washington Boulevard from Lafayette Street to Van Buren Street (40-039)

Intersection Reconstruction

Broadway and Taylor Street (35-040)

Clinton Street and Wallen Road (35-041)

Clinton Street and Washington Center/St. Joe Center Road (25-042)

Coldwater Road and Union Chapel Road (40-043)

Coldwater Road and Ludwig Road, and Interstate 69 Interchange Modification (35-044)

Corbin Road and Union Chapel Road (35-045)

Coverdale Road, Winters Road and Indianapolis Road (25-046)

Flaugh Road and Leesburg Road (30(II)-047)

Goshen Road, Lillian Avenue and Sherman Boulevard (35-048)

Homestead Road and Lower Huntington Road (40-049)

Leesburg Road and Main Street (35-050)

Ludwig Road and Huguenard Road (40-051)

Rothman Road and St Joe Road (35-052)

Ryan Road and Dawkins Road (25-053)

SR 930 and Coldwater Road (40-054)

SR 930 and Goshen Road (40-055)

SR 930 and Maplecrest Road

SR 930 and US 27/Lima Road (40-056)

US 30 and Felger/Leesburg Road

US 30 and Kroemer Road

US 30 and O'Day Road

Wayne Trace and Monroeville Road (40-057)

Reconstruction and Realignment

Adams Center Road from Moeller Road to Paulding Road (35-058)
Adams Center Road from Paulding Road to Interstate 469 (35-059)
Allen County/Whitley County Line Road from US 24 to SR 14 (30-060)
Amstutz Road from Hosler Road to SR 1/Leo Road (30(II)-061)
Ardmore Avenue from Airport Expressway to Ferguson Road (40-062)
Bass Road from Clifty Parkway to Thomas Road (35-063)
Bass Road from Thomas Road to Hillegas Road (35-064)
Bass Road from Hadley Road to Scott Road (35-065)
Carroll Road from SR 3 to Springs Drive (40-066)
Carroll Road from e/o Bethel Road to Millstone Drive (40-067)
Coldwater Road from Gump Road to Allen County Line (40-068)
Cook Road from US 33 to O'Day Road (30(II)-069)
Crescent Avenue from Sirlin Drive to State Road 930/Coliseum Boulevard (40-070)
Dunton Road from Hathaway Road to Gump Road (40-071)
Goshen Avenue from Sherman Boulevard to Coliseum Boulevard/State Road 930 (35-072)
Hathaway Road from Corbin Road to State Road 3 (40-073)
Hathaway Road from SR 3 to Hand Road (40-074)
Huguenard Road from Washington Center Road to Cook Road (40-075)
Lake Avenue from Reed Road to Maysville Road (35-076)
Leesburg Road from Main Street to Jefferson Boulevard (35-077)
Maplecrest Road from State Boulevard to Stellhorn Road (40-078)
Moeller Road from Hartzell Road to Adams Center (30-079)
Ryan Road from Dawkins Road to US 24 (35-080)
State Boulevard from Maysville Road to Georgetown North Boulevard (40-081)
Saint Joe Road from Evard Road to Mayhew Road (40-082)
Saint Joe Road from Maplecrest Road to Eby Road (40-083)
Till Road from Lima Road to Dawson Creek Boulevard (30-084)
Wallen Road from Hanauer Road to Auburn Road (30-085)
Wells Street from State Boulevard to Fernhill Avenue (35-086)
Witmer Road from Schwartz Road to Country Shoals Lane (30(II)-087)

Other Highway Improvements

New Railroad Grade Separation

Anthony Boulevard and Norfolk Southern Railroad (25-088)
Airport Expressway and Norfolk Southern Railroad (15-089)
Ardmore Avenue and Norfolk Southern Railroad (40-090)

Reconstruct Railroad Grade Separation

Anthony Boulevard and CSX Railroad (25-091)

Interchange Modification

Interstate 69 and SR 14/Illinois Road Interchange (WB to NB Ramp) (35-092)
Interstate 469 and Interstate 69 Interchange (mm 315) (40-093)
Interstate 469 and US 24 Interchange (25-094)
US 24 and Bruick/Ryan Road (30-095)

Additional Projects for Illustrative Purposes Only

Widening Projects - six lanes

Interstate 69 from Interstate 469 to Airport Expressway (40-096)

Interstate 69 from Airport Expressway to US 24 (10-097)

Interstate 69 from Dupont Road/SR 1 to Hursh Road (25-098)

Interstate 469 from Maplecrest Road to Interstate 69 (25-099)

Jefferson Boulevard from Illinois Road South to Main Street (10-100)

Jefferson Boulevard from Interstate 69 to Illinois Road South (30(II)-101)

SR 3 from Dupont Road to Gump Road (25-102)

SR 3 from Gump Road to Allen County Line (30(II)-103)

US 24 from Interstate 69 to Homestead Road (25-104)

Upgrade to Full Access Control (Freeway Design)

US 30 from Interstate 69 to US 33 (10-105)

US 30 from US 33 to Flaugh Road (10-106)

US 30 from Flaugh Road to O'Day Road (25-107)

Widening Projects - four lanes

SR 1/Leo Road from Tonkel Road to Union Chapel Road (25-108)

SR 1/Leo Road from Union Chapel Road to Grabill Road (30(II)-109)

SR 1/Bluffton Road from Interstate 469 to SR 116/124 (30-110)

SR 14/Illinois Road from W Hamilton Road to Allen/Whitley County Line Road (25-111)

SR 37 from Doty Road to Interstate 469 (10-112)

US 33 from Cook Road to O'Day Road (10-113)

US 33 from O'Day Road to SR 205 (30-114)

Center Turn Lane Improvement

Auburn Road from Dupont Road to Gump Road (40-115)

SR 930 from Brookwood Drive to Minnich Road (40-116)

Reconstruction and Realignment

Clinton Street from Parnell Avenue to Auburn Road (40-117)

SR 37 from Doty Road to Cuba Road (30-118)

Interchange – Modification

Interstate 69 and SR 1/Dupont Road Interchange (30(II)-119)

Bridge Reconstruction/Modification

Hillegas Road over Interstate 69 (25-120)

US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment (25-121)

Bridge and pavement replacement and reconstruction projects included in the Transportation Improvement Program are not generally listed in the Transportation Plan. These types of projects are developed through data driven bridge and pavement asset management programs. Projects developed through these programs do not include added travel lanes, but serve to maintain the existing system and are consistent with the policies of the Transportation Plan. When an added travel lanes type of project is listed in the Transportation Plan, any bridge within the scope of such project is considered a component of that project.

Transit Improvements

Transit Improvements

Air Quality Exempt Projects

Transit Improvement Projects

Public Transit Policies

**Policies are numbered for identification purposes only, not by priority*

- Policy 1** In the urbanized portion of the Metropolitan Planning Area where fixed route transit service is the most efficient means of providing public transit, Citilink fixed route transit service will remain as the service of choice. Where fixed route transit service cannot meet established performance standards, other types of transit service will be investigated. Opportunities for service coordination and connectivity should be explored by Citilink and other service providers.
- Policy 2** As the urbanized area grows; transit service should be expanded to meet the transit demands of the community. Decrease headways on routes where demands warrant.
- Policy 3** Enhance public transportation to support clean air strategies, energy conservation, congestion management, transportation choice and meet the needs of transit dependent populations.
- Policy 4** Land use policies should address the transit need for accessibility to private development through street and subdivision design. This is crucial to providing access to employment, senior housing, low income housing, quality food, and daily essential needs. The land use planning approval process should include pedestrian and public transportation issues and recommendations from appropriate providers and committees. Land use policies and recommendations should be consistent with the guidelines provided in the Coordinated Development and Transportation Services Guide.
- Policy 5** Citilink will have a role in urban core redevelopment. Specific projects such the recently completed Citilink Central Station and the Hanna/Creighton community center can compliment and encourage redevelopment activities.
- Policy 6** Citilink should continue to implement appropriate nontraditional transit services and evaluate vehicle type, design, and propulsion when purchasing new capital equipment. This may include the investigation and promotion of additional transportation services such as telecommuting, ridesharing, and van pools. Citilink

and other providers should also be encouraged to continue adding vehicles to their fleets that utilize hybrid-propulsion and bio-diesel fuel technology, as well as other propulsion technologies as they become available.

Policy 7 Citilink, Community Transportation Network, and other providers should be partners in the provision of specialized transportation services and access all potential financial resources to meet these specialized transportation needs.

Policy 8 Investigate the provision of non-fixed route transportation services in the Metropolitan Planning Area.

Policy 9 Transportation policies should continue to be developed with opportunities for involvement by human service providers, taxi, and other private sector providers. In addition, safe and appropriate opportunities for the involvement of ridesharing type services should be identified and investigated.

Policy 10 Transportation services should be coordinated with all providers (public, human service, and private) to maximize efficiency and utilize all available resources.

Policy 11 Evaluate alternative route structures to improve transit service efficiency.

Policy 12 Citilink service should provide connection opportunities with other providers operating in Allen County and the surrounding region whom travel to and from the Metropolitan Area to provide better rural / urban connectivity.

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 by both Citilink and other entities (public and private). 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 innovative technology to promote and sustain transit ridership.
*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 Comprehensive Operations Analysis / 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

Project 11 Rural and Regional Connectivity: Complete a study and report identifying and recommending connection opportunities between Citilink and other providers operating in Allen County and the surrounding region whom travel to and from the Metropolitan Area to provide better rural / urban connectivity.

*Policies 3

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:

Identify new revenue sources to increase operating budgets necessary to expand and maintain services and fleets

Keep costs low / maintain affordable rates

Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program – Capital Funding

Maintain existing service / fleets

Maintain and increase coordination / efficiency between all transportation providers

Expand existing service / fleets

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

Provide transportation above and beyond existing complimentary paratransit service

Provide transportation outside current service areas

Provide transportation within and outside current service schedules

Job Access Reverse Commute Related Projects Strategies:

Provide transportation to destinations outside of the current service area

Provide transportation within and in particular outside of the current service schedules

Facilitate multiple destination trips from a single service provider. (ie. daycare/job)

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

Bicycle, Pedestrian and Enhancement Improvements**Current / Proposed Enhancement Projects**

Pufferbelly Trail from Lawton Park to Franke Park and Fernhill Avenue

Pufferbelly Trail Dupont Road Grade Separation

Pufferbelly Trail Bridge over State Boulevard

IPFW Bridge over State Road 930

Dupont Road Trail from Coldwater Road to Lima Road

V. FORECAST OF AVAILABLE FUNDS

V. 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 Block Group (STBG), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Recreational Trail Program (RTP), Railway and Highway Crossings Program (Section 130), 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.

The Fiscal Year 2022-2026 TIP includes transit, highway, pedestrian, and bicycle projects funded with federal funds in Allen County during the next five years. The Indiana Department of Transportation (INDOT) and NIRCC have agreed to produce a five-year State Transportation Improvement Program (STIP) and TIP. However, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in FY 2022-2025. The fifth year (FY 2026) is for informational purposes only. Based on the report received by INDOT Policy and Budget Division, approximately 42,482,000 dollars (see Table 1) of federal funds available for programming in Fiscal Years 2022 through 2025. Additional funds in the amount of \$2,823,811 are available to the Urban Area from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA). These funds are available for programming in Fiscal Years 2022 through 2024.

Surface Transportation Block Group (STBG), Congestion Mitigation and Air Quality (CMAQ), Highway Safety Improvement Program (HSIP), Transportation Alternatives (TA), Recreational Trail Program (RTP), and Railway and Highway Crossings Program (Section 130) are also available for the rural areas 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 (Section 130) 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 1.56 million dollars from HSIP funds annually.

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 (TA) Program is funded through a portion of the funds the state receives from the Federal Highway Administration (FHWA). TA projects are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the multi-modal transportation system. TA projects can receive up to

eighty percent of the total project cost. TA projects receive funding through NIRCC and the Indiana Department of Transportation.

The Fort Wayne Public Transportation Corporation (FWPTC) will receive \$2,186,350 from State Public Mass Transportation Funds (PMTF) for FY 22. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$3,825,840 will be available for operating funds through Federal Section 5307 for FY22.

The federal dollars available for FY 22 through FY 26 and the amount of local matching funds are summarized on Table 2. Table 3 provides a summary of local funds available for matching federal funds and system level estimates of revenues and funds available for highway maintenance and operations. These revenues are primarily comprised of Motor Vehicle Funds (MVH), Local Road and Street (LR&S), Wheel-tax Surtax revenues, Major Bridge, and Community Crossing Matching Grant funds. In addition to these funds, County Economic Development Income Tax (CEDIT) and Tax Incremental Finance (TIF) revenues are often utilized for roadway improvement projects. The local funds are based upon 2018-2020 revenue receipts obtained from the Indiana Gateway for Government Units (<https://gateway.ifionline.org/>) and/or estimated local budgets.

Table 1 Federal Funds Available Fort Wayne Urbanized Area

Fiscal Year	Funds Available to Urbanized Area	CRRSA Funds	Programmed Funds	Remaining Funds
FY 2022	\$10,884,493	\$596,107	\$11,480,600	\$0
FY 2023	\$10,532,505	\$242,875	\$10,775,380	\$0
FY 2024	\$10,532,505	\$0	\$10,325,380	\$207,125
FY 2025	\$10,532,505	\$0	\$9,725,380	\$807,125
FY 2026	\$10,532,505	\$0	\$11,546,755	(\$1,014,250)

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, FY2022-25 Transportation Improvement Program is reasonably constrained. Based on the estimated funds available and estimated project costs, the program is showing a slight under programmed amount for FY2022-2025, and a current over programmed amount in FY2026.

The notice of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) funds for programming in FY2022-24 was received after development of the Draft FY2022-2026 TIP. CRSSA funds will be programmed on projects where a shortage of federal funds would require a local match that exceeds the typical twenty percent. NIRCC will work with its Local Agencies to program the remaining funds and will amend the TIP as appropriate.

Table 2
ALLOCATED FEDERAL FUNDS

FUND TYPE	Area	FY 22	FY 23	FY 24	FY 25	FY 26
STBG		\$6,358,599	\$6,280,052	\$6,280,052	\$6,280,052	\$6,280,052
HSIP		\$1,565,222	\$1,543,179	\$1,543,179	\$1,543,179	\$1,543,179
CMAQ	Fort Wayne - New Haven - Allen County	\$2,220,541	\$2,185,839	\$2,185,839	\$2,185,839	\$2,185,839
TA	Urbanized Area	\$564,137	\$523,435	\$523,435	\$523,435	\$523,435
FY21 Adjustment		\$175,994				
	Total	\$10,884,493	\$10,532,505	\$10,532,505	\$10,532,505	\$10,532,505
CRRSA Funding for FY22-24		\$2,823,811				
Group IV Funding	Statewide allocations to rural Allen County including incorporated communities	\$285,871	\$1,757,271	\$9,679,152	\$11,202,567	\$0
Transportation Alternative Program	Statewide allocation to local agencies in Allen County	\$1,288,994	\$0	\$0	\$0	\$0
Recreational Trails Program	Statewide allocation to local agencies in Allen County	\$160,000	\$0	\$0	\$0	\$0
FTA 5307/5339/5340						
Operating		\$0	\$0	\$0	\$0	\$0
Capital		\$704,000	\$636,000	\$632,000	\$480,000	\$480,000
PMTF		\$2,186,350	\$2,262,872	\$2,342,073	\$2,424,046	\$2,508,888
MATCHING FUNDS						
JURISDICTION		FY 22	FY 23	FY 24	FY 25	FY 26
Allen County		\$3,173,959	\$2,585,761	\$3,814,188	\$2,806,190	\$153,985
Fort Wayne		\$677,355	\$2,000	\$915,000	\$1,805,960	\$4,960,125
New Haven		\$562,500	\$0	\$0	\$225,000	\$0
Leo-Cedarville		\$20,000	\$0	\$1,237,500	\$0	\$0
Huntertown		\$143,750	\$673,500	\$237,500	\$371,500	\$0
Monroeville		\$215,461	\$0	\$0	\$0	\$0
Woodburn		\$106,787	\$0	\$0	\$0	\$0
		\$4,899,812	\$3,261,261	\$6,204,188	\$5,208,650	\$5,114,110
Fort Wayne PTC						
Operating		\$8,959,192	\$9,076,131	\$9,329,465	\$9,595,014	\$10,048,652
Capital		\$176,000	\$159,000	\$158,000	\$120,000	\$120,000

Table 3 Local Fiscal Constraint and Operations/Maintenance

Municipality	Projected Local Revenues 2022-2026	Programmed Local Matching Funds 2022-2026	Revenue Available for Operations/Maintenance
Allen County	\$102,342,020	\$12,534,083	\$89,807,937
City of Fort Wayne	\$199,064,425	\$8,360,440	\$190,703,985
Town of Grabill	\$4,199,744	\$0	\$4,199,744
Town of Huntertown	\$5,263,904	\$1,426,250	\$3,837,654
Town of Leo-Cedarville	\$3,517,500	\$1,257,500	\$2,260,000
City of New Haven	\$17,136,680	\$787,500	\$16,349,180
Town of Monroeville	\$622,338	\$215,461	\$406,877
City of Woodburn	\$752,366	\$106,787	\$645,579

VI. TRANSIT PROJECTS AND FINANCIAL ANALYSIS

VI. 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 2015 through 2019. 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 7 percent increase per year.

The federal transit operating subsidy historically has been approximately \$2,500,000, and the state subsidy (PMTF) is approximately \$2,100,000. 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

CITILINK ACTUAL OPERATING EXPENSES					
EXPENSE ITEMS	2015	2016	2017	2018	2019
Salaries	\$ 4,837,207	\$ 4,873,977	\$ 5,086,486	\$ 5,348,965	\$ 5,861,737
Fringe Benefits	4,375,287	4,401,197	4,543,919	4,562,846	4,811,017
Contract Services	878,805	1,215,658	868,320	1,062,414	703,392
Materials & Supplies	1,815,069	1,562,724	1,417,066	1,520,446	1,745,662
Utilities	136,872	112,421	101,754	121,003	121,873
Casualty/Liability	493,130	354,177	357,112	369,912	389,449
Taxes	1,436	1,573	1,278	1,468	7,199
Purchased Transportation	102,250	102,250	87,000	87,000	96,000
Other	184,995	146,407	162,264	174,429	223,567
Total Expenses	\$ 12,825,051	\$ 12,770,384	\$ 12,625,199	\$ 13,248,483	\$ 13,959,896

Total Operating Expenses and Operating Revenues

CITILINK ACTUAL OPERATING REVENUES					
REVENUE ITEMS	2015	2016	2017	2018	2019
Fare Revenue	\$ 1,414,526	\$ 1,315,766	\$ 1,319,690	\$ 1,335,599	\$ 1,286,642
Other	730,537	641,925	703,353	801,859	667,831
Local Assistance	5,811,113	6,208,243	6,284,909	6,587,310	6,995,100
State Assistance	2,048,627	2,051,720	2,048,372	2,107,335	2,093,009
Federal Assistance	2,820,248	2,552,730	2,268,875	2,416,380	2,917,314
Total Revenues	\$ 12,825,051	\$ 12,770,384	\$ 12,625,199	\$ 13,248,483	\$ 13,959,896

Table 2
Future Projected Operating Budgets and Forecasted Revenue
2022-2026

CITILINK OPERATING EXPENSES FORECAST					
EXPENSE ITEMS	2022	2023	2024	2025	2026
Salaries	\$ 6,535,682	\$ 6,666,395	\$ 6,799,722	\$ 6,935,716	\$ 7,074,431
Fringe Benefits	5,783,503	6,048,289	6,328,814	6,626,129	6,941,353
Contract Services	572,833	578,561	584,347	590,190	596,092
Materials & Supplies	2,009,130	2,049,313	2,090,300	2,132,106	2,174,748
Utilities	156,000	156,000	156,000	156,000	156,000
Casualty/Liability	507,877	513,545	519,298	525,137	531,064
Taxes	9,135	9,272	9,411	9,552	9,695
Purchased Transportation	100,000	100,000	100,000	100,000	100,000
Other	253,682	256,219	258,781	261,370	263,983
Total Expenses	\$ 15,927,842	\$ 16,377,594	\$ 16,846,673	\$ 17,336,200	\$ 17,847,366
CITILINK OPERATING REVENUES FORECAST					
REVENUE ITEMS	2022	2023	2024	2025	2026
Fare Revenue	\$ 1,698,438	\$ 1,783,360	\$ 1,872,528	\$ 1,966,155	\$ 2,064,463
Other	562,321	585,557	609,955	635,573	662,472
Local Assistance	7,627,611	7,856,440	8,092,132	8,334,896	8,584,942
State Assistance	2,186,350	2,262,872	2,342,073	2,424,046	2,508,888
Federal Assistance	3,853,122	3,889,365	3,929,985	3,975,530	4,026,601
Total Revenues	\$ 15,927,842	\$ 16,377,594	\$ 16,846,673	\$ 17,336,200	\$ 17,847,366

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

**Table 3
Projected Formula Capital Funds
2022-2026**

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
2022	\$5,042,019	\$4,120,887	\$9,162,906	\$700,384	\$0	\$700,384	\$9,863,290
2023	\$4,633,066	\$4,285,722	\$8,918,788	\$524,384	\$0	\$524,384	\$9,443,172
2024	\$4,251,915	\$4,457,151	\$8,709,066	\$365,384	\$0	\$365,384	\$9,074,450
2025	\$3,936,958	\$4,635,437	\$8,572,395	\$207,384	\$0	\$207,384	\$8,779,779
2026	\$3,838,683	\$4,820,854	\$8,659,537	\$87,384	\$500,000	\$587,384	\$9,246,921

	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
2022	\$9,162,906	\$3,825,840	\$704,000	\$4,633,066	\$700,384	\$176,000	\$524,384
2023	\$8,918,788	\$4,030,873	\$636,000	\$4,251,915	\$524,384	\$159,000	\$365,384
2024	\$8,709,066	\$4,140,108	\$632,000	\$3,936,958	\$365,384	\$158,000	\$207,384
2025	\$8,572,395	\$4,253,712	\$480,000	\$3,838,683	\$207,384	\$120,000	\$87,384
2026	\$8,659,537	\$4,371,861	\$480,000	\$3,807,676	\$587,384	\$120,000	\$467,384

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

OPERATIONAL

In FY20, the Community Transportation Network (CTN) applied for and was awarded Section 5310 Operational Assistance for the provision of 25,150 additional medical transportation trips during a two-year project period (2021 thru 2022). The total cost of the project is \$429,000 dollars of which forty-eight (48%) percent, \$207,000 (\$103,500 per year) dollars will be paid for with federal funds. CTN will provide the local matching dollars of \$222,000 (\$111,000 per year).

CAPITAL

In FY20, the Community Transportation Network (CTN), applied for and were awarded Section 5310 Capital Assistance for the purchase of vehicles.

The Community Transportation Network was awarded capital assistance for three (3) vehicles. All three (3) of the vehicles are a medium transit vehicle. The total cost for three (3) of the medium transit vehicles is \$193,953 dollars (\$64,651 each) of which eighty (80%) percent, \$154,134 dollars will be paid for with federal funds. The three (3) new vehicles are being acquired as expansion vehicles and the last vehicle is replacing one (1) 2014 medium transit vehicle. All three (3) 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 three (3) vehicles will be within the urbanized area of Allen County.

The FY21 Section 5310 Capital Assistance Call for Projects was issued in February 2021 with the deadline for submissions in April 2021. The anticipated award date is June 2021. The approximate amount available for capital funding in FY21 is 150,000, which would fund three to four (3-4) vehicles dependent upon size. An update of this funding will be made in August 2021.

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 2022-2026

Local Roadway Projects

FY 2022-2026

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Priority	TIP Date	Contract #
			2022	2023	2024	2025	2026*						ICG Date	Funding
													AQ Finding	Letting
Allen County Bridge Inspection Bridge Inspection	2100106	PE	\$317,794						\$254,235	\$63,559	AC	1		Group III / IV
		PE		\$20,055				\$16,044	\$4,011	2				
		PE			\$276,342			\$221,074	\$55,268		3			
		PE				\$20,449		\$16,359	\$4,090		4	exempt		
		Total cost for project		Totals	\$317,794	\$20,055	\$276,342	\$20,449	\$0	\$507,712	\$126,928			
Amber Rd Bridge #226 Bridge over the Little River Bridge Replacement: 2 lane bridge	1902825	PE					2021	\$131,234	\$32,809	AC			B-42840	
		RW		\$50,000				\$40,000	\$10,000		2		Group III / IV	
		CN				\$909,075		\$727,260	\$181,815		4			
		CE				\$160,425		\$128,340	\$32,085		4	exempt	11/14/2024	
		Total cost for project			\$0	\$50,000	\$0	\$1,069,500	\$0	\$1,026,834	\$256,709			
Amstutz Rd Hosler Rd to Leo Rd/SR 1 (1901912 Nettlehorst Ditch Bridge) (1901913 Ped Bridge) Road Reconstruction: 2 lane roadway w/CTL as needed with pedestrian facilitie	1801426 1901912 1901913	PE					2019	\$200,000	\$50,000	LC			R-41299	
		PE					2020	\$291,500	\$72,875					
		RW	\$100,000					\$80,000	\$20,000		1		STBG	
		CN			\$5,625,000			\$4,500,000	\$1,125,000		3			
		CE			\$562,500			\$450,000	\$112,500		3	exempt	10/12/2023	
Total cost for project			\$100,000	\$0	\$6,187,500	\$0	\$0	\$5,521,500	\$1,380,375					
Antwerp Rd Bridge #15 Bridge over the Oberhalter Ditch Bridge Replacement: 2 lane bridge	1902823	PE					2021	\$221,937	\$55,484	AC			B-42841	
		RW		\$206,000				\$164,800	\$41,200		2		Group III / IV	
		CN				\$889,525		\$711,620	\$177,905		4			
		CE				\$156,975		\$125,580	\$31,395		4	exempt	11/14/2024	
		Total cost for project			\$0	\$206,000	\$0	\$1,046,500	\$0	\$1,223,937	\$305,984			
Bass Rd Scott Rd to Hadley Rd Phase 3A - 1901884 bridge Phase 3B - 1901699 w/o bridge to Brenton Glens Ln Phase 3C - 1401273 Brenton Glens Ln to Scott Rd Road Reconstruction & New Bridge: 2 lane roadway w/CTL and 3 lane bridge over Anderson #1 Drain area	1401273	RW					2019	\$630,000	\$157,500	AC			3A - B-42229	
		RW	\$337,500					\$270,000	\$67,500		1		3B - R-42154	
	1901884	CN - A	\$7,483,000					\$5,200,000	\$2,283,000		1		3C - R-38005	
		CE - A	\$600,000					\$480,000	\$120,000		1			
	1901699	CN - B		\$3,850,000			\$3,080,000	\$770,000	2			STBG		
	1401273	CN - C		\$5,750,000			\$4,600,000	\$1,150,000	2					
	1901699	CE - B		\$125,000				\$100,000	\$25,000	2		Ph A		
		CE - B			\$375,000			\$300,000	\$75,000	3	exempt	10/14/2021		
		CE - C		\$125,000				\$100,000	\$25,000	2		Ph B & C		
	1401273	CE - C			\$500,000			\$400,000	\$100,000	3		10/13/2022		
Total cost for project			\$8,420,500	\$9,850,000	\$875,000	\$0	\$0	\$15,160,000	\$4,773,000					
Bluffton Rd Bridge #257 Bridge over Harber Ditch Bridge Replacement: 2 lane bridge	1902824	PE					2021	\$0	\$372,750	AC			B-42839	
		RW		\$110,250				\$0	\$110,250		2		Group III / IV	
		CN			\$1,614,800			\$1,291,840	\$322,960		3			
		CE			\$242,300			\$193,840	\$48,460		3	exempt	12/13/2023	
		Total cost for project			\$0	\$110,250	\$1,857,100	\$0	\$0	\$1,485,680	\$854,420			

Local Roadway Projects

FY 2022-2026

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Priority	TIP Date	Contract #	
			2022	2023	2024	2025	2026*						ICG Date	Funding Letting	
Bluffton Rd Bridge #358 Bridge over the St Mary's River Bridge Deck Resonstruction: existing 4 lane bridge	1902834	PE						2021	\$483,200	\$120,800	FW			B-42844	
		UT		\$1,000					\$0	\$1,000		2		Group III / IV	
		UT			\$200,000				\$160,000	\$40,000		3			
		CN				\$5,995,000			\$4,796,000	\$1,199,000		4			
		CE				\$899,300			\$719,440	\$179,860		4	exempt	11/14/2024	
Total cost for project	\$7,699,300		\$0	\$1,000	\$200,000	\$6,894,300	\$0		\$6,158,640	\$1,540,660					
Broadway St/Landin Rd North River Rd to Bell Ave (1601931 bridge over Maumee River, R-37552) Phase 1 - # 1901812 (includes intersection at Rose Ave) Phase 2 - #1901819 Road Reconstruction: 4 lane roadway reduced to 2 lane roadway with pedestrian facilities	1400694	PE						2016	\$512,000	\$128,000	NH			R-42210	
	1601931	RW						2019	\$20,410	\$5,103				R-37552	
		PE-RR						2020	\$16,000	\$14,000				CMAQ	
		CN-RR						2021	\$689,960	\$266,085					
	1901812	CN-HSIP						2021	\$1,350,000	\$150,000					
		CN-CMAQ						2021	\$1,384,290	\$345,073					
		CE-CMAQ						2021	\$90,000	\$22,500					
		CE-CMAQ	\$250,000						\$200,000	\$50,000		1			
		CN-CMAQ	\$2,312,500						\$1,850,000	\$462,500		1			
		CE-CMAQ	\$250,000						\$200,000	\$50,000		1	exempt	10/14/2021	
Total cost for project	\$7,805,921		\$2,812,500	\$0	\$0	\$0	\$0	\$6,312,660	\$1,493,261						
Broadway & Taylor St Intersection Intersection Improvement/ Roundabout	2100146	PE				\$937,500			\$750,000	\$187,500	FW	4		R-43646	
		RW						2027	\$500,000	\$125,000		6		HSIP	
		CN						2030	\$2,500,000	\$625,000		9			
		CE						2030	\$300,000	\$75,000		9	exempt	FY 30	
		Total cost for project	\$5,062,500		\$0	\$0	\$0	\$937,500	\$0	\$4,050,000	\$1,012,500				
Carroll Rd SR 3/Lima Rd to Coral Springs & Shearwater Run (east section) #1801749 e/o Bethel Rd to Millstone Dr (west section) #1801748 Road Reconstruction: 2 lane roadway w/CTL as needed, with pedestrian facilities	1801749	PE - E & W						2019	\$200,000	\$50,000	HT			STBG	
	1801749	RW - E	\$78,125						\$62,500	\$15,625					
	1801748	RW - W	\$78,125						\$62,500	\$15,625					
	1801749	CN - E		\$2,087,500					\$1,670,000	\$417,500			2		
		CE - E		\$31,250					\$25,000	\$6,250		2			
		CN - W		\$1,187,500					\$950,000	\$237,500		2			
		CE - E		\$31,250					\$25,000	\$6,250		2			
		CE - E & W			\$250,000				\$200,000	\$50,000		3	exempt	10/13/2022	
Total cost for project	\$3,993,750		\$156,250	\$3,337,500	\$250,000	\$0	\$0	\$3,195,000	\$798,750						
Clinton St Auburn Rd to Mayhew Rd Phase 1 - Auburn to Wallen Phase 2 - Wallen to Mayhew Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities	1901703	PE	\$812,500						\$650,000	\$162,500	FW/AC	1		R-42160	
		PE			\$2,500,000				\$2,000,000	\$500,000			3		
		RW							2027	\$2,880,000	\$720,000		6	STBG	
		CN - 1							2028	\$9,440,000	\$2,360,000		7		
		CE - 1							2028	\$944,000	\$236,000		7		
		CN - 2							2029	\$9,440,000	\$2,360,000		8		
		CE - 2							2029	\$944,000	\$236,000		8		non-exempt
		Total cost for project	\$32,872,500		\$812,500	\$0	\$2,500,000	\$0	\$0	\$26,298,000	\$6,574,500				

Local Roadway Projects

FY 2022-2026

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Priority	TIP Date	ICG Date	Contract #
			2022	2023	2024	2025	2026*						AQ Finding	Funding Letting	
Fishing Line Trail	2001714	PE						2021	\$30,000	\$7,575	FW			RT-20-004	
Along RR corridor between Ludwig Rd and Cook Rd		RW	\$0						\$0	\$0				RTP	
Bike/Pedestrian Facilities		CN	\$200,000						\$160,000	\$40,000	1	exempt			
Total cost for project		\$237,575	\$200,000	\$0	\$0	\$0	\$0		\$190,000	\$47,575					
Fogwell Parkway	1802912	PE	\$730,000						\$584,000	\$146,000	AC				
Lafayette Ctr to Winters Rd		CN			\$7,300,000			\$5,840,000	\$1,460,000	3			Group IV		
Road Reconstruction: existing 4 lane roadwa		CE			\$870,000			\$696,000	\$174,000	3		2/14/2024			
Total cost for project		\$8,900,000	\$730,000	\$0	\$8,170,000	\$0	\$0	\$7,120,000	\$1,780,000			exempt			
Goeglein Rd Bridge #113	1902836	PE						2021	\$206,400	\$51,600	FW			B-42843	
Bridge over Bullerman Drain		RW		\$1,000					\$0	\$1,000		2		Group III / IV	
Bridge Deck Reconstruction: 2 lane bridge		CN				\$988,000			\$790,400	\$197,600	4				
		CE				\$210,000			\$168,000	\$42,000	4	exempt	11/14/2024		
Total cost for project	\$1,457,000	\$0	\$1,000	\$0	\$1,198,000	\$0		\$1,164,800	\$292,200						
Grabill Road Bridge	1901712	PE	\$250,000						\$0	\$250,000	AC	1		R-42165	
Bridge over St Joe River		RW		\$187,500					\$150,000	\$37,500		2		STBG & TA	
Bridge Reconstruction: existing 2 lane bridge with pedestrian facilities		RW			\$187,500				\$150,000	\$37,500	3				
		CN				\$5,625,000			\$4,500,000	\$1,125,000	4				
		CN				\$1,875,000			\$1,500,000	\$375,000	4				
		CE				\$625,000			\$500,000	\$125,000	4	exempt	FY 25		
Total cost for project	\$8,750,000	\$250,000	\$187,500	\$187,500	\$8,125,000	\$0		\$6,800,000	\$1,950,000						
Hathaway Rd	1901711	PE	\$562,500						\$450,000	\$112,500	HT	1		R-42164	
Lima Rd to Dunton Rd		RW			\$937,500			\$750,000	\$187,500	3			STBG		
Road Reconstruction: 2 lane roadway w/CTL as needed, with pedestrian facilities		RW				\$937,500			\$750,000	\$187,500	4				
		CN						2027	\$5,376,000	\$1,344,000	6				
		CE						2027	\$550,000	\$137,500	6	exempt	FY 27		
Total cost for project	\$9,845,000	\$562,500	\$0	\$937,500	\$937,500	\$0		\$7,876,000	\$1,969,000						
Hillegas Rd	1901705	PE	\$1,897,000						\$1,517,600	\$379,400	FW	1		R-42163	
State Blvd to Coliseum Blvd		RW			\$1,875,000			\$1,500,000	\$375,000	3			STBG		
Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities		CN					\$15,331,500		\$10,591,375	\$4,740,125	5				
		CE					\$1,100,000		\$880,000	\$220,000	5	non-exempt	FY 26		
Total cost for project	\$20,203,500	\$1,897,000	\$0	\$1,875,000	\$0	\$16,431,500		\$14,488,975	\$5,714,525						
Kell Rd Bridge #46	1902837	PE						2021	\$106,814	\$26,704	HT			B-42845	
Bridge over Willow Creek		RW		\$30,000					\$24,000	\$6,000		2		Group III / IV	
Bridge Deck Overlay & Widening for Pedestrian Facilities		CN				\$800,000			\$640,000	\$160,000	4				
		CE				\$120,000			\$96,000	\$24,000	4	exempt	FY 25		
Total cost for project	\$1,083,518	\$0	\$30,000	\$0	\$920,000	\$0		\$866,814	\$216,704						

Local Roadway Projects

FY 2022-2026

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Priority	TIP Date	Contract #
			2022	2023	2024	2025	2026*						ICG Date	Funding Letting
Maplecrest Rd (South) SR 930 to Seiler Road Road Widening: 2 lane roadway w/CTL	2100622	PE				\$1,125,000			\$900,000	\$225,000	NH	4		R-43666
		RW						\$1,200,000	\$300,000	6			STBG	
		CN						\$6,000,000	\$1,500,000	9				
		CE						\$600,000	\$150,000	9	exempt	10/11/2029		
Total cost for project			\$10,875,000	\$0	\$0	\$0	\$1,125,000	\$0	\$8,700,000	\$2,175,000				
Maplecrest Rd State Blvd to Stellhorn Rd Added Travel Lanes: expansion to 4 lane road w/LT at intersections, with pedestrian facilities	1173162 1173162 1801666 1173162	PE							\$801,000	\$200,250	FW			R-35622
		RW						\$800,000	\$200,000					
		CN						\$5,013,520	\$1,253,380	2020				
		CE						\$210,000	\$52,500	2020				
		CN						\$3,800,000	\$950,000	2021				
CE	\$477,275						\$381,820	\$95,455		1	non-exempt	FY 21		
Total cost for project			\$13,757,925	\$477,275	\$0	\$0	\$0	\$0	\$11,006,340	\$2,751,585				
Monroeville Rd Bridge #277 Bridge over Hoffman Drain Bridge Replacement: 2 lane bridge	1902826	PE						2021	\$0	\$298,450	AC			B-42838
		RW		\$10,000					\$0	\$10,000		2		Group III / IV
		CN			\$1,270,000				\$1,016,000	\$254,000	3			
		CE			\$191,000				\$152,800	\$38,200	3	exempt	FY 24	
Total cost for project			\$1,769,450	\$0	\$10,000	\$1,461,000	\$0	\$0	\$1,168,800	\$600,650				
Monroeville Sidewalks Various Locations in Monroeville <i>Stellar Project</i> Bike/Pedestrian Facilities	2001784	PE						2021	\$0	\$50,074	MV			R-43157
		RR-PE						2021	\$0	\$30,000				
		RW						2021	\$0	\$18,200				
		RR-CN	\$100,000						\$80,000	\$20,000	1		Group IV-TA	
		CN	\$194,554						\$155,643	\$38,911	1			
		CE	\$36,819						\$29,455	\$7,364	1	exempt	FY 22	
Total cost for project			\$429,647	\$331,373	\$0	\$0	\$0	\$0	\$265,098	\$164,549				
Monroeville Trail From Ohio St, 125' sw/o Marquardt Dr eas into the East Allen Industrial Park and north along the Industrial Park Roadwa <i>Stellar Project</i> Bike/Pedestrian Facilities	2001789 Trail	PE						2021	\$0	\$124,496	MV			R-43157
		RW						2021	\$0	\$35,833				Group IV-TA
	2001790 Bridge	CN	\$663,052					\$530,442	\$132,610	1				
	CE	\$82,881					\$66,305	\$16,576	1	exempt	FY 22			
Total cost for project			\$906,262	\$745,933	\$0	\$0	\$0	\$0	\$596,747	\$309,515				
Monroeville Rd - Wayne Trace Intersection Intersection Improvement, Roundabout	2003073	PE	\$389,900						\$0	\$389,900	AC	3		
		RW			\$80,000				\$0	\$80,000		5		Group III/HSIP
		CN					\$1,339,000		\$1,205,100	\$133,900	7			
		CE					\$200,850		\$180,765	\$20,085	7	exempt		
Total cost for project			\$2,009,750	\$389,900	\$0	\$80,000	\$0	\$1,539,850	\$1,385,865	\$623,885				

Local Roadway Projects


FY 2022-2026

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Priority	TIP Date	ICG Date	Contract #
			2022	2023	2024	2025	2026*						AQ Finding	Funding Letting	
Slusher Rd Bridge #141 Bridge over Edgerton-Carson Ditch Bridge Replacement: 2 lane bridge	1902749	PE						2021	\$312,720	\$78,180	AC				B-42842
		RW		\$130,000					\$104,000	\$26,000		2			Group III / IV
		CN				\$2,407,200			\$1,925,760	\$481,440	4				
		CE				\$424,800			\$339,840	\$84,960	4	exempt		FY 25	
Total cost for project	\$3,352,900		\$0	\$130,000	\$0	\$2,832,000	\$0		\$2,682,320	\$670,580					
South County Line Road Bridge #271 Bridge over St Mary's River Bridge Rehabilitation or Repair: 2 lane bridge	1702810	PE						2019	\$166,342	\$41,586	AC				
		CN		\$1,175,000					\$940,000	\$235,000		2			Group III / IV
		CE		\$189,000					\$151,200	\$37,800	2	exempt		1/19/2023	
		Total cost for project	\$1,571,928		\$0	\$1,364,000	\$0	\$0	\$0	\$1,257,542	\$314,386				
Tonkel Rd & Union Chapel Intersection Intersection Improvement, Roundabout	2100152	PE				\$937,500			\$750,000	\$187,500	AC	4			
		RW						2027	\$500,000	\$125,000		6			STBG
		CN						2030	\$2,500,000	\$625,000	9				
		CE						2030	\$300,000	\$75,000	9	exempt		FY 30	
Total cost for project	\$5,062,500		\$0	\$0	\$0	\$937,500	\$0	\$4,050,000	\$1,012,500						
UPWP NIRCC Work Program Highway Safety Improvement Program (HSIP) Funds - for Work Program Activities:	2001063	PE	\$94,225						\$75,380	\$18,845	NIRCC	1			
		PE		\$94,225	\$94,225	\$94,225	\$94,225		\$301,520	\$75,380		2,3,4,5			HSIP
													exempt		n/a
		Total cost for project	\$471,125	\$94,225	\$94,225	\$94,225	\$94,225	\$94,225		\$376,900	\$94,225				
Woodburn Sidewalks Various Streets in Woodburn (Center St, Maple Ln, Fahlsing Rd, Becker Rd, Carl St, Park St) <i>Stellar Project</i> Bike/Pedestrian Facilities	2001665	PE						2020	\$0	\$74,629	WB				
		RW						2021	\$0	\$0					Group IV-TA
		CN	\$389,604						\$311,683	\$77,921	1	exempt			
		Total cost for project	\$464,233	\$389,604	\$0	\$0	\$0	\$0		\$311,683	\$152,550				
Woodburn Rd Trail North side of Woodburn Rd from Becker Rd to 1200' w/o SR 101 (south) <i>Stellar Project</i> Bike/Pedestrian Facilities	2001675	PE						2020	\$0	\$26,980	WB				
		PE-RR						2020	\$0	\$5,000					
		RW						2021	\$0	\$141,000					
		CN	\$94,332						\$75,466	\$18,866	1				
		CN-RR	\$50,000						\$40,000	\$10,000	1	exempt		FY 22	
Total cost for project	\$317,312	\$144,332	\$0	\$0	\$0	\$0		\$115,466	\$201,846						

*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2022-2025. The Fifth year (FY 2026) is for informational purposes only.


Local TIP


Type of Funding


 Federally Funded


Projects FY 22 - 26

 Road Projects

 Trail/Sidewalk Projects


 Railroad Projects


 Bridge Projects


 Intersection Projects


Other Map Features

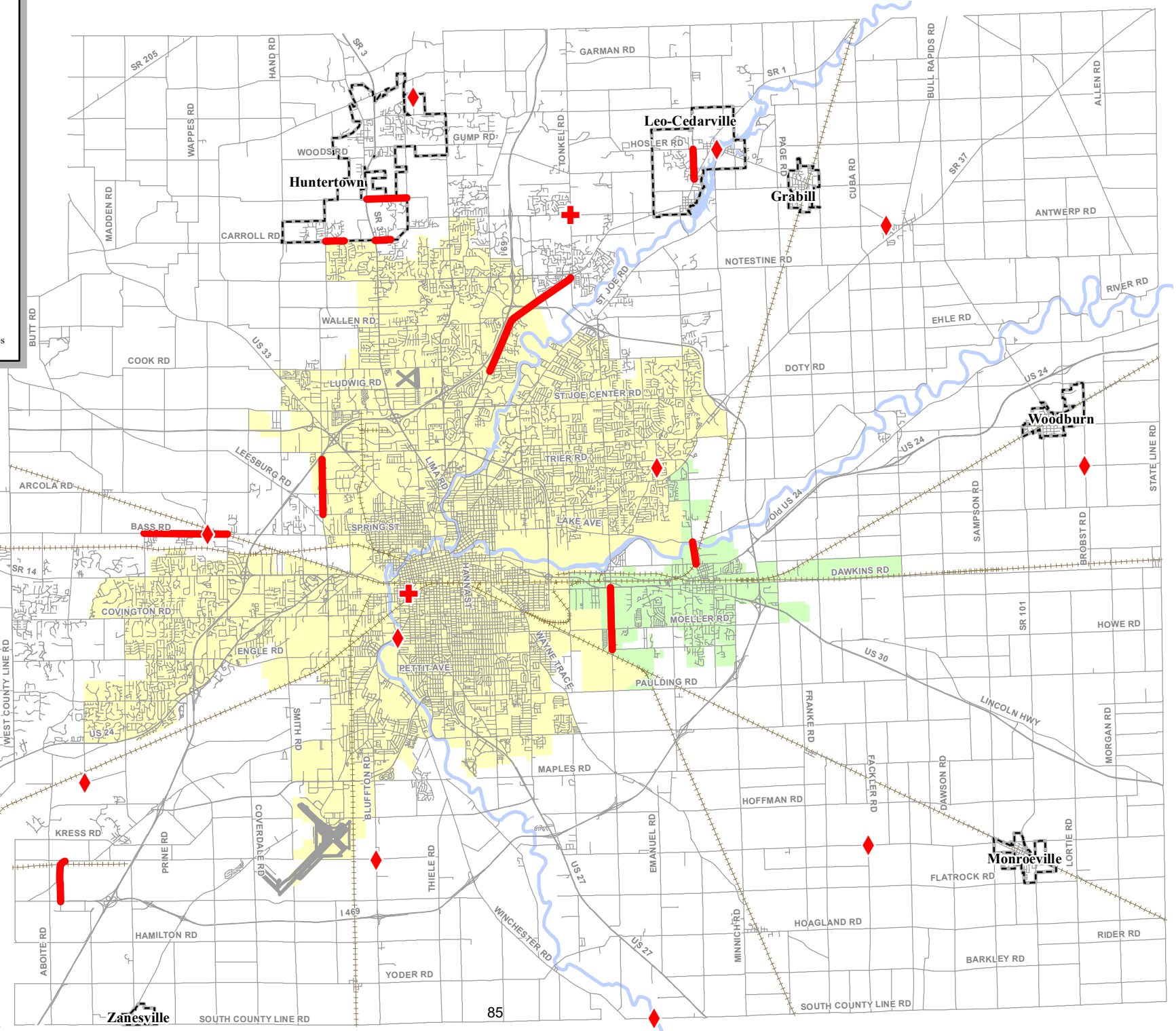
 Rivers

 Railroads

 City of Fort Wayne

 City of New Haven

 Other City/Town Boundaries



Prepared by NIRCC
3/2021



*Approved Amendments are not Reflected on Map.

Zanesville

Local Roadway Projects

FY 2022-2026

No Federal Funding

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Priority	TIP Date ICG Date AQ	Contract # Funding Letting
			2022	2023	2024	2025	2026*							
Coldwater Rd Dupont Rd to Union Chapel Rd <i>2 phases of construction</i> Road widening to 4 lanes, sidewalks	n/a	PE RW CN	\$1,800,000					2021	\$0 \$0 \$0	\$1,300,000 \$1,800,000 \$11,000,000	FW 1 4	non-exempt	Local	
Total cost for project:	\$14,100,000		\$0	\$0	\$0	\$11,000,000	\$0		\$0	\$14,100,000				
Covington Rd Trail Hadley Rd to Getz Rd, north side of road New Trail	n/a	PE RW CN						2020 2021	\$0 \$0 \$0	\$40,627 \$350,000 \$1,250,000	FW 2	exempt	Local	
Total cost for project:	\$1,640,627		\$0	\$1,250,000	\$0	\$0	\$0		\$0	\$1,640,627				
Goshen Rd Butler Rd to Coliseum Blvd Road Reconstruction of 2 lane road, sidewalk	n/a	PE RW CN	1,200,000	\$300,000					\$0 \$0 \$0	\$1,200,000 \$300,000 \$10,000,000	FW 1 2 3	exempt	Local	
Total cost for project:	\$11,500,000		\$1,200,000	\$300,000	\$0	\$0	\$0		\$0	\$11,500,000				
Hanna St Pettit Ave to Decatur Rd, west side of road New Trail	n/a	PE RW CN						2020 2021	\$0 \$0 \$0	\$7,770 \$50,000 \$425,000	FW 1	exempt	Local	
Total cost for project:	\$482,770		\$425,000	\$0	\$0	\$0	\$0		\$0	\$482,770				
Leesburg Rd Jefferson Blvd to Main St New 2 lane roadway, sidewalk & trail	n/a	PE RW CN	\$140,000					2020	\$0 \$0 \$0	\$660,000 \$140,000 \$6,000,000	FW 1 2	non-exempt	Local	
Total cost for project:	\$6,800,000		\$140,000	\$6,000,000	\$0	\$0	\$0		\$0	\$6,800,000				
Liberty Mills Rd Middle Grove to Falls Dr, north side of road New Trail	n/a	PE RW CN						2017 2021	\$0 \$0 \$0	\$118,310 \$400,000 \$609,000	FW 2	exempt	Local	
Total cost for project:	\$1,127,310		\$0	\$609,000	\$0	\$0	\$0		\$0	\$1,127,310				
Ludwig Rd Brotherhood Way to Coldwater Rd Relocation of 2 lane roadway	n/a	PE RW CN						2020 2021	\$0 \$0 \$0	\$600,000 \$100,000 \$4,500,000	FW 1	exempt	Local	
Total cost for project:	\$5,200,000		\$4,500,000	\$0	\$0	\$0	\$0		\$0	\$5,200,000				
Maysville Rd Stellhorn Rd to Maysville Circle, east side of road New Trail	n/a	PE RW CN						2020 2021	\$0 \$0 \$0	\$19,450 \$150,000 \$450,000	FW 1	exempt	Local	
Total cost for project:	\$619,450		\$450,000	\$0	\$0	\$0	\$0		\$0	\$619,450				

Local Roadway Projects

FY 2022-2026







No Federal Funding

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	LPA A/M	Pri-orty	TIP Date ICG Date AQ	Contract # Funding Letting
			2022	2023	2024	2025	2026*							
Pufferbelly Trail Washington Center Rd to Ice Way	n/a	PE						2019	\$0	\$370,959	FW			
		RW						2021	\$0	\$927,091				
New Trail		CN	\$2,692,775							\$0	\$2,692,775	1	exempt	
Total cost for project:		\$3,990,825	\$2,692,775	\$0	\$0	\$0	\$0		\$0	\$3,990,825				
Summit Park Trail, Phase 1-D Ludwig Rd from Fishing Line Trail to SR 3 / Lima Rd, south side of road	n/a										FW			
New Trail		CN	\$450,313							\$0	\$450,313	1	exempt	
Total cost for project:		\$450,313	\$450,313	\$0	\$0	\$0	\$0		\$0	\$450,313				






*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2022-2025. The Fifth year (FY 2026) is for informational purposes only.

Local TIP

Type of Funding

-  Locally Funded
-  Road Projects
-  Trail/Sidewalk Projects
-  Railroad Projects
-  Bridge Projects
-  Intersection Projects

Other Map Features

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

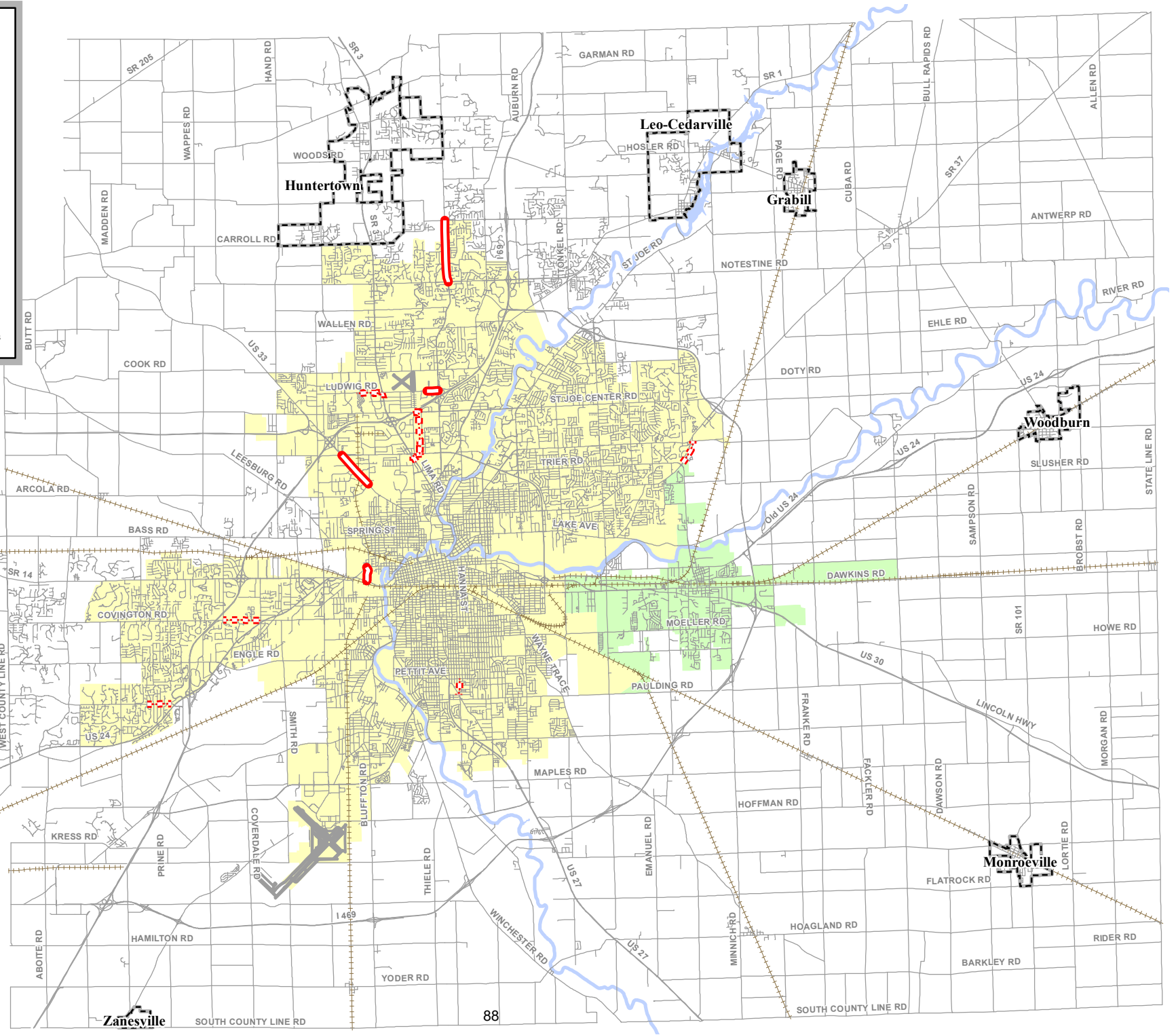


* This map does not represent small structure replacements

Prepared by NIRCC
3/2021



* Approved Amendments are not Reflected on Map.



Zanesville

VIII. LOCAL TRANSIT PROJECTS FY 2022-2026

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

Fort Wayne Public Transportation Corporation

FY 2022

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Capital Equipment Purchases (Section 5339 Funds)

One (1) Heavy Duty Replacement Bus	\$440,000
Three (3) Replacement Minibus (Body on Chassis) ACCESS	\$264,000
Total Capital Projects	\$880,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$704,000
State PMTF	\$0
Local Share	\$176,000

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	\$2,222,732
Complimentary Paratransit Costs (Section 5307) ²	\$403,108
5307 Special Rule Operations ²	\$1,200,000
Total Operating Funds	\$15,927,842
Federal Share ³	\$3,825,840
State Share	\$2,186,350
Local Share	\$9,915,652

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 2023

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Capital Equipment Purchases (Section 5339 Funds)

One (1) Heavy Duty Replacement Hybrid Buses	\$428,000
Two (2) Replacement Minibus (Body on Chassis) FLEX	\$208,000
Total Capital Projects	\$795,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$636,000
State PMTF	\$0
Local Share	\$159,000

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	\$2,311,641
Complimentary Paratransit Costs (Section 5307) ²	\$419,232
5307 Special Rule Operations ²	\$1,300,000
Total Operating Funds	\$16,377,594
Federal Share ³	\$4,030,873
State Share	\$2,262,872
Local Share	\$10,083,849

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 2024

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Capital Equipment Purchases (Section 5339 Funds)

One (1) Heavy Duty Replaement Bus	\$440,000
Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$192,000
Total Capital Projects	\$790,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$632,000
State PMTF	\$0
Local Share	\$158,000

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	\$2,404,107
Complimentary Paratransit Costs (Section 5307) ²	\$436,001
5307 Special Rule Operations ²	\$1,300,000
Total Operating Funds	\$16,846,673
Federal Share ³	\$4,140,108
State Share	\$2,342,073
Local Share	\$10,364,492

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 2025

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Capital Equipment Purchases (Section 5339 Funds)

One (1) Heavy Duty Replacement Bus	\$480,000
Total Capital Projects	\$600,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$480,000
State PMTF	\$0
Local Share	\$120,000

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	\$2,500,271
Complimentary Paratransit Costs (Section 5307) ²	\$453,441
5307 Special Rule Operations ²	\$1,300,000
Total Operating Funds	\$17,336,200
Federal Share ³	\$4,253,712
State Share	\$2,424,046
Local Share	\$10,658,442

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 2026

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Capital Equipment Purchases (Section 5339 Funds)

One (1) Heavy Duty Replacement Bus	\$480,000
Total Capital Projects	\$600,000
Federal Share (Section 5307 and 5340)	\$0
Federal Share (Section 5339)	\$480,000
State PMTF	\$0
Local Share	\$120,000

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	\$2,600,282
Complimentary Paratransit Costs (Section 5307) ²	\$471,579
5307 Special Rule Operations ²	\$1,300,000
Total Operating Funds	\$18,022,366
Federal Share ³	\$4,371,861
State Share	\$2,508,888
Local Share	\$11,141,617

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

Transit Projects

FY 2022-2026

Project Information	Transit Project ID #	FUND TYPE	Estimated Cost					FEDERAL FUNDS	STATE PMTF FUNDS	LOCAL FUNDS	PRI-ORITY	LPA	TIP Date
			2022	2023	2024	2025	2026						ICG Date
Citilink - Transit Operating Costs associated with transit operations in the Fort Wayne Urbanized Area	FOR-22-001		\$11,145,542					\$0	\$2,186,350	\$8,959,192	1	Citilink	
	FOR-23-001			\$11,339,003				\$0	\$2,262,872	\$9,076,131	2		
	FOR-24-001				\$11,671,538			\$0	\$2,342,073	\$9,329,465	3		
	FOR-25-001					\$12,019,060		\$0	\$2,424,046	\$9,595,014	4		
	FOR-26-001						\$12,557,540	\$0	\$2,508,888	\$10,048,652	5		
Total cost for project:		\$58,732,683	Totals	\$11,145,542	\$11,339,003	\$11,671,538	\$12,019,060	\$12,557,540	\$0	\$11,724,229	\$47,008,454		
Citilink - Capitalization of Maintenance Costs Maintenance costs associated with preserving or extending the functionality and serviceability of transit capital assets	FOR-22-002		\$2,778,415					\$2,222,732	\$0	\$555,683	1	Citilink	
	FOR-23-002	FTA		\$2,889,551				\$2,311,641	\$0	\$577,910	2		
	FOR-24-002	Sec.			\$3,005,134			\$2,404,107	\$0	\$601,027	3		
	FOR-25-002	5307				\$3,125,339		\$2,500,271	\$0	\$625,068	4		
	FOR-26-002						\$3,250,353	\$2,600,282	\$0	\$650,071	5		
Total cost for project:		\$15,048,791	Totals	\$2,778,415	\$2,889,551	\$3,005,134	\$3,125,339	\$3,250,353	\$12,039,033	\$0	\$3,009,758		
Citilink - Complementary Paratransit Costs Cost of providing paratransit service to people with disabilities as required by the Americans with Disabilities Act	FOR-22-003		\$503,885					\$403,108	\$0	\$100,777	1	Citilink	
	FOR-23-003	FTA		\$524,040				\$419,232	\$0	\$104,808	2		
	FOR-24-003	Sec.			\$545,001			\$436,001	\$0	\$109,000	3		
	FOR-25-003	5307				\$566,801		\$453,441	\$0	\$113,360	4		
	FOR-26-003						\$589,474	\$471,579	\$0	\$117,895	5		
Total cost for project:		\$2,729,201	Totals	\$503,885	\$524,040	\$545,001	\$566,801	\$589,474	\$2,183,361	\$0	\$545,840		
5307 Special Rule Operations Costs associated with transit operations under Section 5307 in the Fort Wayne Urbanized Area	FOR-22-004		\$1,500,000					\$1,200,000	\$0	\$300,000	1	Citilink	
	FOR-23-004			\$1,625,000				\$1,300,000	\$0	\$325,000	2		
	FOR-24-004				\$1,625,000			\$1,300,000	\$0	\$325,000	3		
	FOR-25-004					\$1,625,000		\$1,300,000	\$0	\$325,000	4		
	FOR-26-004						\$1,625,000	\$1,300,000	\$0	\$325,000	5		
Total cost for project:		\$8,000,000	Totals	\$1,500,000	\$1,625,000	\$1,625,000	\$1,625,000	\$1,625,000	\$6,400,000	\$0	\$1,600,000		
Citilink - Capital Equipment Purchases Three (3) Replacement Minibus (Body on Chassis) ACCESS	FOR-22-005	FTA Sec. 5339	\$330,000					\$264,000		\$66,000	1	Citilink	
	Total cost for project:		\$330,000	Totals	\$330,000	\$0	\$0	\$0	\$0	\$264,000	\$0		\$66,000
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	FOR-22-006	FTA Sec. 5339	\$550,000					\$440,000		\$110,000	1	Citilink	
	Total cost for project:		\$550,000	Totals	\$550,000	\$0	\$0	\$0	\$0	\$440,000	\$0		\$110,000
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) FLEX	FOR-23-005	FTA Sec. 5339		\$260,000				\$208,000		\$52,000	2	Citilink	
	Total cost for project:		\$260,000	Totals	\$0	\$260,000	\$0	\$0	\$0	\$208,000	\$0		\$52,000
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	FOR-23-006	FTA Sec. 5339		\$535,000				\$428,000		\$107,000	2	Citilink	
	Total cost for project:		\$535,000	Totals	\$0	\$535,000	\$0	\$0	\$0	\$428,000	\$0		\$107,000

Transit Projects

FY 2022-2026

Project Information	Transit Project ID #	FUND TYPE	Estimated Cost					FEDERAL FUNDS	STATE PMTF FUNDS	LOCAL FUNDS	PRI-ORITY	LPA	TIP Date
			2022	2023	2024	2025	2026						ICG Date
Citilink - Capital Equipment Purchases	FOR-24-005	FTA Sec. 5339			\$240,000			\$192,000		\$48,000	3	Citilink	
Two (2) Replacement Minibus (Body on Chassis) ACCESS													
Total cost for project:	\$240,000	Totals	\$0	\$0	\$240,000	\$0	\$0	\$192,000	\$0	\$48,000			
Citilink - Capital Equipment Purchases	FOR-24-006	FTA Sec. 5339			\$550,000			\$440,000		\$110,000	3	Citilink	
One (1) Heavy Duty Replacement Bus													
Total cost for project:	\$550,000	Totals	\$0	\$0	\$550,000	\$0	\$0	\$440,000	\$0	\$110,000			
Citilink - Capital Equipment Purchases	FOR-25-005	FTA Sec. 5339				\$600,000		\$480,000		\$120,000	4	Citilink	
One (1) Heavy Duty Replacement Bus													
Total cost for project:	\$600,000	Totals	\$0	\$0	\$0	\$600,000	\$0	\$480,000	\$0	\$120,000			
Citilink - Capital Equipment Purchases	FOR-26-005	FTA Sec. 5339				\$600,000		\$480,000		\$120,000	4	Citilink	
One (1) Heavy Duty Replacement Bus													
Total cost for project:	\$600,000	Totals	\$0	\$0	\$0	\$600,000	\$0	\$480,000	\$0	\$120,000			
Community Transportation Network	FOR-22-007	FTA Sec. 5310	\$214,500					\$103,500		\$111,000	1	CTN	
Operating Funds													
Total cost for project:	\$214,500	Totals	\$214,500	\$0	\$0	\$0	\$0	\$103,500	\$0	\$111,000			
Community Transportation Network	FOR-22-008	FTA Sec. 5310	\$186,480					\$149,184		\$37,296	1	CTN	
Three (3) Medium Transit Vehicles													
Total cost for project:	\$186,480	Totals	\$186,480	\$0	\$0	\$0	\$0	\$149,184	\$0	\$37,296			

*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2022-2025. The Fifth year (FY 2026) is for informational purposes only.

IX. INDOT PROJECTS FY 2020-2026

INDOT Projects

FY 2022-2026

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds	A/M	TIP Date ICG Date AQ Finding	Contract # Funding Letting
			2022	2023	2024	2025	2026*						
SR 1 Over Conrad Ditch, 6.68 mi n/o I-69 Bridge Replace, Other Construction, 2 lane (no added travel lanes)	1800050	PE						2019	\$108,000	\$27,000		B-41545	
		RW	\$20,000						\$18,000	\$2,000		STBG 80/20	
		CN		\$627,856					\$565,070	\$62,786	exempt	11/16/2022	
Total cost for project:	\$782,856	Totals	\$20,000	\$627,856	\$0	\$0	\$0		\$691,070	\$91,786			
SR 1 Bridge over Ely Run, 2.50 mi n/o I-69 Bridge Maintenance and Repair, 2 lane	1901483	PE						2020	\$40,000	\$10,000		^B-42157	
		CN	\$674,187						\$539,350	\$134,837	exempt	9/15/2021	
Total cost for project:	\$724,187	Totals	\$674,187	\$0	\$0	\$0	\$0		\$579,350	\$144,837			
SR 1 Small structure over UNT of St Joe River, 9.77 mi n/o I-69 Debris Removal from Channel	2000541	PE						2021	\$90,000	\$2,250		43194	
		CN		\$468,782					\$375,026	\$93,756	exempt	11/16/2022	
Total cost for project:	\$561,032	Totals	\$0	\$468,782	\$0	\$0	\$0		\$465,026	\$96,006			
SR 3 4.19 mi s/o SR 205 over Willow Creek Ditch, NB Replace Superstructure, existing 4 lane (no added travel lanes)	1600290	PE						2019	\$104,000	\$26,000		^B-42470	
		CN	\$877,478						\$701,982	\$175,496	exempt	11/17/2021	
Total cost for project:	\$1,007,478	Totals	\$877,478	\$0	\$0	\$0	\$0		\$805,982	\$201,496			
SR 3 4.19 mi s/o SR 205 over Willow Creek Ditch, SB Replace Superstructure, existing 4 lane (no added travel lanes)	1600291	PE						2019	\$104,000	\$26,000		^B-42470	
		CN	\$877,478						\$701,982	\$175,496	exempt	11/17/2021	
Total cost for project:	\$1,007,478	Totals	\$877,478	\$0	\$0	\$0	\$0		\$805,982	\$201,496			
SR 3 4 various locations in Allen County and Noble County Small Structure & Drains Construction, existing 4 lane	1902892	PE						2021	\$120,000	\$30,000		R-42689	
		RW	50,000						\$40,000	\$10,000		STBG 80/20	
		CN	20,000	\$877,548					\$718,062	\$179,516	exempt	1/19/2023	
Total cost for project:	\$1,097,578	Totals	\$70,000	\$877,548	\$0	\$0	\$0		\$878,062	\$219,516			
SR 3 SR 3 Large Culvert for UNT of Becketts Run, 3.70 mi n/o I-69 Small Structure Replacement, existing 4 lane (no added travel lanes)	2002212	PE	\$177,500						\$142,000	\$35,500		^R-43256	
		CN				\$901,643			\$721,314	\$180,329	exempt	8/14/2024	
Total cost for project:	\$1,079,143	Totals	\$177,500	\$0	\$0	\$901,643	\$0		\$863,314	\$215,829			

INDOT Projects

FY 2022-2026

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds	A/M	TIP Date ICG Date AQ Finding	Contract # Funding Letting
			2022	2023	2024	2025	2026*						
SR 3 SR 3 3.70 mi n/o I-69, Large Culvert for Geller Ditch Small Structure Replacement, existing 4 lane (no added travel lanes)	2002215	PE	\$177,500						\$142,000	\$35,500		^R-43256	
		RW			\$25,000				\$20,000	\$5,000		STBG 80/20	
		CN				\$901,643			\$721,314	\$180,329	exempt	8/14/2024	
Total cost for project:	\$1,104,143	Totals	\$177,500	\$0	\$25,000	\$901,643	\$0		\$883,314	\$220,829			
SR 3 SR 3 Large Culvert that Carries Ditch 7.47 mi n/o I-69 Small Structure Replacement, existing 4 lane (no added travel lanes)	2002216	PE	\$150,000						\$120,000	\$30,000		^R-43256	
		CN				\$641,283			\$513,026	\$128,257	exempt	8/14/2024	
Total cost for project:	\$791,283	Totals	\$150,000	\$0	\$0	\$641,283	\$0		\$633,026	\$158,257			
SR 14 Bridge over Inverness Pond, 1.06 mi w/o I-69 Bridge Thin Deck Overlay	2000794	PE						2021	\$55,000	\$13,750		^B-43172	
		CN		\$295,632					\$236,506	\$59,126	exempt	10/13/2022	
Total cost for project:	\$364,382	Totals	\$0	\$295,632	\$0	\$0	\$0		\$291,506	\$72,876			
US 24 From 2.61 mi e/o I-469 to 4.80 mi e/o I-469 Pavement Replacement	1601010	PE						2019	\$570,000	\$142,500		^R-40485	
		CN	\$9,836,815						\$7,869,452	\$1,967,363	exempt	11/17/2021	
Total cost for project:	\$10,549,315	Totals	\$9,836,815	\$0	\$0	\$0	\$0		\$8,439,452	\$2,109,863			
US 24 EB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr, existing 4 lane (no added travel lanes)	1800058	PE						2021	\$292,000	\$73,000		^42357	
		CN		\$10,000	\$1,511,233				\$3,643,380	\$910,845	exempt	10/12/2023	
Total cost for project:	\$4,919,225	Totals	\$0	\$10,000	\$1,511,233	\$0	\$0		\$3,935,380	\$983,845			
US 24 WB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr, existing 4 lane (no added travel lanes)	1800059	PE						2021	\$268,000	\$67,000		^42357	
		CN		\$10,000	\$1,572,068				\$1,265,654	\$316,414	exempt	10/12/2023	
Total cost for project:	\$1,917,068	Totals	\$0	\$10,000	\$1,572,068	\$0	\$0		\$1,533,654	\$383,414			

INDOT Projects

FY 2022-2026

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds	A/M	TIP Date ICG Date AQ Finding	Contract # Funding Letting
			2022	2023	2024	2025	2026*						
US 24 2.44 mi e/o SR 114, Carries UNT of Grahm-McCullough Ditch #1 Box Culvert Replacement, existing 4 lane (no added travel lanes)	1900070	PE						2021	\$192,000	\$48,000			^42357
		RW	\$25,000						\$20,000	\$5,000			NHPP 80/20
		CN			\$1,397,473					\$1,117,978	\$279,495	exempt	
Total cost for project:	\$1,662,473	Totals	\$25,000	\$0	\$1,397,473	\$0	\$0		\$1,329,978	\$332,495			
US 24 EB Br over Sampson Rd, 2.3 mi w/o SR 101 Bridge Thin Deck Overlay	1901451	PE						2020	\$40,000	\$10,000			^R-40485
		CN	\$117,698						\$94,158	\$23,540	exempt		11/17/2021
		Totals	\$117,698	\$0	\$0	\$0	\$0		\$134,158	\$33,540			
Total cost for project:	\$167,698	Totals	\$117,698	\$0	\$0	\$0	\$0		\$134,158	\$33,540			
US 24 WB Br over Sampson Rd, 2.3 mi w/o SR 101 Bridge Thin Deck Overlay	1901452	PE						2020	\$40,000	\$10,000			^R-40485
		CN	\$117,698						\$94,158	\$23,540	exempt		11/17/2021
		Totals	\$117,698	\$0	\$0	\$0	\$0		\$134,158	\$33,540			
Total cost for project:	\$167,698	Totals	\$117,698	\$0	\$0	\$0	\$0		\$134,158	\$33,540			
US 24 EB Br over Woodburn Rd, 1.73 mi w/o SR 101 Bridge Thin Deck Overlay	1901453	PE						2020	\$40,000	\$10,000			^R-40485
		CN	\$173,872						\$139,098	\$34,774	exempt		11/17/2021
		Totals	\$173,872	\$0	\$0	\$0	\$0		\$179,098	\$44,774			
Total cost for project:	\$223,872	Totals	\$173,872	\$0	\$0	\$0	\$0		\$179,098	\$44,774			
US 24 WB Br over Woodburn Rd, 1.73 mi w/o SR 101 Bridge Thin Deck Overlay	1901454	PE						2020	\$40,000	\$10,000			^R-40485
		CN	\$173,872						\$139,098	\$34,774	exempt		11/17/2021
		Totals	\$173,872	\$0	\$0	\$0	\$0		\$179,098	\$44,774			
Total cost for project:	\$223,872	Totals	\$173,872	\$0	\$0	\$0	\$0		\$179,098	\$44,774			
US 24 EB Br over Bruick Rd, 2.15 mi e/o I- 469 Bridge Thin Deck Overlay	1901455	PE						2020	\$40,000	\$10,000			^R-40485
		CN	\$123,048						\$98,438	\$24,610	exempt		11/17/2021
		Totals	\$123,048	\$0	\$0	\$0	\$0		\$138,438	\$34,610			
Total cost for project:	\$173,048	Totals	\$123,048	\$0	\$0	\$0	\$0		\$138,438	\$34,610			
US 24 WB Br over Bruick Rd, 2.15 mi e/o I- 469 Bridge Thin Deck Overlay	1901456	PE						2020	\$40,000	\$10,000			^R-40485
		CN	\$123,048						\$98,438	\$24,610	exempt		11/17/2021
		Totals	\$123,048	\$0	\$0	\$0	\$0		\$138,438	\$34,610			
Total cost for project:	\$173,048	Totals	\$123,048	\$0	\$0	\$0	\$0		\$138,438	\$34,610			

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			2022	2023	2024	2025	2026*						
US 24 EB Br over Marsh (Gustin) Ditch, 1.01 mi e/o SR 101 Bridge Thin Deck Overlay	1901457	PE						2020	\$40,000	\$10,000		^R-40485	
												NHPP 80/20	
		CN	\$176,547						\$141,238	\$35,309	exempt	11/17/2021	
Total cost for project:	\$226,547	Totals	\$176,547	\$0	\$0	\$0	\$0	\$181,238	\$45,309				
US 24 WB Br over Marsh (Gustin) Ditch, 1.01 mi e/o SR 101 Bridge Thin Deck Overlay	1901458	PE						2020	\$40,000	\$10,000		^R-40485	
												NHPP 80/20	
		CN	\$176,547						\$141,238	\$35,309	exempt	11/17/2021	
Total cost for project:	\$226,547	Totals	\$176,547	\$0	\$0	\$0	\$0	\$181,238	\$45,309				
US 24 EB Br over Viland Ditch, 2.02 mi e/o SR 101 Bridge Thin Deck Overlay	1901459	PE						2020	\$40,000	\$10,000		^R-40485	
												NHPP 80/20	
		CN	\$189,922						\$151,938	\$37,984	exempt	11/17/2021	
Total cost for project:	\$239,922	Totals	\$189,922	\$0	\$0	\$0	\$0	\$191,938	\$47,984				
US 24 WB Br over Viland Ditch, 2.02 mi e/o SR 101 Bridge Thin Deck Overlay	1901460	PE						2020	\$40,000	\$10,000		^R-40485	
												NHPP 80/20	
		CN	\$189,922						\$151,938	\$37,984	exempt	11/17/2021	
Total cost for project:	\$239,922	Totals	\$189,922	\$0	\$0	\$0	\$0	\$191,938	\$47,984				
US 24 Bull Rapids Rd Br over US 24 EB/WB, 0.29 mi w/o SR 101 Bridge Thin Deck Overlay	1901461	PE						2020	\$40,000	\$10,000		^R-40485	
												NHPP 80/20	
		CN	\$256,261						\$205,009	\$51,252	exempt	11/17/2021	
Total cost for project:	\$306,261	Totals	\$256,261	\$0	\$0	\$0	\$0	\$245,009	\$61,252				
US 24 from I-469 E Jct to 2.11 mi e/o SR 101 at the Ohio St Line Install New Cable Rail Barriers	1902822	PE						2020	\$66,160	\$16,540		^R-40485	
												NHPP 80/20	
		CN	\$1,500,000						\$1,200,000	\$300,000	exempt	11/17/2021	
Total cost for project:	\$1,582,700	Totals	\$1,500,000	\$0	\$0	\$0	\$0	\$1,266,160	\$316,540				
US 24 Webster Rd over US 24 EB/WB, 4.53 mi w/o SR 101 Repair or Replace Joints	2000286	PE						2021	\$17,000	\$4,250		^R-40485	
												NHPP 80/20	
		CN	\$88,546						\$70,837	\$17,709	exempt	11/17/2021	
Total cost for project:	\$109,796	Totals	\$88,546	\$0	\$0	\$0	\$0	\$87,837	\$21,959				

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			2022	2023	2024	2025	2026*						
US 24 Bridge over Doyle Rd, 1.10 mi e/o I-469, EB Bridge Thin Deck Overlay	2000930	PE						2021	\$36,000	\$9,000		^B-43464	
												NHPP 80/20	
		CN			\$198,303				\$158,642	\$39,661	exempt	9/13/2023	
Total cost for project:	\$243,303	Totals	\$0	\$0	\$198,303	\$0	\$0		\$194,642	\$48,661			
US 24 Bridge over Doyle Rd, 1.10 mi e/o I-469, WB Bridge Thin Deck Overlay	2000931	PE						2021	\$36,000	\$9,000		^B-43464	
												NHPP 80/20	
		CN			\$198,303				\$158,642	\$39,661	exempt	9/13/2023	
Total cost for project:	\$243,303	Totals	\$0	\$0	\$198,303	\$0	\$0		\$194,642	\$48,661			
US 24 Bridge over NS RR (Tire Plant Spur) 3.04 mi w/o SR 101, EB Bridge Thin Deck Overlay	2000932	PE						2021	\$39,000	\$9,750		^B-43464	
												NHPP 80/20	
		CN			\$214,828				\$171,862	\$42,966	exempt	9/13/2023	
Total cost for project:	\$263,578	Totals	\$0	\$0	\$214,828	\$0	\$0		\$210,862	\$52,716			
US 24 Bridge over NS RR (Tire Plant Spur) 3.04 mi w/o SR 101, WB Bridge Thin Deck Overlay	2000933	PE						2021	\$39,000	\$9,750		^B-43464	
												NHPP 80/20	
		CN			\$214,828				\$171,862	\$42,966	exempt	9/13/2023	
Total cost for project:	\$263,578	Totals	\$0	\$0	\$214,828	\$0	\$0		\$210,862	\$52,716			
US 24 State Line Rd Bridge over US 24 EB/WB, 2.42 mi e/o SR 101 Bridge Thin Deck Overlay	2000952	PE						2021	\$45,000	\$11,250		^B-43464	
												NHPP 80/20	
		CN			\$247,878				\$198,302	\$49,576	exempt	9/13/2023	
Total cost for project:	\$304,128	Totals	\$0	\$0	\$247,878	\$0	\$0		\$243,302	\$60,826			
US 24 from 0.62 mi w/o I-69 (680' w/o Liberty Mills Rd) to I-69 HMA Overlay, Preventive Maintenance	2000983	PE						2021	\$93,570	\$23,393		^R-43179	
												NHPP 80/20	
		CN		\$851,599					\$977,478	\$244,369	exempt	1/19/2023	
Total cost for project:	\$1,338,810	Totals	\$0	\$851,599	\$0	\$0	\$0		\$1,071,048	\$267,762			
US 24 from I-69 to 0.26 mi e/o I-69 HMA Overlay, Preventive Maintenance	2001129	PE						2021	\$40,680	\$10,170		^R-43179	
												NHPP 80/20	
		CN		\$370,248					\$296,198	\$74,050	exempt	1/19/2023	
Total cost for project:	\$421,098	Totals	\$0	\$370,248	\$0	\$0	\$0		\$336,878	\$84,220			

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			2022	2023	2024	2025	2026*						
US 27 (Spy Run Ave) Bridge over St Mary's River, NB 2.60 mi s/o SR 930 Bridge Deck Replacement, existing 3 lane (no added travel lanes)	1701388	PE						2019	\$192,000	\$48,000			^B-42472
													NHPP 80/20
		CN	\$3,672,731							\$2,938,185	\$734,546	exempt	11/17/2021
Total cost for project:	\$3,912,731	Totals	\$3,672,731	\$0	\$0	\$0	\$0		\$3,130,185	\$782,546			
US 27 Bridge over Spy Run Creek, 1.76 mi s/o SR 930 Bridge Thin Deck Overlay	1901645	PE						2020	\$40,000	\$10,000			^B-42472
													NHPP 80/20
		CN	\$251,429							\$201,143	\$50,286	exempt	11/17/2021
Total cost for project:	\$301,429	Totals	\$251,429	\$0	\$0	\$0	\$0		\$241,143	\$60,286			
US 27 2 locations on US 27 in Allen County Small Structure & Drains Construction	1902894	PE						2021	\$68,000	\$17,000			42692
		RW	\$10,000						\$8,000	\$2,000			NHPP 80/20
		CN	\$10,000	\$436,618						\$357,294	\$89,324	exempt	1/19/2023
Total cost for project:	\$541,618	Totals	\$20,000	\$436,618	\$0	\$0	\$0		\$433,294	\$108,324			
US 27 from SR 930 to I-69 HMA Overlay, Preventive Maintenance	2000976	PE						2021	\$173,761	\$43,440			^R-41579
													NHPP 80/20
		CN		\$1,581,369						\$1,265,095	\$316,274	exempt	12/7/2022
Total cost for project:	\$1,798,570	Totals	\$0	\$1,581,369	\$0	\$0	\$0		\$1,438,856	\$359,714			
US 30 At Kroemer Rd, 0.78 mi w/o US 33 Intersection Safety Improvement, restrict left-turns, existing 4 lane	1801311	PE						2018 - 2020	\$1,920,000	\$480,000			^R-41079
													NHPP 80/20
		CN			\$1,232,000					\$985,600	\$246,400	exempt	11/15/2023
Total cost for project:	\$3,632,000	Totals	\$0	\$0	\$1,232,000	\$0	\$0		\$2,905,600	\$726,400			
US 30 7.4 mi w/o US 33 (at CR 800 E/ County Line Road) Intersestion Safety Improvement, existing 4 lane	1801807	PE						2019	\$128,000	\$32,000			R-41641
													NHPP 80/20
		CN		\$1,200,000						\$960,000	\$240,000	exempt	7/13/2022
Total cost for project:	\$1,200,000	Totals	\$0	\$1,200,000	\$0	\$0	\$0		\$960,000	\$240,000			
US 30 At Flaugh Rd, 1.55 mi w/o US 33 New Interchange Construction	1901890	PE						2020	\$3,600,000	\$900,000			^R-41079
		RW	\$3,040,000						\$2,496,000	\$624,000			NHPP 80/20
		CN	\$3,900,000		\$34,304,000				\$30,563,200	\$7,640,800	non-exempt	11/15/2023	
Total cost for project:	\$45,824,000	Totals	\$6,940,000	\$0	\$34,304,000	\$0	\$0		\$36,659,200	\$9,164,800			

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			2022	2023	2024	2025	2026*						
US 30	1901891	PE						2020	\$342,458	\$85,615		^R-41079	
At O'Day Rd, 2.56 mi w/o US 33		RW	\$40,000						\$32,000	\$8,000		NHPP 80/20	
Intersection Safety Improvement, existing 4 lane		CN	\$20,000		\$1,232,000				\$1,001,600	\$250,400	exempt	11/15/2023	
Total cost for project:	\$1,720,073	Totals	\$60,000	\$0	\$1,232,000	\$0	\$0		\$1,376,058	\$344,015			
US 30	1901893	PE						2020 - 2021	\$255,301	\$63,825		^R-41079	
At Felger/Leesburg Rd, 4.59 mi w/o US 33		RW	\$40,000						\$32,000	\$8,000		NHPP 80/20	
Intersection Safety Improvement, existing 4 lane		CN	\$20,000		\$1,232,000				\$1,001,600	\$250,400	exempt	11/15/2023	
Total cost for project:	\$1,611,126	Totals	\$60,000	\$0	\$1,232,000	\$0	\$0		\$1,288,901	\$322,225			
US 30	2000955	PE						2021	\$169,300	\$42,325		^R-41079	
EB Bridge over Seegar Ditch, 2.66 mi w/o US 33												NHPP 80/20	
Bridge Deck Overlay		CN			\$917,657				\$734,126	\$183,531	exempt	11/15/2023	
Total cost for project:	\$1,129,282	Totals	\$0	\$0	\$917,657	\$0	\$0		\$903,426	\$225,856			
US 30	2000956	PE						2021	\$185,000	\$466,250		^R-41079	
WB Bridge over Seegar Ditch, 2.66 mi w/o US 33												NHPP 80/20	
Bridge Deck Overlay		CN			\$1,002,755				\$802,204	\$200,551	exempt	11/15/2023	
Total cost for project:	\$1,654,005	Totals	\$0	\$0	\$1,002,755	\$0	\$0		\$987,204	\$666,801			
US 30	2001128	PE						2021	\$229,400	\$57,350		^R-43173	
from I-469 to 1.55 mi e/o I-469												NHPP 80/20	
Concrete Pavement Restoration (CPR)		CN		\$2,037,864					\$1,630,291	\$407,573	exempt		
Total cost for project:	\$2,324,614	Totals	\$0	\$2,037,864	\$0	\$0	\$0		\$1,859,691	\$464,923			
SR 37	1602284	PE						2019	\$98,000	\$24,500		^B-42469	
Br over Dietzen Ditch, 3.71 mi n/o SR 101		RW						2021	\$36,000	\$9,000		STBG 80/20	
Bridge Replacement, Other Construction, existing 2 lane (no added travel lanes)		CN	\$853,001						\$682,401	\$170,600	exempt	11/17/2021	
Total cost for project:	\$1,020,501	Totals	\$853,001	\$0	\$0	\$0	\$0		\$816,401	\$204,100			

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			2022	2023	2024	2025	2026*						
SR 37 Br over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure, existing 2 lane (no added travel lanes)	1701392	PE						2019	\$104,000	\$26,000		^B-42469	
		RW						2021	\$30,000	\$7,500		STBG 80/20	
		CN	\$669,462						\$535,570	\$133,892	exempt	11/17/2021	
Total cost for project:	\$836,962	Totals	\$669,462	\$0	\$0	\$0	\$0		\$669,570	\$167,392			
SR 37 Br over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement, Other Construction, existing 2 lane (no added travel lanes)	1701400	PE						2019	\$106,000	\$26,500		^B-42469	
		RW						2021	\$30,000	\$7,500		STBG 80/20	
		CN	\$557,885						\$446,308	\$111,577	exempt	11/17/2021	
Total cost for project:	\$727,885	Totals	\$557,885	\$0	\$0	\$0	\$0		\$582,308	\$145,577			
SR 37 Br over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement, Other Construction, existing 2 lane (no added travel lanes)	1701401	PE						2019	\$106,000	\$26,500		^B-42469	
		RW						2021	\$30,000	\$7,500		STBG 80/20	
		CN	\$557,885						\$446,308	\$111,577	exempt	11/17/2021	
Total cost for project:	\$727,885	Totals	\$557,885	\$0	\$0	\$0	\$0		\$582,308	\$145,577			
SR 37 At Cuba/Thimler Rd, 5.0 mi e/o I-469; At Notestine Rd, 4.68 mi e/o I-469 Intersection Safety Improvement w/Added Turn Lanes	1900142	PE	\$400,000						\$320,000	\$80,000		R-43273	
		RW			\$100,000				\$80,000	\$20,000		STBG 80/20	
		CN				\$2,931,000			\$2,344,800	\$586,200	exempt	10/9/2024	
Total cost for project:	\$3,431,000	Totals	\$400,000	\$0	\$100,000	\$2,931,000	\$0		\$2,744,800	\$686,200			
I-69 and Coldwater Rd Coldwater Rd over I-69 Bridge Replacement, Other Construction (no added travel lanes)	1601991	PE						2019	\$270,000	\$30,000		^R-41544	
		RW										NHPP 90/10	
		CN	\$2,717,465						\$2,445,719	\$271,747	exempt	11/17/2021	
Total cost for project:	\$3,017,465	Totals	\$2,717,465	\$0	\$0	\$0	\$0		\$2,715,719	\$301,747			
I-69 and Coldwater Rd (from 0.99 mi n/o SR 3 to 1.74 mi n/o SR 3) Interchange Ramp Modifications	1800036	PE						2019	\$697,500	\$77,500		^R-41544	
		PE						2020 - 2021	\$388,000	\$97,000	exempt	NHPP 90/10	
		CN	\$3,463,169						\$3,116,852	\$346,317		11/17/2021	
Total cost for project:	\$4,723,169	Totals	\$3,463,169	\$0	\$0	\$0	\$0		\$4,202,352	\$520,817			

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			2022	2023	2024	2025	2026*						
I-69 and Coldwater Rd Bridge over I-69 (from 1.24 mi e/o SR 3 to 1.3 mi e/o SR 3) HMA Overlay Minor Structural	1800162	PE						2019	\$382,720	\$95,680		^R-41544	
												NHPP 90/10	
		CN	\$1,707,853						\$1,366,282	\$341,571	exempt	11/17/2021	
Total cost for project:	\$2,186,253	Totals	\$1,707,853	\$0	\$0	\$0	\$0		\$1,749,002	\$437,251			
I-69 From 1.25 mi s/o US 24 to 2.13 mi s/o US 30 Concrete Pavement Restoration (CPR)	1900619	PE						2020	\$211,280	\$52,820		^R-42463	
		CN - BR	\$3,391,803						\$3,052,623	\$339,180		NHPP 90/10	
		CN - RD	\$2,696,531						\$2,157,225	\$539,306	exempt	10/14/2021	
Total cost for project:	\$6,352,434	Totals	\$6,088,334	\$0	\$0	\$0	\$0		\$5,421,128	\$931,307			
I-69 From 2.13 mi s/o US 30 to 3.98 mi s/o SR 1 Concrete Pavement Restoration (CPR)	1900620	PE						2020	\$254,800	\$63,700		^R-42463	
												NHPP 90/10	
		CN	\$3,170,000						\$2,536,000	\$634,000	exempt	10/14/2021	
Total cost for project:	\$3,488,500	Totals	\$3,170,000	\$0	\$0	\$0	\$0		\$2,790,800	\$697,700			
I-69 Br over I-69 NB/SB, 1.43 n/o SR 1 Bridge Thin Deck Overlay	1901484	PE							\$56,000	\$14,000		^B-42157	
												NHPP 80/20	
		CN	\$484,135						\$387,308	\$96,827	exempt	9/15/2021	
Total cost for project:	\$554,135	Totals	\$484,135	\$0	\$0	\$0	\$0		\$443,308	\$110,827			
I-69 Coldwater Rd br over I-69 NB/SB, 1.3 mi n/o I-69 Bridge Deck Overlay	1901492	PE						2021	\$204,000	\$51,000		^R-41544	
												NHPP 90/10	
		CN	\$2,719,885						\$2,175,908	\$543,977	exempt	11/17/2021	
Total cost for project:	\$2,974,885	Totals	\$2,719,885	\$0	\$0	\$0	\$0		\$2,379,908	\$594,977			
I-69 Coldwater Rd br over I-69 NB/SB, 1.36 mi n/o I-69 Bridge Deck Overlay	1901493	PE						2021	\$200,000	\$50,000		^R-41544	
												NHPP 90/10	
		CN	\$2,654,868						\$2,123,894	\$530,974	exempt	11/17/2021	
Total cost for project:	\$2,904,868	Totals	\$2,654,868	\$0	\$0	\$0	\$0		\$2,323,894	\$580,974			
I-69 I-469 EB over I-69 NB/SB, 1.26 mi e/o I-69 Repair or Replace Joints	2000285	PE						2021	\$16,313	\$1,813		^B-43108	
												NHPP 80/20	
		CN	\$75,524						\$67,972	\$7,552	exempt	12/8/2021	
Total cost for project:	\$93,650	Totals	\$75,524	\$0	\$0	\$0	\$0		\$84,285	\$9,365			

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			2022	2023	2024	2025	2026*						
I-69 Covington Rd Bridge over I-69 NB/SB, 1.21 mi s/o SR 14 Bridge Thin Deck Overlay	2000907	PE						2021	\$114,750	\$12,750		^B-43172	
												NHPP 90/10	
		CN	\$548,190							\$938,408	\$104,268	exempt	10/13/2022
Total cost for project:	\$1,170,175	Totals	\$0	\$548,190	\$0	\$0	\$0		\$1,053,158	\$117,018			
I-69 From 5.46 mi n/o US 224 (Flat Creek) to 0.66 mi n/o I-469 S Jct Drainage Ditch Correction	2001756											M-43146	
												NHPP 90/10	
		CN	\$1,094,345							\$984,911	\$109,435	exempt	1/15/2025
Total cost for project:	\$1,094,345	Totals	\$0	\$0	\$0	\$1,094,345	\$0		\$984,911	\$109,435			
I-69 From 3.98 mi s/o SR 1 to 0.47 mi n/o SR 1 HMA Overlay, Preventive Maintenance	2001841	PE	\$1,462,000						\$1,169,600	\$292,400		^R-43271	
												NHPP 90/10	
		CN	\$10,772,523							\$9,695,271	\$1,077,252	exempt	8/14/2024
Total cost for project:	\$12,234,523	Totals	\$1,462,000	\$0	\$0	\$10,772,523	\$0		\$10,864,871	\$1,369,652			
I-69 1.51 mi s/o I-469 S Jct Structure over Pleasant Run Ditch Small Structure Pipe Lining	2002203	PE	\$250,000						\$200,000	\$50,000		^R-43271	
												NHPP 90/10	
		CN	\$1,410,909							\$1,128,727	\$282,182	exempt	8/14/2024
Total cost for project:	\$1,660,909	Totals	\$250,000	\$0	\$0	\$1,410,909	\$0		\$1,328,727	\$332,182			
I-69 I-69 Large Culvert Carries Little River, 4.10 mi n/o I-469 Small Structure Pipe Lining	2002214	PE	\$232,500						\$186,000	\$46,500		^R-43271	
												NHPP 90/10	
		CN	\$1,695,844							\$1,356,675	\$339,169	exempt	8/14/2024
Total cost for project:	\$1,928,344	Totals	\$232,500	\$0	\$0	\$1,695,844	\$0		\$1,542,675	\$385,669			
I-69 I-69 & I-469 S JCT Large Culvert for Ditch (Lafayette Ctr Rd) Small Structure Replacement, existing 6 lane (no added travel lanes)	2002357	PE	\$207,900						\$166,320	\$41,580		^R-43271	
												NHPP 90/10	
		CN	\$1,044,500							\$835,600	\$208,900	exempt	8/14/2024
Total cost for project:	\$1,252,400	Totals	\$207,900	\$0	\$0	\$1,044,500	\$0		\$1,001,920	\$250,480			
I-69 4.37 mi n/o I-469/I-69 N JCT Large Culvert for UNT Cedar Creek Small Structure Pipe Lining	2002360	PE	\$156,000						\$124,800	\$31,200		^R-43269	
												NHPP 90/10	
		CN	\$941,549							\$753,239	\$188,310	exempt	9/11/2024
Total cost for project:	\$1,097,549	Totals	\$156,000	\$0	\$0	\$941,549	\$0		\$878,039	\$219,510			

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			2022	2023	2024	2025	2026*						
SR 101 3.59 mi s/o US 30, Br over Flat Rock Creek Replace Structure, existing 2 lane (no added travel lanes)	1600471	PE						2020	\$85,992	\$21,498		B-42462	
												STBG 80/20	
		CN	\$934,789						\$747,831	\$186,958	exempt	10/14/2021	
Total cost for project:	\$1,042,279	Totals	\$934,789	\$0	\$0	\$0	\$0		\$833,823	\$208,456			
SR 101 Bridge over us 24, 6.71 mi s/o SR37 Bridge Thin Deck Overlay	2000905	PE						2021	\$83,000	\$20,750			
												STBG 80/20	
		CN		\$446,076					\$356,860	\$89,215	exempt		
Total cost for project:	\$549,825	Totals	\$0	\$446,076	\$0	\$0	\$0		\$439,860	\$109,965			
I-469 SB off-ramp at SR 37 Interchange Ramp Modification	1800034	PE						2019	\$64,000	\$16,000		^R-41568	
												NHPP 90/10	
		CN		\$391,912					\$352,721	\$39,191	exempt	8/10/2022	
Total cost for project:	\$471,912	Totals	\$0	\$391,912	\$0	\$0	\$0		\$416,721	\$55,191			
I-469 at I-69 N Junction Interchange Ramp and Merge Area Modification (NB I-69 to EB I-469)	1800089	PE						2019	\$1,040,000	\$260,000		^R-41580	
												NHPP 90/10	
		CN		\$6,022,302					\$5,420,072	\$602,230	exempt	11/16/2022	
Total cost for project:	\$7,322,302	Totals	\$0	\$6,022,302	\$0	\$0	\$0		\$6,460,072	\$862,230			
I-469 At the US 24 Interchange Interchange Modification, New Ramp Construction (EB US 24 to SB I-469 and SB I-469 to WB US 24/Rose Avenue)	1800092	PE						2020	\$960,000	\$240,000		R-42360	
		RW	\$250,000						\$200,000	\$50,000		NHPP 90/10	
		CN		\$100,000	\$6,845,349				\$5,556,279	\$1,389,070	exempt	9/13/2023	
Total cost for project:	\$8,395,349	Totals	\$250,000	\$100,000	\$6,845,349	\$0	\$0		\$6,716,279	\$1,679,070			
I-469 Br over Tillman and EB off ramp Small Structure Pipe Lining	1901463	PE						2020	\$45,000	\$5,000		^B-42473	
												NHPP 90/10	
		CN	\$247,150						\$222,435	\$24,715	exempt	11/17/2021	
Total cost for project:	\$297,150	Totals	\$247,150	\$0	\$0	\$0	\$0		\$267,435	\$29,715			
I-469 Br over drainage ditch, 0.01 mi e/o US 27 Bridge Rehab-Pipe Lining	1901466	PE						2020	\$60,000	\$15,000		^B-42473	
												NHPP 90/10	
		CN	\$818,148						\$736,333	\$81,815	exempt	11/17/2021	
Total cost for project:	\$893,148	Totals	\$818,148	\$0	\$0	\$0	\$0		\$796,333	\$96,815			

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			2022	2023	2024	2025	2026*						
I-469 I-469 NB On-Ramp from US 30 Interchange Modification to provide dual ramp to allow WB right and EB left turns simultaneously	2000026	PE	\$80,000						\$72,000	\$8,000		R-43257	
		CN				\$436,991		\$393,292	\$43,699	exempt	7/10/2024	NHPP 90/10	
Total cost for project:	\$516,991	Totals	\$80,000	\$0	\$0	\$436,991	\$0	\$465,292	\$51,699				
I-469 EB Bridge over St Mary's River, 0.45 mi w/o US 27	2000267	PE					2021	\$3,375	\$375			^B-43108	
Bridge Deck Patching		CN	\$15,676					\$14,108	\$1,568	exempt	12/8/2021	NHPP 80/20	
Total cost for project:	\$19,426	Totals	\$15,676	\$0	\$0	\$0	\$0	\$17,483	\$1,943				
I-469 NB Bridge over US 30/SR 930, 7.76 mi e/o US 27	2000272	PE					2021	\$18,000	\$2,000			^B-43108	
Repairs to Approach Slab		CN	\$83,904					\$75,514	\$8,390	exempt	12/8/2021	NHPP 80/20	
Total cost for project:	\$103,904	Totals	\$83,904	\$0	\$0	\$0	\$0	\$93,514	\$10,390				
I-469 SB Bridge over US 30/SR 930, 7.76 mi e/o US 27	2000279	PE					2021	\$36,563	\$4,063			^B-43108	
Repair or Replace Joints		CN	\$169,279					\$152,351	\$16,928	exempt	12/8/2021	NHPP 80/20	
Total cost for project:	\$209,905	Totals	\$169,279	\$0	\$0	\$0	\$0	\$188,914	\$20,991				
I-469 EB Bridge over Maplecrest Rd NB/SB, 3.99 mi e/o SR 37	2000280	PE					2021	\$14,625	\$1,625			^B-43108	
Repair or Replace Joints		CN	\$67,712					\$60,941	\$6,771	exempt	12/8/2021	NHPP 80/20	
Total cost for project:	\$83,962	Totals	\$67,712	\$0	\$0	\$0	\$0	\$75,566	\$8,396				
I-469 WB Bridge over Maplecrest Rd NB/SB, 3.99 mi e/o SR 37	2000283	PE					2021	\$14,625	\$1,625			^B-43108	
Repair or Replace Joints		CN	\$67,712					\$60,941	\$6,771	exempt	12/8/2021	NHPP 80/20	
Total cost for project:	\$83,962	Totals	\$67,712	\$0	\$0	\$0	\$0	\$75,566	\$8,396				
I-469 Bridge over UNT Tieman Ditch, 3.30 mi w/o SR 37	2000328	PE					2021	\$10,125	\$1,125			^B-43115	
Debris Removal from Channel		CN	\$47,565					\$42,809	\$4,757	exempt	11/17/2021	NHPP 80/20	
Total cost for project:	\$58,815	Totals	\$47,565	\$0	\$0	\$0	\$0	\$52,934	\$5,882				
I-469 Small structure for Koehlinger Drain, 3.47 mi e/o US 27	2000583	PE					2021	\$84,400	\$21,100			^R-43168	
Small Structure Pipe Lining		CN		\$455,039				\$364,031	\$91,008	exempt	7/13/2022	NHPP 90/10	
Total cost for project:	\$560,539	Totals	\$0	\$455,039	\$0	\$0	\$0	\$448,431	\$112,108				

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			2022	2023	2024	2025	2026*						
I-469 Small structure at Maplecrest Rd, 3 mi e/o I-69 Small Structure Pipe Lining	2000599	PE						2021	\$167,000	\$41,750		^R-43168	
												NHPP 90/10	
		CN		\$900,373					\$720,298	\$180,075	exempt	7/13/2022	
Total cost for project:	\$1,109,123	Totals	\$0	\$900,373	\$0	\$0	\$0		\$887,298	\$221,825			
I-469 Small structure for Grove Ditch, 1.41 mi n/o US 30 Small Structure Replacement, existing 4 lane (no added travel lanes)	2000601	PE						2021	\$750,000	\$187,500		^R-43168	
												NHPP 90/10	
		CN		\$4,032,426					\$3,225,941	\$806,485	exempt	7/13/2022	
Total cost for project:	\$4,969,926	Totals	\$0	\$4,032,426	\$0	\$0	\$0		\$3,975,941	\$993,985			
I-469 Pipe liner for UNT Tieman Ditch, 2.30 mi w/o SR 37 Small Structure Pipe Lining	2000603	PE						2021	\$69,400	\$17,350		^R-43168	
												NHPP 90/10	
		CN		\$361,228					\$288,982	\$72,246	exempt	7/13/2022	
Total cost for project:	\$447,978	Totals	\$0	\$361,228	\$0	\$0	\$0		\$358,382	\$89,596			
I-469 Pipe liner for UNT Bender Ditch, 3.73 mi e/o SR 27 Small Structure Pipe Lining	2000791	PE						2021	\$115,000	\$28,750		^R-43168	
												NHPP 90/10	
		CN		\$620,193					\$496,154	\$124,039	exempt	7/13/2022	
Total cost for project:	\$763,943	Totals	\$0	\$620,193	\$0	\$0	\$0		\$611,154	\$152,789			
I-469 Bridge over St Joe Rd, 4.33 mi w/o SR 37, EB Bridge Deck Overlay	2000803	PE						2021	\$381,150	\$42,350		^R-41580	
												NHPP 90/10	
		CN		\$1,800,331					\$1,620,298	\$180,033	exempt	11/16/2022	
Total cost for project:	\$2,223,831	Totals	\$0	\$1,800,331	\$0	\$0	\$0		\$2,001,448	\$222,383			
I-469 Bridge over St Joe Rd, 4.33 mi w/o SR 37, WB Bridge Deck Overlay	2000805	PE						2021	\$381,375	\$42,375		^R-41580	
												NHPP 90/10	
		CN		\$1,801,394					\$1,621,255	\$180,139	exempt	11/16/2022	
Total cost for project:	\$2,225,144	Totals	\$0	\$1,801,394	\$0	\$0	\$0		\$2,002,630	\$222,514			
I-469 Bridge over St Joe River, 1.39 mi e/o I-69 EB Bridge Deck Overlay	2000806	PE						2021	\$416,250	\$46,250		^R-41580	
												NHPP 90/10	
		CN		\$1,966,123					\$1,769,511	\$196,612	exempt	11/16/2022	
Total cost for project:	\$2,428,623	Totals	\$0	\$1,966,123	\$0	\$0	\$0		\$2,185,761	\$242,862			

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			2022	2023	2024	2025	2026*						
I-469 Bridge over St Joe River, 1.39 mi e/o I-69 WB Bridge Deck Overlay	2000807	PE						2021	\$421,875	\$46,875		^R-41580	
												NHPP 90/10	
		CN	\$1,992,692							\$1,793,423	\$199,269	exempt	11/16/2022
Total cost for project:	\$2,461,442	Totals	\$0	\$1,992,692	\$0	\$0	\$0		\$2,215,298	\$246,144			
I-469 Pipe Liner over UNT Martin Ditch, US 30 I/C Small Structure Pipe Lining	2000812	PE						2021	\$205,000	\$51,250		^R-43168	
												NHPP 90/10	
		CN	\$1,105,561							\$884,449	\$221,112	exempt	7/13/2022
Total cost for project:	\$1,361,811	Totals	\$0	\$1,105,561	\$0	\$0	\$0		\$1,089,449	\$272,362			
I-469 Pipe Liner over ditch, 1.67 mi e/o US 27 Small Structure Pipe Lining	2000814	PE						2021	\$81,000	\$20,250		^R-43168	
												NHPP 90/10	
		CN	\$436,831							\$349,465		exempt	7/13/2022
Total cost for project:	\$450,715	Totals	\$0	\$436,831	\$0	\$0	\$0		\$430,465	\$20,250			
I-469 Pipe Liner over ditch, US 30 I/C at I- 469 Small Structure Pipe Lining	2000898	PE						2021	\$91,000	\$22,750		^R-43168	
												NHPP 90/10	
		CN	\$490,831							\$392,665	\$98,166	exempt	7/13/2022
Total cost for project:	\$604,581	Totals	\$0	\$490,831	\$0	\$0	\$0		\$483,665	\$120,916			
I-469 Pipe Liner over UNT Rock Ditch, 1.76 mi e/o US 27 under EBR Small Structure Pipe Lining	2000899	PE						2021	\$79,600	\$19,900		^R-43168	
												NHPP 90/10	
		CN	\$429,342							\$343,474	\$85,868	exempt	7/13/2022
Total cost for project:	\$528,842	Totals	\$0	\$429,342	\$0	\$0	\$0		\$423,074	\$105,768			
I-469 Small structure over ditch, Minnich Rd I/C, 1.74 mi s/o US 30 Small Structure Replacement, existing 4 lane (no added travel lanes)	2000908	PE						2021	\$77,000	\$19,250		^R-43168	
												NHPP 90/10	
		CN	\$413,830							\$331,064	\$82,766	exempt	7/13/2022
Total cost for project:	\$510,080	Totals	\$0	\$413,830	\$0	\$0	\$0		\$408,064	\$102,016			
I-469 Small structure over ditch, 6.0 mi e/o US 27 Small Structure Replacement, existing 4 lane (no added travel lanes)	2000911	PE						2021	\$112,000	\$28,000		^R-43168	
												NHPP 90/10	
		CN	\$601,894							\$481,515	\$120,379	exempt	7/13/2022
Total cost for project:	\$741,894	Totals	\$0	\$601,894	\$0	\$0	\$0		\$593,515	\$148,379			

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			2022	2023	2024	2025	2026*						
I-469 Small structure over UNT Rock Ditch, 1.67 mi e/o US 27 Small Structure Replacement, existing 4 lane (no added travel lanes)	2000912	PE						2021	\$137,000	\$34,250		^R-43168	
												NHPP 90/10	
		CN		\$736,246					\$588,997	\$147,249	exempt	7/13/2022	
Total cost for project:	\$907,496	Totals	\$0	\$736,246	\$0	\$0	\$0		\$725,997	\$181,499			
I-469 Small structure over UNT Rock Ditch, 1.76 mi e/o US 27 Small Structure Replacement, existing 4 lane (no added travel lanes)	2000914	PE						2021	\$380,200	\$95,050		^R-43168	
												NHPP 90/10	
		CN		\$2,043,216					\$1,634,573	\$408,643	exempt	7/13/2022	
Total cost for project:	\$2,518,466	Totals	\$0	\$2,043,216	\$0	\$0	\$0		\$2,014,773	\$503,693			
I-469 NB on-Ramp Bridge over I-469, EB/WB, 0.17 mi e/o I69 Bridge Deck Overlay	2000954	PE						2021	\$241,800	\$60,450		^B-43458	
												NHPP 90/10	
		CN			\$1,310,628				\$1,179,565	\$131,063	exempt	7/12/2023	
Total cost for project:	\$1,612,878	Totals	\$0	\$0	\$1,310,628	\$0	\$0		\$1,421,365	\$191,513			
I-469 S Anthony Ext Bridge over I-469 EB/WB, 3.79 mi e/o SR 1 Bridge Deck Overlay	2000969	PE						2021	\$249,000	\$62,250		^B-43458	
												NHPP 90/10	
		CN			\$1,349,654				\$1,079,723	\$269,931	exempt	7/12/2023	
Total cost for project:	\$1,660,904	Totals	\$0	\$0	\$1,349,654	\$0	\$0		\$1,328,723	\$332,181			
I-469 Bridge over Grice Ditch, 1.04 mi w/o SR37 Bridge Rehab-Pipe Lining	2001168	PE						2021	\$192,825	\$21,425		^R-41568	
												NHPP 90/10	
		CN		\$927,361					\$834,625	\$92,736	exempt	8/10/2022	
Total cost for project:	\$1,141,611	Totals	\$0	\$927,361	\$0	\$0	\$0		\$1,027,450	\$114,161			
I-469 From 0.48 mi w/o I-69 to 0.57 mi w/o SR 1 (R/R Bridge) Drainage Ditch Correction, existing 4 lane	2001755	PE										R-43145	
												NHPP 90/10	
		CN			\$1,073,574				\$966,217	\$107,357	exempt	1/18/2024	
Total cost for project:	\$1,073,574	Totals	\$0	\$0	\$1,073,574	\$0	\$0		\$966,217	\$107,357			
I-469 from 0.49 mi n/o US 24 to 0.54 mi s/o SR 37 Pavement Replacement	2001843	PE	\$2,000,000						\$1,800,000	\$200,000		^R-43259	
												NHPP 90/10	
		CN				\$28,364,410			\$25,527,969	\$2,836,441	exempt	7/10/2024	
Total cost for project:	\$30,364,410	Totals	\$2,000,000	\$0	\$0	\$28,364,410	\$0		\$27,327,969	\$3,036,441			

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			2022	2023	2024	2025	2026*						
I-469 from 0.54 mi s/o SR 37 to 1.92 mi n/o SR 37 Pavement Replacement	2001844	PE	\$2,000,000						\$1,600,000	\$400,000		^R-43259	
		CN				\$27,454,064			\$21,963,251	\$5,490,813	exempt	NHPP 90/10 7/10/2024	
Total cost for project:	\$29,454,064	Totals	\$2,000,000	\$0	\$0	\$27,454,064	\$0		\$23,563,251	\$5,890,813			
I-469 I-469 EB Br over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay	2002087	PE	\$58,500						\$52,650	\$5,850		^B-43272	
		CN				\$217,478			\$195,730	\$21,748	exempt	NHPP 90/10 12/11/2024	
Total cost for project:	\$275,978	Totals	\$58,500	\$0	\$0	\$217,478	\$0		\$248,380	\$27,598			
I-469 I-469 Bridge at US 30/SR 930 Bridge Thin Deck Overlay	2002088	PE	\$101,250						\$91,125	\$10,125		^B-43272	
		CN				\$376,405			\$338,765	\$37,641	exempt	NHPP 90/10 12/11/2024	
Total cost for project:	\$477,655	Totals	\$101,250	\$0	\$0	\$376,405	\$0		\$429,890	\$47,766			
I-469 I-469 WB Bridge over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay	2002139	PE	\$58,500						\$52,650	\$5,850		^B-43272	
		CN				\$217,478			\$209,230	\$23,248	exempt	NHPP 90/10 12/11/2024	
Total cost for project:	\$290,978	Totals	\$58,500	\$0	\$0	\$217,478	\$0		\$261,880	\$29,098			
I-469 I-469 SB @ US 30/SR 930 Bridge Deck Overlay	2002140	PE	\$101,250						\$91,125	\$10,125		^B-43272	
		CN				\$376,405			\$338,765	\$37,641	exempt	NHPP 90/10 12/11/2024	
Total cost for project:	\$477,655	Totals	\$101,250	\$0	\$0	\$376,405	\$0		\$429,890	\$47,766			
I-469 I-469 Bridge over Maplecrest Rd NB/SB 3.99 mi e/o SR 37 Bridge Deck Overlay	2002141	PE	\$315,000						\$567,000	\$63,000		^B-43270	
		CN				\$2,254,215			\$4,057,587	\$450,843	exempt	NHPP 90/10 11/14/2024	
Total cost for project:	\$5,138,430	Totals	\$315,000	\$0	\$0	\$2,254,215	\$0		\$4,624,587	\$513,843			
I-469 I-469 WB Bridge over Maplecrest Rd NB/SB 3.99 mi e/o SR 37 Bridge Deck Overlay	2002142	PE	\$315,000						\$283,500	\$31,500		^B-43270	
		CN				\$2,254,215			\$2,028,794	\$225,422	exempt	NHPP 90/10 11/14/2024	
Total cost for project:	\$2,569,215	Totals	\$315,000	\$0	\$0	\$2,254,215	\$0		\$2,312,294	\$256,922			
I-469 I-469 large Culvert for Witzgall Ditch, 2.22 mi e/o I-69 Small Structure Pipe Lining	2002209	PE	\$218,750						\$175,000	\$43,750		^R-43269	
		CN				\$793,217			\$634,574	\$158,643	exempt	NHPP 90/10 9/11/2024	
Total cost for project:	\$1,011,967	Totals	\$218,750	\$0	\$0	\$793,217	\$0		\$809,574	\$202,393			

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			2022	2023	2024	2025	2026*						
I-469 I-469 Carries Flow at On Ramp to I-469 S and US 24 interchange Small Structure Pipe Lining	2002218	PE	\$214,400						\$171,520	\$42,880		^R-43269	
												NHPP 90/10	
		CN				\$979,213			\$783,370	\$195,843	exempt	9/11/2024	
Total cost for project:	\$1,193,613	Totals	\$214,400	\$0	\$0	\$979,213	\$0	\$954,890	\$238,723				
I-469 I-469 Carries Tiernan Ditch, 3.56 mi w/o SR 37 Small Structure Pipe Lining	2002220	PE	\$152,250						\$121,800	\$30,450		^R-43269	
												NHPP 90/10	
		CN				\$530,635			\$424,508	\$106,127	exempt	9/11/2024	
Total cost for project:	\$682,885	Totals	\$152,250	\$0	\$0	\$530,635	\$0	\$546,308	\$136,577				
I-469 3.60 mi e/o I-69 Large Culvert for Chapman/Brindle Ditch Small Structure Pipe Lining	2002225	PE	\$179,200						\$143,360	\$35,840		^R-43269	
		RW			\$25,000				\$20,000	\$5,000		NHPP 90/10	
		CN		\$331,450	\$0		\$602,429		\$481,943	\$120,486	exempt	9/11/2024	
Total cost for project:	\$806,629	Totals	\$331,450	\$0	\$25,000	\$602,429	\$0	\$645,303	\$161,326				
I-469 0.14 mi w/o I-69 Large Culvert of UNT Swift Ditch Small Structure Pipe Lining	2002361	PE	\$150,000						\$120,000	\$30,000		^R-43269	
												NHPP 90/10	
		CN					\$989,500		\$791,600	\$197,900	exempt	9/11/2024	
Total cost for project:	\$1,139,500	Totals	\$150,000	\$0	\$0	\$989,500	\$0	\$911,600	\$227,900				
SR 930 at US 27/Lima Rd Add Left Turn Lanes on E, W, & S Approaches Intersection Improvement, Added Turn Lanes	1401845	PE						2019	\$496,000	\$124,000		^R-41579	
		RW	\$500,000						\$416,000	\$104,000		STBG 80/20	
		CN		\$2,944,071					\$2,355,257	\$588,814	exempt	12/7/2022	
Total cost for project:	\$4,084,071	Totals	\$500,000	\$2,944,071	\$0	\$0	\$0	\$3,267,257	\$816,814				
SR 930 At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469 Intersection Safety Improvement	1900107	PE						2021	\$400,000	\$100,000		R-42358	
		RW	\$100,000						\$80,000	\$20,000		STBG 80/20	
		CN		\$100,000	\$2,867,291				\$2,373,833	\$593,458	exempt	8/9/2023	
Total cost for project:	\$3,567,291	Totals	\$100,000	\$100,000	\$2,867,291	\$0	\$0	\$2,853,833	\$713,458				
SR 930 UNT of Martin Ditch, 0.10 mi w/o I-469 Small Structure Replacement, existing 2 lane (no added travel lanes)	1900244	PE						2021	\$292,800	\$73,200		B-42359	
												STBG 80/20	
		CN	\$15,000		\$3,052,561				\$2,454,049	\$613,512	exempt	7/12/2023	
Total cost for project:	\$3,433,561	Totals	\$15,000	\$0	\$3,052,561	\$0	\$0	\$2,746,849	\$686,712				

INDOT Projects

FY 2022-2026

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds	A/M	TIP Date ICG Date AQ Finding	Contract # Funding Letting
			2022	2023	2024	2025	2026*						
SR 930 SR 930 WB over St. Joseph River Debris Removal from Channel	2000259	PE						2021	\$8,000	\$2,000		^B-43115	
		CN	\$42,280								exempt	STBG 80/20 11/17/2021	
Total cost for project:	\$10,000	Totals	\$42,280	\$0	\$0	\$0	\$0		\$8,000	\$2,000			
SR 930 SR 930 EB over NS RR Repair or Replace joints	2000260	PE										^B-43108	
		CN	\$68,753						\$61,878	\$6,875	exempt	STBG 80/20 12/8/2021	
Total cost for project:	\$68,753	Totals	\$68,753	\$0	\$0	\$0	\$0		\$61,878	\$6,875			
SR 930 Bridge over Branch of St Joe River, 2.62 mi e/o US 27 Substructure Repair and Rehab, existing 4 lane	2000344	PE						2021	\$203,400	\$22,600		^B-43108	
		CN	\$57,677						\$46,142	\$11,535	exempt	STBG 80/20 12/8/2021	
Total cost for project:	\$283,677	Totals	\$57,677	\$0	\$0	\$0	\$0		\$249,542	\$34,135			
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27, EB Bridge Thin Deck Overlay	2000925	PE						2021	\$91,000	\$22,750		^B-43464	
		CN			\$2,076,670				\$1,661,336	\$415,334	exempt	STBG 80/20 9/13/2023	
Total cost for project:	\$2,190,420	Totals	\$0	\$0	\$2,076,670	\$0	\$0		\$1,752,336	\$438,084			
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27, WB Bridge Thin Deck Overlay	2000926	PE						2021	\$91,000	\$22,750		^B-43464	
		CN			\$501,265				\$401,012	\$100,253	exempt	STBG 80/20 9/13/2023	
Total cost for project:	\$615,015	Totals	\$0	\$0	\$501,265	\$0	\$0		\$492,012	\$123,003			
SR 930 from 0.71 mi w/o I-469 to I-469 Concrete Pavement Restoration (CPR)	2000979	PE						2021	\$105,646	\$26,412		^R-43173	
		CN		\$938,794					\$751,035	\$187,759	exempt	STBG 80/20	
Total cost for project:	\$1,070,852	Totals	\$0	\$938,794	\$0	\$0	\$0		\$856,682	\$214,170			
Various Locations in Fort Wayne District	1601010, 1901451, 1901452 1901453, 1901454, 1901455	PE						2018	\$190,000	\$48,000		R-40485	
	1901456, 1901457	PE						2019	\$57,000	\$143,000		STBG 80/20	
Various Road & Bridge Replacements, existing lanes (no added travel lanes)	1901458 1901489	CN	\$3,406,981						\$2,725,585	\$681,396			
		CN	\$9,836,815						\$7,869,452	\$1,967,363	exempt	11/17/2021	
Total cost for project:	\$13,243,796	Totals	\$13,243,796	\$0	\$0	\$0	\$0		\$10,595,037	\$2,648,759			

INDOT Projects

FY 2022-2026

Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds	A/M	TIP Date ICG Date AQ Finding	Contract # Funding Letting
			2022	2023	2024	2025	2026*						
Various Locations Statewide	1802826	PE						2020	\$2,400,000	\$600,000			
		PE						2021	\$2,400,000	\$600,000			
Statewide On-Call Consultant Review		PE	\$3,000,000						\$2,400,000	\$600,000		STBG 80/20	
		PE		\$3,000,000					\$2,400,000	\$600,000	exempt		
Total cost for project:	\$9,000,000	Totals	\$3,000,000	\$3,000,000	\$0	\$0	\$0		\$7,200,000	\$1,800,000			
Various Locations in the Fort Wayne District	1902012	PE						2021	\$800,000	\$200,000		T-43461	
		RW		\$250,000					\$200,000	\$50,000		STBG 80/20	
Guardrail Attenuators, New or Modernize		CN			\$1,088,384				\$870,707	\$217,677	exempt	7/12/2023	
Total cost for project:		\$2,338,384	Totals	\$0	\$250,000	\$1,088,384	\$0	\$0		\$1,870,707	\$467,677		
Various Locations in the Fort Wayne District	1902039	PE						2020	\$80,000	\$20,000		T-42485	
												STBG 80/20	
Guard Rail Attenuators, New Or Modernize		CN	\$500,000						\$400,000	\$100,000	exempt	7/14/2021	
Total cost for project:		\$600,000	Totals	\$500,000	\$0	\$0	\$0	\$0		\$480,000	\$120,000		
Various Locations in the Fort Wayne District	1902889											B-42669	
												STBG 80/20	
District Wide Bridge Maintenance		CN	\$1,000,000						\$800,000	\$200,000	exempt	7/14/2021	
Total cost for project:		\$1,000,000	Totals	\$1,000,000	\$0	\$0	\$0	\$0		\$800,000	\$200,000		
Various Locations in the Fort Wayne District	1902897	PE						2021	\$160,000	\$40,000		T-43188	
												STBG 80/20	
Guardrail Attenuators, New or Modernize		CN		\$1,000,000					\$800,000	\$200,000	exempt	7/13/2022	
Total cost for project:		\$1,200,000	Totals	\$0	\$1,000,000	\$0	\$0	\$0		\$960,000	\$240,000		
Various Locations in the Fort Wayne District	2001518	PE						2021	\$160,000	\$40,000		R-42967	
		RW	\$25,000						\$20,000	\$5,000		STBG 80/20	
ADA Sidewalk Ramp Construction		CN		\$428,451					\$342,761	\$85,690	exempt	11/26/2022	
Total cost for project:		\$653,451	Totals	\$25,000	\$428,451	\$0	\$0	\$0		\$522,761	\$130,690		
Various Locations in the Fort Wayne District	2001537	PE						2021	\$80,000	\$20,000		T-43189	
												STBG 80/20	
Various Uninterruptible Power Supplies (UPS) at Various Signal Locations within the FW District													
Traffic Signals Modernization		CN		\$529,805					\$423,844	\$105,961	exempt	8/10/2022	
Total cost for project:	\$629,805	Totals	\$0	\$529,805	\$0	\$0	\$0		\$503,844	\$125,961			

INDOT Projects

FY 2022-2026






Project Location (Description of Project)	DES #	Phase	Estimated Cost					Other Year	Federal Funds	State Funds	A/M	TIP Date ICG Date AQ Finding	Contract # Funding Letting
			2022	2023	2024	2025	2026*						
Various Locations in the Fort Wayne District	2001717	PE						2021	\$400,000	\$100,000		T-43195	
Various Signal and Flasher Locations												STBG 80/20	
Traffic Signals Modernization		CN	\$1,887,748							\$1,510,198	\$377,550	exempt	4/12/2023
Total cost for project:	\$2,387,748	Totals	\$0	\$1,887,748	\$0	\$0	\$0		\$1,910,198	\$477,550			
Various	2002518	PE						2021	\$351,000	\$39,000		T-43392	
Various Locations: On I-69, area from SR 18 to US 20 and for I-469 from SR 1 to WB (NB) before I-69												STBG 80/20	
ITS Traveler Information Systems		CN	\$1,914,205							\$1,722,785	\$19,143	exempt	4/6/2022
Total cost for project:	\$2,131,927	Totals	\$1,914,205	\$0	\$0	\$0	\$0		\$2,073,785	\$58,143			

*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have agreed to produce a five year State Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP). However the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) will only recognize and approve projects in Fiscal Years (FY) 2020-2023. The Fifth year (FY 2024) is for informational purposes only.






^Part of a contract with other projects

Indiana Department of Transportation

Projects FY 22 - 26

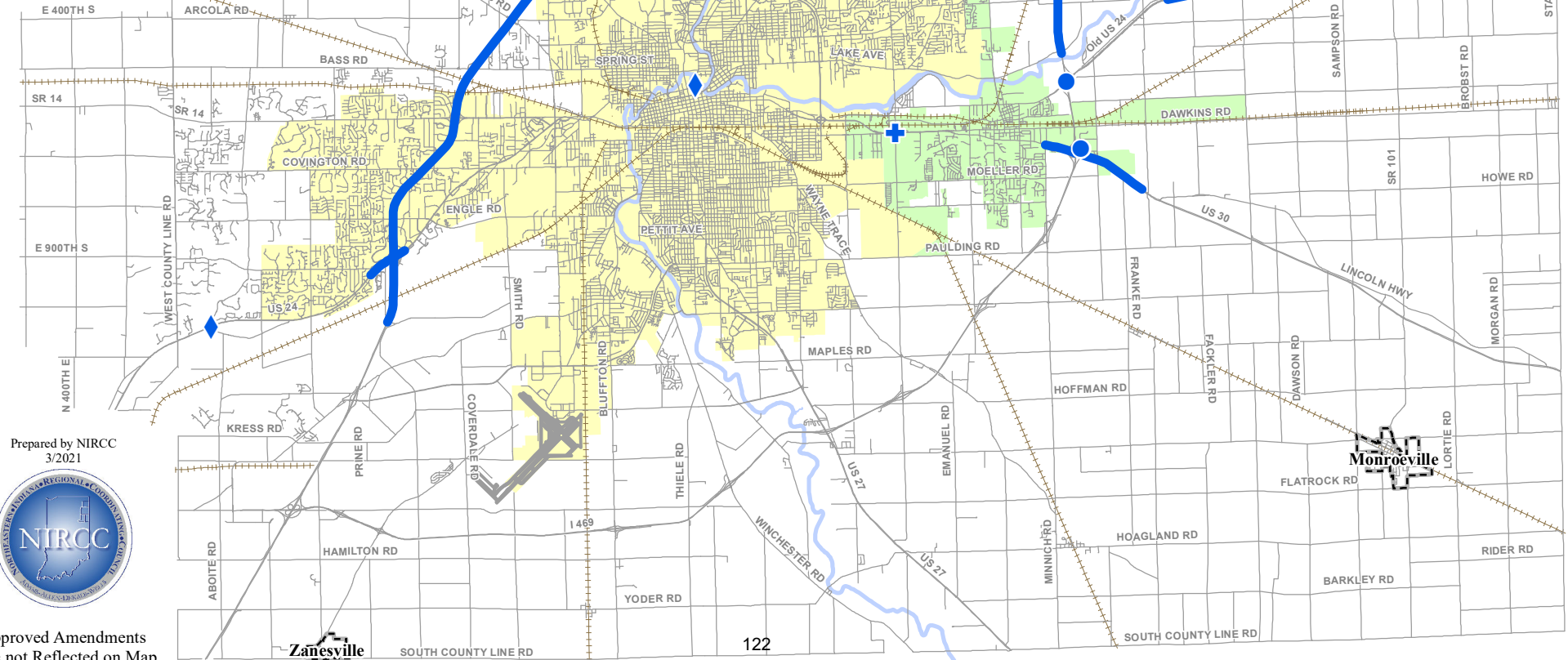
-  Road Projects
-  Bridge Projects
-  Intersection Projects
-  Interchange Modifications
-  Railroad Crossing Projects

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



Prepared by NIRCC
3/2021



* Approved Amendments are not Reflected on Map.

Zanesville

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 are 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 the attached table. 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

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.

FY 2022-2026 TIP Grouped Projects

Grouped Project Category	Est Cost	Year	Federal	State	Sponsor
1. Pavement Preservation	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
2. Bridge, Culvert & Small Structure Preservation	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
3. Signing, Marking, Striping & Rumble Strips	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
4. Traffic Signal & Lighting System Improvements	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
5. Guardrail & Median Protection/Cable Barriers	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
6. Rail Crossing Protection	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
7. Bicycle/Pedestrian Facilities <i>(identified in local or state Transition Plans to meet requirements of ADA)</i>	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	0	0	
8. Statewide and Non-Construction Activities	0	2022	0	0	INDOT
	0	2023	0	0	
	0	2024	0	0	
	0	2025	0	0	
	0	2026	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 FY2022-2026 Transportation Improvement Program (TIP).

STATUS REPORT FOR FY 2020 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 20 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
1592872	Allen County Bridge Inspection	PE	AC	Completed	PE only for inspections
1801426	Amstutz Rd: Hosler Rd to Leo Rd/SR 1	PE	LC	In Process	10/12/2023
1382492	Bass Road: Clifty Parkway to Thomas Rd	CN	AC	moved to FY21	3/3/2021
1401272	Bass Road: Thomas Rd to Hillegas Rd	CN	AC	In Process	3/4/2020
1801666	Maplecrest Rd: State Blvd to Stellhorn Rd	CN	FW	In Process	8/7/2019
1005154	State Blvd - Clinton St to Cass St	CN-CE	FW	In Process	2/6/2019
1005152	State Blvd - Clinton St to Cass St	CN-CE	FW	In Process	2/6/2019
1005155	State Blvd - Clinton St to Cass St	CN-CE	FW	In Process	2/6/2019
1801295	UPWP HSIP Funds	PE	NIRCC	Completed	PE only

PROJECTS FUNDED WITH STP Group IV

DES #	Project	Phase	LPA	Status	Letting Date/Comments
1802912	Fogwell Parkway	PE	AC	In Process	10/12/2023

FEDERAL TRANSIT ADMINISTRATION

Section 5307 / 5340 / 5339 - Funds

Fort Wayne Public Transportation Corporation

FY 2020

DES #	Capital Equipment Purchases (Section 5307/5340/5339 Funds)	LPA	STATUS
1700468	Capitalization of Maintenance	Citilink	Moved to 2021
1700470	Paratransit	Citilink	Moved to 2021
1700472	Special Rule Operations	Citilink	Moved to 2021
1700468	Four (4) Replacement Minibus (Body on Chassis) ACCESS	Citilink	Removed as funding was in CARES Grant
1700468	One (1) Heavy Duty Replacement Buses	Citilink	Removed as funding was in CARES Grant
1900062	Operating Funds	CTN	Obligated in 2019

INDIANA DEPARTMENT OF TRANSPORTATION

Project Location (Description of Project)	DES #	Phase	Status	Letting Date/Comments
SR 1 2.48 miles N of US 224 to I 469 HMA Overlay, Functional	1600407	CN	In Process	Letting 7-10-2019
SR 3 I-69 to 3.63 mi n/o I-69 HMA Overlay, Preventive Maintenance	1592638	CN	In Process	Letting 8-7-2019
SR 3 9.0 mi n/o I-69 to 9.49 mi s/o US 6 HMA Overlay, Preventive Maintenance	1700249	CN	In Process	Letting 12-11-2019
SR 14 2.44 mi w/o I-69 to 0.28 mi e/o I-69 HMA Overlay, Preventive Maintenance	1600115	CN	Moved to FY21	Letting scheduled for 12/09/2020
US 24 From 1.66 mi e/o SR 9 E Jct to 4.80 mi w/o I-69 (Whitley/Allen Co Lie) HMA Overlay, Preventive Maintenance	1701339	CN	In Process	Letting 1-15-2020
I-69 I-69 at SR 14 Interchange Interchange Modification	1401828	CN	Moved to FY21	Letting scheduled for 12/09/2020
I-69 S Jct of I-69/I-469 Interchange - Loop Ramp from WB Lafayette Ctr to SB I-69 Small Structure Pipe Lining	1700221	CN	In Process	Letting 8-7-2019
I-69 and Coldwater Rd (from 0.99 mi n/o SR 3 to 1.74 mi n/o SR 3) Interchange Modification, NW Quadrant Modification	1800036	PE	In Process	Letting Scheduled for 11-17-2021
I-469 Over St Mary's River, EB, 0.45 mi w/o US 27 Channel Clearing and Protection	1801204	CN	In Process	Letting 3-4-2020
I-469 SB Off Ramp over Grice Ditch, 1.04 mi w/o SR37 Channel Clearing and Protection	1801208	CN	In Process	Letting 3-4-2020
SR 930 1.68 mi w/o US 27 (Goshen Rd), Added left turn lanes on N, E & W approaches Intersect. Improv. W/ Added Turn Lanes	1401850	RW CN	In Process In Process	Letting Scheduled for 11-20-2020
SR 930 4.97 mi w/o I-469 (Cloverleaf) to 0.54 mi w/o I-469 (Minnich) HMA Overlay, Preventative Maintenance	1701341	CN	In Process	Letting 8-7-2019
Various Locations in the Fort Wayne District Traffic Signals Modernization	1700320	CN	In Process	Letting 2-5-2020
Various Locations Statewide Statewide On-Call Consultant Review	1802826	PE	In Process	PE Only
Various Locations in the Fort Wayne District Construct ADA Sidewalk Ramps	1802787	RW CN	In Process In Process	Letting 4-1-2020
Various Locations in the Fort Wayne District Construct ADA Sidewalk Ramps	1802788	RW CN	In Process In Process	Letting 4-1-2020
Various Locations in the Fort Wayne District Bridge Deck Overlay	Various	CN	In Process	Letting 8-7-2019
Various Locations in the Fort Wayne District Repair or Replace Joints	Various	CN	In Process	Letting 11-5-2020
Various Locations in the Fort Wayne District Small Structure Replacement	Various	CN	Moved to FY21	Letting Scheduled for 1-13-2021
Various Locations in the Fort Wayne District Various Road & Bridge Replacements	Various	CN	Moved to FY21	Letting Scheduled for 11-17-2021

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 NIRCC Transportation Open House & Comment Period March 16 – March 31, 2021

1) Comment/Question: In the last year INDOT stated a plan to greatly improve the interchange of I-69 and SR 14 (Illinois Road). The project would eliminate the traumatic and dangerous situation which arises almost constantly during heavy traffic hours, especially eastbound, where the drivers coming off southbound I-69 to go east on Illinois Road have absolutely no intention of yielding the right-of-way to drivers already in the right eastbound lane. The proposed solution would be excellent. Yet it does not appear in the Draft FY 2022-2026 Transportation Improvement Program.

Response from Indiana Department of Transportation: The interchange modification project at I-69 and SR 14/Illinois Road was let on December 9, 2020. Once a project has let for construction, it is no longer programmed, so the project was not listed in the updated FY2022-26 Transportation Improvement Program (TIP).

The project will modify the existing ramp layout for the west and east sides of the interchange. While construction activities could be adjusted if delays occur; the construction signage should start showing up by the end of March with construction beginning on the West side shortly after. A majority of the interchange work, and a resurface of SR 14, should occur this construction season in 2021. The interchange project is tentatively scheduled to be complete this fall, however there will be some wrap-up activities that occur next spring. These should be minimal unless for some reason the project experiences unexpected delays. The official Contract Completion date is June 4, 2022.

2) Comment/Question: After reviewing some of the maps for planned sidewalks, the plans indicate a sidewalk along Wheelock Road, but the sidewalk seems to stop at Rothman Road. Stopping there creates a great danger to bikers and walkers who want to get to additions on the other side of I-469. Wheelock Road narrows and there is not much room for bikers before the overpass. It is heavily used. Is there any discussion to continue a sidewalk underneath the I-469 overpass along Wheelock Road so that Acacia Creek, Chapman Bridge, and Foxwood subdivisions would have better access to schools and businesses located near St Joe Road and St Joe Center Road? If not, please consider. I see they are noting the request for a sidewalk along Schwartz Road, which is great, but I think more kids would prefer the direct route along Wheelock Road to get to schools like Jefferson Middle School.

Douglass Road runs out of Chapman's Bridge/Acacia Creek subdivision and connects with Schwartz Road. Many residents use Douglass Road to get to Schwartz Road. However, Douglass Road needs improvement given the amount of traffic on it. Douglass Road isn't very wide and has no sidewalks. It needs improvements. Please consider adding it to your list. It also needs some drainage work as well.

Response from NIRCC: While the proposed sidewalk stops at Rothman Road, the trail plan identifies the Wheelock Road trail as proposed from Stellhorn Road all the way north to Flutter Road. It was determined that a trail on one side was adequate for Wheelock Road north of Rothman Road. This would connect Acacia Creek to the south with schools and other pedestrian facilities. Here is a link to our trail plan:

<https://www.nircc.com/uploads/1/2/9/8/129837621/unitedtrailsallenlargetrail.pdf>

Response from Allen County Highway Department: The Allen County Highway Department (ACHD) is aware that repairs are needed to Douglass Road. The ACHD will consider pavement surface improvements (HMA resurface) in the near future. Do to limited right of way, the ACHD will continue to monitor and maintain existing drainage. There are currently no plans to add pedestrian facilities to Douglass Road.

3) Comment/Question: The SR 14/114 corridor must be planned long-term as an east-west interstate highway for political, economic, and public safety reasons. Funding for Route 30 is outdated thinking, especially in terms of economic development, because the route is already hopelessly encumbered with existing development and supposedly high value commercial land. From a national perspective, the northwest quadrant of Indiana and most of central Illinois will relatively languish without plausible high-speed east-west routes. The route should be developed with automated trucking capabilities.

A 14/114 route would provide relatively affordable capacity and flexibility necessary for the 21st Century already upon us, with minimal disruption to commercial interests along Route 30. The two routes together would do a better job of providing economic growth, emergency capacity, industrial development, and national security.

Response from Indiana Department of Transportation: INDOT has committed to begin a Planning and Environmental Linkage (PEL) study of U.S. 30, from State Road 49 in Porter County to the Ohio state line. The PEL study will begin as soon as possible following the issuance of a request for proposal (RFP), the completion of the procurement process, and the contract award to a selected consultant(s). This RFP will call for a comprehensive study examining safety, mobility, freight, and economic development along the entire stretch of U.S. 30 in Indiana. The intent of the PEL study is to determine an appropriate improvement plan for US 30 that will reduce travel time and increase safety across the state along this essential corridor.

As for the need for an interstate highway along the SR 14/114 corridor, the daily traffic count has not met a threshold for this type of facility. Be assured that INDOT is continuously monitoring travel demand throughout the state to create a superior and efficient transportation system for our customers.

4) *Comment/Question:* When will State Boulevard from Reed Road to Maplecrest Road be reconstructed?

Response from City of Fort Wayne: Reconstruction of State Boulevard from Reed Road to Georgetown N Boulevard will be done in 2022, per funding availability. In addition to reconstruction of the roadway, improvements to curbs, sidewalks, and driveway approaches will also be part of the project.

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	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	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 from Wells Street to Spy Run Avenue	New two-lane construction	2
30(II)-002	Paul Shaffer Drive from Clinton Street to California Road	New two-lane construction	3
25-003	Interstate 69 at Hursh Road	Interchange-new construction	3
25-004	Adams Center Road-State Road 930 to Moeller Road	Widening to four lanes	2
30-005	Ardmore Avenue - Covington Road to Engle Road	Widening to four lanes	2
30-006	Ardmore Avenue – Engle Road to Lower Huntington Road	Widening to four lanes	3
25-007	Clinton Street – Auburn Road to Wallen Road	Widening to four lanes	2
25-008	Clinton Street – Wallen Road to Dupont Road/State Road 1	Widening to four lanes	3
35-009	Diebold Road – Clinton Street to Dupont Road/State Road 1	Widening to four lanes	2
25-010	Dupont Road – Coldwater Road to Lima Road/State Road 3	Widening to four lanes	1
25-011	Hillegas Road – s/o Bass Road to Coliseum Boulevard	Widening to four lanes	2
25-012	Hillegas Road – Coliseum Boulevard to Washington Center Road	Widening to four lanes	3
35-113	Lafayette Center Road/E 900 North Road-Fogwell Parkway to US 24	Widening to four lanes	1
10-014	Maplecrest Road – Lake Avenue to State Boulevard	Widening to four lanes	1
10-015	Maplecrest Road – State Boulevard to Stellhorn Road	Widening to four lanes	2
30-016	Maysville Road – Stellhorn Road to Koester Ditch	Widening to four lanes	1
10-017	State Boulevard – Spy Run Avenue to Clinton Street	Widening to four lanes	1
10-018	State Boulevard – Clinton Street to Cass Street	Widening to four lanes	2
35-019	Stellhorn Road – Maplecrest Road to Maysville Road	Widening to four lanes	3
10-020	Tonkel Road – Dupont Road/State Road 1 to Union Chapel Road	Widening to four lanes	3
25-021	Washington Center Road – Lima Road/State Road 3 to US 33	Widening to four lanes	3
15-022	Auburn Road – Cook Road to Interstate 469 Exit Ramp (3-lane)	Center turn lane improvement	3
25-023	Coldwater Road – Mill Lake Road to Union Chapel Road (3-lane)	Center turn lane improvement	2
30-024	Engle Road – Bluffton Road to Smith Road (3-lane)	Center turn lane improvement	2
25-025	Gump Road – State Road 3 to Coldwater Road (3-lane)	Center turn lane improvement	1
25-026	Gump Road – Coldwater Road to Auburn Road (3-lane)	Center turn lane improvement	2
10-027	Saint Joe Center Road – Clinton Street to River Run Trail (5-lane)	Center turn lane improvement	2
35-028	Saint Joe Center Road – Reed Road to Maplecrest Road	Center turn lane improvement	2
35-029	Saint Joe Center Road – Maplecrest Road to Meijer Drive (3-lane)	Center turn lane improvement	3
25-030	Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps	Turn Lane Extension	2
35-031	Anthony Boulevard – Tillman Road to Rudisill Boulevard	Road Reconstruction-Road Diet	2

35-032	Anthony Boulevard – Rudisill Boulevard to Pontiac Street	Road Reconstruction-Road Diet	2
35-033	Anthony Boulevard – Pontiac Street to Wayne Trace	Road Reconstruction-Road Diet	2
35-034	Anthony Boulevard – Wayne Trace to Crescent Avenue	Road Reconstruction-Road Diet	2
40-035	Broadway Street – Bell Avenue to North River Road	Road Reconstruction-Road Diet	2
40-036	Calhoun Street – Paulding Road to Tillman Road	Road Reconstruction-Road Diet	2
40-037	Clay Street – Main Street to Lewis Street	Road Reconstruction-Road Diet	2
35-038	Coliseum Boulevard/Pontiac Street-New Haven Avenue to Wayne Trace	Road Reconstruction-Road Diet	2
40-039	Columbia Street – Saint Joe Boulevard to Lake Avenue	Road Reconstruction-Road Diet	2
40-040	Harrison Street – Superior Street to Second Street	Road Reconstruction-Road Diet	2
40-041	Hobson Road – Coliseum Boulevard to State Boulevard	Road Reconstruction-Road Diet	1
40-042	Lake Avenue – Saint Joe Boulevard to Delta Boulevard	Road Reconstruction-Road Diet	2
30-043	Landin Road – North River Road to Maysville Road	Road Reconstruction-Road Diet	2
35-044	Paulding Road – US 27/Lafayette Street to Anthony Boulevard	Road Reconstruction-Road Diet	2
35-045	Paulding Road – Anthony Boulevard to Hessen Cassel Road	Road Reconstruction-Road Diet	2
40-046	Superior Street – Calhoun Street to Wells Street	Road Reconstruction-Road Diet	2
40-047	Tillman Road – Anthony Boulevard to Hessen Cassel Road	Road Reconstruction-Road Diet	2
40-048	Washington Boulevard – Lafayette Street to Van Burn Street	Road Reconstruction-Road Diet	2
30-049	Bass Road, Hadley Road and Yellow River Road	Intersection Reconstruction	1
35-050	Bethel Road, Huguenard Road and Till Road	Intersection Reconstruction	1
35-051	Broadway and Taylor Street	Intersection Reconstruction	2
35-052	Clinton Street and Wallen Road	Intersection Reconstruction	2
25-053	Clinton Street and Washington Center/Saint Joe Center Road	Intersection Reconstruction	2
40-054	Constitution Way and Getz Road	Intersection Reconstruction	1
35-135	Coldwater Road and Ludwig Road	Intersection Reconstruction	2
40-055	Coldwater Road and Union Chapel Road	Intersection Reconstruction	2
35-056	Corbin Road and Union Chapel Road	Intersection Reconstruction	2
25-057	Coverdale Road, Winters Road and Indianapolis Road	Intersection Reconstruction	3
30(II)-058	Flaugh Road and Leesburg Road	Intersection Reconstruction	3
35-059	Goshen Road, Lillian Avenue and Sherman Street	Intersection Reconstruction	2
35-060	Green Road and State Road 930	Intersection Reconstruction	1
40-061	Homestead Road and Lower Huntington Road	Intersection Reconstruction	2
35-062	Leesburg Road and Main Street	Intersection Reconstruction	2
40-063	Liberty Mills Road and W County Line Road	Intersection Reconstruction	1
40-064	Ludwig Road and Huguenard Road	Intersection Reconstruction	2
40-065	Minnich Road and Tillman Road	Intersection Reconstruction	1

35-066	Rothman Road and Saint Joe Road	Intersection Reconstruction	3
40-067	State Road 930/Coliseum Boulevard and Coldwater Road	Intersection Reconstruction	2
40-068	State Road 930/Coliseum Boulevard and Goshen Road	Intersection Reconstruction	2
40-069	State Road 930/Coliseum Boulevard and US 27/Lima Road	Intersection Reconstruction	2
40-070	Wayne Trace and Monroeville Road	Intersection Reconstruction	2
35-071	Adams Center Road – Moeller Road to Paulding Road	Reconstruction and Realignment	3
35-072	Adams Center Road – Paulding Road to Interstate 469	Reconstruction and Realignment	3
30-073	Allen County/Whitley County Line Road – US 24 to SR 14	Reconstruction and Realignment	3
30(II)-074	Amstutz Road – Hosler Road to State Road 1/Leo Road	Reconstruction and Realignment	2
40-075	Ardmore Avenue – Airport Expressway to Ferguson Road	Reconstruction and Realignment	2
35-076	Bass Road – Hadley Road to Clifty Parkway	Reconstruction and Realignment	1
35-077	Bass Road – Clifty Parkway to Thomas Road	Reconstruction and Realignment	2
35-078	Bass Road – Thomas Road to Hillegas Road	Reconstruction and Realignment	2
35-079	Bass Road – Hadley Road to Scott Road	Reconstruction and Realignment	2
25-080	Carroll Road – Preserve Boulevard to Bethel Road	Reconstruction and Realignment	1
40-081	Carroll Road – State Road 3/Lima Road to Springs Drive	Reconstruction and Realignment	2
40-082	Carroll Road – Bethel Road to Millstone Drive	Reconstruction and Realignment	2
35-083	Coliseum Boulevard – Hillegas Road to 1,500' e/o Hillegas Road	Reconstruction and Realignment	1
40-084	Coldwater Road – Gump Road to Allen County Line Road	Reconstruction and Realignment	2
30(II)-085	Cook Road – US 33 to O'Day Road	Reconstruction and Realignment	3
30(II)-086	Crescent Avenue – Sirlin Drive to Coliseum Boulevard	Reconstruction and Realignment	3
40-087	Dunton Road – Hathaway Road to Cedar Canyons	Reconstruction and Realignment	2
35-088	Goshen Avenue – Sherman Boulevard to Coliseum Boulevard/State Road 930	Reconstruction and Realignment	2
40-089	Hathaway Road – Corbin Road to State Road 3/Lima Road	Reconstruction and Realignment	2
40-090	Hathaway Road – State Road 3/Lima Road to Hand Road	Reconstruction and Realignment	2
25-091	Huguenard Road – Washington Center Road to Cook Road	Reconstruction and Realignment	3
35-092	Lake Avenue – Reed Road to Maysville Road	Reconstruction and Realignment	3
35-093	Leesburg Road – Main Street to Jefferson Boulevard	Reconstruction and Realignment	2
25-094	Maysville Road – State Boulevard to Stellhorn Road (3-lane)	Reconstruction and Realignment	3
30-095	Moeller Road – Hartzell Road to Adams Center	Reconstruction and Realignment	3
35-096	Ryan Road – Dawkins Road to US 24	Reconstruction and Realignment	1
10-097	State Boulevard – Maysville Road to Georgetown North Boulevard	Reconstruction and Realignment	4
10-098	Saint Joe Road – Evard Road to Mayhew Road (3-lane)	Reconstruction and Realignment	3
25-099	Saint Joe Road – Maplecrest Road to Eby Road	Reconstruction and Realignment	3
30-100	Till Road – Lima Road to Dawson Creek Boulevard	Reconstruction and Realignment	2

30-101	Wallen Road – Hanauer Road to Auburn Road	Reconstruction and Realignment	3
35-102	Wells Street – State Boulevard to Fernhill Avenue	Reconstruction and Realignment	3
30(II)-103	Witmer Road – Schwartz Road to Country Shoals Lane	Reconstruction and Realignment	4
25-104	Anthony Boulevard and Norfolk Southern Railroad	New Railroad Grade Separation	2
15-105	Airport Expressway and Norfolk Southern Railroad	New Railroad Grade Separation	3
40-106	Ardmore Avenue and Norfolk Southern Railroad	New Railroad Grade Separation	3
25-107	Anthony Boulevard and CSX Railroad	Reconstruct Railroad Grade Separation	2
35-108	Interstate 69 and State Road 14/Illinois Road Interchange (WB to NB Ramp)	Interchange/Ramp-Modification	2
25-116	Interstate 469 and Interstate 69 Interchange (mm 315)	Interchange/Ramp-Modification	2
25-109	Interstate 469 and US 24 Interchange	Interchange/Ramp-Modification	2
30(II)-110	US 30/US 33 Interchange	Interchange/Ramp-Modification	1
30-111	US 24 and Bruick/Ryan Road	Interchange/Ramp-Modification	2
40-112	Bass Road over Interstate 69	Bridge Reconstruction/Modification	1
35-113	Washington Center Road Bridge over Spy Run Creek	Bridge Reconstruction/Modification	1
10-114	Interstate 69 – Interstate 469 to US 24	Illustrative – Widening Projects 6 lanes	
25-115	Interstate 69 – Dupont Road/State Road 1 to Hursh Road	Illustrative – Widening Projects 6 lanes	
25-116	Interstate 469 – Maplecrest Road to Interstate 69	Illustrative – Widening Projects 6 lanes	
10-117	Jefferson Boulevard – Illinois Road South to Main Street	Illustrative – Widening Projects 6 lanes	
30(II)-118	Jefferson Boulevard – Interstate 69 to Illinois Road South	Illustrative – Widening Projects 6 lanes	
25-119	State Road 3 – Dupont Road to Gump Road	Illustrative – Widening Projects 6 lanes	
30(II)-120	Gump Road to Allen County Line	Illustrative – Widening Projects 6 lanes	
25-121	US 24 – Interstate 69 to Homestead Road	Illustrative – Widening Projects 6 lanes	
10-122	US 30 – Interstate 69 to US 33	Illustrative – Upgrade to Full Access Control	
10-123	US 30 – US 33 to Flaugh Road	Illustrative – Upgrade to Full Access Control	
25-124	US 30 – Flaugh Road to O’Day Road	Illustrative – Upgrade to Full Access Control	
25-125	State Road 1/Leo Road – Tonkel Road to Union Chapel Road	Illustrative – Widening Projects 4 lanes	
30(II)-126	State Road 1/Leo Road – Union Chapel Road to Grabill Road	Illustrative – Widening Projects 4 lanes	
30-127	State Road 1/Bluffton Road – Interstate 469 to State Road 116/124	Illustrative – Widening Projects 4 lanes	
25-128	State Road 14/Illinois Road – West Hamilton Road to Allen/Whitley County Line Road	Illustrative – Widening Projects 4 lanes	
10-129	State Road 37 – Doty Road to Interstate 469	Illustrative – Widening Projects 4 lanes	
10-130	US 33 - Cook Road to O’Day Road	Illustrative – Widening Projects 4 lanes	
30-131	US 33 - O’Day Road to State Road 205	Illustrative – Widening Projects 4 lanes	
30-132	Clinton Street – Parnell Avenue to Auburn Road	Illustrative – Reconstruction & Realignment	
30-133	Doty Road to Cuba Road	Illustrative – Reconstruction & Realignment	
35-133	Auburn Road – Dupont Road to Gump Road	Illustrative – Center Turn Lane Improvement	

30(II)-134	State Road 930 – Minnich Road to Brookwood Drive	Illustrative – Center Turn Lane Improvement	
40-136	Interstate 69 and State Road 1/Dupont Road	Illustrative – Interchange Modification	
25-137	Hillegas Road over Interstate 69	Illustrative – Bridge Reconstruction/Modification	
25-138	US 27/Spy Run Avenue Bridge over St. Mary’s River w/Pedestrian Treatment	Illustrative – Bridge Reconstruction/Modification	

APPENDIX D

Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Allen County Bridge Inspection	1592872		●		
Amber Rd Bridge #226	1902825		●		
Amstutz Rd: Hosler Rd to Leo Rd/SR 1	1801426	●	●	●	
Antwerp Rd Bridge #15	1902823		●		
Bass Rd: Scott Rd to Hadley Rd (Phase I)	1901884	●	●	●	
Bluffton Rd Bridge #257	1902824	●	●	●	
Bluffton Rd Bridge #358	1902834	●	●	●	
Broadway St/Landin Rd: North River Rd to Bell Ave Phase 2	1901819	●	●	●	
Broadway & Taylor St Intersection	TBD	●		●	
Carroll Rd: Bethel to Millstone & SR 3 to Coral Springs	1801748, 1801749	●	●	●	
Clinton St: Auburn Rd to Mayhew Rd	1901703	●	●	●	
Fogwell Parkway: Lafayette Ctr Rd to Winters Rd	1802912	●	●	●	
Goeglein Rd Bridge #113	1902836		●		
Grabill Rd Bridge over St Joe River	1901712		●	●	
Hathaway Rd: Lima Rd to Dunton Rd	1901711	●	●	●	
Hillegas Rd: State Blvd to Coliseum Blvd	1901705	●	●	●	

Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Kell Rd Bridge #46	1902837		●	●	
Maplecrest Rd: State Blvd to Stellhorn Rd Phase 2	1173162	●	●	●	
Maplecrest Rd (South): SR 930 to Seiler Rd	TBD	●	●	●	
Monroeville Rd Bridge #277	1902826		●		
Slusher Rd Bridge #141	1902749		●		
South County Line Road Bridge #271 over St Mary's River	1702810		●		
Tonkel Rd & Union Chapel Rd Intersection	TBD	●		●	
UPWP - Highway Safety Improvement Program (HSIP) Funds - for Work Program Activities	2001063			●	

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 Three (3) Replacement Minibus (Body on Chassis) ACCESS	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) FLEX	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) ACCESS	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Citilink - Capital Equipment Purchases One (1) Heavy Duty Replacement Bus	TBD	●			●
Community Transportation Network Operating Funds	TBD				●
*CTN Three (3) medium transit vehicle	2001732				●

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 1 Over Conrad Ditch, 6.68 mi n/o I-69 Bridge Replace, Other Construction	1800050		●		
SR 1 Bridge over Ely Run, 2.50 mi n/o I-69 Bridge Maintenance and Repair	1901483		●		
SR 1 Small structure over UNT of St Joe River, 9.77 mi n/o I-69 Debris Removal from Channel	2000541		●		
SR 3 4.19 mi s/o SR 205 over Willow Creek Ditch, NB Replace Superstructure	1600290		●		
SR 3 4.19 mi s/o SR 205 over Willow Creek Ditch, SB Replace Superstructure	1600291		●		
SR 3 4 various locations in Allen County and Noble County Small Structure & Drains Construction	1902892		●		
SR 3 SR 3 Large Culvert for UNT of Becketts Run, 3.70 mi n/o I-69 Small Structure Replacement	2002212		●		
SR 3 SR 3 3.70 mi n/o I-69, Large Culvert for Geller Ditch Small Structure Replacement	2002215		●		
SR 3 SR 3 Large Culvert that Carries Ditch 7.47 mi n/o I- 69 Small Structure Replacement	2002216		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 14 Bridge over Inverness Pond, 1.06 mi w/o I-69 Bridge Thin Deck Overlay	2000794		●		
US 24 From 2.61 mi e/o I-469 to 4.80 mi e/o I-469 Pavement Replacement	1601010		●		
US 24 EB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr	1800058		●		
US 24 WB over Aboite Crk, 4.11 mi w/o I-69 Bridge Replacement, Other Constr	1800059		●		
US 24 McCullough Ditch #1 Box Culvert Replacement	1900070		●		
US 24 EB Br over Sampson Rd, 2.3 mi w/o SR 101 Bridge Thin Deck Overlay	1901451		●		
US 24 WB Br over Sampson Rd, 2.3 mi w/o SR 101 Bridge Thin Deck Overlay	1901452		●		
US 24 EB Br over Woodburn Rd, 1.73 mi w/o SR 101 Bridge Thin Deck Overlay	1901453		●		
US 24 WB Br over Woodburn Rd, 1.73 mi w/o SR 101 Bridge Thin Deck Overlay	1901454		●		
US 24 EB Br over Bruick Rd, 2.15 mi e/o I-469 Bridge Thin Deck Overlay	1901455		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
US 24 WB Br over Bruick Rd, 2.15 mi e/o I-469 Bridge Thin Deck Overlay	1901456		●		
US 24 EB Br over Marsh (Gustin) Ditch, 1.01 mi e/o SR 101 Bridge Thin Deck Overlay	1901457		●		
US 24 WB Br over Marsh (Gustin) Ditch, 1.01 mi e/o SR 101 Bridge Thin Deck Overlay	1901458		●		
US 24 EB Br over Viland Ditch, 2.02 mi e/o SR 101 Bridge Thin Deck Overlay	1901459		●		
US 24 WB Br over Viland Ditch, 2.02 mi e/o SR 101 Bridge Thin Deck Overlay	1901460		●		
US 24 Bull Rapids Rd Br over US 24 EB/WB, 0.29 mi w/o SR 101 Bridge Thin Deck Overlay	1901461		●		
US 24 from I-469 E Jct to 2.11 mi e/o SR 101 at the Ohio St Line Install New Cable Rail Barriers	1902822			●	
US 24 Webster Rd over US 24 EB/WB, 4.53 mi w/o SR 101 Repair or Replace Joints	2000286		●		
US 24 Bridge over Doyle Rd, 1.10 mi e/o I-469, EB Bridge Thin Deck Overlay	2000930		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
US 24 Bridge over Doyle Rd, 1.10 mi e/o I-469, WB Bridge Thin Deck Overlay	2000931		●		
US 24 Bridge over NS RR (Tire Plant Spur) 3.04 mi w/o SR 101, EB Bridge Thin Deck Overlay	2000932		●		
US 24 Bridge over NS RR (Tire Plant Spur) 3.04 mi w/o SR 101, WB Bridge Thin Deck Overlay	2000933		●		
US 24 State Line Rd Bridge over US 24 EB/WB, 2.42 mi e/o SR 101 Bridge Thin Deck Overlay	2000952		●		
US 24 from 0.62 mi w/o I-69 (680' w/o Liberty Mills Rd) to I-69 HMA Overlay, Preventive Maintenance	2000983		●		
US 24 from I-69 to 0.26 mi e/o I-69 HMA Overlay, Preventive Maintenance	2001129		●		
US 27 (Spy Run Ave) Bridge over St Mary's River, NB 2.60 mi s/o SR 930 Bridge Deck Replacement	1701388		●		
US 27 Bridge over Spy Run Creek, 1.76 mi s/o SR 930 Bridge Thin Deck Overlay	1901645		●		
US 27 2 locations on US 27 in Allen County Small Structure & Drains Construction	1902894		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
US 27 from SR 930 to I-69 HMA Overlay, Preventive Maintenance	2000976		●		
US 30 At Kroemer Rd, 0.78 mi w/o US 33 Intersection Improvement	1801311	●		●	
US 30 7.4 mi w/o US 33 (at CR 800 E/ County Line Road) Other Intersection Improvement	1801807	●		●	
US 30 At Flaugh Rd, 1.55 mi w/o US 33 New Interchange Construction	1901890	●		●	
US 30 At O'Day Rd, 2.56 mi w/o US 33 Other Intersection Improvement	1901891	●		●	
US 30 At Felger/Leesburg Rd, 4.59 mi w/o US 33 Other Intersection Improvement	1901893	●		●	
US 30 EB Bridge over Seegar Ditch, 2.66 mi w/o US 33 Bridge Deck Overlay	2000955		●		
US 30 WB Bridge over Seegar Ditch, 2.66 mi w/o US 33 Bridge Deck Overlay	2000956		●		
US 30 from I-469 to 1.55 mi e/o I-469 Concrete Pavement Restoration (CPR)	2001128		●		
SR 37 Br over Dietzen Ditch, 3.71 mi n/o SR 101 Bridge Replacement, Other Construction	1602284		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 37 Br over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure	1701392		●		
SR 37 Br over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement, Other Construction	1701400		●		
SR 37 Br over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement, Other Construction	1701401		●		
SR 37 At Cuba/Thimler Rd, 5.0 mi e/o I-469; At Notestine Rd, 4.68 mi e/o I-469 Intersect Improv w/Added Turn Lanes	1900142			●	
I-69 and Coldwater Rd Coldwater Rd over I-69 Bridge Replacement, Other Construction	1601991		●		
I-69 and Coldwater Rd (from 0.99 mi n/o SR 3 to 1.74 mi n/o SR 3) New Interchange Construction	1800036	●		●	
I-69 and Coldwater Rd Bridge over I-69 (from 1.24 mi e/o SR 3 to 1.3 mi e/o SR 3) HMA Overlay Minor Structural	1800162		●		
I-69 From 1.25 mi s/o US 24 to 2.13 mi s/o US 30 Concrete Pavement Restoration (CPR)	1900619		●		
I-69 From 2.13 mi s/o US 30 to 3.98 mi s/o SR 1 Concrete Pavement Restoration (CPR)	1900620		●		
I-69 Br over I-69 NB/SB, 1.43 n/o SR 1 Bridge Thin Deck Overlay	1901484		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-69 Coldwater Rd br over I-69 NB/SB, 1.3 mi n/o I-69 Bridge Deck Overlay	1901492		●		
I-69 Coldwater Rd br over I-69 NB/SB, 1.36 mi n/o I-69 Bridge Deck Overlay	1901493		●		
I-69 I-469 EB over I-69 NB/SB, 1.26 mi e/o I-69 Repair or Replace Joints	2000285		●		
I-69 Covington Rd Bridge over I-69 NB/SB, 1.21 mi s/o SR 14 Bridge Thin Deck Overlay	2000907		●		
I-69 From 5.46 mi n/o US 224 (Flat Creek) to 0.66 mi n/o I-469 S Jct Drainage Ditch Correction	2001756		●		
I-69 From 3.98 mi s/o SR 1 to 0.47 mi n/o SR 1 HMA Overlay, Preventive Maintenance	2001841		●		
I-69 1.51 mi s/o I-469 S Jct Structure over Pleasant Run Ditch Small Structure Pipe Lining	2002203		●		
I-69 I-69 Large Culvert Carries Little River, 4.10 mi n/o I-469 Small Structure Pipe Lining	2002214		●		
I-69 I-69 & I-469 S JCT Large Culvert for Ditch (Lafayette Ctr Rd) Small Structure Replacement	2002357		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-69 4.37 mi n/o I-469/I-69 N JCT Large Culvert for UNT Cedar Creek Small Structure Pipe Lining	2002360		●		
SR 101 Bridge over us 24, 6.71 mi s/o SR37 Bridge Thin Deck Overlay	2000905		●		
I-469 SB off-ramp at SR 37 Interchange Modification	1800034	●		●	
I-469 at I-69 N Junction Interchange Modification	1800089	●		●	
I-469 At the US 24 Interchange Interchange Modification	1800092	●		●	
I-469 Br over Tillman and EB off ramp Small Structure Pipe Lining	1901463		●		
I-469 Br over drainage ditch, 0.01 mi e/o US 27 Bridge Rehab-Pipe Lining	1901466		●		
I-469 I-469 NB On-Ramp (US 30) Interchange Modification	2000026	●		●	
I-469 EB Bridge over St Mary's River, 0.45 mi w/o US 27 Bridge Deck Patching	2000267		●		
I-469 NB Bridge over US 30/SR 930, 7.76 mi e/o US 27 Repairs to Approach Slab	2000272		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 SB Bridge over US 30/SR 930, 7.76 mi e/o US 27 Repair or Replace Joints	2000279		●		
I-469 EB Bridge over Maplecrest Rd NB/SB, 3.99 mi e/o SR 37 Repair or Replace Joints	2000280		●		
I-469 WB Bridge over Maplecrest Rd NB/SB, 3.99 mi e/o SR 37 Repair or Replace Joints	2000283		●		
I-469 Bridge over UNT Tieman Ditch, 3.30 mi w/o SR 37 Debris Removal from Channel	2000328		●		
I-469 Small structure for Koehlinger Drain, 3.47 mi e/o US 27 Small Structure Pipe Lining	2000583		●		
I-469 Small structure at Maplecrest Rd, 3 mi e/o I-69 Small Structure Pipe Lining	2000599		●		
I-469 Small structure for Grove Ditch, 1.41 mi n/o US 30 Small Structure Replacement	2000601		●		
I-469 Pipe liner for UNT Tieman Ditch, 2.30 mi w/o SR 37 Small Structure Pipe Lining	2000603		●		
I-469 Pipe liner for UNT Bender Ditch, 3.73 mi e/o SR 27 Small Structure Pipe Lining	2000791		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 Bridge over St Joe Rd, 4.33 mi w/o SR 37, EB Bridge Deck Overlay	2000803		●		
I-469 Bridge over St Joe Rd, 4.33 mi w/o SR 37, WB Bridge Deck Overlay	2000805		●		
I-469 Bridge over St Joe River, 1.39 mi e/o I-69 EB Bridge Deck Overlay	2000806		●		
I-469 Bridge over St Joe River, 1.39 mi e/o I-69 WB Bridge Deck Overlay	2000807		●		
I-469 Pipe Liner over UNT Martin Ditch, US 30 I/C Small Structure Pipe Lining	2000812		●		
I-469 Pipe Liner over ditch, 1.67 mi e/o US 27 Small Structure Pipe Lining	2000814		●		
I-469 Pipe Liner over ditch, US 30 I/C at I-469 Small Structure Pipe Lining	2000898		●		
I-469 Pipe Liner over UNT Rock Ditch, 1.76 mi e/o US 27 under EBR Small Structure Pipe Lining	2000899		●		
I-469 Small structure over ditch, Minnich Rd I/C, 1.74 mi s/o US 30 Small Structure Replacement	2000908		●		
I-469 Small structure over ditch, 6.0 mi e/o US 27 Small Structure Replacement	2000911		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 Small structure over UNT Rock Ditch, 1.67 mi e/o US 27 Small Structure Replacement	2000912		●		
I-469 Small structure over UNT Rock Ditch, 1.76 mi e/o US 27 Small Structure Replacement	2000914		●		
I-469 NB on-Ramp Bridge over I-469, EB/WB, 0.17 mi e/o I69 Bridge Deck Overlay	2000954		●		
I-469 S Anthony Ext Bridge over I-469 EB/WB, 3.79 mi e/o SR 1 Bridge Deck Overlay	2000969		●		
I-469 Bridge over Grice Ditch, 1.04 mi w/o SR37 Bridge Rehab-Pipe Lining	2001168		●		
I-469 From 0.48 mi w/o I-69 to 0.57 mi w/o SR 1 (R/R Bridge) Drainage Ditch Correction	2001755		●		
I-469 from 0.49 mi n/o US 24 to 0.54 mi s/o SR 37 Pavement Replacement	2001843		●		
I-469 from 0.54 mi s/o SR 37 to 1.92 mi n/o SR 37 Pavement Replacement	2001844		●		
I-469 I-469 EB Br over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay	2002087		●		
I-469 I-469 Bridge at US 30/SR 930 Bridge Thin Deck Overlay	2002088		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 I-469 WB Bridge over CFE RR, 2.71 mi w/o US 30 Bridge Thin Deck Overlay	2002139		●		
I-469 I-469 SB @ US 30/SR 930 Bridge Deck Overlay	2002140		●		
I-469 I-469 Bridge over Maplecrest Rd NB/SB 3.99 mi e/o SR 37 Bridge Deck Overlay	2002141		●		
I-469 I-469 WB Bridge over Maplecrest Rd NB/SB 3.99 mi e/o SR 37 Bridge Deck Overlay	2002142		●		
I-469 I-469 large Culvert for Witzgall Ditch, 2.22 mi e/o I- 69 Small Structure Pipe Lining	2002209		●		
I-469 I-469 Carries Flow at On Ramp to I-469 S and US 24 interchange Small Structure Pipe Lining	2002218		●		
I-469 I-469 Carries Tieman Ditch, 3.56 mi w/o SR 37 Small Structure Pipe Lining	2002220		●		
I-469 3.60 mi e/o I-69 Large Culvert for Chapman/Brindle Ditch Small Structure Pipe Lining	2002225		●		
I-469 0.14 mi w/o I-69 Large Culvert of UNT Swift Ditch Small Structure Pipe Lining	2002361		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 930 at US 27/Lima Rd Add Left Turn Lanes on E, W, & S Approaches Intersect. Improv. W/ Added Turn Lanes	1401845	●		●	
SR 930 At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469 Other Intersection Improvement	1900107	●		●	
SR 930 UNT of Martin Ditch, 0.10 mi w/o I-469 Small Structure Replacement	1900244		●		
SR 930 SR 930 WB over St. Joseph River Debris Removal from Channel	2000259		●		
SR 930 SR 930 EB over NS RR Repair or Replace joints	2000260		●		
SR 930 Bridge over Branch of St Joe River, 2.62 mi e/o US 27 Substructure Repair and Rehab	2000344		●		
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27, EB Bridge Thin Deck Overlay	2000925		●		
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27, WB Bridge Thin Deck Overlay	2000926		●		
SR 930 from 0.71 mi w/o I-469 to I-469 Concrete Pavement Restoration (CPR)	2000979		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Various Locations in Fort Wayne District Various Road & Bridge Replacements	1601010, 1901451, 1901452 1901453, 1901454, 1901455 1901456, 1901457 1901458 1901489		●		
Various Locations Statewide Statewide On-Call Consultant Review	1802826			●	
Various Locations in the Fort Wayne District Guardrail Attenuators, New or Modernize	1902012			●	
Various Locations in the Fort Wayne District Guard Rail Attenuators, New Or Modernize	1902039			●	
Various Locations in the Fort Wayne District District Wide Bridge Maintenance	1902889		●		
Various Locations in the Fort Wayne District Guardrail Attenuators, New or Modernize	1902897			●	
Various Locations in the Fort Wayne District ADA Sidewalk Ramp Construction	2001518		●		
Various Locations in the Fort Wayne District Various Uninterruptible Power Supplies (UPS) at Various Signal Locations within the FW District Traffic Signals Modernization	2001537	●			

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Various Locations in the Fort Wayne District Various Signal and Flasher Locations Traffic Signals Modernization	2001717		●		
Various Various Locations: On I-69, area from SR 18 to US 20 and for I-469 from SR 1 to WB (NB) before I-69 ITS Traveler Information Systems	2002518	●		●	

APPENDIX E

Example Work Types that may be used for projects in the identified Group Project categories.

1. Pavement Preservation: Includes PPI projects, 1 & 2 overlays

Asphalt Patching

Concrete Pavement Restoration (CPR)

Crack & Seat Composite Pavement & HMA Overlay

Crack & Seat PCCP & HMA Overlay

Crack Sealing

Drainage Inspection and Cleaning

HMA Overlay, Preventive Maintenance

Institution & Park Road Maintenance

Patch And Rehab Bituminous Pavement

Patch And Rehab Pavement

Patch and Rehab PCC Pavement

PCCP Cleaning and Sealing Joints

PCCP on PCC Pavement

PCCP Patching

Profiling, PCCP

Repair PCCP & HMA Overlay

Resurface over Asphalt Pavement

Resurface PCC Pavement (Partial 3/R Standards)

Retrofit Joint Load Transfer

Rubblize Composit & HMA Overlay

Rubblize PCCP & HMA Overlay

Shoulder Rehabilitation And Repair

Surface Treatment, Chip Seal

Surface Treatment, Microsurface

Surface Treatment, PM

Surface Treatment, Thin HMA Overlay

Surface Treatment, Ultrathin Bonded Wearing Course

Undersealing

Wedge And Level

2. Bridge, Culvert and Small Structure Preservation: Includes BCPI, bridge painting, inspections, scour, deck overlay, pipe lining/replacements

Arch Reconstruction Or Repair

Box Culvert Replacement

Bridge Channel Correction

Bridge Cleaning

Bridge Deck Barrier Wall

Bridge Deck Overlay

Bridge Deck Patching

Bridge Deck Sealing

Bridge Inspections

Bridge Maintenance And Repair

Bridge Painting

2. Bridge, Culvert and Small Structure Preservation - continued
Bridge Rehabilitation Or Repair
Bridge Rehab-Pipe Lining
Bridge Thin Deck Overlay
Channel Clearing And Protection
Culvert Clean And Repair
Debris Removal From Channel
District Wide Bridge Maintenance
Lower Pavement
Other Sewer/Curb/Gutter Construction
Paved Side Ditch Repair
Railing Replace Or Repair
Remove Bridge Abutments
Repair Or Replace Joints
Repair/Replace Cathodic Protection
Repairs To Approach Slab
Scour Protection (Erosion)
Single Location Bridge Inspection
Slotted Drain Or Inlet Replacement
Small Structure Maint and Repair
Small Structure Paved Invert
Small Structure Pipe Lining
Small Structure Replacement
Small Structures & Drains Construction
Storm Sewer Repair Or Replacement
Straighten Beam
Substructure Repair And Rehabilitation
Underwater Bridge Inspections
3. Signing, Marking, Striping and Rumble Strips
Centerline & Edge Line Rumble Stripes Installation
Centerline Rumble Stripes Installation
Curve Sign and Marking Visibility Improvements
Edge Line Rumble Stripes Installation
Line, Paint
Line, Preformed Plastic
Line, Thermoplastic
New Sign Installation
Overhead Sign Install
Overhead Sign Repair
Pavement Markings
Raised Pavement Markings, New
Raised Pavement Markings, Refurbished
Signing
Signing Installation / Repair
Un-Signalized Intersection Sign & Marking Visibility Imp

4. Traffic Signal and Lighting System Improvements
Closed Loop Interconnect System
Flashers, Modernize
Freeway Traffic Control System
Install Lighting
Install Loop Detector
Install New Continuous Lighting
Lighting
Lighting Installation / Maintenance
Lighting Maintenance
Modernize Continuous Lighting
New Flasher Installation
New Signal Installation
Repair Or Replace Lighting
Signs, Lighting, Signals And Markings
Tower Lighting
Traffic Signal Maintenance
Traffic Signal Repair
Traffic Signals
Traffic Signals Modernization
Traffic Signals, New Or Modernized
Intelligent Transportation Systems (ITS)
ITS Communications Systems
ITS Devices Maintenance Contracts
ITS Operations And Maintenance Contracts
ITS Program Contracted Services
ITS Program Equipment
ITS Traffic Management Systems
ITS Traffic Monitoring Systems
ITS Traveler Information Systems
Mod Traf Flow Detection Devices/Hardware
Modernize Dynamic Message Sign (Dms)
Modernize Dynamic Message Sign (Har)
Modernized Communications Towers
Modernized Fiber Optic Systems
Modernized Wireless Communication System
New Communication Towers
New Dynamic Message Sign (Dms)
New Fiber Optic Systems
New Highway Advisory Radio (Har)
New Traf Flow Detection Devices/Hardware
New Wireless Communications Systems
Pedestrian Flashing Beacons, Installed
Software Dev And App For Dyn. Mess Sign
Software Dev And App For Traf. Flow Det.

4. Traffic Signal and Lighting System Improvements - <i>continued</i>
Software Dev And App For Traf.Mess. Sys.
Software Dev And App For Wireless System
Traffic Hardware Modernization
Traffic Signal Visibility Improvements
Traffic, Other
Work Zone Traffic Management Systems
5. Guardrail and Median Protection/Cable Barriers
Barrier Wall
Cable Rail Barrier Maintenance or Repair
Glare Screen And/Or Extentions
Guard Rail Attenuators, New Or Modernize
Guardrail, Maintenance
Guardrail, Maintenance Or Repair
Install New Cable Rail Barriers
Install New Guard Rail
Repair Guard Rail
Repair Or Replace Barrier Wall
Replace Guard Rail
6. Rail Crossing Protection
Railroad Work
Railroad Protection
Railroad Protection & Surface
7. Bicycle/Pedestrian Facilities (<i>identified in local or state Transition Plans to meet requirements of ADA</i>)
Construct ADA Approved Sidewalk Ramps
Small Community Sidewalk
8. Statewide and Non-Construction Activities
Bridge Inspection
Maintenance: Tree trimming, mowing, fence replacement/repair
Purchases: Drones, survey equipment, data, software/licensing/fees, etc.
State Police Patrols
Statewide consultant/contract services: Plan Review, Testing, Utility Coordination, Dispatch Operations, HELPERS, etc.

APPENDIX F

Ground broken for roundabout

City says work will make Sherman-Goshen safer for all

DAVE GONG
The Journal Gazette

City officials broke ground Thursday on a new roundabout north of downtown they say will help traffic flow and enhance pedestrian safety.

Located at the five-legged intersection at Goshen Avenue, Sherman Boulevard and Lillian Avenue, the project will also include sidewalks and a dedicated turn lane from Goshen to Cambridge. This phase of the project is expected to be complete in fall 2020.

"The new roundabout at Five

Points will enhance traffic flow and safety as we make upgrades to the Goshen Avenue corridor," Mayor Tom Henry said in a statement. "A commitment to investing in infrastructure improvements positions Fort Wayne as a leader in economic development opportunities, new jobs, quality of life amenities and strong neighborhoods."

Goshen Avenue has a long history in the city of Fort Wayne, stemming back to 1913, when it was located outside the city limits and known as the Lincoln Highway.

It became U.S. 33 in the mid-1920s, until that route moved to

follow the Coliseum Boulevard bypass.

More than 18,500 vehicles enter the intersection each day.

Trying to convert this street into an urban street has been a tremendous challenge for us," Public Works Director Shan Gunawardena said. "This is the first phase of at least three phases we will be working on."

The project also calls for new decorative LED lighting, as well as trees and shrubs, new stormwater pipes, green infrastructure to control runoff and new water mains. An



Courtesy city of Fort Wayne

Artist's rendering of the planned roundabout at Goshen Avenue, Sherman Boulevard and Lillian Avenue

Ground, Page 4A

GROUND

Continued from Page 1A

improved entrance and exit to Foellinger Theatre's parking area will also be built.

Glenn Ellenberger, owner of Keystone Realty & Auc-

tion, said the development is a welcome change to the area.

Ellenberger said his office, at 843 Goshen Ave., has been struck by vehicles five times in his 35 years in business. Ellenberger described the project as a "real needed change" because when the

light is red, people in a hurry often cut through his parking lot.

"Children that are walking up the sidewalk are crossing a highway basically because those people roar through there," Ellenberger said. "And I've just been concerned for years that one

day one of those children would get hit, or one of my agents or customers."

Future phases of the Goshen Corridor will include enhancements all the way to Coliseum Boulevard. Goshen Avenue becomes Goshen Road west of Harris Road.
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Artfully activating alleyways

City using grant to create
public spaces downtown

JAMIE DUFFY

The Journal Gazette

By late September, some downtown alleys will be more than empty outdoor hallways to downtown streets.

The Fort Wayne Community Development office has used an \$83,000 grant from the Knight Foundation/Community Foundation of Greater Fort Wayne to hang string lighting, add signs, screen dumpsters and paint bump-outs and crosswalks in alleys leading to Berry, Harrison and Calhoun streets and Washington Boulevard.

Outdoor seating and planters will be installed in the alley next to 816 Pint & Slice on Calhoun Street, where a large fish mural was painted, and at other locations, according to Mary Tyndall, city public information officer.

"Improvements will be designed to encourage people to walk and explore the murals as well as take a seat and simply hang out," Tyndall said in a news release.

Some of the improvements have already been installed and others are underway but will be ready in time for the Art This Way 2019 Art Crawl, scheduled from 5 to 9 p.m. Sept. 20.

"These improvements are all part of our work to create public spaces that are enjoyable and accessible for residents and visitors," said Sherese Fortriede, the city's senior planner. "Even small improvements such as these contribute to the overall appeal of downtown."

The internationally recognized architecture and urban design firm Gehl recommended the Alleyway Activation project. Gehl led the Public Space/Public Life project in Fort Wayne in 2018 to determine how to attract visitors, use downtown public spaces and make them more attractive, the release said.

The city partnered on the project with the Downtown Improvement District and the Fort Wayne New Markets Revitalization Fund.

jduffy@jg.net

The Journal Gazette

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JGLOCAL (/NEWS/LOCAL)



Sunday, August 04, 2019 1:00 am

Roundabouts slow traffic, improve safety

DAVE GONG | The Journal Gazette

They're big and can be a little confusing, but more are coming to the Fort Wayne area.

Roundabouts, those large one-way circles of pavement that have replaced traffic signals at select intersections throughout Fort Wayne and Allen County, are increasingly considered when officials plan improvements to intersections.

But some drivers still aren't used to roundabouts as a form of traffic management. Fort Wayne has six within its city limits. Ground was broken Thursday for one in the Goshen and Lillian avenues and Sherman Boulevard area just south of Franke Park.

Roundabouts and traffic circles, proponents say, are safer for both drivers and pedestrians and are better for the environment. Detractors often complain that the circles are confusing and worry about how safe pedestrians are when using them.

"A pedestrian is really crossing one lane of one-way traffic at any given time and they have an opportunity to make eye contact with the driver," said Shan Gunawardena, public works director. "It's a lot safer than conventional intersections."

According to the Indiana Department of Transportation, roundabouts date back to 1905 when one of the first circles was built in New York City. According to the agency, roundabouts are safer than traditional intersections.

Data found on the department's website shows that roundabouts can reduce traffic fatalities at an intersection by up to 90% and reduce injury crashes by 76%. They can also be responsible for a 30% to 40% reduction in crashes involving pedestrians at intersections. The slower speeds at which cars travel through roundabouts also increase reaction time and reduce the severity of crashes, the website says.

While researching roundabouts, it made sense to examine Carmel. That city has more roundabouts than any other in the country, and its mayor has been a proponent of them since he was first elected in 1996. According to Carmel's website, the city has reduced the number of injury crashes by 80% since the first roundabout was installed in 1997.

Carmel has 126 roundabouts, which Mayor Jim Brainard said has helped reduce injuries related to car crashes. At a population of about 93,510, there were 244 injuries resulting from car crashes in Carmel in 2018. By comparison, there were 2,792 injuries in Fort Wayne crashes that year. Fort Wayne's population was about 266,000.

There are now only 12 or 13 signalized intersections in Carmel, Brainard added.

"With roundabouts, if you enter in properly, you'll get a sideswipe instead of a T-bone," Brainard said in an interview Tuesday.

Brainard also said the speed at which someone travels through a roundabout – 15 mph or so – is much safer for drivers, pedestrians and cyclists than driving through a signalized intersection at 40 or 50 mph.

"If somebody makes a mistake, you have more time to react to it," he said.

More than 20 years on, people still sometimes get confused when they approach a roundabout in Carmel, Brainard said. But he noted that the resulting crashes are fewer and less severe than they would have been in the past.

Brainard also agreed with Fort Wayne officials on the economic impact of roundabouts versus traditional intersections with traffic lights. Carmel's city engineer, he said, has estimated the city saved 27,000 tons of carbon last year because of its investment in roundabouts. Much of that is because cars are not idling and accelerating to the speed limit from a dead stop.

"It's a quality-of-life issue too," Brainard said. "People relax, it's easier to drive and they're not stuck in traffic. The average American spends two hours a day in their car. A lot of that is because of congestion and traffic and roundabouts help with that a lot."

But Fort Wayne doesn't have plans to try to replace every intersection with a traffic circle or roundabout, said Patrick Zaharako, city engineer.

"We only use them in targeted areas. They work really well on a five-pointed intersection because they can handle that much easier than a signal," he said. "We only look at them where they make sense."

Temporary traffic circle takes shape

For a few days at least, drivers will need to take care at California and Vermont streets near Lakeside Park.

That's because members of the Northside Neighborhood Association have erected a temporary traffic circle with grant money from the Indiana State Department of Health for tactical urbanism. The idea is to reduce speeds in the neighborhood and along Crescent Avenue at Delaware Avenue.

The traffic circle will stay up until Tuesday or Wednesday, Cynthia Keller, Northside Neighborhood Association president, said. "Bump outs," or temporary structures that narrow the lanes on Crescent, will stay up longer.

Keller said she drives Union Chapel Road regularly, where there are several roundabouts.

"Traffic circles or roundabouts, I think that should be on the test to get your license," she said.

Reader questions

Q. After disrupting neighborhood traffic for most of the summer, sidewalk construction has appeared to have ceased while leaving a large gap in the west side sidewalk and no continuation to the corner of St. Joe Center Road. What gives? For students walking to school, the gap in the sidewalk is a ridiculous hazard. And certainly the rest of the walk up to the corner of St. Joe Center needs to be completed. The fact that the sidewalk jumps sides at Tamarack is also odd and dangerous. Reed Road is a busy, narrow road with no shoulder and many driveways. – Emily R.

A. The sidewalk is part of two separate projects that will connect together, said Patrick Zaharako, city engineer. The work in that area should be complete by next summer.

Q. On the way out of downtown, when crossing the bridge by Three Rivers Apartments and coming up to Conjure Coffee, they decided to make the left lane only left and right only straight and built that triangle area.

My question is, with all of the cars that are always sideswiped, does the city have any plans to just make that a single-lane road with lines down the sides for cars to park? If you have ever been down there especially in the winter with snow or leaves piled up it gets very tight with cars parked on both sides and then two cars moving side by side. – John C.

A. Good news on this one. The city's traffic engineering department is working with the neighborhood to modify Columbia Avenue from the split at St. Joseph Boulevard to Lake Avenue, said Kyle Winling, traffic engineer. Changing to right and left designated lanes was the first phase.

"As we continue to monitor traffic and work with the neighborhood, the city is intending to make changes at the appropriate time along Columbia Avenue so the transition is clearly marked and safe for vehicles and pedestrians," Winling said.

Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area. Submit a question by emailing roadsage@jg.net or tweeting @JGRoadSage.

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City starts website to help show road work

DAVE GONG

The Journal Gazette

The city of Fort Wayne has launched a new interactive map to help drivers navigate the latest street closures and lane restrictions, officials announced Thursday.

Located at TRECtheFort.org, the page offers information about closures and lane restrictions in the city limits. TREC stands for Traffic Related Events and Closures. Information will be available for road construction, utility work, private construction, private and public maintenance restrictions, water main breaks and community events.

"Offering detailed information about street and road restrictions is valuable to residents. This information will be available every hour of every day and will help motorists in their travel through the city. It will also improve safety by giving residents advanced notice of restricted areas," Director of Public Works Shan Gunawardena said in a statement. "It will also give the public more insight into important infrastructure improvements going on throughout the city."

In addition to closures and lane restrictions, the site offers information about weight and height limits and truck routes. There are plans to also include emergency updates for temporary restrictions caused by vehicle crashes, storms or fires. There are also plans to expand the page to include projects initiated and permitted in all municipalities of Allen County, as well as the Indiana Department of Transportation. The site will also be able to link to the WAZE wayfinding smartphone app once Fort Wayne drivers begin entering information.

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PUBLIC NOTICE

Public Comment Period for proposed amendment to 2040 Transportation Plan, Transportation Conformity Document, and Fiscal Year 2020-2024 Transportation Improvement Program

Notice is hereby given that a public comment period will commence on August 14, 2019 for the 2040 Transportation Plan. The Transportation Plan includes major highway, transit, bicycle and pedestrian infrastructure improvements planned for implementation between 2018 and 2040 within the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. The 2040 Plan and Conformity Document are prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on August 28, 2019. The intent of the comment period is to solicit comments from the public regarding the proposed amendment to the 2040 Transportation Plan. The proposed amendment includes the following project locations:

State Road 930 and Maplecrest Road-Intersection Modification

Interstate 469 and US Route 24-Interchange Modification

US Route 30 and Leesburg/Felger Roads-Intersection Modification

US Route 30 and O'Day Road-Intersection Modification

US Route 30 and Flaugh Road-New Interchange Construction

US Route 30 and Kroemer Road-Intersection Modification

A proposed amendment to include these project locations in the FY 2020-2024 Transportation Improvement Program, is also open for public review and comment. This public notice, and time established for public review and comment on the Transportation Plan and 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 2040 Transportation Plan, Transportation Conformity Document, and FY 2020-2024 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. Accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made, with advance notice. Please contact the NIRCC Office at (260) 449-7309 should accommodations be needed. If you have any questions or would like more information about these materials, please contact NIRCC by phone, mail or email.

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Jefferson Pointe revamp underway

JOURNAL GAZETTE

An extensive multimillion-dollar revitalization project at Jefferson Pointe is now underway as RED Development has broken ground at the shopping and dining center.

The redevelopment project will introduce a pedestrian-friendly main street to provide shoppers with access to interior shops and additional parking, RED Development said in a news release.

The project is slated for completion by mid-2020.

The Fort Wayne Plan Commission approved plans in June for the shopping center, which opened in 2000. Under an agreement with RED Development, which owns Jefferson Pointe, the Fort Wayne Redevelopment Commission will reimburse the firm up to \$3.5 million to build the road through the shopping center.

Adding that street is intended to help increase the number of tenants, Andy Boxberger, an attorney for Jefferson Pointe, told the Redevelopment Commission in May.



Courtesy/RED Development

This artist's rendering shows what Jefferson Pointe would look like when the project is finished.

"Our vision for revitalizing Jefferson Pointe is to create a more vibrant and appealing environment for our guests and tenants and reestablish it as the premier shopping, dining, and entertainment destination in Fort Wayne," said Jeff McMahon, managing partner at RED.

"The upgrades, including a new, interior main street with an engaging streetscape, will combine the best of improved convenience throughout the courtyard and a dynamic environment with heightened walkability for shoppers, while also attracting new, best-in-class merchants."

The new street will extend from the existing road in front of AMC Theatres to the fountain in front of Von Maur, with connections to the northern and southern parking lots.

The street will have pedestrian-friendly design elements to enable Jefferson Pointe to continue to host community events, RED Development said.

Other components of the project include major aesthetic updates throughout the property such as lighting upgrades within interiors and exteriors of buildings; new art and décor; upgrades in painting and signs; and concrete and asphalt repairs.

"The new touches will enhance the ambiance of Jefferson Pointe and ensure it remains a place where families and friends can gather, socialize and enjoy increased accessibility to top-notch shopping and dining," McMahon said. "The improved access, visibility and convenient parking will make Jefferson Pointe even more attractive to new, best-in-class tenants."

https://www.kpcnews.com/thestar/article_2c5cd609-6286-5aa0-a591-3c84eefe54bb.html

New signs mark trail route

By JEFF JONES jjones@kpcmedia.com Aug 16, 2019



New signs marking the route of the Auburn-Waterloo Trail have been erected at the intersection of C.R. 427 and Betz Road a north edge of Auburn. Celebrating the event are Sarah Payne of DeKalb Health; Dick Shankle, president of the Auburn-Waterloo Trail steering committee; Ken Wilcoxson of the Auburn Kiwanis; Bill Spohn, project coordinator of the Auburn-Waterloo Trail steering committee; Zach Lightner of the Community Foundation of DeKalb County and Matt Peters of the Northeast Indian Regional Coordinating Council.

JEFF JONES

AUBURN — The Auburn Waterloo Trail steering committee has placed its first signs along the trail between the two communities.

The trail, along C.R. 427, is part of the United Trail System of Northeastern Indiana.

The United Trail System encompasses 12 counties, and the Auburn-Waterloo segment is part of the Poka-Bache Connector that runs between Pokagon State Park and Ouabache State Park in Bluffton.

Appendix F



Beltone's SUMMER SAVINGS EVENT is HEAR!

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The United Trail System includes Adams, Allen, DeKalb, Huntington, Kosciusko, LaGrange, Noble, Steuben, Wabash, Wells and Whitley counties.

The Northeast Indiana Regional Coordinating Council hired a consulting firm to assist in preparing a comprehensive branding initiative for the regional trail system.

The goal is to have all trails in the system using matching color schemes and arrows directing walkers to different stops along the way, explained NIRCC representative Matt Peters.

The reflective signs are branded as Northeast Indiana United Trails. The first signs have been installed at the intersection of C.R. 427 and Betz Road on the north side of Auburn, directing walkers to a trailhead, DeKalb High School, Greenhurst Park, downtown Auburn, Waterloo, Rieke Park and the YMCA of DeKalb County.

Additional signs and poles will be placed in the near future. The Auburn Parks and Recreation Department donated labor and the poles.

The trail connects the south edge of Waterloo to the north edge of Auburn, with trailheads at Rieke Park, Greenhurst Commons and the Auburn Cord Duesenberg Automobile Museum.

Pedestrian bridge over Coliseum not ready

No timeline for walkway between PFW, Ivy Tech

ROSA SALTER RODRIGUEZ
The Journal Gazette

Fall semester classes began Monday at Purdue University Fort Wayne and Ivy Tech, but students will have to wait a bit longer before they can use the pedestrian bridge that connects the two campuses.

The Parker-Cole Crossing bridge over Coliseum Boulevard is still undergoing testing to ensure its safety, according to Nichole Thomas, a state transportation department spokeswoman.

"There is not a specific timeline for opening," she said Monday. "The last thing we issued was the hope it would be open by August. That hope has not come to fruition."

The bridge was initially set to open in August 2018, but tension testing of the bridge's cables gave inconsistent readings.

They were believed erroneous because of the structure's unique and complex design, Thomas said.

Nonetheless, the decision was made to add a pier to the bridge to add what structural engineers call redundancy – the ability of a bridge to carry an extreme load and withstand adverse conditions, such as high winds.

That change is now being tested, Thomas said. Some of the last construction steps are also being finished, including installing railing and LED lighting, she said.

Hundreds of thousands of LED lights were planned for the bridge to allow it to change color at night, like the Martin Luther King Jr. Bridge on Clinton Street.

Even though the bridge connects two campuses, it is owned by the state because it's over a state highway, Thomas said.

Bridge, Page 8A

BRIDGE

Continued from Page 1A

"No. 1 for us is safety in that the last five bridge collapses have been pedestrian bridges. It certainly weighs on our mind," she said.

The goal is that the bridge will exceed state and federal standards for safety, Thomas said. However, that's not as simple as with other bridges because the bridge is a one-of-a-kind design, she said.

"It has a lot of eyes on it,"

she added.

The bridge was estimated to cost about \$4.5 million, but the final cost is unknown, according to Thomas.

The state transportation department was to pay 80% of the cost, with the rest, including any cost increases, shouldered by donations from the Olive B. Cole Foundation and Mac and Pat Parker of Fort Wayne.

When construction began in 2017, 1,000 students were estimated to travel between the two campuses each day.

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Study OK'd for bridge supports

DAVE GONG
The Journal Gazette

In a unanimous vote Friday, the Allen County commissioners approved \$38,000 for a study on abandoned bridge abutments in the county.

The study by Engineering Resources Inc. will look at six abandoned bridge abutments and one old pier in the county. Specifically, County Highway Director Bill Hartman said, the study will focus on infrastructure on Davis Road, Mayhew Road, Scipio Road, Bull Rapids Road, Platter Road, Bruick Road and South Anthony Extended.

The abutments are primarily made of sandstone

and supported iron truss bridges that were abandoned in the 1960s and 1970s when they were replaced by more efficient transportation routes.

"The abutments could be an attractive nuisance and could cause some bodily harm to people climbing on them and such, so this study will determine what course it will take, what permits it will take to remove those if needed or block them off in some way or another to make them safe," Hartman said.

He added that the study will also provide the highway department with a plan to mitigate the situation over a period of years.

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Dupont Road project celebrated

Long-anticipated result pleasing to all parties

DAVE GONG
The Journal Gazette

As bicyclists, joggers and others out for a Wednesday morning stroll passed by, business owners, city officials and area residents celebrated the end of a long reconstruction project on Dupont Road.

"I think I actually had children, watched them grow up and graduate from high

school while this project was going on," Jim Casaburo of the Casa Restaurant Group joked. "But, how beautifully it turned out. As a second-generation family business owner, with training a third generation, we have to be highly invested in our community, not only for our families but for future patrons."

Residents and business

owners were ecstatic to see the finished project, which expanded a two-mile stretch of Dupont Road between Lima and Coldwater roads from two lanes to four and added new sidewalks and trails along the corridor.

The project also included new Americans With Disabilities Act-compliant ramps and crosswalks, new traffic and pedestrian signals, deco-

orative lighting and landscaping, stormwater management updates and new water mains.

Federal money funded 80% of the \$12.1 million project, which began in February 2018 and involved Dupont being closed in April 2018 for about three months between Dawsons Creek Boulevard and Salomon Farm.

Casaburo thanked Mayor Tom Henry and Fort Wayne City Council for "not only this project but all the projects downtown that make

Fort Wayne a little more enjoyable and exciting for our families, but also to encourage future businesses and future families to move to Fort Wayne."

A major component of the Dupont Road project included an underpass for the Pufferbelly Trail, allowing trail users to cross underneath Dupont. The Pufferbelly Trail is one segment of the 80-mile State Visionary Trail that connects Ouabache State Park in Bluffton to Pokagon

State Park in Angola. The underpass connects trail users to the Pufferbelly Trail heading north and south, as well as the trail that runs east to west along Dupont Road between Coldwater and Lima roads.

"I just want to say how honored and blessed we are to have our building here on the property surrounded by the beautiful trail," said Amy Griffith, associate executive director of the Parkview

Dupont, Page 3C

DUPONT

Continued from Page 1C

Family YMCA, which is a few yards from the Pufferbelly Trail. "It definitely was a timely process, but it was definitely worth the wait. We're so lucky that you guys invested in this, strengthening the foundations of our community and making it safer for people to access all of the beautiful trail systems and everything in the community."

Residents of the La Cabreah neighborhood are particularly happy to see the project complete, said Deb Parish, neighborhood association president.

"We are so thankful for ev-

erything that was done," she said. "Yes, the three months was a little trying and a lot of our residents were concerned with emergency services, but the city came through and helped with all of that. We're just so thankful."

Parish said there are a lot of families – old and young – in the La Cabreah neighborhood who use the trails and enjoy walking to the YMCA.

"We're so blessed to have a city that's wanting to make things better," Parish said.

Henry thanked residents for working with the city to improve the corridor. When Dupont Road was first brought into the city, only 7,500 cars traversed the corridor each day. Over the past 30 years, that number has risen to 25,000 cars per day.

"I too came out here from time to time and realized a little bit about the pain (residents) were going through," Henry said. "We really do appreciate the patience you've shown as we've tried to put this major project together."

Councilman Tom Didier, R-3rd, who represents the area, lauded the design of the project and thanked residents and the administration for their patience and work as the development progressed.

"The applause really goes to the neighborhoods and actually all the workers that worked on this particular project," Didier said. "I have to tell you, the administration has taken the bull by the horns with this particular project."

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Road work set for Coliseum

The intersection of Hillegas and Coliseum Boulevard West will close Monday for improvements.

The closure is only at the junction of Hillegas, city transportation officials said Thursday. Crews will be rebuilding and realigning the curve on Coliseum, along with improving the line of sight at the intersection and improving safety by reducing winter slide-offs at the curve.

All businesses along Coliseum will still be accessible when entering from Goshen Road, officials said.

A detour has been established for through traffic, using Independence Drive to Goshen Road to U.S. 30 to Washington Center Road.

The work is expected to be completed by late November.

- Journal Gazette

Overpass on Broadway done

City officials and leaders of the Businesses on Broadway association celebrated the completion of the Broadway railroad overpass beautification project Thursday.

The overpass is between Taylor Street and Creighton Avenue.

The project included painting the overpass, signs on both the north and south sides of the overpass and walkway and lighting upgrades.

The upgrades were recommended as part of the Front Door Fort Wayne Plan, which is a 10-year initiative adopted in by the City Council in June 2012 to beautify the city's primary corridors and gateways.

Members of the Businesses on Broadway group worked with City Councilman Geoff Padlock and officials from community development and public works on the project.

Design Collaborative provided design and construction management. Contractors included Schenkel Construction and CertaPro Painting.

E-scooter, bike rentals hit downtown

Official: Program will ease congestion

JIM CHAPMAN
The Journal Gazette

Hundreds of e-scooters and pedal bikes will soon be available for rent downtown.

VeoRide, a shared mobility company from Chicago, launched a test program Friday.

The 16-month pilot program will start with several dozen e-scooters. Over the next month, 300 e-scooters and 150 pedal bikes will be available in a designated area. The company's permit can be revoked at any time if the program does not meet expectations, city officials said.

City planner Dan Baisden said the e-scooters and bikes provide more transportation options, ease traffic congestion, reduce air pollution and connect neighborhoods.

Tax dollars are not supporting VeoRide. It is paid for by people who ride the vehicles, the city said.

The e-scooters and bikes are operated through the VeoRide app downloaded to smartphones. Riders use the app to find available bikes and scooters near them. Customers must be 18 years old to ride and are required to have a credit card on file, officials said.

E-scooters cost \$1 to unlock and an additional 15

E-scooter, Page 4A



Mike Moore | The Journal Gazette

Ben Thomas, Midwest regional manager of VeoRide, was on hand Friday to demonstrate the new e-scooter at Headwaters Park.

ON THE WEB

JG To see a map of the launch area for VeoRide's e-scooters and pedal bikes in Fort Wayne, go to www.journalgazette.net and click this story

E-SCOOTER

Continued from Page 1A

cents per minute after that. Riders must pay \$1 to unlock pedal bikes and 5 cents a minute thereafter.

The e-scooters and bikes will only be allowed to be operated and parked in certain geographic areas known as geo-fencing. If riders park the vehicles in locations outside the fenced area, they will continue to be charged until the vehicles are parked properly.

The VeoRide app shows a map of appropriate geo-

fenced parking areas.

The boundaries for the launch area include downtown Fort Wayne and several neighborhoods near downtown.

"We believe when people can get around without a car, they can be happier, healthier and more connected to the community," said Nathan Miller, community wellness coordinator for Purdue Extension in Allen County.

He served on a committee that offered recommendations leading to rules and regulations of the e-scooters and pedal bikes. The committee looked at best practices and

lessons learned in other cities to create a pilot program, the city said.

"I have to say Fort Wayne put together one of the longest documents for shared mobility regulations," Baisden said.

VeoRide's scooters, which weigh about 50 pounds, cannot travel faster than 15 mph. The weight, a GPS system and an alarm on each e-scooter discourages misuse and theft, officials said.

VeoRide has a locally hired support team in Fort Wayne that will respond to calls about its scooters and bikes. Anyone can report concerns by calling 855-836-

2256 or emailing hello@veoride.com. For more information on VeoRide, go to www.veoride.com.

This isn't the first time the city has toyed with the idea of bringing in shared mobility systems.

In 2016, the city entered an agreement with Zagster for a bike share program using docked bicycles. That agreement ended in 2018 as Zagster began to shift toward a dockless system and did not feel it could continue to meet Fort Wayne's needs.

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Board OKs canal boat docking at Promenade

Ridership on Sweet Breeze
soars since park's opening

ROSA SALTER RODRIGUEZ

The Journal Gazette

The Fort Wayne Parks Board on Thursday morning took a field trip for its September meeting – to the newly opened Park Foundation Pavilion in Promenade Park.

The board also approved an agreement with the nonprofit owner of one of Promenade Park's major attractions – Sweet Breeze.

The agreement with Friends of the Rivers allows Sweet Breeze to dock overnight at Promenade Park along Superior Street.

The boat had been docked at Headwaters Park or another location and had to be moved to the new park for daily tours.

"Sweet Breeze is the perfect boat to have down here," said Chuck Reddinger, the parks department's deputy director of recreation.

Parks Board President Steve Samek agreed and added the parks department is protected against liability.

Cara Hall, Friends of the Rivers board member, said interest in boat rides has boomed since tours began leaving Promenade Park on opening day.

"It was a dramatic increase. There were times we were swamped," she said, adding that probably 150 to 200 people have been on the boat each weekend.

Sweet Breeze has been doing three tours each weekend day, Hall said. Weather permitting, the boat is expected to operate through Oct. 15 and begin again in May, she said. The boat is available during the week, but mostly for groups that make reservations,

Boat, Page 3C

BOAT

Continued from Page 1C

Hall said.

Public 45-minute tours cost \$20 for adults and \$5 for ages 12 and younger. Also available are 90-minute tours that cost \$30 for adults, \$10 for ages 6 to 12, and \$5 for ages 5 and younger.

More information on tour offerings can be found at forfw.org/tour-info.

In other business, the board approved a \$1 increase for renting skates at the Headwaters Park rink. Skates will be rented for \$3 this season.

Skating admission – \$5 for those age 14 and older and \$3

for those younger than 14 – remains the same.

Geoff Paddock, executive director of the nonprofit Headwaters Alliance, said the increase would be used to replace ice skates. With 32,000 skaters a season, skates tend to wear out quickly, he said.

The board also approved a contract that will allow the Foellinger-Freimann Botanical Conservatory to again offer cafe refreshments.

Conjure Coffee, which has a location on Columbia Avenue, was awarded a lease agreement for a spot inside the conservatory formerly used by other cafe operators.

Conjure plans to offer its own brand of locally roasted coffee and pastries and will

likely offer light lunch options and snacks, including salads and quiche, owner Corey Waldron said.

Catering options will be available for those who rent the conservatory for events.

The location should be open by the end of the year, although hours have not been determined, Waldron said.

Mitch Sheppard, the parks department's deputy director of community outreach, said after the meeting that she has high hopes for the new operation.

Conjure has an existing business and clientele, she said, plus "the tremendous energy they're putting behind this venture."

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Edsall bridge reopens

After 4 years, area 'thrilled' as work ends

DAVE GONG
The Journal Gazette

After four years and a reconstruction, the Edsall Avenue bridge reopened Monday.

The Allen County Highway Department closed the bridge, which had nearly 2,000 vehicles crossing it daily, in 2015.

When the city of Fort Wayne took over bridge maintenance within city limits, the Edsall Avenue bridge became a top priority.

The city has completed three bridge reconstructions



since 2017, and the one at Edsall Avenue is one of the first tracked from design to completion.

"The closure created a challenge for our school family and students," Adams Elementary Principal

Allison Holland said in a statement. "We have many students that used the bridge to get to school from neighborhoods north of the railroad tracks. The new bridge makes getting to and from school easier, and we appreciate the safety features of a barrier protecting walkers from cars and trucks."

The camber-shaped concrete bridge design came from Butler Fairman & Seufert and was built by bridge specialists ICC.

Ruby Bates, president of the Eastside Community Neighborhood Association, also praised the reopened span.

"Opening the bridge certainly makes travel easier, but it also improves safety for our neighborhood," she said in a statement. "The protected sidewalk makes

it safer for students and the bridge over the railroad tracks gives the neighborhood peace-of-mind that emergency vehicles now have a more direct route to our homes. We're thrilled to have the bridge open again."

Nearly 1,700 residents, 101 businesses and 10 churches are within a half-mile of the Edsall Avenue bridge.

Mayor Tom Henry said investing in bridges is "a top priority."

"Preserving and maintaining our bridges demonstrates our ongoing commitment to meeting the needs of the public," he said in a statement. "Making infrastructure enhancements positions our community for current and future growth and success."

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Expansion for airport could begin in early '21

Increase in traffic, need for more gates prompting plan

MATTHEW LEBLANC

The Journal Gazette

Construction on a planned expansion of the terminal at Fort Wayne International Airport worth at least \$35 million could begin in less than two years, officials said Wednesday.

Scott Hinderman, executive director of airports for the Fort Wayne-Alen County Airport Authority, said an increase in passenger traffic and a need for more space to park planes at gates make the project, announced last year, necessary. Work to design the renovated facility likely will begin in December, and construction could start in early 2021, he said.

"We grow because the community's growing," Hinderman said before leading reporters on a tour of the terminal and other airport properties. "Fort Wayne has a lot of positive momentum. There's a lot of good things happening in town, and we want to make sure we're a part of that."

Preliminary plans call for an expansion

Airport, Page 10A

AIRPORT

Continued from Page 1A

that would grow the terminal from about 100,000 square feet to about 147,000 square feet. It will feature better circulation around ticketing areas and new machines that will be used to screen checked luggage.

A planned new gate would alleviate cramped space for planes loading and unloading passengers. The airport now has eight gates, but operations director Joe Marana said an increase in the size of passenger aircraft has made it nearly impossible for planes to be parked at each at the same time.

"If you want to point to one thing about why we need a new terminal, it's really the aircraft," he said.

Airport leaders plan to



Michelle Davies | The Journal Gazette

The Fort Wayne Airport Authority said an expansion of the terminal could begin in early 2021.

expand the entire terminal, though the focus for now is the building's west side. Hinderman said expanding that will cost between \$35 million and \$36 million.

Plans for the east side would come later, he said, and funding for the project

will come from sources including the federal government and local coffers. The airport likely will issue bonds to pay for part of the project, and rental rates charged to airlines could rise, Hinderman said.

"We're going to grow

smart," he said.

The Transportation Security Administration already has agreed to pay for most of a planned \$8 million project to install new scanners for checked baggage, Marana said.

The airport ended 2018 with its ninth consecutive year of growth in passenger travel, with about 381,000 outbound passengers. Outbound passenger traffic has grown each year since 2010, and Hinderman said he expects that to continue this year.

The expanded terminal will join improvements at the airport, including a \$3.35 million terminal entrance road connecting three parking lots.

Crews now are working to rehabilitate a runway, and the airport recently introduced valet parking.

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FURTHERMORE ...

Scooters' intro smooth, but caution can help prevent bumpy ride ahead



Mike Moore | The Journal Gazette

VeoRide's Ben Thomas demonstrated the e-scooter at Headwaters Park ahead of the vehicles' debut in the city.

Two weeks into their rollout in Fort Wayne, e-scooters seem to be a popular addition to downtown's new amenities. But a year's worth of scooter experience in Indianapolis would suggest the route ahead won't be entirely smooth.

A recently filed lawsuit alleges a scooter caused an Indianapolis woman life-threatening injuries this summer after it suddenly accelerated and she was thrown forward onto the pavement. Paula Speer, the plaintiff, has sued Lime, the company operating the scooter service, as well as Segway and Ninebot, the companies that design and manufacture the scooters.

The Indianapolis Star late last year reported spikes in emergency room visits as a result of scooter injuries.

"I can definitely tell you that electric scooter injuries are on the rise," Dr. Tyler Steppis, medical director for the Eskenazi Health emergency department, told the Star in November. "We're seeing more and more minor injuries and major injuries."

Last September, a person driving a Bird electric scooter in downtown Indianapolis was injured when he was struck by

a car pulling out of a garage. The victim suffered a minor head injury, police said.

Capt. Scott Berning, who is monitoring the local VeoRide program for the Fort Wayne Police Department, said Friday there have been no serious problems so far.

"We've had some people calling 311 to report scooters improperly parked, and someone called this morning to ask if they are allowed on the streets – and they are – but we've had no accidents," he said.

The Star reported Indianapolis Emergency Medical Services transported 113 patients for scooter-related injuries between last September and May. There also were reports of downtown businesses complaining about the scooters left on sidewalks outside their businesses and some of the vehicles being tossed in the city's downtown canal.

In Fort Wayne, Berning said the parking issue is the one he wants to emphasize.

"Just make sure they are parked properly. Don't obstruct pedestrian paths and buildings," he said. "Other than that, just use caution. You still have to obey traffic laws when you are on a scooter."

Community-designed park opens on Smith Street

JAMIE DUFFY
The Journal Gazette



Mondragon

Another parklet opened up on the southeast side of town, thanks to Javier Mondragon, his organization, Bridge of Grace Compassionate Ministries Center, his staff and some dependable volunteers.

Mount Vernon Neighborhood Park, also known as The Harbor, was a vacant lot at 5110 Smith St. when Bridge of Grace bought it from the county for \$300, Mondragon said Saturday at the park's opening. Partners include the city of Fort Wayne and

the Mount Vernon Park Neighborhood Association, according to a news release.

The Harbor is a performing-arts park around the corner from a sister park on Gaywood Drive full of playground equipment. That park opened in 2017, according to Rena Bradley, Bridge of Grace community development director.

Bradley's reach into the southeast community includes

six teenagers instrumental in designing the park. Samuel McCullough, now 19, is a student at Ivy Tech Community College working toward an associate degree in visual communications. He was 16 and Wayne High School student when he met Bradley.

"She found me," McCullough said, standing on ground soon to be landscaped. "I was sitting on the porch with my mom and my grandma one day."

McCullough liked the idea of "turning nothing into something" and decided to participate in the Tired-a-Lot Sum-

mer Studio, where the planning and design was done.

The park has a stage, and seating is provided on used tires, partly covered in a concrete-like substance to create seats. Plants fill the tire wells.

Sitting under a large catalpa tree that offered shade to a crowd of well-wishers and volunteers, Bradley thanked the many volunteers and volunteer organizations after three dancers from Fort Wayne Ballet performed on stage. A new mural and community banners designed by

Park, Page 2C



Mike Moore | The Journal Gazette

University of Saint Francis studio art major Katie Slick, center, unveils her mural at the grand opening of The Harbor, a parklet on Smith Street.



Mike Moore | The Journal Gazette

Emily Hulburt, left, and Martine Bartley, members of the Fort Wayne Ballet, perform during the opening of The Harbor on Saturday.

PARK

Continued from Page 1C

University of Saint Francis students were also unveiled.

Cost for the parklet ran around \$2,500 for pallets and other materials, Bradley said, the same amount that she estimates will be spent on another park soon to be completed at 5221 Mount Vernon Park Drive.

The parks are part of the vision of Mondragon, pastor at Many Nations Church of the Nazarene at 5100 Gaywood Drive, an area he said was wracked with gun violence when he planted the church in 2011.

Since then, his Bridge of Grace Ministries has renovated 12 homes on Gaywood, Smith and Pettit Avenue, working with other organizations and churches to fulfill the dream, Bradley said.

Parks like the ones that Mondragon and Bradley are creating out of empty lots "lead to neighbors getting to know each other more and look out for one another," said Rep. Phil GiaQuinta, D-Fort Wayne, Indiana

House minority leader, said at the park Saturday.

County Councilwoman Sharon Tucker said the realization of Mondragon's efforts offer "so many other things ... diversity, revitalization and so many things that are really positive for the community."

Tiairra Hairston, who lives next door to the new parklet, said she was excited to see it open.

"I liked the fact that it was built by people in the neighborhood," said Hairston, who described Bradley as awesome.

Shortly after the brief ceremony, people walked or drove to Hanna Street and Fairfax Avenue, where the Fairfax Fall Festival was just starting. The multicultural event featured performances by the Arts Leadership Center, Fey Fey Moussou and Night is Electric.

At 4 p.m., the festival lights were just coming on as food vendors worked to set up their booths.

Those interested in learning more about Bridge of Grace can contact rbradley@bridgeofgracemc.org or on Facebook.

jduffy@jg.net

The Journal Gazette

(/)

JGLOCAL (/NEWS/LOCAL)

Thursday, September 26, 2019 1:00 am

St. Joe Center sidewalk opens, links to school

DAVE GONG | The Journal Gazette

Eight neighborhoods are now connected to St. Joseph Central Elementary School via a new sidewalk along St. Joe Center Road.

Mayor Tom Henry, along with students, teachers, neighborhood leaders and City Council members, celebrated the completion of the \$400,000 project, which constructed a half-mile-long sidewalk that connects to the existing sidewalk in the area between Maplecrest and Hazelett roads. The sidewalk, officials said, connects the school to 2,000 residents and 952 homes.

"This new sidewalk provides a safe path parallel to St. Joe Center Road for our students and neighboring additions," said William Critell, principal of St. Joseph Central Elementary.

According to a news release, 10 new sidewalk connections have opened over the past four years and another seven are currently under construction. Twenty-four are in the design phase and will be built over the next few years. The city invested \$3.5 million in new sidewalk construction in 2019, the release said.

In 2016, the Fort Wayne City Council approved a local income tax increase designed to fund sidewalk expansions, alley repairs and riverfront development.

"Transportation is more than a road for vehicles. We are making neighborhoods more walkable by adding sidewalks and trails throughout the community," said Shan Gunawardena, director of public works, in a statement. "We are committed to continuing to grow our pedestrian network. Walks and trails are essential to strengthening neighborhoods and our city's future."

Also in the last four years, nearly 6 miles of new sidewalks have been built as walking routes to schools. Another 16 miles of sidewalks were constructed around the city to improve walkability. Over that same period, the city added 16.5 miles of trails.

“Providing safe routes for school children is a critical component of our proactive sidewalk initiative. By working together, we're addressing areas within Fort Wayne Community Schools that lack sidewalks,” Henry said in a statement.

“By having additional sidewalks in our community, we're helping to meet the connectivity needs of schools, residents and neighborhoods. Investing in sidewalk infrastructure also promotes exercise and other recreational activities and creates better access to local businesses.”

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Interstates to go under cameras' watchful eyes

ROSA SALTER RODRIGUEZ
The Journal Gazette

When you drive on Interstates 69 or 469 in Allen County after the middle of next year, a new closed-circuit camera system will be watching.

Transportation officials stress that cameras won't be watching you, individually. But the system, which

will start to be installed next week, will be watching the road, looking for traffic slowdowns and providing real-time information to local motorists via new message boards.

"We really want drivers to understand that this is not a tool to catch somebody doing something illegal," said Nichole Hacha Thomas, INDOT media relations specialist.

But it doesn't take much to see how the system could help out, she said.

For example, when a person was killed last week running after a basketball into the northbound lanes of I-69 near Coldwater Road, traffic was tied up for hours and the jam stretched for miles.

A camera system, combined with

speed and volume sensors at interchanges, Thomas explained, could sense the slowdown and increased volume and give drivers far away from the accident message-board instructions to get off the interstate.

The system also might be useful in locating missing persons or vehicles, warning of construction or weather-related conditions or pro-

viding definitive video information to crash investigations.

The upgrades will cover 60 miles of interstate, Thomas said. Allen County has two message boards now, but the upgrades will provide six more, four on I-69 and two on I-469, she said.

Cameras, Page 3C

CAMERAS

Continued from Page 1C

Drivers may recall seeing such boards and cameras in other areas - Indianapolis, the Jeffersonville area and northwest Indiana all have the technology. "It's finally coming to our side of the state," Thomas said.

She said when there are no emergencies or tie-ups to report, the boards can convey drive time and safety messages.

The technology will be deployed in and around

the Allen County area first, with additional installations planned for the next five years along I-69 from the Michigan line to Grant County.

By 2024, all of I-69 and I-469 in the Fort Wayne District will be monitored with the system.

Work on the projects is scheduled to be completed in fall of 2020, weather permitting, transportation officials say.

The contract was awarded to Michiana Contracting, Plymouth, for \$6.42 million, Thomas said.

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The Journal Gazette

(/)

JGLOCAL (/NEWS/LOCAL)



Sunday, October 06, 2019 1:00 am

New scooters must follow rules of road

DAVE GONG | The Journal Gazette

Oh my, they're everywhere.

As in other cities, about 300 electric foot scooters can be found zipping around Fort Wayne at all hours, day and night. Although the scooters sure look like fun, they're utterly nerve-wracking whenever I drive past someone riding one on the street.

The scooters are operated by VeoRide, which also has about 150 bicycles throughout the city. But mostly, we just see the scooters. They're parked on sidewalks, against lampposts, outside bars, restaurants and other establishments. At any given time downtown – except for at Headwaters Park and Promenade Park – you can see groups of people enjoying this convenient and entertaining mode of transportation. The city asked VeoRide to disallow use in the two downtown parks to avoid conflicts with pedestrians.

VeoRide, which began operating Sept. 6, has also placed 10% of the scooters in areas of the city that are lacking mobility options.

The city is evaluating the service through a pilot program approved by the Fort Wayne City Council in April. The ordinance gives the city the authority to remove any scooters improperly parked in the right of way, which includes streets, alleys, sidewalks, highways or any other public space. It also sets out a fine for the owners, should a scooter be used improperly or parked in the right of way or in a public space.

The scooters are a novel idea, as long as people are safe while using them.

On its website, VeoRide strongly encourages the use of a helmet and recommends riders use the scooters in bike lanes where available, traveling in the same direction as vehicle traffic. Anyone 13 or older can ride a scooter, but renters must be over 18 years old. Renters use the VeoRide mobile app to locate a scooter. The scooters cost \$1 to unlock and an additional \$0.15 per minute to ride. Payment is taken through the app.

Capt. Scott Berning, of the Fort Wayne Police Department's Special Operations Group, said scooters ridden in the street must abide by the same state laws bicycle riders are expected to follow. That includes obeying traffic lights and signals, as well as signage. State law does allow electric scooters to park on sidewalks, as long as they don't impede normal pedestrian or vehicle traffic.

Scooters ridden on the sidewalk fall under the Fort Wayne City Code, Berning said. As with bicycles, scooters should yield right of way to pedestrians, especially when emerging from an alley, driveway or building. This applies to sidewalks, too.

Given the number of scooters spotted outside local bars and other establishments that serve alcohol, it's worth noting that anyone found riding one while intoxicated could be charged with an OWI.

"This would be the same charge that is used when someone is intoxicated and operates a 'vehicle' such as a mower, ATV, buggy, etc.," Berning said.

Safety advice Berning provided for people considering trying a scooter includes:

- Wear a protective helmet
- Be cognizant of your surroundings
- Obey all traffic laws
- Remember that pedestrians have the right of way
- Use caution near doorways and where car doors could open suddenly
- Use extreme caution when it's raining or the pavement is wet
- Watch for debris, potholes, water grates, curbs, etc. that could cause a spill
- Always leave the scooter parked in a safe place that will not obstruct pedestrian traffic
- Only one rider per scooter
- Never ride while under the influence of alcohol or drugs.

Whitley County traffic study

The Indiana Department of Transportation has completed a traffic study for U.S. 33 at Blue Lake Road in Whitley County, something it pledged to do in June after a resident sent a letter asking for help reducing crashes at the intersection northwest of Churubusco.

The study included a traffic count, review of crash history, a field check to observe sight lines and existing signage, INDOT spokeswoman Nichole Hacha-Thomas said in September.

Based on the study results, INDOT is not planning to widen U.S. 33 to include a left turn lane or passing blister, which is an outcropping in the pavement designed to allow traffic to go around a car that is waiting to make a left turn, Hacha-Thomas said.

The decision was based on several factors, she said, including that the number of vehicles turning left off of U.S. 33 onto Blue Lake Road is relatively low.

"The traffic count took place in July on Friday and Saturday during good weather. At that time, we did not observe left turn volumes on U.S. 33 that exceed our standards for left turn lane or passing blister consideration," Hacha-Thomas said. "The crash data for the past 4.5 years showed very few crashes (three I believe) that could have possibly been prevented with the installation of a passing blister or left turn lane."

Hacha-Thomas also said the field check found sufficient sight distance in both directions at the intersection for a driver to recognize that the vehicle or vehicles in front of the driver are slowing down to turn left.

But INDOT will install a "Side Road" warning sign with a "Blue Lake Road" supplemental plaque for northbound traffic approaching the intersection.

"The signs will increase driver awareness of the intersection and the possibility of vehicles turning onto/from Blue Lake Road," Hacha-Thomas said. "These signs will be installed by late October, if not sooner."

Reader Questions

Q. Why, oh why, is I-69 still not done with construction? I travel this daily to and from work and there is always a dangerous slow down between mile marker 309 to 305 and all there are on the road are orange barrels blocking a lane down to two lanes. No one is working. Why are these still there? This is dangerous both south and northbound. I-69 must have three working lanes all the time especially in rush hour traffic. – Michelle H.

A. Commuters using Interstate 69 are going to have to be patient. The barrels are in place for the Hillegas Road bridge project over I-69, INDOT spokeswoman Nichole Hacha-Thomas said. That project won't be complete until next month. The lanes are restricted, she said, so work can take place above the highway on the bridge without compromising safety to the drivers below. Additionally, traffic flow was switched Thursday from the driving lane closed to the passing lane closed to facilitate painting of the middle of the bridge.

Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area. Submit a question by emailing roadsage@jg.net (<mailto:roadsage@jg.net>) or tweeting @JGRoadSage (<https://twitter.com/JGRoadSage>).

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More than 300 varieties of fruits and vegetables have been grown using the company's patented system in Indiana, Texas and Haiti.

Balance Holdings plans to sell fish, fruits and vegetables to restaurants in the region and directly to the public at an on-site store in Electric Works.

Jeff Kingsbury, a partner in Electric Works developer RTM Ventures, said the new tenant checks a lot of boxes for the type of businesses RTM is trying to attract.

RTM Ventures, he said in a statement, is looking for "firms that are exploring new technologies and market-based solutions through strategic alliances and creative partnerships with other businesses, as well as healthcare and education institutions."

"At the same time, (the company's) impact will be felt in the neighborhoods surrounding Electric Works – areas of the city that have struggled with access to healthy food in the past," Kingsbury added.

This is the second tenant announcement for Electric Works featuring an agricultural technology company in two weeks. Last week, the developers announced that Sweetwater Urban Farms had signed a lease agreement.

Sweetwater Urban Farms uses aeroponic technology to produce nutrient-rich greens and herbs.

Aeroponic systems nourish plants with nothing more than nutrient-laden mist, according to the Modern Farmer website.

Electric Works is a mixed-use district of innovation, energy and culture, developed as a public/private partnership between RTM Ventures and the city of Fort Wayne. The 39-acre campus just south of downtown is the former location of General Electric.

RTM Ventures plans to convert 1.2 million square feet in 18 historic buildings into space for office, educational, innovation, retail, residential, hotel and entertainment uses.

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1st round of gravel road redo done

28 miles in county converted

DAVE GONG
The Journal Gazette

The first round of a project to convert Allen County's gravel roads to chip-and-seal has been completed, the county commissioners announced Thursday.

Twenty-eight miles of gravel roads were converted this summer. They were chosen based on continuity to other paved roads, the width

of the stone pavement as part of the road and a minimum of two houses per mile on the road. Chip-and-seal roads are made from a mix of asphalt and smaller material, which is then sealed to create a hard driving surface.

The Allen County Highway Department has found that as traffic increases, hard-surface roads are cheaper to maintain than gravel roads. Commissioner Nelson

Peters said Thursday that the change will improve residents' quality of life "while also providing cost-savings for the county."

"Today is really a landmark event in road construction in Allen County," Peters said in a statement.

The total cost of the first round was about \$2 million, paid through the county's local income tax funds. A total of 125 miles of gravel roads are scheduled for conversion to chip-and-seal by 2025, depending on the availability of

funds. The county is projecting 24 miles will be converted and resealed in 2020 for about \$2.1 million, Commissioner Richard Beck said.

"Our highway department has done a great job of allocating, as evenly as possible, the number of roads across unincorporated Allen County for this project," Commissioner Therese Brown said in a statement. "All of the work was completed in-house with county maintenance personnel."

dgong@jg.net



Mike Moore | The Journal Gazette

Nelson Peters, joined by fellow Allen County commissioners and employees of the county highway department, gives an update Thursday about the efforts to convert gravel roads to chip-and-seal.

Grant sought to help finish Pufferbelly

Backing needed for final 2 miles

ROSA SALTER RODRIGUEZ
The Journal Gazette

The city of Fort Wayne will seek a \$3 million grant from the state to help finish the popular Pufferbelly Trail, and local trail officials are asking for community support to bolster the application.

An additional 1.78 miles is needed to create an interconnected trail through the city, trail officials said in a news release Friday.

The missing piece lies between Washington Center Road and Ice Way on the city's north side. For most of the distance, that segment of the Pufferbelly Trail – whose name comes from the nickname of a steam locomotive – follows the right of way of a former rail line.

Frank Suarez, a Fort Wayne public works spokesman, said the segment is expected to cost about \$4 million. The city is seeking a grant from the Next Level Trails program of the De-

partment of Natural Resources.

Trail officials said Friday that the Pufferbelly Trail is now attracting thousands of users. The trail counter shows a 130% increase – to 8,223 – in August 2019 compared with August 2018, officials said.

Dawn Ritchie, the city's greenways and trails manager, said growth can be tied to the recent completion of trail sections – segments from Lawton Park to Fernhill Avenue; Washington Center Road to Wallen Road; and the underpass connection at Dupont Road.

"That's why we're excited to move forward with the last phase of the Pufferbelly Trail," she said.

Officials said they need both donations and letters to support their application.

Private money, coupled with a city commitment to assist with land acquisition and trail design, will enhance the application for

Trail, Page 4A

TRAIL

Continued from Page 1A

state funding, said Megan McClellan, chief executive officer of the nonprofit Fort Wayne Trails Inc.

Suarez said state financial assistance is available because the Pufferbelly forms part of the Poka-Bache Connector, which will link Ouabache State Park in Bluffton to Pokagon State

Park in Angola.

The 81-mile trail goes through Wells, Allen, DeKalb and Steuben counties. Currently, 32 miles are complete.

Fort Wayne Trails calls its fundraising campaign for the last portion of the trail the Golden Spike Fund Drive – a reference to the completion of the transcontinental railroad that connected America's East with the West in the 19th century.

To support the drive, contact Megan McClellan at

260-969-0079 or megan@fwtrails.org. To send a letter of support to be included in the grant application, contact Angie Quinn at angie@fwtrails.org by Oct. 25. Sample letters are available. rsalter@jg.net

News~Sentinel



Put time back
on your side.

Spend more time doing and less time shipping.



Huntertown, Allen County get state infrastructure grants



Justin Busch

Huntertown will receive \$720,415 and Allen County \$138,671 to improve roads and bridges through the Community Crossings Matching Grant Program (CCMG), according to State Sen. Justin Busch, R-Fort Wayne.

The CCMG was established by the Indiana General Assembly in 2016 and aims to advance community infrastructure projects, strengthen local transportation networks and improve Indiana’s roads and bridges. Since it was put into place, the program has awarded nearly \$500 million in state matching funds for local construction projects.

“I’m happy to announce that our district has been awarded these grants,” stated Busch, who represents the 16th District. “Every dollar that goes toward maintaining our roads and infrastructure is crucial to our communities to ensure safety for all.”

Through the program, the Indiana Department of Transportation matches up to \$1 million when localities invest in road and bridge repairs. Counties with populations fewer than 50,000 and cities and towns with populations fewer than 10,000 receive a 75 percent-25 percent match, while counties with populations of at least 50,000 and cities and towns with populations of at least 10,000 receive a 50-50 match.

To view the full list of communities receiving matching funds in 2019, visit in.gov/indot/2390.htm.

**Retire to Spain in
2019**

International Living

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JGCOLUMNS (/OPINION/COLUMNS)

Friday, October 25, 2019 1:00 am

Public works keeping pace with progress

Shan Gunawardena

It's been a busy and productive construction season in Fort Wayne. Most of you have likely seen countless orange cones and some delays along the way. We appreciate your patience and support. Infrastructure projects can be complex and time-consuming, but they are worthwhile investments for the sustainability and viability of Fort Wayne.

This year, we invested \$31 million in projects in more than 190 neighborhoods in all quadrants of the city. Work included streets, roads, alleys, sidewalks, ADA-compliance ramps, concrete, asphalt and chip-and-seal streets, and new trails.

Contractors, residents, neighborhoods, and the city's Public Works Division came together to help ensure a successful year of upgrades that improve the quality of life in Fort Wayne and make our community more desirable for job growth and retention as well as attracting and retaining families and individuals.

One of the areas I'm most proud of is our efforts to assist students from Fort Wayne Community Schools who are now walking to school as a result of bus service reductions. A partnership among the Northeast Indiana Regional Coordinating Council, Fort Wayne Community Schools and the city is resulting in the coordination, planning and implementation of new sidewalk connections to schools. In the past four years, nearly 6 miles of new sidewalk have been built to provide safe walking routes to schools. Another 16 miles of sidewalk have been built around the community to improve Fort Wayne's walkability. In that same four-year span, the city has added 16.5 miles of trails.

The public might not be aware of how expansive an infrastructure system we have in Fort Wayne. Highlights include 1,167 centerline miles of roadway, 150 miles of alley, 1,600 miles of sidewalk, 96 bridges, 34,000 street lights, 300 traffic signals, 80,000 signs, 800 miles of markings, more than 100 miles of trails, and more than 12 miles of levees and floodwalls.

It takes a concerted effort to maintain and improve our transportation system and the other vital services we oversee for the public's benefit and safety.

With the support of Mayor Tom Henry, past and current City Council members and the public, we've been able to make sweeping and positive changes in neighborhoods – \$180 million since the start of the 2014 construction season.

That says a lot about our community. We're truly unified and committed to enhancing our neighborhoods.

As we develop these projects, our primary focus is on enhancing quality of life and property values by incorporating features such as greenspaces, street lighting, safety for all users, water-quality treatments and minimizing stormwater runoff.

We also look at improving the efficiency of our division by incorporating new technologies into our operations such as drones for project monitoring and surveying, electronic bidding and real-time dissemination of traffic information through TRECtheFort.org (<http://TRECtheFort.org>).

By the numbers

In 2019

47 miles of asphalt resurfacing

4.75 miles of concrete reconstruction

10 miles of chip-and-seal resurfacing

16 miles of concrete curb

10 miles of sidewalk repair

4 miles of new trail

5.8 miles of new sidewalk

2 miles of alley reconstruction

380 concrete ADA ramps

Three of our most successful non-infrastructure related programs are the Great American Cleanup, Open Streets and Tox-A-Way Days.

The Great American Cleanup event started more than 20 years ago and this year saw more than 500 volunteers participate.

Open Streets had its third annual event along Calhoun Street this year and has been seeing increasing participation every year. Next year we will incorporate Promenade Park and The Landing to the event.

Our Tox-a-Way Day household hazardous waste disposal program, implemented this year in cooperation with the Allen County Department of Environmental Management, was a huge success.

We will continue with this program in 2020 as well. Details of the dates and locations will be announced soon.

Looking ahead, we anticipate in 2020 another record year in neighborhood improvements with \$33.3 million for streets and roads, sidewalks, alleys and bridges. Projects for the 2020 season will be announced in the coming weeks. Be sure to check cityoffortwayne.org/invest (<http://cityoffortwayne.org/invest>) for updates on projects.

Fort Wayne is recognized around the region and state as being progressive and innovative in maximizing available resources to bring about lasting results.

Shan Gunawardena is public works director for the city of Fort Wayne.

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Pufferbelly Trail bridges State Boulevard



Michelle Davies | The Journal Gazette

A huge crane places the bridge carrying the Pufferbelly Trail over State Boulevard on Tuesday morning. The bridge is part of the massive improvement project on State Boulevard, which was closed for a couple of hours Tuesday.

Spy Run bridge to be transformed



Courtesy city of Fort Wayne

An artist's rendering shows the planned Fort Wayne Veterans Memorial Bridge on Spy Run.

New structure, name in 2022

ROSA SALTER RODRIGUEZ
The Journal Gazette

The bridge along Spy Run Avenue near the Old Fort will get a big face-lift and a bigger name change under plans announced Wednesday.

Now called the Samuel Bigger Bridge after a former 19th century Indiana governor, the redone bridge will be named the Fort Wayne Veterans Memorial Bridge.

The new bridge is designed with arches with four

narrow curved columns over the lanes of traffic and curved features along the side. It will glow at night with LED lighting in a soft golden color.

The cost is estimated at \$5.6 million and will be split with the state, which planned to replace deteriorating decking, said Shan Gunawardena, the city's director of public works.

Work is anticipated to start in the spring of 2022.

The bridge, traveled by an estimated 32,500 vehicles

a day, will include the same number of traffic lanes. New features will include wider pedestrian walkways with pedestrian plazas, which will offer at the southwest and southeast corners of the bridge.

Architects' drawings show bumped-out areas over the piers to act as focal points. Railings will separate pedestrian and vehicle traffic.

Mayor Tom Henry made the announcement at a news conference in front of about two dozen city, state and county officials and veterans.

He said Bigger, who died

in Fort Wayne in 1846 after leaving the governorship, would be remembered by renaming the bandshell in McCulloch Park for him.

The bandshell stands near where Bigger is buried, across Broadway from the west campus of the Electric Works project.

"He does have a very nice gravesite there, and ... it's the only (marked) gravesite still there," Henry said.

A bandshell is "a more appropriate place" to remember Bigger, Henry said, adding it

Bridge, Page 3C

BRIDGE

Continued from Page 1C

will take action by the Indiana General Assembly to rename the bridge. He said that action might occur during the 2020 session.

Born in Ohio, Bigger was elected from the Whig Party and served from 1840 to 1843.

The bridge will not only serve as a means for pedestrians to access the Old Fort property from downtown and riverfront areas, but also link trails, Gunawardena said.

The north end of the bridge, he said, will be the end of the Urban Trail, which

is now being developed and will link with the Rivergreenway.

The trail is planned to go west on Superior to Harrison Street, then south on Harrison. Eventually, it will go west on West Washington Boulevard and south on Webster Street to Parkview Field, he said.

Officials said the bridge's lighting will not change color as it does on the Dr. Martin Luther King Jr. Memorial Bridge on Clinton Street.

Those involved in the design said after the news conference they wanted something striking, but also something that would complement the bridge but not outshine it.

rsalter@jg.net

The Journal Gazette

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JGLOCAL (/NEWS/LOCAL)

Sunday, November 03, 2019 1:00 am

Next year's projects list has some of this year's

DAVE GONG | The Journal Gazette

Improvement projects

The following projects repaired or replaced concrete streets, sidewalks and curbs and installed new ramps and stormwater infrastructure where necessary:

- Aboite Meadows, \$1.7 million: Currently 65% done with final completion in summer 2020
- Greater McMillen Park Phases 1 and 2, \$1.24 million total cost: Completed in July and October, respectively
- Deerfield Estates, \$1.43 million: Completed in September
- Caribe Colony Neighborhood, \$1.2 million: Completed in August
- Hillsboro Addition, \$2.3 million: Completed in October
- Oakmont Neighborhood, \$498,209: Completed in October
- Woodhurst Addition, \$2.5 million: Expected completion summer 2020

Drivers next year will probably have to deal with at least as many construction projects as they did in 2019. Lists of projects identified for 2020 haven't been released yet, but work is ongoing on several major developments that will continue into next year.

Those include, but are not limited to:

- Goshen Avenue reconstruction from Five Points to Independence, city of Fort Wayne: \$5.2 million. Officials broke ground on this reconstruction effort in early August. It's designed to help traffic flow and enhance pedestrian safety at a tricky intersection by installing a roundabout at the intersection of Goshen, Sherman Boulevard and Lillian Avenue. Drivers should expect to see a lot of work happening here, especially in early 2020, since the construction isn't expected to finish until next fall.
- State Boulevard Phase 2, city of Fort Wayne, \$8.2 million. This one started in April and is part of a larger effort to redo State Boulevard. The second phase of the development, located between Cass and Clinton streets, is meant to replace a nearly 90-year-old bridge and straighten a nearby curve to reduce the frequency of traffic crashes. The project, which is 80% funded with federal money, will also feature landscaping on both sides of the roadway and in a center median, ornamental street lighting, crosswalks and sidewalks separated from the street by a park strip. Drivers should use caution on this section of State Boulevard for a while, since this project won't be done until sometime in 2020.
- Maplecrest Road Phase 1, city of Fort Wayne, \$6.7 million. Work started on widening Maplecrest Road in mid-October. The full project plans to expand the road to four travel lanes with a center turn, but Phase 1 focuses on the section of Maplecrest from State Boulevard to Trier Road. It will also feature a trail, sidewalk and new curb ramps compliant with the Americans with Disabilities Act. Construction began Oct. 14 when crews began to excavate on the east side of Maplecrest Road from Vance Avenue to Landmark Drive. However, recent rain caused intermittent work disruptions during the week of Oct. 21. It's not yet clear when this phase of the Maplecrest project will be complete; city documents list the completion date as simply "2020."
- US 24/I-469 interchange, INDOT, \$11.8 million. This one started this spring and seeks to make improvements to an interchange that was constructed in 1992. The project was identified to delays and the number of crashes at the interchange. Crashes at that location were twice as high as the statewide average, INDOT project details state. This project will continue into the 2020 construction season, but ramps will be open later this year.
- Ardmore Avenue, city of Fort Wayne, \$3.6 million. Work on Ardmore Avenue from Airport Expressway to Second Street began in March and will expand the roadway to three lanes: a single lane in each direction with a center turn lane. Project details include new street lighting and curb, gutter and storm drainage improvements. Expected completion for this development is spring 2020.
- Hillegas Road bridge over I-69, INDOT. Hillegas Road between Leesburg and Goshen roads closed to traffic in March so crews could rebuild the bridge. Work is wrapping up on this project and will be completed sometime in November.

Construction winds down

As northeast Indiana speeds along toward winter, the orange construction markers that dot the landscape will begin to dwindle and disappear like so many of summer's flowers.

It was a busy construction season, with dozens of road projects throughout Fort Wayne and Allen County. Much of that work is coming to an end for the year, which means drivers will likely see fewer lane restrictions and road closures, just in time for the area's annual ice age.

The city of Fort Wayne completed 62 miles of asphalt, concrete and chip-and-seal resurfacing in 2019, Public Works spokesman Frank Suarez said. The city also fixed 8.5 miles of sidewalks and installed four miles of new sidewalk this year.

Some major projects completed in Allen County in 2019 include:

- Dupont Road widening from Lima Road to Coldwater Road, city of Fort Wayne: \$12.1 million. This project reconstructed two miles of Dupont Road. It increased the number of travel lanes on Dupont from two to four and added new pedestrian infrastructure. That means new sidewalks and a connection to the Pufferbelly Trail via a nearby underpass. This development was completed in September.
- Edsall Avenue Bridge, city of Fort Wayne, \$2 million. This bridge is significant because it was closed by the Allen County Highway Department in 2015. The redesigned bridge connects area schools to neighborhoods north of the Norfolk Southern railroad tracks. Before the bridge closed, about 2,000 cars crossed it each day. The bridge was reopened in September.
- Jefferson/Washington, city of Fort Wayne, \$1.08 million. This project will be completed by Thanksgiving and was listed as 90% complete on Oct. 31. The development near Swinney Park calls for the addition of a median to separate the two roads at the curve. It also adds a sidewalk curb and gutter on the south side of Jefferson Boulevard, as well as reconstruction of the wall at the curve near Garden Street.
- I-469 between Feighner Road bridge and Winchester Road, INDOT. This section of highway was repaved this year and is now open to traffic.
- Indiana 101 bridge over Hamm Ditch, INDOT. This project, which was completed in June, included a new bridge deck on Indiana 101.
- Indiana 930 and Coldwater Road, INDOT. This one was an intersection improvement project that featured added left turn lanes. Work began on this project in April 2018 and was completed this summer.

Reader questions

Q. Is Coliseum Boulevard open between Goshen and Hillegas yet? Also, why didn't someone think to do the work on Coliseum before the bridge work closed Hillegas Road? – Trina B.

A. Coliseum is open between Goshen and the approach to Hillegas, City Engineer Patrick Zaharako said, noting that Coliseum is closed only at the approach to the intersection with Hillegas and the improvement is part of the INDOT project to enhance the bridge. The bridge construction could be completed this month.

“The current construction is where Coliseum connects it to the bridge on Hillegas,” Zaharako said. “The work needed to wait until the bridge changes finished so it could tie together appropriately. This project benefits driver safety and efficiency.”

Q. The road work at Edgewood and Lima Road has been going on for months and I wonder when it will be finished. Also, what is the work accomplishing? – Janet H.

A. Good news! That was part of Phase 1 of a water main replacement project. The intersection of Lima and Edgewood is now complete, Suarez said. Crews are now on to Phase 2, which involves North Clinton to Ridgewood Drive.

Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area. Submit a question by emailing roadsage@jg.net (<mailto:roadsage@jg.net>) or tweeting [@JGRoadSage](https://twitter.com/JGRoadSage) (<https://twitter.com/JGRoadSage>).

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County gives OK to bridge, detour bill

DAVE GONG

The Journal Gazette

As the 2019 construction season winds down, the Allen County commissioners Friday approved two items related to the Antwerp Road Bridge project and an agreement with the Indiana Department of Transportation for an unofficial detour caused by roadwork to Bluffton Road this year.

The first item pertaining to the Antwerp Road Bridge contained a \$4,197 decrease to the total contract cost. That savings resulted from crews' ability to use existing riprap from the original structure, County Highway Director Bill Hartman told the commissioners.

Riprap is loose stone used to protect shorelines, stream beds, bridge abutments, pilings and other structures against water or ice erosion.

The final cost of the project, which was accepted Friday in a separate vote, was \$749,083.31. The project replaced the existing bridge with a three-span, cast-in-place concrete slab bridge.

The commissioners also approved a letter of understanding with INDOT for an unofficial detour related to work on Bluffton Road from Davis Road in Ossian to just north of Hamilton Road in Allen County.

"How this works, is INDOT is only allowed to detour traffic on their own routes and it gets quite lengthy," Hartman said. "So this is an assumption that this probably is the most-used local route. It wasn't marked, but they are agreeing to repair the road due to the additional traffic incurred."

INDOT work on Bluffton Road is mostly complete, Hartman said, and the detour has been taken down.

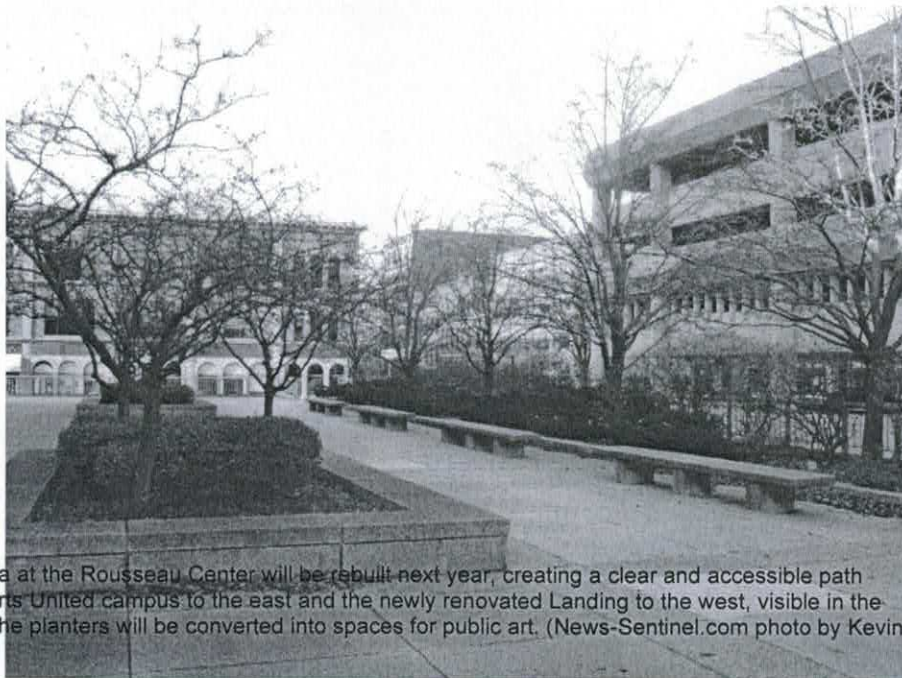
County workers will inspect the route and send INDOT a proposal for a bill for the cost of the repairs, Hartman said. A subsequent agreement between the commissioners and INDOT for the repair costs will be necessary in the near future, he said.

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News~Sentinel



KEVIN LEININGER: Yellow Brick Road comes downtown; mediocrity can be a wonderful thing



The north plaza at the Rousseau Center will be rebuilt next year, creating a clear and accessible path between the Arts United campus to the east and the newly renovated Landing to the west, visible in the background. The planters will be converted into spaces for public art. (News-Sentinel.com photo by Kevin Leininger)



The Yellow Brick Road showed the way from Munchkinland to Oz. A similar project will connect the Arts United campus to the newly renovated Landing in downtown Fort Wayne.

At an estimated cost of between \$1.5 million and \$2.5 million, the northern plaza of the county-owned Rousseau Center at 1 E. Main St. will be reconstructed next year to prevent storm water from leaking into the underground parking garage. But the County Commissioners will wisely turn the necessity into a virtue by creating a clearly marked and accessible path between the arts campus and the Landing, the historic block of Columbia

Street between Calhoun and Harrison streets that is in the final stages of a \$32 million facelift.

“The idea is to increase connectivity downtown,” said Chris Cloud, chief of staff for the Allen County Commissioners. The plaza is elevated, creating a barrier between the Landing, the art museum, Arts United Center and other attractions. But ramps will make the plaza more accessible, and colored pavers will create a sort of path across the plaza, guiding pedestrians from one side to the other.

The artistic theme will be reinforced by converting existing planters into exhibit spaces for sculptures and other forms of art.

The Rousseau Center was erected in 1969 as the City-County Building and is home to police and other offices. The attached 900-space parking garage is close to not only the Landing and arts campus but also the riverfront, so the project will include installation of new signs to guide visitors. The city and county will split the cost of the project, Cloud said.

Increased visibility for the arts campus could become even more important in the years to come. As The News-Sentinel first reported last year, Arts United is planning a multimillion-dollar upgrade and expansion of the Arts United Center, which opened in 1973 and was designed by renowned architect Louis Kahn.

The Rousseau Center’s south plaza was rebuilt last year at a cost of about \$2 million, which included restoration of fountains that had been inactive for years.

This isn’t a huge project, true, but officials deserve credit for realizing an otherwise routine repair job could be turned into something more at little or no additional cost. Such insight should be recognized, and repeated wherever possible.

Not so dumb

In early 2005 USA Today published a story headlined “Looking for signs of intelligent life in Fort Wayne” — a piece that was slightly condescending but hardly gratuitous. After all, Men’s Health Magazine had just named Fort Wayne the dumbest city in America.

According to new survey by SafeHome.org, nearly 15 years of remediation (or shame, take your pick) may be paying off. Although the report doesn’t look at individual cities, Indiana’s place in the ranking of smartest and dumbest states (read it at <https://www.safehome.org/smarter-americans/>) is decidedly, blessedly average.

Indiana is the 38th smartest state in the nation, just behind Rhode Island and ahead of West Virginia. According to SafeHome, 17 percent of Hoosiers 25 and over have bachelor’s degrees, the public high school graduation rate is 84 percent, the median SAT score is 1,080 and the average composite ACT score is 22.5 (21 is considered average).

Is New Jersey really the smartest state? Is Idaho the dumbest? Who knows?

But, so long as we're not at the bottom, who really cares? I feel smarter already, and can't wait to read what USA Today has to say about Boise.

Whoops

I was never very good with numbers and proved it again this past week in my column on immigration. I wrote that nearly 80,000 participants in the Deferred Action for Childhood Arrivals (DACA) program have an arrest record according to the U.S. Citizenship and Immigration Services. That's correct, but in the print and early online version of the story the total number of DACA participants wasn't. There are about 765,000 "Dreamers."

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



Citilink's free fare Saturdays return

Service runs until Christmas; no extra room for goods

ASHLEY SLOBODA
The Journal Gazette

Holiday shoppers wanting to hit the stores today can save some gas money – and potential headaches behind the wheel – by taking advantage of Citilink's free fare Saturday program.

The bus service is continuing its tradition of offering free rides on any route on the Saturdays be-

tween Thanksgiving and Christmas. Saturday service runs hourly from 7:45 a.m. to 6:15 p.m.

Citilink couldn't immediately provide free fare ridership data for past holiday seasons, but marketing manager Kylee Wagner said in an email that "there is a definite increase" those days.

Free fare Saturdays have been provided for at least the last 10 years, Wagner said.

"Citilink offers free fare Saturdays to the community so that our riders are able to buy their loved ones gifts instead of worrying about money for transportation," she said. "The holidays are supposed to be a time of giving, and we like being able to give the opportunity of a free ride to shop."

A 2013 analysis of public transportation ridership in Indiana found that 60% of users described the primary purpose of their trip for work

or school. Shopping accounted for nearly 14%, according to the research sponsored by the Indiana Transportation Association.

Those using Citilink should be aware the buses offer limited space for shopping bags.

"There is not additional space for packages," Wagner said. "Riders can bring whatever they can carry on in one trip and hold on their lap."

But, she added, advantages of riding the bus include transportation savings and not having to find a parking space.

Citilink provides a trip planner and real-time bus arrival information. Visit www.fwcitilink.com for details.

Popular routes include those with stops at Glenbrook Square, Coldwater Crossing, Apple Glen Crossing and Northcrest Shopping Center, Wagner said.

"If parking lots are overcrowded, buses may not pull in," she said. "This is generally Glenbrook mall, Walmart Apple Glen, and occasionally Northcrest."

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Reader question

Q. How much longer will it take to complete the road project on Washington Center Road and St. Joe Center Road? They work very slowly on it. – Anonymous

A. The project spans two seasons and will wrap up in the next two weeks for the winter, Public Works spokesman Frank Suarez said. That project is between Clinton Street and Campus Court, near Bishop Dwenger High School, and will add center turn lanes, drainage improvement, sidewalks and lighting. It's expected to be completed next summer, he said.

Road Sage is a monthly column. **Dave Gong**, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area. Submit a question by emailing roadsage@jg.net or tweeting @JGRoadSage.

BRIEFS

**FORT WAYNE/
ALLEN COUNTY**

plan can also be reviewed online at fwcitilink.com

Citilink seeks input on service

Citilink has scheduled several public meetings to invite input on its 10-year Transit Development Plan. The goal is to identify improvements for Citilink fixed route and para-transit service.

People attending the meetings will also hear information from the consultant's review of the transit system.

Meeting options:

■ Tuesday – Noon to 1:30 p.m., open house at Central Station, 121 W. Baker St., and 5:30 to 7 p.m., Allen County Public Library, 900 Library Plaza

■ Wednesday – Noon to 1:30 p.m., Central Station, and 5:30 to 7 p.m., Shawnee Public Library, 5600 Noll Ave.

With advance notice, Citilink can make accommodations for individuals with disabilities and those requiring auxiliary aids for the hearing and visually impaired, as well as accommodations for people with limited English proficiency.

The Transit Development

New weight limit for Bluffton Road bridge

ASHLEY SLOBODA
The Journal Gazette

Drivers should now encounter lighter traffic on the Bluffton Road bridge – literally.

A 12-ton maximum weight limit is in effect until further notice after an annual inspection revealed maintenance concerns, the city of Fort Wayne announced Monday.

The bridge is just west of Broadway and goes over the St. Marys River near Foster Park.

Passenger cars are unaffected by the new limit, but heavier vehicles, including larger semis, delivery trucks

ON THE WEB

JG To see maps of **detour routes** for heavier vehicles to avoid the Bluffton Road bridge, go to www.journalgazette.net and click this story

and buses, must use alternative routes.

This caused “major disruption” to Fort Wayne Community Schools’ bus routes, district spokeswoman Krista Stockman said in an email.

“We had to reroute more than 100 bus routes that travel across the Bluffton Road

Bridge,” Stockman said. “The new routes started (Monday), and there were a number of stops that now have different pick up and drop off times.”

The city recommended two detour routes. Buses and smaller delivery trucks should use Brooklyn Avenue, Taylor Street and Broadway. Larger semis and heavy industrial, commercial and delivery trucks and vans should use Tillman Road, Lafayette/Clinton/U.S. 27 and Jefferson Boulevard.

Signs with the lower weight limit are posted, and the posting is expected to last several years, according to a news release.

City engineers have begun the process to receive federal dollars for improvements, the release said.

A similar weight restriction was implemented seven years ago for the Anthony Boulevard bridge over the Maumee River after a routine inspection found severe structural problems.

The bridge was closed entirely in September 2013 for a \$2 million replacement project. It reopened May 2014.

A city spokesman did not immediately return an email Monday seeking a cost estimate for repairs to the Bluffton Road bridge.

asloboda@jg.net



Mike Moore | The Journal Gazette

A 12-ton maximum weight limit for the Bluffton Road bridge is in place until further notice.

City officials tout road projects

Over 60 miles improved as season wraps up

DAVE GONG
The Journal Gazette

With 350 miles of upgrades across almost 3,000 infrastructure improvements, Fort Wayne city officials Wednesday wrapped up the 2019 construction season.

Mayor Tom Henry was

joined at a Citizens Square news conference by neighborhood leaders and officials from the Public Works Department to celebrate the completion of more than 60 miles of street improvements.

“As a result of our commitment, we are making a difference in all parts of our

community,” Henry said. “We are building better roads, we are forming new transportation areas for bicyclists, for walkers and for joggers. We are enhancing the neighborhoods with drainage improvements, new lighting, and landscaping.”

Director of Public Works

Shan Gunawardena said more projects are scheduled for 2020. A few of those projects include neighborhood work in Tanbark Trails near Maplecrest Road and Interstate 469 and Aspen Village off Aboite Center Road; road work along Hobson Road from Coliseum Boulevard to Stellhorn Road; and bridge repairs over Bullerman Drain on East State Boulevard.

Multiyear projects on Goshen Road and State Boulevard will also open to traffic in 2020.

A full list of 2020 projects – totaling about \$33.3 million – will be announced in the spring.

Speaking to reporters, Randy Hapner, a board member for the Pettit-Rudisill Neighborhood Association, applauded the city’s efforts.

The Pettit-Rudisill neighborhood was one of the first to see improvements this year.

“When it’s all said and done, it’s smooth sailing, and people really like the improved alleys and how much stronger and more stable they are,” Hapner said.

The city worked in more than 190 neighborhoods in

Roads, Page 4A

ROADS

Continued from Page 1A

2019, Gunawardena said. Four miles of alleys were reconstructed.

Major projects were completed on Hanna Street, McKinnie Avenue, St. Joe Center Road, Taylor Street, Sherman Boulevard and West State Boulevard. Large reconstruction projects, which included roads, sidewalks, trails, water and drainage upgrades, lighting and landscaping were done on Dupont and Maysville roads in 2019 as well.

Public Works also performed intersection lane up-

grades on Harris Road and Coliseum Boulevard West and concrete street repairs in Caribe Colony, Greater McMillen Park, Oakmont, Deerfield Estates and Hillsboro. There are also four miles of new trials on Lake Avenue, Summit Park and Hanna Street.

Gunawardena also highlighted the Tox Away Day hazardous waste disposal program, the TrecetheFort road closure app, the annual Open Streets event and the Great American Cleanup.

“The Great American Cleanup event started about 20 years ago and this year we had more than 5,000 participants,” Gunawardena said. “Open Streets had its third

annual event on Calhoun Street this year and has been seeing increasing participation every year. Next year we plan on incorporating Promenade Park and The Landing into the event as well.”

But what often gets lost among the orange traffic cones, Gunawardena said, “is the relationships that we build with neighborhoods.”

“Our contacts with residents during construction builds an important connection that we in the Public Works division value,” he said. “I thank all residents who worked with us and dealt with the inconveniences, noise and dirt that are part of road construction.”

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\$588,000 to be spent on future park

MATTHEW LEBLANC
The Journal Gazette

The city will add to its parks inventory – but not right now. An agreement approved Thursday by the Fort Wayne Parks Board calls for the city to spend about \$588,000 on property next to land it already owns at 1825 E. Gump Road. Loren and Liz Thomas live on the 14.75-acre tract, and the agreement allows them to stay there.

When they leave, city officials said, the Fort Wayne Parks and Recreation Department will work to decide how to develop the property.

“Because we are looking at the future, we are not at a point to develop the property into a park and nature sanctuary,” Parks Department Director Steve McDaniel said in a letter to the board. “So, we offered Mr. and Mrs. Thomas ‘life estate’ as we did with the Salomon Family at Salomon Farm Park.”

Loren Thomas and his first wife donated more than 17 acres to the city in 1997, and McDaniel said discussions about remaining acreage began about two years ago.

“The basic terms are that this land will stay neutral and not have active recreation

Parks, Page 3C

PARKS

Continued from Page 1C

like ball diamonds or athletic fields,” McDaniel said in the letter.

The Fort Wayne City Council still must sign off on the purchase.

The proposed park – east of Huntertown and west of Interstate 69 – will provide recreation options for people

on the city’s north side, McDaniel said.

Planning decades ahead for future park space isn’t new. McDaniel said land for Kreager Park – on North River Road, east of Maysville Road – was purchased in the 1960s and developed in the 1990s.

“I hope I’m around when the Thomas Nature Sanctuary comes to be,” board President Rick Samek said.

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Ramp set to open at I-469/US 24

One of the planned new ramps at the interchange of Interstate 469 and U.S. 24 in Allen County is scheduled to open today, weather permitting.

Drivers traveling north on I-469 to U.S. 24 eastbound will use the newly constructed ramp. The new ramp is part of a two-season, \$11.8 million interchange modification project, which began in the spring.

The finished project will consist of new ramps and reconfigurations of the current ramps, to allow a more free-flowing movement at the interchange, the Indiana Department of Transportation said Thursday.

During the 2020 construction season, work will begin on new loop ramps for:

- I-469 northbound to Rose Avenue
- U.S. 24 eastbound to I-469 northbound.

The project is scheduled to be completed in late 2020, weather permitting.

The contract was awarded to INDOT contractor Primco for \$11.8 million.

County given help to repave Bluffton Road

State grant OK'd on 2.5-mile stretch

DAVE GONG
The Journal Gazette

A 2.5-mile stretch of Bluffton Road will be resurfaced after the Allen County commissioners Friday approved a grant agreement with the state.

In a unanimous vote, the commissioners approved a Local Roads and Bridges Matching Grant agreement with the Indiana Department of Transportation for a resurfacing project along Bluffton Road.

The grant amount is \$138,671 and represents half of the project cost. That project will resurface Bluffton Road from Interstate 469 to Ferguson Road.

"This brings us up to the \$1 million we originally granted earlier," County Highway Director Bill Hartman said. "We got a second chance because the bids were a little bit lower than the estimate, so this gave us the opportunity to recapture the rest of that \$1 million."

Allen County was awarded those matching funds in March under the state's Community Crossings Matching Grant Program.

The original proposal submitted by Allen County included 17.8 miles of asphalt resurfacing along five roads.

Those roads were: Schwartz Road from St. Joe Center Road to Flutter Road; St. Joe Road from Flutter Road to Schwartz Road; Wheelock Road from Flutter Road to St. Joe Road; Winchester Road from South County Line Road to Kinnerk Road; and Dunkelberg Road from Bluffton Road to Winchester Road.

The state funded projects in 189 cities, counties and towns in 2019, disbursing about \$115 million through the program.

In other business, no one spoke in favor of or against a proposal to extend a lease agreement with the Purdue Fort Wayne University Foundation for upgrades to the Holiday Inn-PFW hotel.

After the public hearing, the commissioners unanimously approved the lease extension and closing documents.

The proposed extension is for

Bluffton, Page 3C

BLUFFTON

Continued from Page 1C

25 years, meaning the lease would run until 2074, county attorney Bill Fishing said. The PFW Foundation has asked for the extension in order to secure financing for renovations to the hotel.

There is another lease, for land east of Paul Schaffer Drive, that is not being ex-

tended, Fishing said.

The hotel, which was built 10 years ago, sits just west of Paul Shaffer Drive, across from Memorial Coliseum.

The land was part of about 100 acres leased to the Indiana University-Purdue University Fort Wayne Foundation in 1960 for \$1 a year for 99 years.

The extension approved Friday keeps in place the \$1-a-year rate.

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Local News

Opening of Hadley Road intersection with Bass delayed again

By:

WANE Staff Reports ()

Updated: Jan 02, 2019 11:46 AM EST

File

Pho

FORT WAYNE, Ind. (WANE) - The intersection of Bass and Hadley that has been closed for construction of a roundabout is now scheduled to reopen to traffic on February 8, 2019 at 5 p.m.

The roundabout construction has also has meant the closure of Yellow River Road at Bass.

According to the Allen County Highway Department, Norfolk Southern still needs to sign off on the project since the roundabout includes a section of railway.

The closure has been in effect since July and the roundabout had been expected to be open to traffic in December and was then scheduled to reopen January 5.

The project is part of a years-long, 4-phase makeover of 4.5 miles of Bass Road, from Scott Road to Hillegas Road.

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Sunday, January 05, 2020 1:00 am

City sees its bridge efforts paying off

DAVE GONG | The Journal Gazette

With 95 bridges in Fort Wayne, it takes a lot of maintenance and repair efforts to keep the structures safe for drivers and pedestrians crossing any of the city's numerous rivers, creeks and ditches.

Fort Wayne's Public Works Division spends about \$2.5 million on bridge maintenance annually and has done so the past two years, taking over for the Allen County Highway Department in 2017. The highway department still performs bridge work for all cities and towns in Allen County except Fort Wayne.

"I think we've done pretty well since we took over the bridges, particularly with the amount of preventative maintenance we are doing," said Shan Gunawardena, director of public works. "We're in pretty good shape."

The city chose to take over bridge repairs after it learned that its portion of a cost-sharing program with other Allen County municipalities was set to increase. To continue the previous agreement, Fort Wayne would have had to contribute about \$2.7 million a year. However, that didn't mean Fort Wayne would see \$2.7 million worth of investments, Gunawardena said, as the funds were distributed among every city and town that needed bridge work. Going it alone, the city could make sure its funds were being used for projects in Fort Wayne.

In the fall of 2017, four Fort Wayne bridge projects were in the works, Gunawardena said. Two of those – the Edsall Avenue bridge and the Stonehedge Boulevard bridge – are now complete. The Edsall Avenue bridge, which spans the Norfolk Southern railroad, was closed for four years and reopened in September. The Stonehedge Boulevard bridge crosses Beckett's Stream near the Canterbury Green apartment complex and was completed in August. Those two projects cost \$2 million and \$350,000, respectively.

The third major bridge project the city took over from the county is on State Boulevard, Gunawardena said. Ground was broken in April on that project, which is part of an \$8.2 million effort and will replace a nearly 90-year-old bridge that no longer meets federal regulations.

The fourth project carried over from the county involves the bridge on Van Buren Street over the St. Marys River. That project is still in the design phase, Gunawardena said.

The Bluffton Road bridge, which recently had a load restriction placed on it, is another priority. Fort Wayne has 18 bridges with posted load restrictions.

Deciding which bridges should be a priority is something of a "moving target," Gunawardena said, because development standards often change. Bridges, unlike streets, sidewalks and alleys, are intensely scrutinized by regulators.

"The feds want to know everything about bridges. It doesn't matter if it's a bridge that is carrying interstate traffic over the Mississippi River with a 300-foot falloff or if it's a bridge that's going over the Bullerman Drain with a 5-foot falloff," he said. "We have to treat it the same."

All of Fort Wayne's bridges will need work at some point. The bridges are inspected every couple of years, Gunawardena said, which gives officials an idea of the necessary investments.

The city tries to do one large bridge project a year, accompanied by other, smaller preventive maintenance projects, Gunawardena said. Preventive maintenance can include simple things like washing road salt off of bridge structures or adding a deck overlay.

"What we accomplish with the preventative maintenance is that we extend the life of the bridges a little bit further out so we buy ourselves some time," he said. "A lot of that preventative maintenance work we do in-house."

Although the city is now funding \$2.5 million worth of bridge projects each year, Public Works also looks for other funding. A recent federal funding call could help usher through a few other projects lower on the priority list, Gunawardena said. Three city bridges were submitted for possible funding that would allow construction to begin in fiscal year 2025.

The Bluffton Road bridge is one on the list; the other two are the Goeglein Road bridge over Bullerman Drain and the Tillman Road bridge over Highland Drain No. 4, west of Hanna Street. The bridges aren't in dire straits, Gunawardena said, and can still be used by cars and pedestrians.

One bridge located at the edge of downtown Fort Wayne, where Lafayette Street crosses the St. Marys River and turns into Spy Run Avenue, is also slated for some upcoming changes.

That bridge – named after former Gov. Samuel Bigger – is owned by the Indiana Department of Transportation, but the city is partnering with the agency to make necessary improvements, update the aesthetics and allow for more pedestrian access, Gunawardena said.

That development is expected to start in either 2021 or 2022 and will be dedicated to Fort Wayne's military veterans.

Mayor Tom Henry was particularly excited about that project during an end-of-year interview with The Journal Gazette last month.

"Right now when you drive into Fort Wayne, you go over the Martin Luther King Jr. Bridge, which is a phenomenal statement for our community, but we never really had much as you go north out of our city," he said. "But this new bridge, the design is very, very attractive and I think it will be a great tribute to the veterans in our community."

New signal in Hometown

A new traffic signal at Lima Road and Old State Road 3 in Hometown was activated Dec. 23, the Indiana Department of Transportation said.

The signal features flashing yellow arrows on left-turn signals to help improve traffic flow and reduce waiting times at the intersection. According to a news release, flashing yellow arrows allow left-turning traffic to proceed after yielding right of way to oncoming traffic.

Steady yellow left-turn arrows indicate that the signal is about to change to red and that drivers should prepare to stop.

About 1,491 cars travel that section of Lima Road every day, according to data provided by INDOT.

Reader comment

"Going south on Coldwater, just north of Dupont there is a traffic light at Mill Lake Road, which is also the back entrance to the Kroger shipping area.

When going south, there is a turn lane into the Kroger area, and overhead there is a 'right turn only arrow' sign for the turn lane. That has been that way since Kroger developed that area perhaps 12 or 13 years ago. At that time, south of that point, Coldwater returned to only one lane southbound, so indeed you had to turn.

Since then, the Coldwater-Dupont intersection has been rebuilt and enlarged. So now, south of the turn arrow sign, it remains two lanes. There is no need for a 'must-turn' sign and its presence could cause an accident if someone in the 'through' southbound lane assumes the person next to them must turn, but instead they continue southbound.

Just a thought."

– Bruce C., Leo-Cedarville

Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area. Submit a question by emailing roadsage@jg.net or tweeting [@JGRoadSage](https://twitter.com/JGRoadSage).

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LETTERS

Public transportation should be 'Next Level'

This past summer, my brother returned to Indiana for a post-retirement baseball game in Chicago, which I attended. Three unattended toll road gate arms in a row failed, the first two causing drivers to dangerously back out into fast oncoming traffic. The third arm was jammed at a 50-degree angle, and we were just able to squeeze under it.

This confirmed my opinion that Gov. Eric Holcomb's "Next Level" transportation program was not working. My brother, an unapologetic Republican, in jest blamed the driver for picking bad toll lanes, but this a clear example of why the state needs to invest more in public transportation.

The state budget surplus of \$2.27 billion should be used to make a down payment on renewable-energy-powered public transportation. Indiana has a legacy of railroad corridors that provided electric passenger service over 100 years ago, so this is not a radical idea. As a matter of fact, the South Shore Line, the last of the old privately owned interurban passenger trains from South Bend to Chicago, is getting state support to expand. All of Indiana needs public passenger rail and buses powered by the sun and wind.

Public transportation is severely limited across most of the United States so it can't operate effectively as a whole system, nor operate effectively in cities without regular connections to surrounding cities. However, we can have cars and public transit, too.

With the rise of mobility management tools, we can share the roads, by rail or highway, while increasing access to work, shopping, recreation, rural communities, the state capital and Indiana's first national park. The next level should be public transportation.

HOWARD TRAXMOR

Citilink board of directors, Fort Wayne
Transportation Planning Committee

Passenger totals again set record for airport

10 straight years of growth; expansion project in works

DAVE GONG

The Journal Gazette

Fort Wayne International Airport celebrated consecutive 10 years of passenger growth in 2019, officials announced Monday.

The airport has broken the all-time record for passenger traffic four years in a row from 2016 through 2019, officials said in a news release. Before 2016, the previous record was set in 2000.

Last year, Fort Wayne International Airport saw more than 397,938 passengers board outbound flights. A total of 791,800 passengers flew in and out of the airport, a 4.53% increase from 2018. That's an average of 65,983 passengers per month, the release said.

Attempts to contact airport officials Monday were unsuccessful.

Also in 2019, Sarasota, Florida, was introduced as the airport's 13th nonstop destination.

The Fort Wayne-Allen County Airport Authority was created in 1985.

"Ten years of consecutive passenger growth is something to celebrate, and we are thankful for the support of the northeast Indiana region throughout the years," Scott Hinderman, executive director of airports, said in a statement.

"As northeast Indiana continues to grow and uses FWA as their first choice for air travel, the airport will grow and be able to attract new or expanded routes with the airlines," he continued. "Looking ahead to 2020, we are excited to begin work on the terminal expansion project and look forward to bringing an even higher caliber of service to our passengers."

To celebrate the growth, officials are planning a celebration in the terminal building "as a thank you to our loyal passengers."

The airport plans to begin work this year on a terminal expansion project, which officials described as the most ambitious project ever undertaken.

The first phases of the project will be mainly behind the scenes, creating a consol-

AIRPORT

Continued from Page 1C

idated baggage inspection system to make work more efficient for the airport's TSA agents. The project will also include adding a gate to the concourse.

Most of the project will be designed in 2020, with a groundbreaking expected early next year.

Fort Wayne International Airport will also start a \$13.4 million terminal apron improvement project this year. That project will improve the apron portion of the airfield, which is where aircraft park for loading and unloading, refueling and boarding.

Specifically, the area will be reconstructed to accommodate the upcoming terminal expansion and gate reconfiguration.

dgong@jg.net

Journal Gazette
January 21, 2020 (Tuesday)

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Sunday, February 02, 2020 1:00 am

Road Sage

Area sees several ongoing projects

DAVE GONG | The Journal Gazette

The Indiana Department of Transportation will bid and award 50 projects this year, in addition to 30 already underway.

According to [NextLevelRoads.com](#), the existing 30 projects represent a total investment of about \$58 million, although some of the construction costs were spread out over a couple of years. All of the projects are expected to be complete sometime this year or in early 2021.

NextLevelRoads.com is INDOT's interactive map that includes basic project details and cost estimates.

"We, as always, appreciate the patience of the community during our construction season. We know the impacts to travel can be frustrating for drivers, but INDOT is positive that the improvements are worth the inconvenience," spokeswoman Nichole Hacha-Thomas said. "We remind drivers to slow down and move over in work zones to keep themselves and our highway workers as safe as possible."

Examples of INDOT's Allen County projects this year include:

- Interchange modification, I-469 / Bridge Deck Overlay, I-469 over U.S. 24

Total cost: \$11.8 million.

The work began in the spring and is a two-season project to reconfigure the ramps at the Interstate 469 and U.S. 24 interchange, Hacha-Thomas said. The target completion date is late 2020.

Contractors are building a new ramp for northbound I-469 to eastbound U.S. 24. Once that is done, work will start on new loop ramps for I-469 north to Rose Avenue and U.S. 24 east to I-469 north. Work also includes the bridge deck overlay on I-469 over U.S. 24.

"Drivers can expect lane closures and lane shifts on both I-469 and U.S. 24 in the area of the interchange throughout the two-year project," Hacha-Thomas said, noting that a reduced speed limit is in effect and enforced.

- ITS Traffic Management Systems, I-69 and I-469

Total cost: \$6.42 million.

Drivers using Interstate 69 and I-469 will continue to notice improvement work along the corridor, Hacha-Thomas said. Notably, the department will continue to install information technology systems along about 60 miles of those highways – 28.3 on I-69 and 30 on I-469. Work began in early October and is expected to wrap up this fall, Hacha-Thomas said.

The I-69 portion roughly runs from Zanesville to the northern Allen County line. The I-469 section extends from near Lafayette Center Road in southern Allen County to just east of North Clinton Street near the Martin Ditch.

Improvements include installation of closed-circuit cameras and speed and volume sensors at interchanges; dynamic message boards at specific overhead locations; and internet protocol communication to most traffic signals across the state.

“Closed-circuit cameras, along with speed and volume sensors, at interchanges allow INDOT to monitor the interstate for crashes, incidents and other concerns,” Hacha-Thomas said. “Dynamic message boards give INDOT the ability to safely convey messages to travelers while they are driving.”

The new information technology systems will be deployed in and around the Allen County area first, but additional installations are planned over the next five years along I-69 from the Michigan line to mile marker 256/Indiana 26 in Grant County, Hacha-Thomas said.

“By 2024, all of I-69 and I-469 in the Fort Wayne District will be monitored via ITS,” she added.

- Asphalt resurfacing, Indiana 1 (includes both Allen and Wells counties)

Total cost: \$6.7 million.

This is the second part of a two-year project, Hacha-Thomas said. This year's work will consist of asphalt resurfacing on Indiana 1 between Indiana 116 and County Road 850, as well as slight distance improvements on U.S. 224 at County Road 100 W. in Wells County.

Expected completion for this project is the second quarter of 2020.

In 2019, contractors resurfaced Indiana 1 through Ossian and performed a cold in-place recycle treatment, which is an environmentally friendly method of removing and reusing existing asphalt surface.

- Concrete pavement restoration, Indiana 3 (includes Allen, DeKalb and Noble counties)

Total cost: \$1.06 million

INDOT will be deep-patching large sections in parts of the road, Hacha-Thomas said. This project starts near Lima Road in Huntertown and extends roughly to County Road E. 100 S. in Noble County.

Work should be completed in late 2020.

Intersection to close for 6 days

The intersection of Notestine and Thimlar roads will be closed for six days starting Tuesday, the Allen County Highway Department announced Friday.

Closure of the intersection is intended to allow crews from API Construction to install a sanitary sewer line at that location. The intersection is expected to remain closed from 8 a.m. Tuesday to 5 p.m. Feb. 10.

Reader questions

Q. The major Bass Road improvement project from Hillegas Road to Scott Road originally had a completion date of 2024. The first two phases have been completed. I think the section from Kroemer Road to Hillegas Road is supposed to be the next section, with Hadley Road to Scott Road being the last phase.

Is this the case? When will the next phase start? – D.K.

A. The next phase of the Bass Road improvements, which extend from Thomas Road to Hillegas Road, will be bid in early March, Margaret Hershberger, a project manager for the Allen County Highway Department said, adding that it will take some time for the bids to come in and be awarded. Work to clear the area and move utilities could begin this year, but that's not set in stone, she said.

Total completion for Bass Road is still about five years out, meaning substantial completion is expected sometime in 2025.

Q. Going south on North Anthony Boulevard at St. Joe River Drive, there is a light. Since the new construction, there is a new left-turn lane on the east side of the median strip.

However, it is difficult to see that and I have seen numerous cars wanting to turn left from the through lane on the west side of the median strip. There is a similar situation on Coldwater Road and they have a sign with an arrow indicating where the left turn lane is. Will the city install the same kind of sign on North Anthony? – Ken S.

A. The city is aware of the issue you described. A sign similar to the one on Coldwater Road will be installed soon, Public Works spokesman Frank Suarez said.

Road Sage is a monthly column. Dave Gong, The Journal Gazette's local government reporter, provides updates on public works projects in the Fort Wayne area. Submit a question by emailing roadsage@jg.net or tweeting [@JGRoadSage](https://twitter.com/JGRoadSage).

Bridge on Bass Road moves forward

Commissioners back project to span dip, alleviate flooding

ROSA SALTER RODRIGUEZ

The Journal Gazette

A dip in Bass Road immediately west of Hadley Road at the northern border of Aboite Township should be corrected with the construction of a new bridge.

That's what the Allen County commissioners heard Friday before unanimously approving part of the county's portion of the funding for the nearly 500-foot span over Durnell Ditch.

Bill Hartman, executive director of the Allen County Highway Department, told commissioners the bridge should alleviate flooding of the road that has resulted in numerous closures.

The bridge will raise the height of the road 6 to 8 feet, Hartman said.

Two more new housing developments were proposed for the area off Bass Road in the past week, Hartman told *The Journal Gazette* after the meeting.

"It's urbanizing fast out there, and we don't want to have more closures," he said, adding that water overtopping a road surface deteriorates it more quickly.

The section of Bass Road where the bridge will be carries an average of 5,200 vehicles a day, according to county highway statistics.

The proposed developments, Livingston Lakes and Palmira Lakes Extended, would bring 156 single-family homes. Fort Wayne's Oakmont Development Co., represented by longtime developer Mike Thomas, has requested approval of the projects.

The bridge is being added to an existing project to improve Bass Road, Hartman said.

It will take several years for the

Bridge, Page 4A

BRIDGE

Continued from Page 1A

work to be finished, he added.

The bridge's price tag is about \$5 million, but 80% will be covered by the federal government, Hartman said. The commissioners approved \$461,000 for design studies as part of the local 20% share.

American Structurepoint, Fort Wayne, will do the work, which will include wetlands delineation.

The job will be bid in the fall of 2021 with completion expected in 2022.

In other highway business, commissioners unanimously approved a stop sign at Hartzell and Seiler roads in Adams Township.

A stop sign exists on

Seiler, but the intersection is being made a four-way stop because of vehicle crashes, Hartman said.

"We had repeated accidents from people pulling out from Seiler, probably five a year," he said.

In other business, the commissioners approved:

- Spending up to \$15,000 on an engineering survey that would help ready the county-owned Byron Health Center property at Carroll and Lima roads.

The consultant, Engineering Resources Inc., Fort Wayne, will draw up four conceptual layouts for the property, including possible road locations, parcel outlines, major amenities and zoning considerations. The goal is a colored two-dimensional site plan for presentations or marketing.

- Two rezonings from

agricultural to single-family residential in Perry Township previously passed unanimously by the Allen County Plan Commission.

A 90-lot development called Preserves at The Quarry proposed by Roger Delagrangé of The Chestnut Group, Fort Wayne, will be on the west side of the 17000 to 17100 blocks of Coldwater Road.

Oakmont Development Co., Fort Wayne, was approved for the 37-lot Cascata Estates development at the northwest corner of West Shoaff Road and West Road, north of the Rolling Oaks neighborhood.

Planners will consider a requested revised primary development plan at their March meeting.

rsalter@jg.net

**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 mini-vans 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 10, 2020. 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 21, 2020 to the address listed above.



Courtesy City of Fort Wayne

An artist rendering shows the new Goshen Avenue roundabout.

Work set to start today on Goshen roundabout

DAVE GONG
The Journal Gazette

Sherman Boulevard at Goshen Avenue will close today, weather permitting, as work begins on a major road improvement project involving a new roundabout.

Goshen Avenue will remain open during construction, which is expected to continue until mid-fall. A detour route will use St. Marys Avenue at West State Boulevard, crossing Goshen Avenue to Russell Avenue. The route will connect to Sherman Boulevard on the north side of Goshen.

A temporary traffic light and crosswalk will also be installed at St. Marys Avenue, Russell Avenue and Goshen.

Ground was broken last year on the project, which officials say will improve safety for drivers and pedestrians and improve traffic flow in an area that is often heavily congested. The devel-

opment stretches from State Boulevard to Cambridge Avenue and focuses on the five-legged intersection of Goshen, Sherman and Lillian Avenue. A center turn lane will serve nearly 50 businesses along the corridor.

More than 18,500 vehicles use the five-legged intersection every day.

The improvement also adds sidewalks, curbs and ramps that are compliant with the Americans with Disabilities Act. Other enhancements include decorative LED lighting throughout the project, as well as trees, shrubs and other green infrastructure to control water runoff. There will also be an improved entrance and exit to the Foellinger Theatre parking lot.

Sidewalk improvements on Goshen have already been completed from State to Sherman, as have new curbs and gutters, water mains, and sewer pipe installations west of Sherman.

dgong@jg.net

Federal funds going to bridges

7 in county set to be replaced

JIM CHAPMAN
The Journal Gazette

Federal dollars will pay at least 80% of the cost to replace seven Allen County bridges over the next five to seven years, officials said Friday.

The Indiana Department of Transportation announced Fort Wayne will receive \$5.5 million in federal money to replace the Bluffton Road bridge over the St. Marys River and \$958,400 to replace the Goeglein Road bridge over the Bullerman Drain.

Both bridges have weight restrictions.

Frank Suárez, director of public information for the Division of Public Works and City Utilities, said con-

struction for both bridges could begin in 2025.

About 25,000 vehicles a day use the Bluffton Road bridge. The Goeglein Road Bridge serves about 2,700 vehicles per day, he said.

The state transportation department told the Allen County Highway Department this week that \$6.6 million in federal money will be awarded to five projects. More federal money might be available to pay for engineering and right of way acquisition costs, county officials said.

Two of the bridge replacement projects are expected to be advertised for bids in late 2023 and 2024, with construction beginning a year to 18 months later. Those proj-

Bridges, Page 3C

BRIDGES

Continued from Page 1C

ects are:

■ The Bluffton Road bridge over Harbor Ditch just south of Winters Road. The total cost of the project,

including right-of-way acquisition, is expected to be \$2.4 million.

■ The Monroeville Road bridge over Hoffman Ditch just west of Fackler Road. That project is estimated to cost \$1.7 million.

The three other projects are expected to be advertised

for bids in late 2024 or early 2025, with construction expected a year to 18 months later. They are:

■ The Amber Road bridge over the Little River near Branning Road. The project is expected to cost \$1.2 million.

■ The Antwerp Road

bridge over the Oberhaltzer Ditch on the west edge of Harlan. The cost is expected to be \$1.5 million.

■ The Slusher Road bridge over the Edgerton-Carson Ditch just west of Brobst Road. That project is expected to be \$3.4 million.

jchapman@jg.net

Trail, lighting funding OK'd

County commissioners pass \$1 million for projects

ROSA SALTER RODRIGUEZ
The Journal Gazette

The Allen County commissioners on Friday voted to spend more than \$1 million to take first steps for the Cedar Creek Park Trail in northeast Allen County and continue upgrading to LED lighting at Memorial Coliseum.

Commissioners approved spending up to \$718,680 for engineering services with DLZ Indiana LLC to aid trail design and

construction. The money is the county's commitment to the Stellar Communities project spearheaded by the NewAllen Alliance.

Separately, a Coliseum agreement would allow \$368,000 for upgrades to its expo and conference facilities. The contract would go to Shambaugh & Son, Fort Wayne.

The trail project consists of three segments, along Hursh Road from Matea Park's entrance east to Halter Road, along State Street in Grabill to Grabill Park and Grabill

Park along Roth Road to Hursh-town Reservoir.

The total distance is just under three miles, with most of the trail being about 10 feet wide for pedestrians and bicyclists. The engineer also has been asked to attend informational meetings with residents in Grabill and those outside Grabill affected by the project.

The Coliseum project will result in brighter, whiter light than the facility has now, said Randy Brown, the facility's vice president and

general manager, in introducing the effort.

"I'm happy to tell you that this cost is significantly lower than the engineer's estimate ... It was \$900,000," Brown said. The LED lighting also should cut utility bills in half and pay for itself in five years, he said.

In other business, the commissioners approved spending \$45,540 on transportation of 1,265 voting machines to 116 polling spots for the May primary and the general election in November. The contract went to D&L Transportation, Fort Wayne.

rsalter@jg.net

Leo adding streetscape for cyclists, pedestrians

ROSA SALTER RODRIGUEZ
The Journal Gazette

The heart of Leo will soon be getting a little more attention with the addition of pedestrian- and bicycle-friendly spaces made possible with the assistance of a \$750,000 state grant.

The town's Center Street streetscape from Hosler Road to Walnut Street – about one-tenth of a mile – is proposed in upcoming months to get full sidewalks, repaved streets with crosswalks and signage, old-fashioned-style lighting, planter boxes and drainage upgrades.

But the showpiece of the project will be what Town Manager Patrick Proctor on Tuesday called “a patio” – an open space in front of Marco's Pizza at 15007 State St. (Indiana 1) that will encourage gathering of cyclists and pedestrians from a nearby trail.

The project will involve a purchase of land and removal of parking in front of the shop to create the space, he said.

“The whole area will feel more pedestrian-friendly,” Proctor said. “It will be more inviting for bicyclists and pedestrians, so people will feel more safe.”

The project is expected to cost

Cyclists, Page 3C

CYCLISTS

Continued from Page 1C

\$1.178 million. That includes the \$750,000 in funding from the Indiana Office of Community and Rural Affairs contributed as part of the Stellar Communities competitive grants program. The rest comes from local

sources.

The NewAllen Alliance, in its East Allen Rural Revival plan, brought seven northeastern and eastern Allen County communities together to develop a successful application for the program. Harlan, Hoagland, Grabill, Monroeville, New Haven and Woodburn also will see improvements in upcoming years. The grant to the re-

gion amounts to \$65 million.

Leo-Cedarville's streetscape project complements similar improvements being planned for Grabill in 2021. Another associated project is the Cedar Creek Park Trail from Allen County's Metea Park through Leo-Cedarville and Grabill to Hurshtown Reservoir planned for 2021 to 2023.

The trail will tie into the streetscape at Hosler Road and Indiana 1 and encourage downtown visits by users, Proctor said.

Proctor said a meeting for the streetscape's nearby residents and businesses and the public will take place at 6 p.m. March 11 at the downtown park pavilion. The meeting will include more details about the plan, he said.

rsalter@jg.net

Bridge slated to open in summer

PFW, Ivy Tech link was set for 2018

JIM CHAPMAN
The Journal Gazette

A pedestrian bridge across Coliseum Boulevard is now expected to open this summer, a state transportation official said Monday.

The Parker-Cole Crossing bridge connecting Purdue University Fort Wayne and Ivy Tech Community College was expected to open in August 2018. The Indiana Department of Transportation now expects the bridge to open "mid summer," said Scott Manning, strategic communications director.

"The additional construction work is complete, but lighting installation

and final painting remain," he said in an email. "Those activities are very weather dependent."

In late 2018, engineers noticed inconsistent results when testing the tension of the bridge's cables. That prompted additional testing by an independent consultant, Manning said.

Last summer, contractors added a pier, and additional testing followed. "Those tests found that multiple welds in the bridge were not performing as required. ... Contractors worked through the fall to retrofit the welds," Manning said.

The pier provided the redundancy engineers were looking for when testing the cables, he said.

The state's transportation department is paying 80% of the cost, which was estimated to be about \$4.5 million in August 2018. It's unclear what the final cost will be.

"INDOT has assumed costs for the additional testing the agency required to ensure the safety of the bridge," Manning said. "Cost responsibility for the addition of the pier and the retrofitting of welds is yet to be determined."

Donations from the Olive B. Cole Foundation and Mac and Pat Parker will help pay for the bridge.

When work began in April 2017, officials estimated about 1,000 students traveled between the campuses each day. When finished, the bridge can be illuminated with more than 200,000 LED lights.

jchapman@jg.net



Katie Fyfe | The Journal Gazette

The bridge between Purdue University Fort Wayne and Ivy Tech Community College is set to open this summer.



Michelle Davis | The Journal Gazette

Paul Spoelhof, left, Nathan Miller, center, and Josh Campbell take a ride on Veo equipment Friday morning after it was made available for the season.

Saturday, March 14, 2020 1:00 am

E-scooters returning to city

150 new bikes join fleet taken out of storage

Journal Gazette

E-scooters are returning to Fort Wayne, and this year they will be joined by pedal bikes that can also be rented for short trips, the city announced Friday.

Veo, a shared mobility company based in Chicago, released 300 e-scooters that were in storage for the winter months, as well as 150 new pedal bikes to the near downtown area.

The e-scooters and bikes will not be available midnight to 6 a.m. today or Sunday. A curfew is in place due to people who may be celebrating the upcoming St. Patrick's Day.

Veo, which recently changed its name from VeoRide, received a permit from the city of Fort Wayne's Right of Way Department as part of a 16-month pilot program that will end in December. After the pilot ends, the program will be evaluated to determine whether it should continue.

No tax dollars support the program and Veo is responsible for all equipment and liability.

The e-scooters were released in September last year and more than 18,000 people rode them more than 46,000 times before they were taken off the streets in December.

“We were pleased with the public’s reception to the e-scooters last fall and are looking forward to the introduction of the bikes this spring,” said Paul Spoelhof, director of Planning & Policy.

“In addition to contributing to an active and exciting downtown, we believe the program will provide alternative transportation options for people who either don’t have a car, or choose not to use one.”

The e-scooters and bikes operate through the Veo app downloaded to smartphones. Riders should download the app and follow the instructions.

The e-scooters and bikes will only be allowed to operate and park in certain areas through technology known as geo-fencing. This ride zone includes all of downtown and nearby neighborhoods. The ride zone has been expanded just slightly from last fall to include the University of Saint Francis main campus as well as several more neighborhoods to the north and south of downtown. Promenade Park and the Headwaters Park pavilions remain no ride zones.

The app shows riders the no ride zones and if they enter the area, the e-scooter will slowly come to a stop. The bikes may operate in no ride zones, just like personal bikes, but are encouraged not to.

If the e-scooters or bikes are parked in no ride zones, the customer will continue to be charged for the ride until they park the bike or e-scooter properly.

At a glance

- Customers must be 18 years of age to ride e-scooters and 16 to ride the bikes. They are required to have a credit card on file and are strongly encouraged to wear helmets.
- The cost of the electric scooters is \$1 to unlock and then an additional \$0.20 per minute thereafter. Pedal bikes are \$1 to unlock and then an additional \$0.05 per minute to ride after that.
- Veo has a locally hired support team in Fort Wayne who will respond to calls about its e-scooters and bikes. Anyone who needs to report a concern with a Veo e-scooter or bike should call [855-836-2256](tel:855-836-2256) or email hello@veoride.com.

Diet expected to make Lake, Columbia safer

DAVE GONG

The Journal Gazette

Until recently, driving away from downtown Fort Wayne on Columbia Avenue could be nerve-wracking.

Parked cars lined each side of the one-way, two-lane street that funnels traffic northeast from the city center. Driving two abreast with parallel-parked cars on either side of the street sometimes felt like threading a narrow needle.

But drivers don't have to worry about that anymore, thanks to a road diet the city's traffic engineering department finished in late September. Under the new configuration, both Lake and Columbia avenues are now single-lane one way streets, with a bike lane between traffic and nearby parked cars.

"The whole project (the city) worked with the Northside Neighborhood, close to three years ago," said Kyle Winling, traffic engineer. "It started with the split by Conjure Coffee."

Traffic volume doesn't warrant two travel lanes along those

stretches of road, Winling said last week.

"If you have 10,000 to 12,000 and under (vehicles per day), one lane is sufficient," he said. "There is peak-hour traffic that's more than normal, but the other 22 hours of the day, not so much."



ROAD SAGE

Lake Avenue's road diet begins near Lakeside Park, where the street intersects with Crescent Avenue. Lake has a dedicated right-turn lane at that intersection now. Heading into downtown, Lake is one lane until it converges with St. Joseph Boulevard.

By narrowing Lake Avenue, the city was able to add more on-street parking for residents living along the corridor, Winling said. Before the change, parking was allowed only on the south side of the street.

"A lot of the houses didn't have parking in the alley, so now parking on both sides of the street really helped out," he said. "There's also the traffic calming benefit, (the improvements) might slow traffic a bit."

Road Sage, Page 8C



Michelle Davies | The Journal Gazette

A bike lane has been added to Lake Avenue between Crescent Avenue and St. Joseph Boulevard. Columbia Avenue also now has a bike lane.

The Town of Grabill will hold a public hearing on Thursday, December 10, 2020 at 6:30 p.m. at the Fudergong Building, located at 13720 First Street, Grabill, IN 46741, and via Zoom video and telephone conference, to provide interested parties an opportunity to express their views on the proposed federally funded CDBG/MSRP project. A representative from DLZ Engineering Inc. will be present to provide information on the streetscape enhancement project and receive public comments. Persons with disabilities or non-English speaking persons who wish to attend the public hearing and need assistance should contact Cynthia Barhydt, Clerk/Treasurer, at 260-627-5227 ext. 1, not later than December 4, 2020. Every effort will be made to make reasonable accommodations for these persons. An oral or written translation of the public notice will be available upon request. (Una traducción oral o escrita del aviso público estará disponible en español a solicitud).

Preliminary Engineering documents and information related to this project will be available for review prior to the public hearing as of November 30, 2020 at the Grabill Town Hall 13717 First Street, Grabill IN 46741, by calling Cynthia Barhydt for a scheduled appointment at 260-627-5227 ext. 1. Interested citizens are invited to provide comments at the public hearing or by written statement. Written comments should be submitted to the Town of Grabill c/o NIRCC, Attn: Kristine Christlieb, Grant Manager, 200 E. Berry St., Suite 230, Fort Wayne, IN 46802 or email comments to Kristine.Christlieb@co.allen.in.us no later than December 10, 2020 in order to ensure placement of such comments in the official record of the public hearing proceedings. A plan to minimize displacement and provide assistance to those displaced has been prepared by the Town of Grabill and is also available to the public. This project will result in no displacement of any persons or businesses. For additional information concerning the proposed project, please contact Kristine Christlieb by phone at 260-449-4704 between the hours of 8:00 a.m. to 4:00 p.m. (Mon-Fri) or write to Kristine Christlieb at the contact information provided above.

Due to the COVID-19 pandemic, individuals wishing to participate in the public hearing remotely can attend via Zoom video conference using the following link: <https://taftlaw.zoom.us/j/98265668412> and entering Passcode: 811759 or by calling (312) 626 6799 and entering Passcode: 811759.

For those individuals participating or attending the public hearing in person, efforts will be made to accommodate social distancing during the public hearing, and the hearing will be held in concurrence with current State and County guidelines. The Town of Grabill requires all attendees to wear face masks and follow social distancing guidelines. Individuals who are sick or recently exposed to COVID-19 should not attend in person but submit their questions or comments to Kristine.Christlieb@co.allen.in.us no later than December 10, 2020.
11--28 1398363 hspaxlp

**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 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 16, 2021. 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 26, 2021 to the address listed above.

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PUBLIC NOTICE

Public Comment Period and Informational Meeting on Fiscal Year 2022-2026 Transportation Improvement Program

Notice is hereby given that a public comment period will commence on March 16, 2021 for the Draft FY 2022-2026 Transportation Improvement Program (TIP) and corresponding Air Quality Conformity Analysis. The comment period includes the Air Quality Conformity Determination for the Fiscal Year 2022-2026 Transportation Improvement Program, a subset of projects from the 2040 Transportation Plan for the Fort Wayne-New Haven-Allen County Metropolitan Planning Area as prepared by the Northeastern Indiana Regional Coordinating Council. The comment period will end on March 31, 2021.

An Open House will be held to discuss the Draft FY 2022-2026 Transportation Improvement Program and Air Quality Conformity Analysis from 4:00 p.m. to 6:00 p.m. on Tuesday March 16, 2021 in the Omni Room, Room 045, Citizen Square, 200 East Berry Street, Fort Wayne, Indiana. The Open House will be conducted by staff of the Northeastern Indiana Regional Coordinating Council. The intent of the comment period and public meeting is to solicit comments from the public regarding the Draft FY 2022-2026 Transportation Improvement Program and corresponding Air Quality Conformity Analysis. 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 2022-2026 Transportation Improvement Program and the Air Quality Conformity Analysis can be reviewed at the office of the Northeastern Indiana Regional Coordinating Council, Citizen Square, 200 East Berry Street, Suite 230, Fort Wayne, Indiana, 46802. Please call (260) 449-7610 to schedule an appointment. 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) 449-7610. With advance notice NIRCC can make accommodations for persons with disabilities and persons requiring auxiliary aids for the hearing and visually impaired. In addition, accommodations for Limited English Proficiency (LEP) persons such as language translation services/interpreters can be made, with advance notice. Please contact the NIRCC Office at (260) 449-7610 by Wednesday, March 10, 2021 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--11 1404557 hspaxlp

Saturday, March 13, 2021 1:00 am

Railroad, New Haven talk delays at crossings

DAVE GONG | The Journal Gazette

The city of New Haven has been working with representatives from Norfolk Southern on troublesome railroad crossings, Mayor Steve McMichael said Friday.

In particular, the city and railroad “have been communicating for an extended time regarding network operation issues that have caused an increase in crossings being blocked systemwide, including within the city of New Haven.”

“I am appreciative of the support and partnership from the elected officials at the local, county, state and federal level. Partners that have helped us further the conversation with the railroad,” McMichael said in a statement.

Traffic delays caused by trains stopped across New Haven's railroad crossings have been a problem for years and police have periodically issued tickets for that offense. For example, from May 4 to 8, 2015, the Allen County and New Haven police departments issued fifteen tickets against Norfolk Southern over blocked crossings.

A list of compiled blocked crossing incident reports available on the Federal Railroad Administration website reported 92 stationary trains at various crossings in New Haven from Sept. 4, 2020, to Thursday. According to the report, the amount of time the crossings were blocked ranged from a few minutes to multiple hours.

Railroad crossings at Broadway Street, Green Street, and Landin Road appear most frequently on the list at fra.dot.gov/blockedcrossings/incidents.

The city and Norfolk Southern have been working to find a solution to the problem, “and will continue to have open dialogue addressing the concerns of the city of New Haven and its residents,” Friday's statement from the mayor's office said.

“We are evaluating our operations and addressing issues. We look forward to implementing solutions where possible,” Norfolk Southern's Derek Sublette said in a statement. “We appreciate drivers' patience in dealing with this situation.”

Residents are reminded not to call 911 to report blocked crossings. Blocked tracks can be reported at fra.dot.gov/blockedcrossings or call Norfolk Southern at 800-635-5768.

Thursday, March 18, 2021 1:00 am

\$33 million to be spent by city on roads, alleys

DAVE GONG | The Journal Gazette

Nearly \$28 million in neighborhood infrastructure projects will begin soon, Fort Wayne Mayor Tom Henry announced Wednesday.

“Thoughtful and sound planning by the Public Works Division has helped advance our efforts to maintain and improve our infrastructure,” Henry said in a statement. “As we continue to collectively battle the COVID-19 pandemic, I’m appreciative and grateful that we’re in position to be able to do so much work in our neighborhoods.”

In addition to about \$23.8 million in street and road improvements, \$2.5 million will be spent on sidewalk and alley repairs. Another \$1.4 million will go toward bridge maintenance projects.

The city has also leveraged money from TIF grants, federal funds and in-house work, which amounts to an additional \$5 million, said Shan Gunawardena, director of Fort Wayne's Public Works Division.

“We’re looking at investing about \$33 million this year,” he said.

Projects are spread throughout all four city quadrants. Key projects include upgrades to 10 major traffic corridors; sidewalk and Americans With Disabilities Act-compliant ramp upgrades, including a major sidewalk project in southeast Fort Wayne; five concrete alleys; five brick alleys; 21 street lighting locations; 11 neighborhood concrete street rehabilitations; about 50 miles of asphalt resurfacing; and 50 chip and seal projects.

The city will also complete five trail projects and one major bridge project.

Several projects have been awarded to contractors, with the goal of getting work started as early as possible, Gunawardena said.

“Neighborhoods are always a priority and our projects list will show that, including several arterial projects that have been in the pipeline for several years in our comprehensive planning process,” he said.

Some projects started last year will return this construction season, Gunawardena said, including the Maplecrest Road widening.

Councilman Geoff Paddock, D-5th, said Fort Wayne's ability to invest in infrastructure is amazing, given the current state of other local governments.

“We've worked together on a bipartisan basis ... Republicans and Democrats on City Council to put funding together so we could increase that many fold,” he said.

West Central Neighborhood Association President Brandon Steffen lauded the city for its efforts to maintain the area's historic brick alleys, which he said were in dire need of repair after “about 130 years of constant use and neglect.”

“This has been demonstrated time and time again throughout the United States that restoring brick streets within a neighborhood often spurs redevelopment,” he said. “This is a prime example of a public-private partnership. With the city investing back into the infrastructure of the West Central Neighborhood we've seen a tremendous amount of private funds being invested back into our neighborhood through historic home restoration and new construction projects, returning this neighborhood to its original grandeur.”

dgong@jg.net

On the list

Neighborhoods to see improvements

Northeast

- Frances Slocum
- New Kirkwood Park
- Brandenwood
- Brookside Park
- Bellaire
- Casa Grande Place
- Countrybrook Neighbors
- Park State East
- Maysville Heights
- Cherry Hill
- Arlington Park
- Stillwater Place
- Yardley Manor

- Maplewood Community
- Glenwood Park
- Ranchwood Civic.

Southeast

- Greater McMillan Park
- Pettit-Rudisill
- South Calhoun
- Renaissance Pointe
- Oxford Community
- Hickory Grove
- Casselwood Terrace
- Continental Park
- Colonial Heritage
- Village Woods
- Village Green
- Congress-McKinnie
- Rolling Rose
- Mount Vernon Park
- Suburban Heights.

Northwest

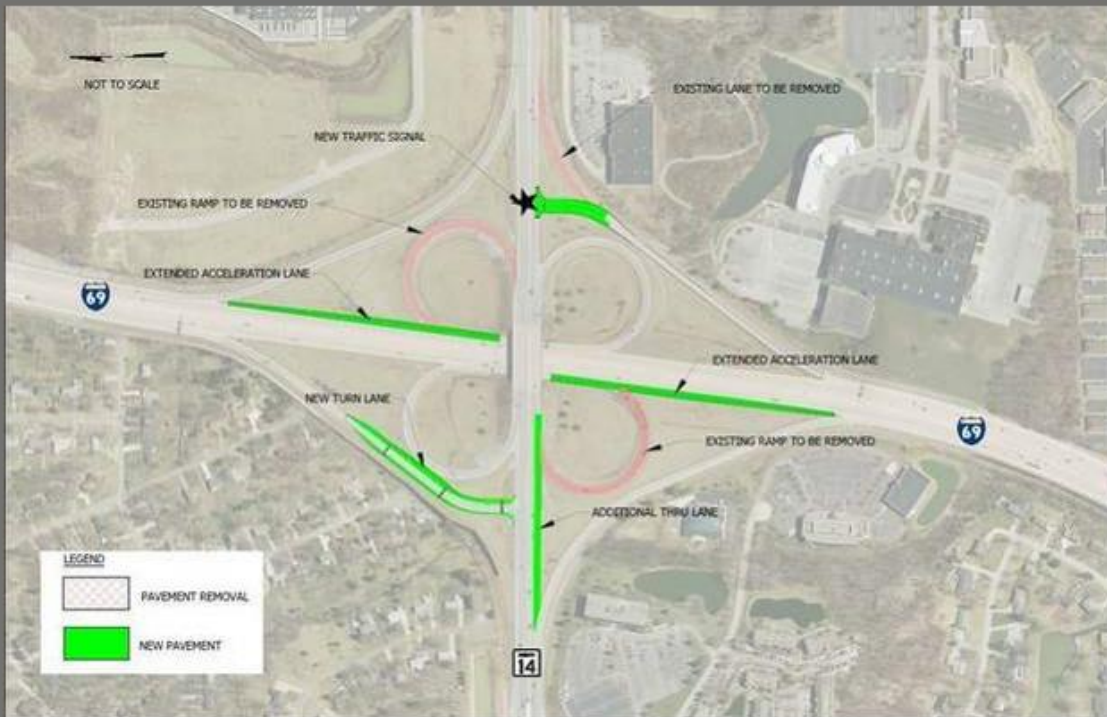
- Burning Tree
- Orchard Woods
- Mardego Hills
- Valley Place
- Pine Valley

- Windrift
- Lake Pine Valley
- Lake Point Villas
- Lincoln Park
- Bass-Leesburg Civic
- Steeplechase Community
- Nebraska
- Spy Run
- Bloomingdale
- Hamilton
- Windmill Ridge
- Concordia Gardens
- Jacobs Creek
- Canyons of North Pointe Woods
- North Pointe Ridge
- North Pointe Villas
- Colonial Park
- Paper Mill Bluffs

Southwest

- Copper Hill
- Sherwood to Pettit
- Broad River
- Oakdale
- Vesey Addition
- West Rudisill

- Illsley Place
- Foster Park
- Indian Village
- Williams-Woodland
- Fairmont
- Aspen Village
- Fairfield Terrace Section B
- St. Mary's River-Winchester Road Community
- Sandpoint.
- West Central



Courtesy Indiana Department of Transportation

Work is scheduled to begin Monday to improve safety and ease congestion at the Interstate 69 interchange at Illinois Road/Indiana 14. Completion is scheduled for the fall.

Friday, March 19, 2021 1:00 am

I-69/Illinois interchange to get update

Journal Gazette

Safety and congestion improvements for the Interstate 69 interchange at Illinois Road/Indiana 14 are expected to begin Monday, the Indiana Department of Transportation said Thursday.

Plans include realigning the southeast ramp to intersect with Illinois Road and removing the northeast and southeast loop ramps. The new intersection will include a new traffic signal, state transportation officials said.

The northwest and southeast exit ramps will be widened, which will include removing the barrier wall on Illinois Road to accommodate the addition of left-turn movements. The northeast and southwest acceleration lanes will be extended, the state said

Illinois Road will be resurfaced from Scott Road to Magnavox Way, with curb and sidewalk work included.

Drivers should plan on temporary lane and shoulder closures while the work is being done. There will be a maximum 14-day closure of the off ramp of I-69 northbound to eastbound Illinois Road scheduled for early May, the state said.

The project is expected to be completed in the fall.

Friday, March 19, 2021 1:00 am

Briefs

Fort Wayne/Allen County

Hessen Cassel to close

Hessen Cassel Road will be closed beginning Monday between McKinnie Avenue and Paulding Road.

A detour will use South Anthony Boulevard, McKinnie and Paulding.

The road will be closed for about four months but will be open to local traffic – those who live in the neighborhoods along this stretch of Hessen Cassel.

The \$3.87 million construction will add 2.7 miles of sidewalks where they didn't exist before and improve drainage with 3.5 miles of new ditches and swales and 8,000 feet of stormwater pipe.

The project will improve drainage for 13 neighborhoods, 2,300 homes, and 70 businesses and connect them with sidewalks, the city said Thursday.

Tuesday, March 23, 2021 1:00 am

Briefs

Fort Wayne/Allen County

Bridge replacement to close I-469 lanes

Lane and shoulder closures are scheduled on Interstate 469 for a bridge replacement project in southwest Allen County.

The work is happening between Feighner Road and Exit 2 over Lafayette Center Road. The left lane and shoulder will be closed in each direction while crews build a median crossover. The speed limit will be reduced to 55 mph in the work zone. The vehicle width limit will be 16 feet.

Traffic will eventually use one lane in each direction of I-469.

Because of the bridge work, Lafayette Center Road under I-469 will be closed during the project. The on and off ramps will remain open at the exit at all times. Drivers should use the detour route of Lafayette Center Road, Indianapolis Road, Hamilton Road, Feighner Road and Tom Worrel Road.

Work is scheduled to start on or after Monday and is scheduled to wrap up in late fall.

Friday, March 26, 2021 1:00 am

Letters

Long-delayed PFW bridge brings series of questions

The March 16 photo of workers on the Parker Cole Pedestrian Bridge prompts me to ask what all the delay is about. The bridge was supposed to have been completed in 2018, but construction halted shortly after a similar bridge at Florida International University collapsed. That the project started in 2017, was supposed to be finished in mid-2018 and is now nearly three years late with no date yet set for completion and opening of the bridge is disturbing, to say the least.

It is understandable that the contractors, designers, and state and local regulators might have been prompted by the collapse of the bridge in Florida to restudy and reevaluate the plans and specifications for safety's sake. But should that process have taken nearly three years? I would like to see a detailed accounting of whatever deficiencies, if any, were found in the bridge construction and/or design that might have been overlooked had it not been for the collapse of the bridge in Florida.

My next question is why it has taken nearly three years to complete the study and corrections of a project that was supposed to be completed in 2018.

The next question, of course, is how much more has the project cost than it would have cost had it been completed on schedule. Who is responsible for those additional costs?

Finally, what assurances will the designers, contractors and INDOT engineers provide to the public that they can safely traverse the bridge's expanse without trepidation?

Richard D. Whissen

Fort Wayne

Friday, April 09, 2021 12:32 pm

Lake Avenue lanes affected for month during trail construction

The Journal Gazette

Lake Avenue between Coliseum Boulevard and Hobson Road will have daytime road closures or lane restrictions in its westbound travel lanes from Monday to May 12 during construction of the Lake Avenue Trail, the city of Fort Wayne said today.

Lanes will be opened during the evening, the city's traffic engineering department said in a statement.

For questions or to report problems, contact the city's right of way department at 427-6155.

Verbatim: Intersection improvements to begin at Coliseum and Goshen

The Journal Gazette

The Indiana Department of Transportation issued this news release today:

ALLEN COUNTY, Ind. – The Indiana Department of Transportation announces work to improve the intersection of S.R. 930/Coliseum Boulevard and Goshen Road in Fort Wayne.

Work includes the addition of a left turn lane from eastbound Coliseum Blvd. to northbound Goshen Rd., reducing the right turn from westbound Coliseum Blvd. to northbound Goshen Rd. from two lanes to one, pedestrian facilities on the north side of Coliseum Blvd. allowing people to cross Goshen Rd., and many other improvements.

Construction is scheduled to begin on or after April 14 and set to end later this fall.

During the project, traffic will be losing a lane in each direction during the various phases of the project. At certain times there will also be turning restrictions for motorists. INDOT asks drivers to be patient when travelling through the area as congestion is expected.

In the construction zone speeds will be reduced to 35 mph and a width limit of 14 feet.

Motorists are reminded to slow down, use extra caution and drive distraction-free in and near all work zones. All work is weather-dependent and schedules are subject to change.

Phase 1

- Northwest and southeast corners of the intersection
- Widening, new curbs and ADA-compliant ramps
- No righthand turn from northbound Goshen Rd. to eastbound S.R. 930

Phase 2

- Work on median of Goshen Rd.
- Work on north and south side of the intersection
- Curb work on south side of intersection

Phase 3

- Left turn lane from eastbound Coliseum Blvd. to northbound Goshen Rd. removed and replaced, turn access will still be available

Phase 4

- Northeast island work for pedestrian facilities

Phase 5

- Curb line work in the southwest and northeast quadrants
- Work on approaches

Phase 6

- Resurfacing of area
- Put intersection into final configuration

Tuesday, April 13, 2021 1:00 am

Study set for rail crossing near airport

Overpass may ease traffic tie-ups

ROSA SALTER RODRIGUEZ | The Journal Gazette

A new step toward solving a traffic problem near Fort Wayne International Airport was taken Monday when a feasibility study for a highway bridge over Norfolk Southern railroad tracks was approved by the Fort Wayne Redevelopment Commission.

The overpass would be on Airport Expressway east of the intersection with Airport Drive, between Bluffton Road and Ardmore Avenue.

Because of increased development in the area, the crossing routinely ties up vehicle traffic because of passing trains, Patrick Zaharako, city engineer, told commission members.

Traffic tie-ups are so extensive they can be seen in photographs on Google Earth, he said. The crossing is in the top three worst in Fort Wayne, he said.

Traffic in the area around Airport Business Park has seen substantial growth, Zaharako said. The site is also near the new Amazon distribution center, which also has increased truck traffic on Airport Expressway.

Questioned by board members, Zaharako said the final cost of the overpass "would be in the multimillions." The study only would ascertain the feasibility of an overpass and provide basics of finished project's cost, he said.

The board voted unanimously to approve up to \$50,000 toward the study. It would be procured by the Department of Public Works, according to city policy.

The money would come from a fund of the Baer Field Economic Development Area, in which the overpass would be located.

Redevelopment commission members noted they would like to know more about possible state and federal funding and use of the county bridge fund for the project. They also said information about the economic impact of the problem would be helpful.

In other business, the commission provided final votes amending two economic development areas and adding a new one after public hearings.

Acreage would be added to the south and east of the Baer Field area. The area added, which is triangular, contains 79 acres and is commonly known as the Kelley Tract. It is undeveloped.

The existing Tillman-Anthony Economic Development Area would be extended north along Anthony Boulevard to the south side of McKinnie Avenue and include five separate pieces of land.

The Keystone Economic Development Area also received final approval. The area includes the Keystone Distribution Center north of the intersection of Ley Road and Speedway Drive and a vacant 9.56-acre tract west of Coldwater Crossing Shopping Center.

The 9.56 acres are “one of the larger unimproved industrially-zoned sites in the area. Full build-out of this parcel is envisioned to include industrial/flex spaces similar in scale and usage to those existing today,” according to documents submitted to the commission.

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