

Transportation Improvement Program

2024-2028

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

The FY 2024-2028 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 Road Safety Projects-Group I HSIP Funds
6. Urban Road Projects-Group I Carbon Reduction Funds
7. Urban Road Projects-Group I PROTECT Funds
8. Urban Transportation Projects-Group 1 Congestion Mitigation and Air Quality Funds (CMAQ)
9. Transportation Alternatives Projects–Group I, Group IV and Anywhere-TA Funds
10. Coronavirus Response and Relief Supplemental Appropriations-CRSSA Funds
11. Railroad Crossing Safety Improvement Projects- Section 130 Railway-Highway Crossing Program
12. Indiana Department of Transportation Road Projects-National Highway Performance Program (NHPP) Funds; State STBG Funds, HSIP Funds and National Highway Freight Program Funds; Carbon Reduction Funds, PROTECT Funds, CRSSA Funds
13. 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 for inclusion in the TIP.

RESOLUTION

ADOPTING THE NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL FY 2024-2028 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 Infrastructure Investment and Jobs Act, signed into law in 2021, 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 FY2024-2028 Transportation Improvement Program;
- WHEREAS, the FY2024-2028 Transportation Improvement Program 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 FY2024-2028 Transportation Improvement Program, 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 FY2024-2028 Transportation Improvement Program was developed in cooperation with state, local, and transit officials in the region;
- WHEREAS The development of the FY2024-2028 Transportation Improvement Program 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 meeting of May 16, 2023 adopted the Northeastern Indiana Regional Coordinating Council FY 2024-2028 Transportation Improvement Program.



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

May 16, 2023

**TRANSPORTATION PLANNING PROCESS
CERTIFICATION**

In accordance with 23 CFR 450.336, Self-Certifications and Federal Certifications, the Indiana Department of Transportation and Northeastern Indiana Regional Coordinating Council (NIRCC) Metropolitan Planning Organization hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.300;
2. Sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST ACT (Pub. L 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 C.F.R. part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

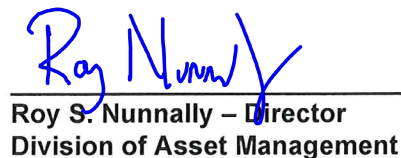
In February 2021, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted an on-site certification review of the NIRCC MPO urban transportation planning process. FHWA and FTA issued a subsequent finding that NIRCC was fully certified as meeting all pertinent requirements.

**Northeastern Indiana Regional
Coordinating Council – MPO**


Daniel S. Avery – Executive Director

4-26-23
Date

Indiana Department of Transportation


Roy S. Nunnally – Director
Division of Asset Management

5/10/2023
Date

TABLE OF CONTENTS

Chapters

I.	INTRODUCTION	1
II.	ORGANIZATION AND STUDY AREA	6
III.	TRANSPORTATION IMPROVEMENT UPDATE PROCESS	15
IV.	PERFORMANCE MEASURES & TRANSPORTATION PLAN	31
V.	FORECAST OF AVAILABLE FUNDS	61
VI.	TRANSIT PROJECTS AND FINANCIAL ANALYSIS	71
	SECTION 5310 PROJECTS	73
VII.	LOCAL PROJECTS	77
VIII.	LOCAL TRANSIT PROJECTS	88
IX.	INDOT HIGHWAY PROJECTS	97
	GROUPED PROJECTS	112
X.	FY21 & FY22 STATUS REPORT	117

APPENDIX A	PARTICIPATION PLAN & PUBLIC INVOLVEMENT
APPENDIX B	PROJECT SELECTION PROCESS FORMS
APPENDIX C	PERFORMANCE MEASURES ASSESSMENT REPORT (PMAR)
APPENDIX D	GROUP PROJECT LISTS
APPENDIX E	NEWSPAPER ARTICLES

LIST OF INITIALS AND ACRONYMS USED

3C - Continuing, Comprehensive, and Cooperative Planning Process
AC - Allen County
ADT - Average Daily Travel
AADT - Annual Average Daily Travel
CBD - Central Business District
CITILINK - Fort Wayne Public Transportation Corporation
CN - Construction Phase
CTN – Community Transportation Network
FHWA - Federal Highway Administration
FTA-Federal Transit Administration
FW – City of Fort Wayne
FY - Fiscal Year
GR – Town of Grabill
HT – Town of Hometown
INDOT - Indiana Department of Transportation
ITS - Intelligent Transportation System
LC – Town of 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
MV – Town of Monroeville
MVH - Motor Vehicle Highway Funds
NAAQS - National Ambient Air Quality Standard
NH – City New Haven
NHS - National Highway System
NIRCC - Northeastern Indiana Regional Coordinating Council
PE - Preliminary Engineering Phase
PM – Performance Measures
PMAR – Performance Measure Assessment Report
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 – City of Woodburn

FUNDING CLASSIFICATIONS:

CCMG – Community Crossing Matching Grant
CEDIT – County Economic Development Income Tax
CMAQ - Congestion Mitigation and Air Quality
CRSSA – Coronavirus Response and Relief Supplemental Appropriations Act
FTA Section 5307, 5310, 5339 and 5340

FUNDING CLASSIFICATIONS *continued:*

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

TIF – Tax Incremental Finance

I. INTRODUCTION

I. INTRODUCTION

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 2024, 2025, 2026, 2027 and 2028) represent committed projects by local governments and INDOT. Road

and Transit Projects listed in the fifth year (2028) are considered as illustrative projects by the Federal Highway and Federal Transit Administrations and are provided for informational purposes.

Page Intentionally Left Blank

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, Huntertown, and Leo-Cedarville. (See Figure 1)

The Northeastern Indiana Regional Coordinating Council has created several functional groups to assist and advise it on transportation planning. Membership in these groups includes persons from Allen County, the City of Fort Wayne, the City of New Haven, the Fort Wayne Allen County Airport Authority, Fort Wayne Public Transportation Corporation, Federal Highway

Metropolitan Planning Area

-  Metropolitan Planning Area
-  City and Town Boundaries
-  County Boundaries



Whitley

US 30

US 30

Allen

SR 14

US 24

FORT WAYNE

COLISEUM BLVD

LAFAYETTE ST

LAFAYETTE ST

NEW HAVEN

SR 930

I 469

Huntington

I 69 096 RAMP C

I 469

SR 1

ZANESVILLE

LEO-CEDARVILLE

SR 3

LIMA RD

SR 3

I 69 115 RAMP A

I 69

SR 7

GRABILL

SR 37

SR 101

US 24 New

WOODBURN

MAIN ST

US 24

US 30

SR 101

US 30

MONROEVILLE

WATER ST

SR 101

US 27

US 27

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 Paul Lagemann – 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 Mike Watson – DeKalb County
Councilman Rick Ring – DeKalb County Council
Gene Donaghy – Governor Appointee
Commissioner Blake Gerber – Wells County
Councilman Todd Mahnensmith – Wells County Council
Colton Bickle – 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 City Engineer
 - Judy Wire – Fort Wayne Plan Commission
- b. Four representatives from Allen County
 - Commissioner Therese Brown – Allen County Commissioner
 - Councilman Paul Lagemann – Allen County Council
 - Bill Hartman, Vice Chair – Allen County Highway Director
 - Mike Fruchey – 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
 - John Metzinger – 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, Fort Wayne
 - Jason Kaiser – Technical Services Director

Non-Voting members include:

- a. Federal Highway Administration
 - Erica Tait
 - Kari Carmany-George

- b. Indiana Department of Transportation
Stephanie Belch
Jay Mitchell

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:

Philip LaBrash - Fort Wayne
 Kyle Winling - Fort Wayne
 Josh Campbell – Fort Wayne
 Brian Sechler - Allen County
 Jessica Chrisman - Allen County
 Dana Plattner - Indiana Department of Transportation
 Michelle Wood - Allen County Plan Commission
 Rick Kruchten – New Haven

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

Stephanie Belch - Indiana Department of Transportation

Feasibility Subcommittee Members

Kyle Winling, Chair – Fort Wayne Engineering
 Patrick Zaharako – Fort Wayne Engineering
 Josh Campbell – Fort Wayne Community Development
 Brian Sechler – Allen County Highway Department
 Jessica Chrisman – Allen County Highway Department R/W
 Michelle Wood – Allen County Department of Planning Services
 Rick Kruchten – New Haven Engineering
 Dana Plattner – Indiana Department of Transportation

Driveway Subcommittee Members

Kyle Winling, Chair – Fort Wayne Engineering
 Patrick Zaharako – Fort Wayne Engineering
 Josh Campbell – Fort Wayne Community Development
 Brian Sechler – Allen County Highway Department
 Jessica Chrisman – Allen County Highway Department R/W
 Michelle Wood – Allen County Department of Planning Services
 Rick Kruchten – New Haven Engineering
 Dana Plattner – Indiana Department of Transportation

TPC Members

The membership of TPC is composed of the following voting representatives:

Justin Clupper, Chair – Community Transportation Network Representative
John Metzinger, Vice-Chair – Citilink GM/CEO Board Appointment
Jacob Rose – Allen County Plan Commission Representative
Russ Garriott – Fort Wayne Representative (Planning and Policy)
Brian Acheff – New Haven Representative (Planning)
Briana Phillips – Citilink Labor Representative
Luke Labas – The League - Consumer/Consumer Advocacy Representative
Becky Weimerskirch – Age Friendly Advisory Council - Consumer/Consumer
Advocacy Representative
Kathy Baer – Turnstone Center - Consumer / Consumer Advocacy Representative
Kate Wiggins – AIHS - Consumer/Consumer Advocacy Representative
Joni Schmalzried – AWS Foundation - Consumer/Consumer Advocacy
Representative

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

Jennifer Bennett, Indiana Department of Transportation

Page Intentionally Left Blank

III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

III. TRANSPORTATION IMPROVEMENT PROGRAM UPDATE PROCESS

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

1. Participation in the Transportation Planning Process

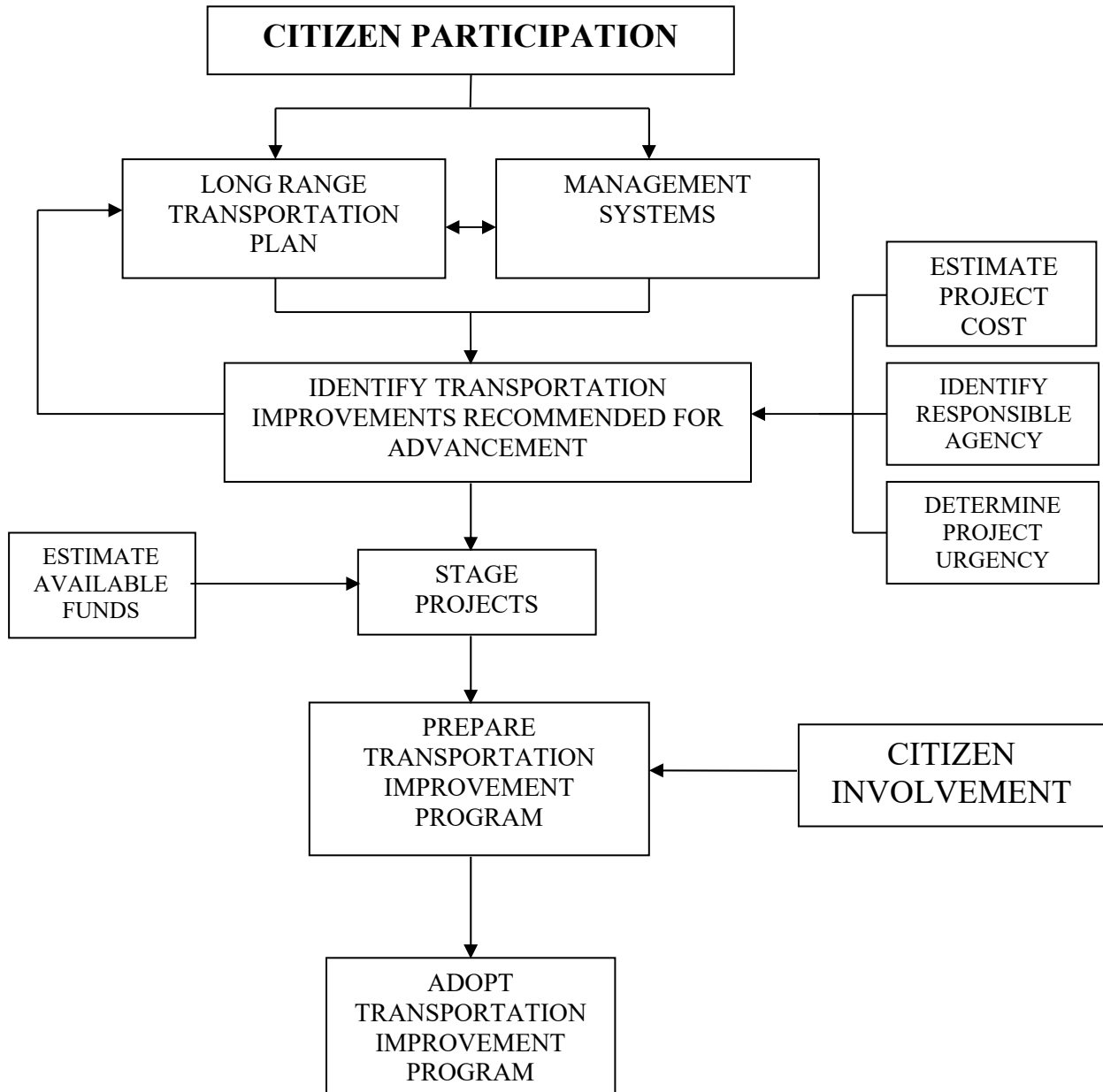
The Northeastern Indiana Regional Coordinating Council and the Urban Transportation Advisory Board hold regularly scheduled monthly meetings. These meetings are scheduled for the entire calendar year with meeting dates, times, and places posted well in advance at the Northeastern Indiana Regional Coordinating Council Office. These meetings are all open to the public.

The agendas for these meetings are also distributed to interested persons, groups, and organizations including those representing minority and low-income populations. The meeting schedules and agendas are routinely sent to the news media a week to ten days prior to each meeting. Discussion of agenda items are often conducted with the media to help citizens understand specifically what the Board intends to review and 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 24–FY 28 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 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 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 *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 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, 2023 to June 30, 2028 for local and state projects and January 1, 2024 to December 31, 2028 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 Transportation Plan. It has been determined that the 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.

Page Intentionally Left Blank

**IV. PERFORMANCE MEASURES
&
TRANSPORTATION PLAN**

Performance Measures

Recent transportation policies including the Infrastructure Investment and Jobs Act (IIJA), Fixing America's Surface Transportation (FAST) Act, and Moving Ahead for Progress in the 21st Century Act (MAP-21), establish requirements for performance management to ensure the most efficient investment of Federal transportation funds. States and Metropolitan Planning Organizations are to 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 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 DOT, 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 – June 2022)* 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). The most current safety targets are for calendar year 2023 and are based on an anticipated five-year rolling average (2019-2023).

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 2019 through 2023. To support progress towards approved highway safety targets, a total of \$100,987,889 has been programmed in the FY 2024-2028 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:

- 2023 Number of fatalities – **894.2**
- 2023 Rate of fatalities per 100 million miles traveled – **1.088**
- 2023 Number of serious injuries – **3,348.1**
- 2023 Rate of serious injuries per 100 million miles traveled – **4.068**
- 2023 Number of non-motorized fatalities and serious injuries – **399.6**

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 2019	Target 2020	Target 2021	Target 2022	Target 2023
Number of Fatalities - 5 year rolling average	843.9	907.7	817.3	817.3	894.2
Fatality Rate per 100 million VMT - 5 year rolling average	1.065	1.097	1.006	1.006	1.088
Number of Serious Injuries 5 year rolling average	3512.4	3467.4	3311.4	3311.4	3348.1
Serious Injury Rate per 100 million VMT - 5 year rolling average	4.351	4.178	4.088	4.088	4.068
Number of Non-Motorized Fatalities and Serious Injuries - 5 year rolling average	423.3	405.86	393.6	393.6	399.6

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 current timeframe runs from January 1, 2023, through December 31, 2026. NIRCC has elected to adopt the INDOT 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 \$122,552,259 and \$129,623,327 respectively has been programmed in the FY 2024-2028 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:

- 2024 Percentage of Interstate pavements in Good condition – **60.0%**
- 2024 Percentage of Interstate pavements in Poor condition – **1.0%**
- 2024 Percentage of non-Interstate NHS pavements in Good condition – **50.0%**
- 2024 Percentage of non-Interstate NHS pavements in Poor condition – **1.5%**
- Revised 2026 Percentage of Interstate pavements in Good condition – **62.0%**

Revised 2026 Percentage of Interstate pavements in Poor condition – **1.0%**
 Revised 2026 Percentage of non-Interstate NHS pavements in Good condition – **48.0%**
 Revised 2026 Percentage of non-Interstate NHS pavements in Poor condition – **1.5%**

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:

2024 Percentage of NHS bridges by deck area classified as in Good condition – **49.0%**
 2024 Percentage of NHS bridges by deck area classified as in Poor condition – **3.0%**
 2026 Percentage of NHS bridges by deck area classified as in Good condition – **47.5%**
 2026 Percentage of NHS bridges by deck area classified as in Poor condition – **3.0%**

Pavement Condition Performance Measure	Target 2024	Target 2026
Percentage of Interstate pavements in Good condition	60.0%	62.0%
Percentage of Interstate pavements in Poor condition	1.0%	1.0%
Percentage of non-Interstate NHS pavements in Good Condition	50.0%	48.0%
Percentage of non-Interstate NHS pavements in Poor Condition	1.5%	1.5%

Bridge Condition Performance Measure	Target 2024	Target 2026
Percentage of NHS bridges by deck areas classified as in Good condition	49.0%	47.5%
Percentage of NHS bridges by deck area classified as Poor Condition	3.0%	3.0%

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, 2023, through December 31, 2026. 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 \$103,454,461 and \$27,968,500 respectively has been programmed

in the FY 2024-2028 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:

- 2024 Percent of person miles reliable on Interstate – **93.0%**
- 2024 Percent of person miles reliable on non-Interstate NHS – **93.0%**
- 2026 Percent of person miles reliable on Interstate – **93.5%**
- 2026 Percent of person miles reliable on non-Interstate NHS – **93.5%**

Table 4: NIRCC - Statewide NHS Travel Time Reliability Performance Targets		
Travel Time Reliability Performance Measure	Target 2024	Target 2026
Percent of person miles reliable on Interstate	93.0%	93.5%
Percent of person miles reliable on non-Interstate NHS	93.0%	93.5%

Interstate Freight Reliability Target Performance Measure

Statewide Interstate Freight Reliability Performance Measure:

- Truck Travel Time Reliability on Interstate

Statewide Truck Travel Time Reliability Targets:

- 2024 Truck travel time reliability index – **1.32**
- 2026 Truck travel time reliability index – **1.30**

Table 5: NIRCC - Statewide Interstate Freight Reliability Performance Targets		
Truck Travel Time Reliability Performance Measure	Target 2024	Target 2026
Truck travel time reliability index	1.32%	1.30%

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:

- 2024 Volatile organic compounds reduction of **590 kilograms per day**
- 2024 Carbon Monoxide reduction of **330.0 kilograms per day**
- 2024 Oxides of nitrogen reduction of **690 kilograms per day**
- 2024 Particulate matter less than 10 microns reduction of **0.20 kilograms per day**
- 2024 Particulate matter less than 2.5 microns reduction of **3.0 kilograms per day**
- 2026 Volatile organic compounds reduction of **600 kilograms per day**
- 2026 Carbon Monoxide reduction of **520 kilograms per day**
- 2026 Oxides of nitrogen reduction of **725 kilograms per day**
- 2026 Particulate matter less than 10 microns reduction of **0.30 kilograms per day**
- 2026 Particulate matter less than 2.5 microns reduction of **4.0 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.

Table 6: NIRCC - Statewide On-Road Source Emission Performance Targets		
Emission Performance Measure	Target 2024	Target 2026
Volatile organic compounds reduction of:	590 kg/day	600 kg/day
Carbon Monoxide reduction of:	330 kg/day	520 kg/day
Oxides of nitrogen reduction of:	690 kg/day	725 kg/day
Particulate matter less than 10 microns reduction of:	0.02 kg/day	0.03 kg/day
Particulate matter less than 2.5 microns reduction of:	3.0 kg/day	4.0 kg/day

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 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 2023 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 2022 data to set 2023 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, assess 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 the 2022 data and performance targets have been set since 2023. Tables 7 and 8 display the 2022 actual data and 2023 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	2022 Percent that Meet or Exceed ULB	2023 Target Percent that Meet or Exceed ULB	2022 Percent in State of Good Repair	2023 Target Percent in State of Good Repair
Large Buses	0%	5%	100%	90%
Medium and Light Duty Buses	83%	35%	25%	70%
Specialized Vans	19%	40%	82%	90%
Non-Revenue Service Vehicles	87%	85%	60%	60%

Facilities	2022 Percent Below Acceptable TERM Rating	2023 Target Percent Below Acceptable TERM Rating	2022 Percent in State of Good Repair	2023 Target Percent in State of Good Repair
Facilities	0%	0%	100%	90%

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.

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 updated their Public Transit Safety Plan in 2022 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.

Remainder of page left blank intentionally.

Table 9: Citilink and NIRCC – Safety Performance Targets			
Fixed Route-Safety Performance Category		2019-2022 Baseline	Target
Fatalities	Total	0.3	0
	Rate per 100,000 Vehicle Revenue Miles	0	0
Injuries (Minor/Major)	Total	4.6	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	0	0
Safety Events (Minor/Major)	Total	8.3	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	0	0
System Reliability (Minor/Major)	Vehicle Revenue Miles Between Failures (Total)	43,652	Increase from baseline
Paratransit-Safety Performance Category			
Paratransit-Safety Performance Category		2019-2022 Baseline	Target
Fatalities	Total	0	0
	Rate per 100,000 Vehicle Revenue Miles	0	0
Injuries (Minor/Major)	Total	0.6	Reduction from baseline
	Rate per 100,000 Vehicle Revenue Miles	0	0
Safety Events (Minor/Major)	Total	1.3	0
	Rate per 100,000 Vehicle Revenue Miles	0	0
System Reliability (Minor/Major)	Vehicle Revenue Miles Between Failures (Total)	67,427	Increase from baseline

The TIP includes projects that support the TAM and Safety Targets. The TIP includes more than \$4,000,000 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 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 C 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 and the FHWA safety performance target assessment is provided on Table 10. The FHWA significant progress determinations for pavement and bridge conditions is displayed in Table 11. Table 12 provides the FHWA significant progress determinations for travel time and freight reliability targets. The assessment for on-road emissions is not currently available. Future updates to the Transportation Plan and TIP will provide information on attaining performance targets and additional target setting activities.

Table 10. Indiana 2020 Safety Performance Target Assessment

Performance Measure	2016-2020 Target	2016-2020 Actual	2014-2018 Baseline	Met Target?
Number of Fatalities	907.7	862.4	833.4	Yes
Rate of Fatalities	1.100	1.064	1.030	Yes
Number of Serious Injuries	3,467.4	3,293.4	3,375.0	Yes
Rate of Serious Injuries	4.178	4.060	4.172	Yes
Number of non-motorized fatalities and non-motorized serious injuries	405.9	377.6	380.2	Yes

Table 11. Indiana 2020 Mid Performance Period Significant Progress Determination Results For Pavement and Bridge Conditions

Measure Area	Measure		Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.109(f)]
The condition of pavements on the National Highway System (NHS) (excluding the Interstate)	Percentage of pavements of the non-Interstate NHS in Good condition	Based only on IRI	68.3	--	64.9	No	--	No	Additional Reporting
		Based on Full Distress + IRI	--	78.7	44.8	--	No		
	Percentage of pavements of the non-Interstate NHS in Poor condition	Based only on IRI	5.3	--	4.2	Yes	--	Yes	
		Based on Full Distress + IRI	--	3.1	0.9	--	Yes		
The condition of bridges on the National Highway System	Percentage of NHS bridges classified as in Good condition		50.0	48.3	48.0	No	No	No	Additional Reporting
	Percentage of NHS bridges classified as in Poor condition		2.3	2.6	2.6	No	Yes	Yes	

Table 12. Indiana 2020 Mid Performance Period Significant Progress Determination Results For Highway Reliability

Measure Area	Measure	Baseline	Target	Actual	Better than Baseline?	Achieved Target?	Made Significant Progress?	Consequences [23 CFR 490.109(f)]
The performance of the Interstate System	Interstate Travel Time Reliability Measure	93.8	90.5	93.7	No	Yes	Yes	None
Freight movement on the Interstate System	Freight Reliability Measure	1.23	1.27	1.25	No	Yes	Yes	None

PERIODIC EVALUATION OF FACILITIES REPEATEDLY REQUIRING REPAIR AND RECONSTRUCTION DUE TO EMERGENCY EVENTS

Federal Transportation Regulations require state DOTs to conduct periodic statewide evaluations to determine if there are reasonable alternatives to roads, highways, and bridges that have required repair and reconstruction activities on two or more occasions due to emergency events. To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where emergency repairs utilizing federal Emergency Relief funds have taken place are illustrated on the following map. To comply with this requirement, INDOT has conducted an evaluation and compiled a listing of the identified locations in Indiana where emergency events have resulted in repairs to its transportation infrastructure. The locations and dates where permanent emergency repairs utilizing federal Emergency Relief funds have taken place are illustrated on the following map. INDOT has identified only one location where two permanent repairs caused by different events on the same facility. The location is in Spencer County in southwestern Indiana. INDOT will continue to monitor locations where emergency repairs have been needed and will review and update the entire evaluation once every four years. If in the future, a second emergency-situation occurs where repairs are required at any of the locations identified, INDOT will review alternatives and enhancements intended to mitigate or eliminate the need for any future emergency repairs at the same location. For example, if a bridge keeps washing out during a flood, INDOT could consider raising the bridge or installing an overflow structure. To better inform the STIP, any projects programmed or amended into the STIP at locations that have had a permanent ER repair will have alternatives considered to mitigate the need for future emergency repairs. In locations that fall within or that will impact an MPO's Metropolitan Planning Area, INDOT will also consult with our MPO partners regarding those alternatives.

The infrastructure that received Emergency Funds in Allen County is located on SR 37. The Emergency Funds were used to repair the bridge in 1996.

2040 Transportation Plan Projects - Allen County

The list below includes the air quality “Non-Exempt” and “Exempt” highway and transit projects.

Highway Improvements

Air Quality Non-Exempt Projects

New Construction

New Two-Lane Construction

Connector Street from Wells Street to Spy Run Avenue
Paul Shaffer Drive from Clinton Street to California Road

Widening Projects

Widen To Four Lanes

Adams Center Road from SR 930 to Moeller Road
Ardmore Avenue from Covington Road to Engle Road
Ardmore Avenue from Engle Road to Lower Huntington Road
Clinton Street from Auburn Road to Wallen Road
Clinton Street from Wallen Road to Dupont Road/SR 1
Diebold Road from Clinton Street to Dupont Road/SR 1
Hillegas Road from s/o Bass Road to Washington Center Road
Maplecrest Road from State Boulevard to Stellhorn Road
State Boulevard from Clinton Street to Cass Street
Stellhorn Road from Maplecrest Road to Maysville Road
Tonkel Road from Dupont Road/SR 1 to Hursh Road
Washington Center Road from Lima Road/SR 3 to US 33

Interchange - New Construction

Interstate 69 at Hursh Road
US 30 at Flaugh Road

Bridge - New Construction

O’Day Road over US 30
O’Day Road over Seeger Ditch

Air Quality Exempt Projects

Congestion Management Strategy Implementation

Center Turn Lane Improvement

Auburn Road from Cook Road to Interstate 469 Exit Ramp (3-lane)
Coldwater Road from Mill Lake Road to Gump Road (3-lane)
Engle Road from Bluffton Road to Smith Road (3-lane)
Gump Road from Coldwater Road to Auburn Road (3-lane)
Saint Joe Center Road from Clinton Street to River Run Trail (5-lane)

Center Turn Lane Improvement - continued

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

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

Turn Lane Extension

Jefferson Boulevard from Lutheran Hospital Entrance to Interstate 69 Ramps

Road Reconstruction – Road Diet

Anthony Boulevard from Tillman Road to Rudisill Boulevard

Anthony Boulevard from Rudisill Boulevard to Pontiac Street

Anthony Boulevard from Pontiac Street to Wayne Trace

Anthony Boulevard from Wayne Trace to Crescent Avenue

Broadway Street from Bell Avenue to North River Road

Calhoun Street from Paulding Road to Tillman Road

Clay Street from Main Street to Lewis Street

Coliseum Boulevard/Pontiac Street from New Haven Avenue to Wayne Trace

Columbia Street from Saint Joe Boulevard to Lake Avenue

Harrison Street from Superior Street to Second Street

Lake Avenue from Saint Joe Boulevard to Delta Boulevard

Paulding Road from US 27/Lafayette Street to Anthony Boulevard

Paulding Road from Anthony Boulevard to Hessen Cassel Road

Superior Street from Calhoun Street to Wells Street

Tillman Road from Anthony Boulevard to Hessen Cassel Road

Washington Boulevard from Lafayette Street to Van Buren Street

Intersection Reconstruction

Broadway and Taylor Street

California Road and Kroemer Road

Clinton Street and Wallen Road

Clinton Street and Washington Center/St. Joe Center Road

Coldwater Road and Union Chapel Road

Coldwater Road and Ludwig Road, and Interstate 69 Interchange Modification

Corbin Road and Union Chapel Road

Coverdale Road, Winters Road and Indianapolis Road

Flaugh Road and Leesburg Road

Goshen Road, Lillian Avenue and Sherman Boulevard

Homestead Road and Lower Huntington Road

Leesburg Road and Main Street

Ludwig Road and Huguenard Road

Rothman Road and St Joe Road

Ryan Road and Dawkins Road

SR 930 and Coldwater Road

SR 930 and Goshen Road

SR 930 and Maplecrest Road

SR 930 and US 27/Lima Road

US 30 and Felger/Leesburg Road

Intersection Reconstruction - continued

US 30 and Kroemer Road

US 30 and O'Day Road

Wayne Trace and Monroeville Road

Reconstruction and Realignment

Adams Center Road from Moeller Road to Paulding Road

Adams Center Road from Paulding Road to Interstate 469

Allen County/Whitley County Line Road from US 24 to SR 14

Amstutz Road from Hosler Road to SR 1/Leo Road

Ardmore Avenue from Airport Expressway to Ferguson Road

Bass Road from Clifty Parkway to Thomas Road

Bass Road from Thomas Road to Hillegas Road

Bass Road from Hadley Road to Scott Road

California Road from Flaugh Road to Kroemer Road

Carroll Road from SR 3 to Springs Drive

Carroll Road from e/o Bethel Road to Millstone Drive

Coldwater Road from Gump Road to Allen County Line

Cook Road from US 33 to O'Day Road

Crescent Avenue from Sirlin Drive to SR 930/Coliseum Boulevard

Dunton Road from Hathaway Road to Gump Road

Flaugh Road from Colifornia Road to s/o US 30

Goshen Avenue from Sherman Boulevard to Coliseum Boulevard/SR 930

Hathaway Road from Corbin Road to SR 3

Hathaway Road from SR 3 to Hand Road

Huguenard Road from Washington Center Road to Cook Road

Kroemer Road from s/o US 30 to California Road

Lake Avenue from Reed Road to Maysville Road

Leesburg Road from Main Street to Jefferson Boulevard

Maplecrest Road from State Boulevard to Stellhorn Road

Moeller Road from Hartzell Road to Adams Center

Ryan Road from Dawkins Road to US 24

State Boulevard from Maysville Road to Georgetown North Boulevard

Saint Joe Road from Evard Road to Mayhew Road

Saint Joe Road from Maplecrest Road to Eby Road

Till Road from Lima Road to Dawson Creek Boulevard

Wallen Road from Hanauer Road to Auburn Road

Wells Street from State Boulevard to Fernhill Avenue

Witmer Road from Schwartz Road to Country Shoals Lane

Other Highway Improvements

New Railroad Grade Separation

Anthony Boulevard and Norfolk Southern Railroad

Airport Expressway and Norfolk Southern Railroad

Ardmore Avenue and Norfolk Southern Railroad

Reconstruct Railroad Grade Separation

Anthony Boulevard and CSX Railroad

Interchange Modification

Interstate 69 and SR 14/Illinois Road Interchange (WB to NB Ramp)

Interstate 469 and Interstate 69 Interchange (mm 315)

Interstate 469 and US 24 Interchange

US 24 and Bruick/Ryan Road

Projects in Allen County – Outside the Metropolitan Planning Area

Intersection Improvement/Modification

US 30 and Stahlhut Road (Closed)

US 30 and Solon Road (Closed)

US 30 and Butt Road (Closed)

New Bridge Construction

Butt Road over US 30

New Interchange Construction

US 30 and Leesburg/Felger Roads

Additional Projects for Illustrative Purposes Only

Widening Projects - six lanes

Interstate 69 from Interstate 469 to Airport Expressway

Interstate 69 from Airport Expressway to US 24

Interstate 69 from Dupont Road/SR 1 to Hursh Road

Interstate 469 from Maplecrest Road to Interstate 69

Jefferson Boulevard from Illinois Road South to Main Street

Jefferson Boulevard from Interstate 69 to Illinois Road South

SR 3 from Dupont Road to Gump Road

SR 3 from Gump Road to Allen County Line

US 24 from Interstate 69 to Homestead Road

Upgrade to Full Access Control (Freeway Design)

US 30 from Interstate 69 to US 33

US 30 from US 33 to Flaugh Road

US 30 from Flaugh Road to O'Day Road

Widening Projects - four lanes

SR 1/Leo Road from Tonkel Road to Union Chapel Road

SR 1/Leo Road from Union Chapel Road to Grabill Road

SR 1/Bluffton Road from Interstate 469 to SR 116/124

SR 14/Illinois Road from W Hamilton Road to Allen/Whitley County Line Road

SR 37 from Doty Road to Interstate 469

US 33 from Cook Road to O'Day Road

Widening Projects - four lanes - *continued*

US 33 from O'Day Road to SR 205

Center Turn Lane Improvement

Auburn Road from Dupont Road to Gump Road
SR 930 from Brookwood Drive to Minnich Road

Reconstruction and Realignment

Clinton Street from Parnell Avenue to Auburn Road
SR 37 from Doty Road to Cuba Road

Interchange – Modification

Interstate 69 and SR 1/Dupont Road Interchange

Bridge Reconstruction/Modification

Hillegas Road over Interstate 69
US 27/Spy Run Avenue Bridge over St. Mary's River w/Pedestrian Treatment

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

Page Intentionally Left Blank

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), Carbon Reduction, PROTECT, 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 Infrastructure Investment and Jobs Act (IIJA), the current transportation bill was signed into law in 2021.

The Fiscal Year 2024-2028 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 2024-2027. The fifth year (FY 2028) is for informational purposes only. Based on the report received by INDOT Policy and Budget division the amount of available funds for programming projects in the urban area for Fiscal Years 2024 through 2027 in the Transportation Improvement Program is approximately \$53,660,352 (see Table 1). 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 Year 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 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 1.03 million dollars from HSIP funds annually.

Bridge Rehabilitation, Replacement, and Inspection funds are also available to local governments. The federal government will provide up to 80 percent of a project’s cost in these categories.

The Congestion Mitigation Air Quality (CMAQ) funds are available for projects that relieve congestion, improve air quality and reduce transportation-related emissions. Projects must meet

eligibility requirements prior to being approved for inclusion in the TIP. Typically these projects receive funds to cover eighty percent of the project cost.

The Indiana Transportation Alternatives (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 \$2,174,272 from State Public Mass Transportation Funds (PMTF) for FY 24. Through Capitalization of Maintenance Costs, Complimentary Paratransit Costs and Special Rule Operations, \$4,550,155 will be available for operating funds through Federal Section 5307 for FY24.

The federal dollars available for FY 24 through FY 28 and the amount of local matching funds are summarized on Table 2. Table 3 provides a summary of local roadway 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, and Major Bridge Fund. The State also allows counties, cities and towns to apply for up to \$1 million of Community Crossing Matching Grant (CCMG) funds. The CCMG funds assist with maintenance and upkeep of the transportation infrastructure. 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 2022 revenue receipts and 2023 budgets obtained from the Indiana Gateway for Government Units (<https://gateway.ifionline.org/>) and/or estimated local budgets. Table 4 summarizes the estimated total local funds available for each public agency, funds needed to match federal sources, and funds for operations and maintenance for Fiscal Years 2024 through 2028.

Table 1 Federal Funds Available Fort Wayne Urbanized Area

Fiscal Year	Funds Available to Urbanized Area	CRSSA Funds	Programmed Funds	Remaining Funds
FY 2024	\$13,639,886	\$2,823,811	\$15,232,166	\$1,231,531
FY 2025	\$13,340,152		\$12,611,380	\$728,772
FY 2026	\$13,340,152		\$13,300,780	\$39,372
FY 2027	\$13,340,152		\$13,335,380	\$4,772
FY 2028	\$13,340,152		\$13,295,380	\$44,772

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, FY2024-28 Transportation Improvement Program is reasonably constrained. Based on the estimated funds available and estimated project costs, the program is showing a slight under programmed amounts for FY2024-2028.

Table 2**ALLOCATED FEDERAL FUNDS**

FUND TYPE	Area	FY 24	FY 25	FY 26	FY 27	FY 28
STBG		\$7,975,864	\$7,975,864	\$7,975,864	\$7,975,864	\$7,975,864
HSIP		\$1,028,729	\$1,028,729	\$1,028,729	\$1,028,729	\$1,028,729
CMAQ		\$948,037	\$948,037	\$948,037	\$948,037	\$948,037
TA	Fort Wayne - New Haven - Allen County	\$1,110,529	\$1,110,529	\$1,110,529	\$1,110,529	\$1,110,529
Carbon Reduction	Urbanized Area	\$1,918,918	\$1,918,918	\$1,918,918	\$1,918,918	\$1,918,918
PROTECT		\$358,075	\$358,075	\$358,075	\$358,075	\$358,075
FY23 Adjustment		\$299,734				
	Total	\$13,639,886	\$13,340,152	\$13,340,152	\$13,340,152	\$13,340,152
CRRSA Funding for FY24		\$2,823,811				
Group IV Funding	Statewide allocations to rural Allen County including incorporated communities	\$9,580,844	\$12,817,225	\$2,705,934	\$9,924,400	\$0
Transportation Alternative Program	Statewide allocation to local agencies in Allen County	\$0	\$0	\$0	\$0	\$0
Recreational Trails Program	Statewide allocation to local agencies in Allen County	\$0	\$0	\$0	\$0	\$0
FTA 5307/5339/5340						
Operating		\$4,702,555	\$4,641,158	\$4,733,982	\$4,828,661	\$4,925,234
Capital		\$3,973,104	\$1,413,354	\$1,265,155	\$1,295,642	\$1,333,430
PMTF		\$2,174,272	\$2,196,015	\$2,217,975	\$2,240,155	\$2,262,557

MATCHING FUNDS

JURISDICTION	FY 24	FY 25	FY 26	FY 27	FY 28
Allen County	\$2,621,935	\$3,108,346	\$676,484	\$2,481,100	\$200,000
Fort Wayne	\$1,615,100	\$2,606,360	\$2,518,750	\$2,567,500	\$87,500
New Haven	\$200,000	\$0	\$425,000	\$0	\$2,942,500
Leo-Cedarville	\$1,237,500	\$0	\$0	\$0	\$0
Huntertown	\$735,500	\$184,000	\$362,600	\$50,000	\$87,500
NIRCC	\$18,845	\$18,845	\$18,845	\$18,845	\$18,845
Fort Wayne PTC					
Operating	\$13,489,677	\$13,915,345	\$14,520,040	\$15,152,633	\$15,814,456
Capital	\$1,053,276	\$353,338	\$316,289	\$323,910	\$333,358

Table 3 Source and Expenditure of Local Transportation Funds-Annual Estimates

CITY OF FORT WAYNE

Source	Available Funds	Fund Utilization
Wheel Tax Surtax	\$10,390,850	Materials, and Maintenance
MVH and LR & S	\$23,289,325	Operations, Traffic Maintenance and Modernization
CEDIT ¹	\$21,000,000	Pavement Management and Matching Funds

CITY OF NEW HAVEN

Source	Available Funds	Fund Utilization
Wheel Tax Surtax	\$435,615	Maintenance, Reconstruction and Materials
MVH and LR & S	\$2,279,040	Operations, Construction and Reconstruction
CEDIT ¹	\$3,850,000	Pavement Management and other

ALLEN COUNTY

Source	Available Funds	Fund Utilization
Wheel Tax Surtax	\$6,025,890	Resurfacing and Maintenance
MVH and LR & S	\$18,567,450	Operations, Construction and Reconstruction
Major Bridge	\$12,019,690	Bridge Construction and Maintenance
CEDIT ¹	\$60,000,000	Resurfacing and Rehabilitation

HUNTERTOWN

Source	Available Funds	Fund Utilization
Wheel Tax Surtax	\$133,420	Resurfacing and Maintenance
MVH and LR & S	\$1,054,250	Operations, Construction and Reconstruction
CEDIT ¹	\$2,510,000	Resurfacing and Rehabilitation

LEO-CEDARVILLE

Source	Available Funds	Fund Utilization
Wheel Tax Surtax	\$39,860	Resurfacing and Maintenance
MVH and LR & S	\$360,345	Operations, Construction and Reconstruction
CEDIT ¹	\$2,290,000	Resurfacing and Rehabilitation

GRABILL

Source	Available Funds	Fund Utilization
MVH and LR & S	\$526,620	Operations, Construction and Reconstruction
CEDIT ¹	\$290,000	Resurfacing and Rehabilitation

Table 4 Estimated Five-Year Transportation Budget Summary for Local Public Agencies

Local Public Agency	Total Available Funds	Total Funds Needed to Match Federal Funds	Available for Maintenance and Operations
Allen County	\$483,065,150	\$9,087,865	\$473,977,285
Fort Wayne	\$273,400,875	\$9,395,210	\$264,005,665
Grabill	\$4,083,100	\$0	\$4,083,100
Huntertown	\$18,488,350	\$1,419,600	\$17,068,750
Leo-Cedarville	\$13,451,025	\$1,237,500	\$12,213,525
New Haven	\$32,823,275	\$3,567,500	\$29,255,775

Remainder of Page Intentionally Left Blank

Page Intentionally Left Blank

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) has submitted its financial capacity analysis to NIRCC. Revenue losses from the pandemic, increasing inflationary costs, and use of federal COVID relief have resulted in increased reliance upon federal funding to sustain operations. The following narrative and tables show that Citilink has sufficient financial capacity to continue operating in an efficient and economical manner in the near term, however additional state and local funding sources will be necessary to maintain long-term financial sustainability.

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 below list financial data reported by Citilink to the Indiana Department of Transportation for 2017 through 2021. These figures reflect a period of fluctuations during the COVID-19 pandemic and recovery. The growth in future Citilink expenses is calculated using an expected increase of 4 percent per year for most categories.

Table 1: Operating Revenues and Expenses (Audited Actuals)

Revenues	2017	2018	2019	2020	2021
Passenger Fares	1,488,767	1,503,782	1,438,035	1,003,629	695,189
Fare Subsidy	388,179	438,939	392,469	309,169	283,699
Local Government Assessments & Taxes	6,284,910	6,587,310	6,995,100	7,205,784	7,676,607
Federal Grants and Reimbursements	2,611,309	2,612,405	2,763,139	4,290,217	4,931,493
State Operating Grants	2,048,372	2,107,335	2,093,009	2,112,415	1,832,197
Federal Pass-Through Revenue	(87,000)	(87,000)	(96,000)	(96,000)	(103,500)
Other Revenues	146,097	195,554	123,972	100,027	79,218
TOTAL REVENUE	12,880,634	13,358,325	13,709,724	14,925,241	15,394,903
Expenses	2017	2018	2019	2020	2021
Salaries and Wages	5,173,485	5,386,965	5,975,719	6,350,777	6,286,258
Fringe Benefits	6,755,108	6,526,444	6,851,665	4,793,269	3,742,834
Services	868,321	1,083,823	730,942	638,553	722,245
Fuel, Material, Supplies	1,424,254	1,535,745	1,746,684	1,536,636	1,556,289
Utilities	101,754	121,003	121,873	122,697	129,286
Casualty and Liability	349,419	398,524	393,927	463,161	608,219
Taxes	1,018	1,171	6,908	7,985	9,089
Miscellaneous	150,823	162,649	174,388	220,467	123,293
Lease and Rentals	676	680	676	681	3,660
Vehicle Tracking System	12,028	11,398	37,218	36,945	37,423
TOTAL OPERATING EXPENSE	14,836,886	15,228,402	16,040,000	14,171,171	13,218,596

Table 2: Operating Revenues and Expenses (Projected for 2024-2028)

Revenues	2024	2025	2026	2027	2028
Passenger Fares	1,493,097	1,552,821	1,614,933	1,679,531	1,746,712
Fare Subsidy	316,245	328,895	342,051	355,733	369,962
Local Government Assessments & Taxes	9,543,360	10,020,528	10,521,554	11,047,632	11,600,013
Federal Grants and Reimbursements	5,442,326	5,629,340	5,819,704	6,013,313	6,210,058
State Operating Grants	2,174,272	2,196,015	2,217,975	2,240,155	2,262,557
Federal Pass-Through Revenue	(106,605)	(109,803)	(113,097)	(116,490)	(119,985)
Other Revenues	59,328	61,108	62,941	64,829	66,774
TOTAL REVENUE	18,922,023	19,678,904	20,466,061	21,284,703	22,136,091

Expenses	2024	2025	2026	2027	2028
Salaries and Wages	8,830,297	9,183,508	9,550,849	9,932,883	10,330,198
Fringe Benefits	5,156,035	5,362,276	5,576,767	5,799,838	6,031,831
Services	839,732	873,322	908,255	944,585	982,368
Fuel, Material, Supplies	2,691,476	2,799,135	2,911,101	3,027,545	3,148,647
Utilities	181,711	188,979	196,538	204,400	212,576
Casualty and Liability	574,262	597,232	621,122	645,967	671,805
Taxes	10,502	10,922	11,359	11,813	12,286
Miscellaneous	539,547	561,129	583,574	606,917	631,193
Lease and Rentals	63,102	65,626	68,251	70,981	73,820
Vehicle Tracking System	35,360	36,774	38,245	39,775	41,366
TOTAL OPERATING EXPENSE	18,922,023	19,678,904	20,466,061	21,284,703	22,136,091

Table 3: Projected Formula Capital Funds (2024-2028)

The table below projects federal formula (Secs. 5307, 5339) and local match funds available for capital expenditure.

Year	Federal Carryover	Projected Apportionments	Total Available Federal	Local Capital Carryover	Additions to Local Capital Fund	Total Available Local	Total Funds Available
2024	7,037,555	4,698,151	11,735,706	365,384	-	365,384	12,101,090
2025	6,232,566	4,792,114	11,024,680	75,735	250,000	325,735	11,350,415
2026	5,399,891	4,887,956	10,287,847	27,397	500,000	527,397	10,815,244
2027	4,538,628	4,985,715	9,524,343	220,108	250,000	470,108	9,994,451
2028	3,654,236	5,085,429	8,739,665	155,198	500,000	655,198	9,394,863

Year	Total Available Federal	Minus Cap. Maint and Operating	Minus Federal Capital Programmed	Federal Carryover for Capital	Total Available Local	Minus Local Capital Programmed	Local Capital Carryover
2024	11,735,706	(4,344,544)	(1,158,596)	6,232,566	365,384	(289,649)	75,735
2025	11,024,680	(4,431,435)	(1,193,354)	5,399,891	325,735	(298,338)	27,397
2026	10,287,847	(4,520,064)	(1,229,155)	4,538,628	527,397	(307,289)	220,108
2027	9,524,343	(4,610,465)	(1,259,642)	3,654,236	470,108	(314,910)	155,198
2028	8,739,665	(4,702,674)	(1,297,430)	2,739,561	655,198	(324,358)	330,840

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

OPERATIONAL

In FY23, the Community Transportation Network (CTN) applied for and was awarded Section 5310 Operational Assistance for the provision of 26,400 additional medical transportation trips during a two-year project period (2023 thru 2024). The total cost of the project is \$609,600 of which 50%, \$304,800 (\$152,400 per year) will be paid for with federal funds. CTN will provide the local matching dollars of \$304,800 (\$152,400 per year).

CAPITAL

In FY22, 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 four (4) vehicles. The three (3) medium transit vehicles are replacement vehicles and the one (1) large transit vehicle is an expansion vehicle. The total cost for the four (4) of the transit vehicles is \$268,570 of which 80% (\$192,664) will be paid for with federal funds. All four (4) vehicles will be used to transport elderly and/or disabled persons to healthcare, grocery, shopping, recreation, community services and other resources. The service area for all four (4) vehicles will be within the urbanized area of Allen County.

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.

Page Intentionally Left Blank

VII. LOCAL PROJECTS FY 2024-2028

Local Roadway Projects

FY 2024-2028

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA AM#	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*							
Allen County Bridge Inspection	2100106	PE	\$369,355					\$295,484	\$73,871	1	AC	Group III / IV		
Bridge Inspection		PE		\$48,924				\$39,139	\$9,785	2				
Total cost for project:	\$418,279		\$369,355	\$48,924	\$0	\$0	\$0	\$334,623	\$83,656				exempt	
Amber Road Bridge #226	1902825	PE					2021	\$131,234	\$68,059		AC	B-42840		
Bridge over the Little River		RW					2023	\$0	\$102,000			Group III / IV		
(INDOT funded project)		CN		\$1,383,170				\$727,260	\$655,910	2		11/14/2024	exempt	
Bridge Replacement: 2 lane bridge		CE		\$139,500				\$111,600	\$27,900	2				
Total cost for project:	\$1,823,963		\$0	\$1,522,670	\$0	\$0	\$0	\$970,094	\$853,869					
Amstutz Road	1801426	PE					2019	\$200,000	\$50,000		LC	R-41299		
Hosler Rd to Leo Rd/SR 1	1801426	PE					2020	\$291,500	\$72,875			STBG & CRRSA		
	1801426	RW					2023	\$396,000	\$99,000					
(1901912 Nettlehorst Ditch Bridge)	1801426	CN	\$5,240,000					\$4,192,000	\$1,048,000	1				
(1901913 Ped Bridge)	1901912	CN	\$60,000					\$48,000	\$12,000	1				
	1901913	CN	\$325,000					\$260,000	\$65,000	1				
Road Reconstruction: 2 lane roadway w/CTL as needed with pedestrian facilities	1801426	CE	\$562,500					\$450,000	\$112,500	1			10/12/2023	exempt
Total cost for project:	\$7,296,875		\$6,187,500	\$0	\$0	\$0	\$0	\$5,837,500	\$1,459,375					
Antwerp Road Bridge #15	1902823	PE					2021	\$221,937	\$55,484		AC	B-42841		
Bridge over the Oberhalzer Ditch		RW					2023	\$164,800	\$41,200			Group III / IV		
(INDOT funded project)		CN		\$910,000				\$728,000	\$182,000	2		11/14/2024	exempt	
Bridge Replacement: 2 lane bridge		CE		\$136,500				\$109,200	\$27,300	2				
Total cost for project:	\$1,529,921		\$0	\$1,046,500	\$0	\$0	\$0	\$1,223,937	\$305,984					
Ardmore Avenue	2300603	PE		\$3,750,000					\$3,000,000	\$750,000	2	FW	STBG	
Covington Rd to Lower Huntington Rd		PE			\$1,250,000				\$1,000,000	\$250,000	3			
		RW						\$437,500	\$350,000	\$87,500	5			
Phase 1: Covington Rd to s/o Engle Rd		RW					2029	\$2,200,000	\$550,000	6				
Phase 2: s/o Engle Rd to s/o Sand Point Rd (south)		CN - 1					2032	\$5,500,000	\$1,375,000	9				
Phase 3: s/o Sand Point Rd (south) to Lower Huntington Rd		CE - 1					2032	\$100,000	\$25,000	9				
		CN - 2					3034	\$5,500,000	\$1,375,000	11				
Road Reconstruction and Widening: from two lanes to four/five lane roadway with pedestrian facilities		CE - 2					3034	\$100,000	\$25,000	11				
		CN - 3					3036	\$5,500,000	\$1,375,000	13				
		CE - 3					3036	\$100,000	\$25,000	13				
Total cost for project:	\$29,187,500		\$0	\$3,750,000	\$1,250,000	\$0	\$437,500	\$23,350,000	\$5,837,500					

Local Roadway Projects

FY 2024-2028

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA AM#	Contract # Funding Letting	TIP Date ICG Date AQ Finding	
			2024	2025	2026	2027	2028*								
Bass Road Scott Rd to Hadley Rd	1401273	RW						2019	\$630,000	\$157,500		AC	3A - B-42229		
		RW						2023	\$270,000	\$67,500				3B - R-42154	
Phase 3A: 1901884 bridge	1901884	CN - A CE - A						2022	\$5,710,907	\$1,427,727				3C - R-38005	
Phase 3B: 1901699 w/o bridge to Brenton Glens Ln	1901699	CN - B						2022	\$480,000	\$120,000			STBG & CRRSA		
Phase 3C: 1401273 Brenton Glens Ln to Scott Rd	1401273	CN - C						2023	\$3,800,000	\$950,000					
Road Reconstruction & New Bridge: 2 lane roadway w/CTL and 3 lane bridge over Anderson #1 Drain area	1401273 1901699 & 1401273 1901699 & 1401273	CE - B & C CE - B & C	\$996,120					2023	\$80,000	\$20,000			Ph A 10/14/2021	exempt	
									\$796,896	\$199,224	1		Ph B & C 2/10/2023		
Total cost for project:	\$20,459,754		\$996,120	\$0	\$0	\$0	\$0		\$16,367,803	\$4,091,951					
Bluffton Road Bridge #257 Bridge over Harber Ditch (INDOT funded project) Bridge Replacement: 2 lane bridge	1902824	PE RW CN CE	\$2,338,000 \$280,000					2021 2023	\$0 \$0	\$345,250 \$142,750		AC	B-42839		
									\$1,291,840	\$1,046,160	1		Group III / IV		
									\$213,840	\$66,160	1		12/13/2023	exempt	
Total cost for project:	\$3,106,000		\$2,618,000	\$0	\$0	\$0	\$0		\$1,505,680	\$1,600,320					
Bluffton Road Bridge #358 Bridge over the St Mary's River (INDOT funded project) Bridge Deck Reconstruction: existing 4 lane bridge	1902834	PE UT UT CN CE		\$200,000 \$5,995,000 \$899,300				2021 2023	\$478,480 \$0	\$119,620 \$1,000		FW	B-42844		
									\$160,000	\$40,000	2		Group III / IV		
									\$4,796,000	\$1,199,000	2				
									\$719,440	\$179,860	2		12/11/2024	exempt	
Total cost for project:	\$7,693,400		\$0	\$7,094,300	\$0	\$0	\$0		\$6,153,920	\$1,539,480					
Broadway & Taylor Street Intersection Intersection Improvement/ Roundabout	2100146	PE - CMAQ RW - CMAQ CN CE		\$937,500		\$625,000		2030 2030	\$750,000 \$500,000 \$0 \$0	\$187,500 \$125,000 \$3,125,000 \$375,000	2 4 7 7	FW	R-43646 CMAQ & HSIP		
									\$0	\$0			10/11/2029	exempt	
Total cost for project:	\$5,062,500		\$0	\$937,500	\$0	\$625,000	\$0		\$1,250,000	\$3,812,500					
Carroll Road 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 1801749 1801748 1801749 1801748 1801748 & 1801749	PE - E & W RW - E RW - W CN - E CN - W CE - E & W	\$2,087,500 \$1,187,500 \$312,500					2019 2023 2023	\$200,000 \$321,493 \$261,611	\$50,000 \$80,373 \$65,403		HT			
									\$1,670,000	\$417,500	1		STBG & CRRSA		
									\$950,000	\$237,500	1				
									\$250,000	\$62,500	1		5/10/2023	exempt	
Total cost for project:	\$4,566,380		\$3,587,500	\$0	\$0	\$0	\$0		\$3,653,104	\$913,276					

Local Roadway Projects

FY 2024-2028

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA AM#	Contract # Funding Letting	TIP Date ICG Date AQ Finding	
			2024	2025	2026	2027	2028*								
Carroll Road at Shearwater Run/Coral Springs Run Intersection Improvement, Roundabout	2101634	PE						2022	186,208	46,552		HT	R-44126		
		RW	90,000						72,000	18,000	1		STBG & CRRSA		
		CN			1,618,000				1,294,400	323,600	3				
		CE			195,000				156,000	39,000	3		9/10/2025	exempt	
Total cost for project:			\$2,135,760		\$90,000	\$0	\$1,813,000	\$0	\$0						
Clinton Street Auburn Rd to Mayhew Rd Phase 1: Riveroak Dr to Diebold Rd Phase 2: Auburn Rd to Riveroak Dr Phase 3: Diebold Rd to Mayhew Rd Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities	1901703	PE	\$3,772,500						\$3,018,000	\$754,500	1	FW/ AC	R-42160		
		PE		\$1,250,000					\$1,000,000	\$250,000	2				
		RW			\$1,393,750				\$1,115,000	\$278,750	3				
		RW				\$2,162,500			\$1,730,000	\$432,500	4				
		CN - 1						2029	\$9,440,000	\$2,360,000	6				
		CE - 1						2029	\$944,000	\$236,000	6		STBG & CRRSA		
		CN - 2						2030	\$9,440,000	\$2,360,000	7				
		CE - 2						2030	\$100,000	\$25,000	7				
		CE - 2						2031	\$844,000	\$211,000	8				
		CN - 3						2032	\$7,600,000	\$1,900,000	9		11/15/2028	non-exempt	
CE - 3						2032	\$100,000	\$25,000	9						
Total cost for project:			\$44,163,750	\$3,772,500	\$1,250,000	\$1,393,750	\$2,162,500	\$0	\$35,331,000	\$8,832,750					
Coverdale Rd-Indianapolis Rd-Winters Rd Intersection Intersection Improvement, Roundabout	2300604	PE	\$800,000						\$0	\$800,000	1	AC			
		RW		\$1,000,000					\$800,000	\$200,000	2				
		CN				\$3,250,000			\$2,600,000	\$650,000	4			STBG	
		CE				\$237,500			\$190,000	\$47,500	4			10/7/2026	exempt
Total cost for project:			\$5,287,500	\$800,000	\$1,000,000	\$0	\$3,487,500	\$0	\$3,590,000	\$1,697,500					
Cuba Road Bridge #24 Bridge #24 over Oberhaltzer Ditch <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge	2101756	PE						2023	\$237,032	\$59,258		AC	B-44315		
		RW		\$30,000					\$24,000	\$6,000	2			Group III / IV	
		CN				\$1,180,000			\$944,000	\$236,000	4				
		CE				\$177,000			\$141,600	\$35,400	4			7/8/2026	exempt
Total cost for project:			\$1,683,290	\$0	\$30,000	\$0	\$1,357,000	\$0	\$1,346,632	\$336,658					
Fogwell Parkway Lafayette Ctr to Winters Rd <i>(INDOT funded project)</i> Road Reconstruction: existing 4 lane roadway	1802912	PE							\$577,454	\$144,364		AC			
		CN		\$8,500,000					\$5,840,000	\$2,660,000	2			Group III / IV	
		CE		\$870,000					\$696,000	\$174,000	2			7/10/2024	exempt
Total cost for project:			\$10,091,818	\$0	\$9,370,000	\$0	\$0	\$0	\$7,113,454	\$2,978,364					
Goeglein Road Bridge #113 Bridge over Bullerman Drain <i>(INDOT funded project)</i> Bridge Replacement	1902836	PE						2021	\$184,880	\$46,220		FW	B-42843		
		RW						2023	\$0	\$1,000				Group III / IV	
		CN		\$988,000					\$790,400	\$197,600	2				
		CE		\$210,000					\$168,000	\$42,000	2			11/14/2024	exempt
Total cost for project:			\$1,430,100	\$0	\$1,198,000	\$0	\$0	\$0	\$1,143,280	\$286,820					

Local Roadway Projects

FY 2024-2028

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA AM#	Contract # Funding Letting	TIP Date ICG Date AQ Finding	
			2024	2025	2026	2027	2028*								
Grabill Road Bridge over St. Joe River (#1901712) and SR 1/Leo Rd at Clay St (#2200137) 1=Group 1 STBG 2=INDOT STBG 3=Allen County STBG & TA Bridge Reconstruction: existing 2 lane bridge with pedestrian facilities (#1901712) Intersection Improvement, Signalized (#2200137)	1901712	PE						2022	\$0	\$500,000		AC	R-42165		
	1901712	RW						2023	\$150,000	\$37,500					
	1901712	RW - TE	187,500							\$150,000	\$37,500	1			
	2200137	CN		300,000						\$240,000 ¹	\$60,000 ³	2	1=Group 1 STBG		
	2200137	CN		300,000						\$240,000 ²	\$60,000 ²	2	2=INDOT STBG		
	2200137	CE		30,000						\$24,000 ¹	\$6,000 ³	2	3=Allen County STBG & TA		
	2200137	CE		30,000						\$24,000 ²	\$6,000 ²	2			
	1901712	CN		4,965,000						\$3,972,000	\$993,000	2			
	1901712	CN - TE		1,875,000						\$1,500,000	\$375,000	2	8/14/2024	exempt	
1901712	CE		625,000						\$500,000	\$125,000	2				
Total cost for project:	\$9,000,000		\$187,500	\$8,125,000	\$0	\$0	\$0		\$6,800,000	\$2,200,000					
Gump Road and State Road 3/Lima Road Pedestrian bridge over SR 3/Lima Road Pedestrian Bridge	2300620	PE				\$250,000			\$200,000	\$50,000	4	HT			
		RW							\$350,000	\$87,500	5				
		RW						\$437,500		\$500,000	\$125,000	6		STBG & CRRSA	
		CN - TE/TAP								\$8,000,000	\$2,000,000	8			
		CE - TE/TAP								\$800,000	\$200,000	8		10/9/2030	exempt
		Total cost for project:	\$12,312,500		\$0	\$0	\$0	\$250,000	\$437,500		\$9,850,000	\$2,462,500			
Hamilton Road Bridge #242 Bridge over Rebecca Knight Drain (INDOT funded project) Bridge Rehabilitation or Repair: 2 lane bridge	2101768	PE						2023	\$238,013	\$59,503		AC	B-44316		
		RW				\$60,000			\$48,000	\$12,000	3			Group III / IV	
		CN					\$2,115,000			\$1,692,000	\$423,000	4			
		CE					\$317,000			\$253,600	\$63,400	4		8/5/2026	exempt
Total cost for project:	\$2,789,516		\$0	\$0	\$60,000	\$2,432,000	\$0		\$2,231,613	\$557,903					
Hillegas Road State Blvd to Coliseum Blvd Phase 1: State Blvd to approx 400' n/o Butler Rd Phase 2: approx 400' n/o Butler Rd to Coliseum Blvd Added Travel Lanes: expanding to 4 lane roadway with pedestrian facilities	1901705	PE						2022	\$1,517,600	\$379,400		FW	R-42163		
	1901705	RW	\$1,875,000						\$1,500,000	\$375,000	1				
	2201692	CN - Ph 1			\$9,400,000				\$7,520,000	\$1,880,000	3		STBG & CRRSA		
	2201692	CE			\$550,000				\$440,000	\$110,000	3				
	2201694	CH - Ph 2				\$9,500,000			\$7,600,000	\$1,900,000	4		10/8/2025	non-exempt	
	2201694	CE				\$550,000			\$440,000	\$110,000	4				
Total cost for project:	\$23,772,000		\$1,875,000	\$0	\$9,950,000	\$10,050,000	\$0		\$19,017,600	\$4,754,400					
Kell Road Bridge #46 Bridge over Willow Creek (INDOT funded project) Bridge Deck Overlay & Widening for Pedestrian Facilities	1902837	PE						2021	\$106,814	\$26,704		HT	B-42845		
		RW						2023	\$24,000	\$6,000				Group III / IV	
		CN			\$800,000					\$640,000	\$160,000	2			
		CE			\$120,000					\$96,000	\$24,000	2		10/9/2024	exempt
Total cost for project:	\$1,083,518		\$0	\$920,000	\$0	\$0	\$0		\$866,814	\$216,704					

Local Roadway Projects

FY 2024-2028

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA AM#	Contract # Funding Letting	TIP Date ICG Date AQ Finding	
			2024	2025	2026	2027	2028*								
Maplecrest Road (South) SR 930 to Seiler Road Phase 1: Moeller Rd to SR 930 #2300599 Phase 2: Seiler Rd to Moeller Rd #2300600 Road Widening: 2 lane roadway w/CTL	2100622	PE						2023	\$600,000	\$150,000		NH	R-43666		
	2100622	PE	\$750,000						\$600,000	\$150,000	1				
	2100622	RW			\$1,500,000				\$1,200,000	\$300,000	2		STBG		
	2300599	CN - 1						\$9,375,000	\$7,500,000	\$1,875,000	5				
	2300599	CE - 1						\$937,500	\$750,000	\$187,500	5		Ph 1: 10/14/2027		
	2300600	CN - 2							\$6,000,000	\$1,500,000	7			exempt	
	2300600	CE - 2							\$60,000	\$15,000	7		Ph 2: 10/11/2029		
Total cost for project:	\$20,887,500		\$750,000	\$0	\$1,500,000	\$0	\$10,312,500		\$16,710,000	\$4,177,500					
Monroeville Road Bridge #277 Bridge over Hoffman Drain <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge	1902826	PE						2021	\$0	\$278,950		AC	B-42838		
		RW						2023	\$0	\$10,000				Group III / IV	
		CN		\$1,270,000						\$1,016,000	\$254,000	2			
		CE		\$191,000						\$152,800	\$38,200	2		7/10/2024	exempt
Total cost for project:	\$1,749,950		\$0	\$1,461,000	\$0	\$0	\$0		\$1,168,800	\$581,150					
Monroeville Road - Wayne Trace Intersection <i>(INDOT funded project)</i> Intersection Improvement, Roundabout	2003073	PE						2023	\$350,910	\$75,620		AC			
		RW	\$80,000						\$72,000	\$8,000	1			Group III/HSIP	
		CN			\$2,520,917				\$2,016,734	\$504,183	3				
		CE			\$315,115				\$252,092	\$63,023	3		1/14/2026	exempt	
Total cost for project:	\$3,342,562		\$80,000	\$0	\$2,836,032	\$0	\$0		\$2,691,736	\$650,826					
Pufferbelly Trail Bridge Pedestrian bridge over Coliseum Blvd/SR 930 (approx. 1,150' e/o Lima Rd/US 27) New Pedestrian Bridge	2201280	PE						2023	\$40,000	\$10,000		FW			
		PE	\$700,000						\$560,000	\$140,000	1				
		RW				\$500,000			\$0	\$500,000	4		STPG		
		CN						\$7,000,000	\$0	\$7,000,000	5				
		CE						\$750,000	\$0	\$750,000	5		10/14/2027	exempt	
Total cost for project:	\$9,000,000		\$700,000	\$0	\$0	\$500,000	\$7,750,000		\$600,000	\$8,400,000					
Rose Avenue and Linden Street Intersection Intersection Improvement, Roundabout	2300608	PE	\$250,000						\$200,000	\$50,000	1	NH			
		RW			\$625,000				\$500,000	\$125,000	3			STBG	
		CN						\$4,000,000	\$3,200,000	\$800,000	5				
		CE						\$400,000	\$320,000	\$80,000	5		10/14/2027	exempt	
Total cost for project:	\$5,275,000		\$250,000	\$0	\$625,000	\$0	\$4,400,000		\$4,220,000	\$1,055,000					
Slusher Road Bridge #141 Bridge over Edgerton-Carson Ditch <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge	1902749	PE						2021	\$312,720	\$78,180		AC	B-42842		
		RW						2023	\$104,000	\$26,000				Group III / IV	
		CN		\$1,252,137					\$1,001,710	\$250,427	2				
		CE		\$350,000					\$280,000	\$70,000	2		12/11/2024	exempt	
Total cost for project:	\$2,123,037		\$0	\$1,602,137	\$0	\$0	\$0		\$1,698,430	\$424,607					

Local Roadway Projects


FY 2024-2028

Project Information	DES #	Phase	Estimated Cost					Other Year	Federal Funds	Local Funds	Priority	LPA AM#	Contract # Funding Letting	TIP Date ICG Date AQ Finding	
			2024	2025	2026	2027	2028*								
Tillman Road Bridge #550 Bridge over Highland Drain Replacement Bridge Replacement: 4 lane br w/a 4 lane br	2201281	PE						2023	\$324,000	\$81,000		FW			
		PE	\$530,000						\$424,000	\$106,000					
		RW		\$20,000					\$0	\$20,000	2			STPG	
		CN				\$2,500,000			\$0	\$2,500,000	4				
		CE				\$300,000			\$0	\$300,000	4			10/7/2026	exempt
Total cost for project:	\$3,755,000		\$530,000	\$20,000	\$0	\$2,800,000	\$0		\$748,000	\$3,007,000					
Tonkel Road & Union Chapel Intersection Intersection Improvement, Roundabout	2100152	PE - CMAQ		\$937,500					\$750,000	\$187,500	2	AC			
		RW - CMAQ					\$1,000,000		\$800,000	\$200,000	5			CMAQ	
		CN - CMAQ						2031	\$2,500,000	\$625,000	8				
		CE - CMAQ						2031	\$300,000	\$75,000	8			10/9/2030	exempt
		Total cost for project:	\$5,437,500	\$0	\$937,500	\$0	\$0	\$1,000,000		\$4,350,000	\$1,087,500				
UPWP NIRCC Work Program Highway Safety Improvement Program (HSIP) Funds - for Work Program Activities	2101669	PE - HSIP	\$94,225						\$75,380	\$18,845	1	NIRCC			
		PE - HSIP		\$94,225					\$75,380	\$18,845	2				
		PE - HSIP			\$94,225				\$75,380	\$18,845	3			HSIP	
		PE - HSIP				\$94,225			\$75,380	\$18,845	4				
		PE - HSIP					\$94,225		\$75,380	\$18,845	5			n/a	exempt
		Total cost for project:	\$471,125	\$94,225	\$94,225	\$94,225	\$94,225	\$94,225	\$94,225	\$376,900	\$94,225				
Van Zile Road Bridge #32 Bridge #32 over the St Joseph River <i>(INDOT funded project)</i> Bridge Rehabilitation or Repair: 2 lane bridge	2101761	PE						2023	\$243,483	\$60,871		AC	B-44317		
		RW		\$60,000					\$48,000	\$12,000	2			Group III / IV	
		CN				\$2,970,000			\$2,376,000	\$594,000	4				
		CE				\$445,000			\$356,000	\$89,000	4			9/2/2026	exempt
		Total cost for project:	\$3,779,354	\$0	\$60,000	\$0	\$3,415,000	\$0		\$3,023,483	\$755,871				
Woodburn Road Bridge #51 Bridge #51 over the Grover Drain #2 <i>(INDOT funded project)</i> Bridge Replacement: 2 lane bridge	2101762	PE						2023	\$249,176	\$62,294		AC	B-44314		
		RW		\$38,000					\$30,400	\$7,600	2			Group III / IV	
		CN				\$1,490,000			\$1,192,000	\$298,000	4				
		CE				\$224,000			\$179,200	\$44,800	4			1/13/2027	exempt
		Total cost for project:	\$2,063,470	\$0	\$38,000	\$0	\$1,714,000	\$0		\$1,650,776	\$412,694				

*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) 2024-2028. The Fifth year (FY 2028) is for informational purposes only.


Local TIP


Type of Funding

 Federally Funded


Projects FY 24 - 28

 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

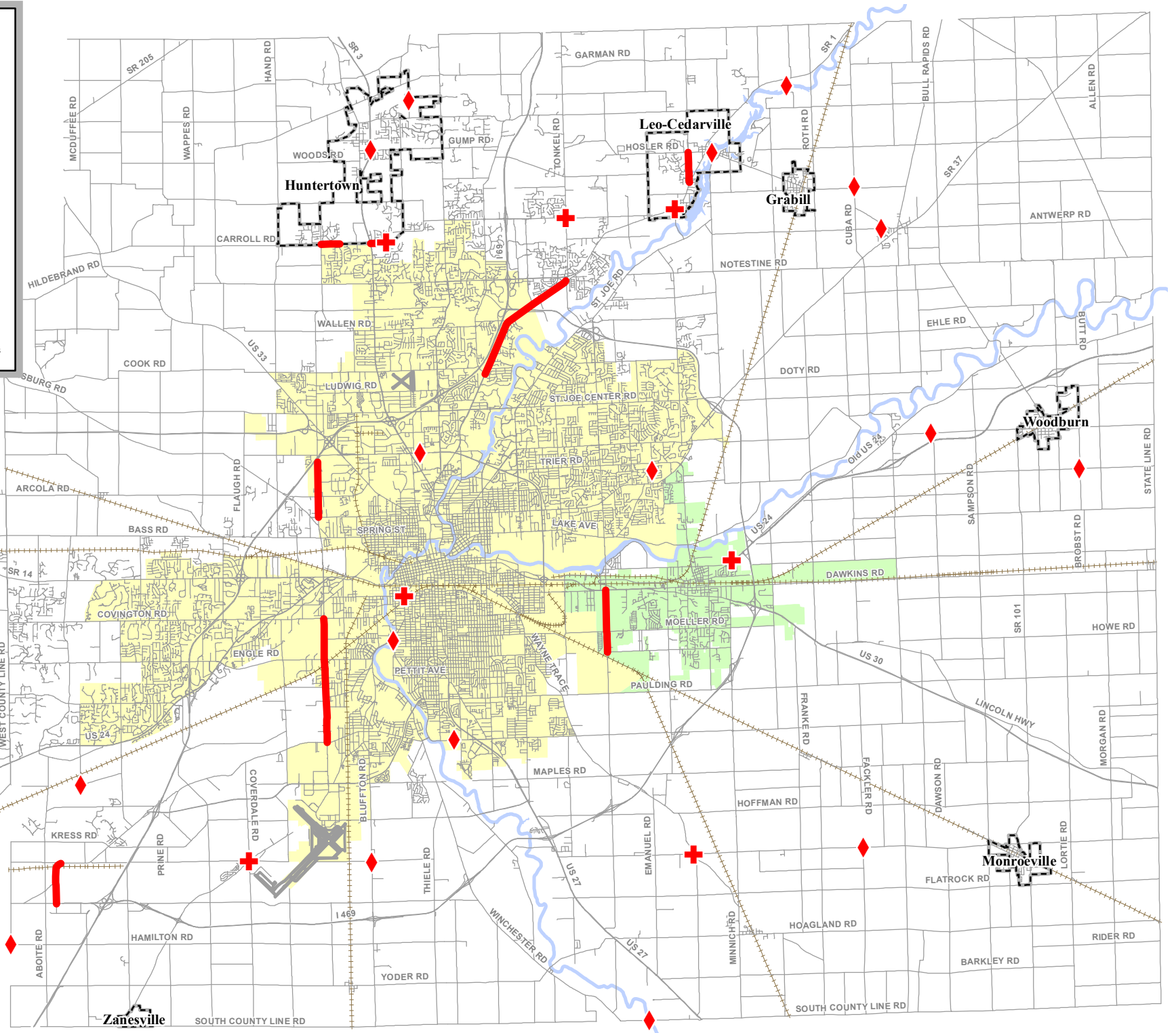


* This map does not represent small structure replacements

Prepared by NIRCC
4/2023



* Approved Amendments are not Reflected on Map.



Zanesville

NO FEDERAL FUNDING - LOCAL FUNDING ONLY

Project Information	Sponsor	Phase	Estimated Cost					AQ Finding
			2024	2025	2026	2027	2028*	
Carroll Road Millstone Dr to SR 3/Lima Rd (south side) New Trail	FW	RW CN				\$200,000	500,000	exempt
Total cost for project:	\$700,000		\$0	\$0	\$0	\$200,000	\$500,000	
Cedar Canyon Road (east) Creekside Dr to Coldwater Rd Asphalt Resurface 2 lane roadway	HT	CN			\$435,000			exempt
Total cost for project:	\$435,000		\$0	\$0	\$435,000	\$0	\$0	
Cedar Canyon Road (west) Kell Rd to Quarry Blvd Asphalt Resurface 2 lane roadway	HT	CN			\$224,800			exempt
Total cost for project:	\$224,800		\$0	\$0	\$224,800	\$0	\$0	
Cedar Canyon Road (west) Quarry Blvd to Creekside Dr Asphalt Resurface 2 lane roadway	HT	CN			\$58,700			exempt
Total cost for project:	\$58,700		\$0	\$0	\$58,700	\$0	\$0	
Coldwater Road Dupont Rd to Union Chapel Rd <i>2 phases of construction</i> Road widening to 3 lanes (center turn lane), sidewalks	FW	PE RW Utilities CN	\$250,000 \$750,000	\$750,000 \$250,000	\$250,000		\$4,500,000 \$4,500,000	exempt
Total cost for project:	\$11,000,000		\$750,000	\$1,000,000	\$250,000	\$4,500,000	\$4,500,000	
Goshen Road Butler Rd to Coliseum Blvd Road Reconstruction of 3 lane road, sidewalk	FW	PE RW/Utilities CN	250,000 250,000	\$250,000		\$6,000,000		exempt
Total cost for project:	\$6,750,000		\$500,000	\$250,000	\$6,000,000	\$0	\$0	
Gump Road (west) (Old) Lima Rd to SR 3 Asphalt Resurface	HT	CN			\$837,200			exempt
Total cost for project:	\$837,200		\$0	\$0	\$837,200	\$0	\$0	
Hand Road 2400' s/o Hathaway Rd to Carroll Rd Asphalt Reconstruction 2 lane roadway	HT	CN				\$1,880,200		exempt
Total cost for project:	\$1,880,200		\$0	\$0	\$0	\$1,880,200	\$0	
Hanna Street Wallace St to Berry St New Trail	FW	RW CN	\$150,000		\$900,000			exempt
Total cost for project:	\$1,050,000		\$150,000	\$900,000	\$0	\$0	\$0	
Lake Avenue Coliseum Blvd to Reed Rd New Trail	FW	CN			\$400,000			exempt
Total cost for project:	\$400,000		\$0	\$0	\$400,000	\$0	\$0	
Leesburg Road Jefferson Blvd to Main St Road Reconstruction 2 lane roadway, sidewalk & trail	FW	PE RW/Utilities CN	\$100,000 \$400,000	\$6,000,000				exempt
Total cost for project:	\$6,500,000		\$500,000	\$6,000,000	\$0	\$0	\$0	
Maumee Pathway Realignment at Lakeside Golf Course Realignment of Trail	FW	CN	\$400,000					exempt
Total cost for project:	\$400,000		\$400,000	\$0	\$0	\$0	\$0	
NE Trail St Joe Center Rd to n/o Evard Rd New Trail	FW	RW CN	\$250,000	\$1,300,000				exempt
Total cost for project:	\$1,550,000		\$250,000	\$1,300,000	\$0	\$0	\$0	
Pufferbelly Trail Washington Center Rd to Ice Way New Trail	FW	CN	\$3,600,000					exempt
Total cost for project:	\$3,600,000		\$3,600,000	\$0	\$0	\$0	\$0	
Stellhorn Road Trail Stellhorn Village to Maple Terrace Parkway New Trail	FW	CN		\$200,000				exempt
Total cost for project:	\$200,000		\$0	\$200,000	\$0	\$0	\$0	

NO FEDERAL FUNDING - LOCAL FUNDING ONLY

Project Information	Sponsor	Phase	Estimated Cost					AQ Finding
			2024	2025	2026	2027	2028*	
Stellhorn Road Trail Wheelock Rd to Goeglein Rd New Trail	FW	RW CN		\$200,000	\$750,000			exempt
Total cost for project:	\$950,000		\$0	\$200,000	\$750,000	\$0	\$0	
Stellhorn Road Trail Goeglein Rd to Lahmeyer Rd New Trail	FW	RW CN				\$225,000	550,000	exempt
Total cost for project:	\$775,000		\$0	\$0	\$0	\$225,000	\$550,000	
Wheelock Road Trail Jefferson Middle School to Stellhorn Rd New Trail	FW	CN	\$750,000					exempt
Total cost for project:	\$750,000		\$750,000	\$0	\$0	\$0	\$0	

*The Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) have 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) 2024-2027. The Fifth year (FY 2028) is for informational purposes only.

Page Intentionally Left Blank

VIII. LOCAL TRANSIT PROJECTS FY 2024-2028

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)

Computer hardware, software, office equipment, security cameras	\$208,000
CAD/AVL system replacement	\$1,200,000

Capital Equipment Purchases (Section 5339 Funds)

Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$200,702
One (1) Replacement Minibus (Body on Chassis)-FLEX	\$109,397
Two (2) Heavy Duty Replacement Buses	\$848,497
Fare Collection Equipment Replacement	\$1,200,000

Additional Operating Funds

CMAQ - Transit Awareness	\$80,000
--------------------------	----------

Total Capital Projects	\$4,808,245
Federal Share (Section 5307 and 5340)	\$1,488,000
Federal Share (Section 5339)	\$2,358,596
State PMTF	\$0
Local Share	\$961,649

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)	\$1,008,317
Complimentary Paratransit Costs (Section 5307)	\$205,611
5307 Special Rule Operations	\$3,336,227

Total Operating Funds	\$9,100,310
Federal Share	\$4,550,155
State Share	\$0
Local Share	\$4,550,155

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)

Computer hardware, software, office equipment, security cameras	\$40,000
Capital facility rehabilitations	\$160,000

Capital Equipment Purchases (Section 5339 Funds)

Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$206,724
One (1) Replacement Minibus (Body on Chassis)-FLEX	\$112,678
Two (2) Heavy Duty Replacement Buses	\$873,951
Fare Collection Equipment Replacement	\$20,000

Total Capital Projects	\$1,766,691
Federal Share (Section 5307 and 5340)	\$200,000
Federal Share (Section 5339)	\$1,213,353
State PMTF	\$0
Local Share	\$353,338

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)	\$995,122
Complimentary Paratransit Costs (Section 5307)	\$209,723
5307 Special Rule Operations	\$3,436,313

Total Operating Funds	\$9,282,316
Federal Share	\$4,641,158
State Share	\$0
Local Share	\$4,641,158

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)

Computer hardware, software, office equipment, security cameras	\$16,000
Rehabilitations to Bus Barn and Central Station	\$160,000

Capital Equipment Purchases (Section 5339 Funds)

Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$212,926
One (1) Replacement Minibus (Body on Chassis)-FLEX	\$116,059
Two (2) Heavy Duty Replacement Buses	\$900,170
Fare Collection Equipment Replacement	\$20,000

Total Capital Projects	\$1,781,444
Federal Share (Section 5307 and 5340)	\$176,000
Federal Share (Section 5339)	\$1,249,155
State PMTF	\$0
Local Share	\$356,289

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)	\$980,661
Complimentary Paratransit Costs (Section 5307)	\$213,918
5307 Special Rule Operations	\$3,539,403

Total Operating Funds	\$9,467,964
Federal Share	\$4,733,982
State Share	\$0
Local Share	\$4,733,982

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

Fort Wayne Public Transportation Corporation

FY 2027

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Computer hardware, software, office equipment, security cameras	\$16,000
---	----------

Capital Equipment Purchases (Section 5339 Funds)

Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$212,926
One (1) Replacement Minibus (Body on Chassis)-FLEX	\$119,541
Two (2) Heavy Duty Replacement Buses	\$927,175
Fare Collection Equipment Replacement	\$20,000

Total Capital Projects	\$1,619,553
Federal Share (Section 5307 and 5340)	\$16,000
Federal Share (Section 5339)	\$1,279,642
State PMTF	\$0
Local Share	\$323,911

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)	\$964,880
Complimentary Paratransit Costs (Section 5307)	\$218,196
5307 Special Rule Operations	\$3,645,585

Total Operating Funds	\$9,657,322
Federal Share	\$4,828,661
State Share	\$0
Local Share	\$4,828,661

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

Fort Wayne Public Transportation Corporation

FY 2028

Capital Equipment Purchases (Section 5307 and 5340 Funds)

Computer hardware, software, office equipment, security cameras	\$16,000
---	----------

Capital Equipment Purchases (Section 5339 Funds)

Two (2) Replacement Minibus (Body on Chassis) ACCESS	\$219,313
One (1) Replacement Minibus (Body on Chassis)-FLEX	\$123,127
Two (2) Heavy Duty Replacement Buses	\$954,990
Fare Collection Equipment Replacement	\$20,000

Total Capital Projects	\$1,666,788
Federal Share (Section 5307 and 5340)	\$16,000
Federal Share (Section 5339)	\$1,317,430
State PMTF	\$0
Local Share	\$333,358

Operating Funds and Preventative Maintenance Expenses

Capitalization of Maintenance Costs (Section 5307)	\$947,722
Complimentary Paratransit Costs (Section 5307)	\$222,560
5307 Special Rule Operations	\$3,754,952

Total Operating Funds	\$9,850,468
Federal Share	\$4,925,234
State Share	\$0
Local Share	\$4,925,234

Transit Projects

FY 2024-2028

Project Information	Transit Project ID #	FUND TYPE						FEDERAL FUNDS	STATE PMTF FUNDS	LOCAL FUNDS	PRI-ORITY	LPA	TIP Date
			2024	2025	2026	2027	2028*						ICG Date
													A/M
Citolink - Transit Operating Costs associated with transit operations in the Fort Wayne Urbanized Area	FOR-24-001		\$11,717,632					\$0	\$2,174,272	\$9,543,360	1	Citolink	
	FOR-25-001			\$12,216,543				\$0	\$2,196,015	\$10,020,528	2		
	FOR-26-001				\$12,739,529			\$0	\$2,217,975	\$10,521,554	3		
	FOR-27-001					\$13,287,787		\$0	\$2,240,155	\$11,047,632	4		
	FOR-28-001						\$13,862,570	\$0	\$2,262,557	\$11,600,013	5		
Total cost for project:		\$63,824,061	Totals	\$11,717,632	\$12,216,543	\$12,739,529	\$13,287,787	\$13,862,570	\$0	\$11,090,974	\$52,733,087		
Citolink - Capitalization of Maintenance Costs Maintenance costs associated with preserving or extending the functionality and serviceability of transit capital assets	FOR-24-002		\$1,260,396					\$1,008,317	\$0	\$252,079	1	Citolink	
	FOR-25-002	FTA		\$1,243,903				\$995,122	\$0	\$248,781	2		
	FOR-26-002	Sec.			\$1,225,826			\$980,661	\$0	\$245,165	3		
	FOR-27-002	5307				\$1,206,100		\$964,880	\$0	\$241,220	4		
	FOR-28-002						\$1,184,653	\$947,722	\$0	\$236,931	5		
Total cost for project:		\$6,120,878	Totals	\$1,260,396	\$1,243,903	\$1,225,826	\$1,206,100	\$1,184,653	\$4,896,702	\$0	\$1,224,176		
Citolink - Complementary Paratransit Costs Cost of providing paratransit service to people with disabilities as required by the Americans with Disabilities Act	FOR-24-003		\$411,222					\$205,611	\$0	\$205,611	1	Citolink	
	FOR-25-003	FTA		\$419,446				\$209,723	\$0	\$209,723	2		
	FOR-26-003	Sec.			\$427,836			\$213,918	\$0	\$213,918	3		
	FOR-27-003	5307				\$436,392		\$218,196	\$0	\$218,196	4		
	FOR-28-003						\$445,120	\$222,560	\$0	\$222,560	5		
Total cost for project:		\$2,140,016	Totals	\$411,222	\$419,446	\$427,836	\$436,392	\$445,120	\$1,070,008	\$0	\$1,070,008		
5307 Special Rule Operations Costs associated with transit operations under Section 5307 in the Fort Wayne Urbanized Area	FOR-24-004		\$6,672,454					\$3,336,227	\$0	\$3,336,227	1	Citolink	
	FOR-25-004	FTA		\$6,872,626				\$3,436,313	\$0	\$3,436,313	2		
	FOR-26-004	Sec.			\$7,078,806			\$3,539,403	\$0	\$3,539,403	3		
	FOR-27-004	5307				\$7,291,170		\$3,645,585	\$0	\$3,645,585	4		
	FOR-28-004						\$7,509,904	\$3,754,952	\$0	\$3,754,952	5		
Total cost for project:		\$35,424,960	Totals	\$6,672,454	\$6,872,626	\$7,078,806	\$7,291,170	\$7,509,904	\$17,712,480	\$0	\$17,712,480		
Citolink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) ACCESS	FOR-24-005		\$250,878					\$200,702	\$0	\$50,176	1	Citolink	
	FOR-25-005	FTA		\$258,405				\$206,724	\$0	\$51,681	2		
	FOR-26-005	Sec.			\$266,157			\$212,926	\$0	\$53,231	3		
	FOR-27-005	5339				\$266,157		\$212,926	\$0	\$53,231	4		
	FOR-28-005						\$274,141	\$219,313	\$0	\$54,828	5		
Total cost for project:		\$1,315,738	Totals	\$250,878	\$258,405	\$266,157	\$266,157	\$274,141	\$1,052,590	\$0	\$263,148		
Citolink - Capital Equipment Purchases Two (2) Heavy Duty Replacement Buses	FOR-24-006		\$1,060,621					\$848,497	\$0	\$212,124	1	Citolink	
	FOR-25-006	FTA		\$1,092,439				\$873,951	\$0	\$218,488	2		
	FOR-26-006	Sec.			\$1,125,213			\$900,170	\$0	\$225,043	3		
	FOR-27-006	5339				\$1,158,969		\$927,175	\$0	\$231,794	4		
	FOR-28-006						\$1,193,738	\$954,990	\$0	\$238,748	5		
Total cost for project:		\$5,630,980	Totals	\$1,060,621	\$1,092,439	\$1,125,213	\$1,158,969	\$1,193,738	\$4,504,784	\$0	\$1,126,196		
Citolink - Capital Equipment Purchases One (1) Replacement Minibus (Body on Chassis) FLEX	FOR-24-030		\$136,746					\$109,397	\$0	\$27,349	1	Citolink	
	FOR-25-030	FTA		\$140,848				\$112,678	\$0	\$28,170	2		
	FOR-26-007	Sec.			\$145,074			\$116,059	\$0	\$29,015	3		
	FOR-27-007	5339				\$149,426		\$119,541	\$0	\$29,885	4		
	FOR-28-007						\$153,909	\$123,127	\$0	\$30,782	5		
Total cost for project:		\$726,003	Totals	\$136,746	\$140,848	\$145,074	\$149,426	\$153,909	\$580,802	\$0	\$145,201		

Transit Projects

FY 2024-2028

Project Information	Transit Project ID #	FUND TYPE						FEDERAL FUNDS	STATE PMTF FUNDS	LOCAL FUNDS	PRI-ORITY	LPA	TIP Date
			2024	2025	2026	2027	2028*						ICG Date
													A/M
Citilink - Capital Equipment Purchases Computer hardware and software, office equipment, and facility security camera system replacement	FOR-24-010		\$260,000					\$208,000	\$0	\$52,000	1	Citilink	
	FOR-25-010	FTA		\$50,000				\$40,000	\$0	\$10,000	2		
	FOR-26-010	Sec.			\$20,000			\$16,000	\$0	\$4,000	3		
	FOR-27-008	5307				\$20,000		\$16,000	\$0	\$4,000	4		
	FOR-28-008						\$20,000	\$16,000	\$0	\$4,000	5		exempt
Total cost for project:		\$370,000	Totals	\$260,000	\$50,000	\$20,000	\$20,000	\$20,000	\$296,000	\$0	\$74,000		
Citilink - Capital Equipment Purchases Fare collection equipment replacement	FOR-24-031		\$1,500,000					\$1,200,000	\$0	\$300,000	1	Citilink	
	FOR-25-011	FTA		\$25,000				\$20,000	\$0	\$5,000	2		
	FOR-26-011	Sec.			\$25,000			\$20,000	\$0	\$5,000	3		
	FOR-27-009	5339				\$25,000		\$20,000	\$0	\$5,000	4		
	FOR-28-009						\$25,000	\$20,000	\$0	\$5,000	5		exempt
Total cost for project:		\$1,600,000	Totals	\$1,500,000	\$25,000	\$25,000	\$25,000	\$1,280,000	\$0	\$320,000			
Citilink - Capital Equipment Purchases CAD/AVL system replacement (computer aided dispatch and automatic vehicle locator)	FOR-24-011	FTA	\$1,500,000					\$1,200,000		\$300,000	1	Citilink	
		Sec.											exempt
Total cost for project:		\$300,000		\$1,500,000	\$0	\$0	\$0	\$1,200,000	\$0	\$300,000			
Citilink - Capital Facility Rehabilitations Rehabilitations to bus barn and central station	FOR-25-012	FTA		\$200,000				\$160,000		\$40,000	2	Citilink	
		Sec.											exempt
Total cost for project:		\$40,000		\$0	\$200,000	\$0	\$0	\$160,000	\$0	\$40,000			
CMAQ - Transit Awareness Marketing and Education Expenses (previously DES #1601866)	FOR-24-032	CMAQ	\$160,000					\$80,000	\$0	\$80,000	1	Citilink	
													exempt
Total cost for project:		\$160,000	Totals	\$160,000	\$0	\$0	\$0	\$80,000	\$0	\$80,000			
Community Transportation Network Operating Funds	FOR-24-020	FTA										CTN	
		Sec.	\$304,800					\$152,400	\$0	\$152,400	1		exempt
Total cost for project:		\$304,800	Totals	\$304,800	\$0	\$0	\$0	\$152,400	\$0	\$152,400			
Citilink / Community Transportation Network One (1) Medium Transit Vehicle	FOR-24-033	FTA	\$158,135					\$126,508	\$0	\$31,627	1	Citilink / CTN	
		Sec.											exempt
Total cost for project:		\$158,135	Totals	\$158,135	\$0	\$0	\$0	\$126,508	\$0	\$31,627			

*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) 2024-2027. The Fifth year (FY 2028) is for informational purposes only.

Page Intentionally Left Blank

IX. INDOT PROJECTS FY 2024-2028

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
SR 1 Intersection Improvement at Hardisty Rd, 3.49 mi e/o I-69 Intersect Improv w/Added Turn Lanes	1900141	PE						2022	\$88,000	\$22,000	R-43853	
		RW	\$40,000						\$32,000	\$8,000	STP	
		CN		\$40,000	\$627,000				\$533,851	\$133,463	4/8/2026	exempt
Total cost for project:	\$817,314	Totals	\$40,000	\$40,000	\$627,000	\$0	\$0		\$653,851	\$163,463		
SR 1 Bridge over I-469 EB/WB, 8.54 mi n/o US 224 Bridge Deck Overlay	2200543	PE						2023	\$309,600	\$77,400	B-44540	
		CN		\$10,000		\$2,410,809			\$1,936,647	\$484,162	STP	Group Project
											12/9/2026	exempt
Total cost for project:	\$2,807,809	Totals	\$0	\$10,000	\$0	\$2,410,809	\$0		\$2,246,247	\$561,562		
SR 1 Bridge over Cedar Creek, 4.56 mi n/o I-69 Bridge Deck Overlay	2200544	PE	\$150,000						\$120,000	\$30,000	B-44530	
		CN		\$10,000		\$776,000			\$628,800	\$157,200	STP	Group Project
											10/7/2026	exempt
Total cost for project:	\$936,000	Totals	\$150,000	\$10,000	\$0	\$776,000	\$0		\$748,800	\$187,200		
SR 3 SR 3 Large Culvert for UNT of Becketts Run, 3.70 Miles North of I-69 Interchange Small Structure Replacement	2002212	PE						2022	\$162,314	\$40,579	R-43256	
		RW									STP	Group Project
		CN		\$901,643					\$721,314	\$180,329	8/14/2024	exempt
Total cost for project:	\$1,104,536	Totals	\$0	\$901,643	\$0	\$0	\$0		\$883,629	\$220,907		
SR 3 SR 3 5.12 Miles North of I-69 Interchange, Large Culvert for Geller Ditch Small Structure Replacement	2002215	PE						2022	\$54,880	\$13,720	R-43256	
		RW	\$25,000						\$20,000	\$5,000	STP	Group Project
		CN		\$901,643					\$721,314	\$180,329	8/14/2024	exempt
Total cost for project:	\$995,243	Totals	\$25,000	\$901,643	\$0	\$0	\$0		\$796,194	\$199,049		
SR 3 SR 3 Large Culvert that Carries Ditch, 7.47 Miles North of I- 69 Small Structure Replacement	2002216	PE									R-43256	
		RW									STP	Group Project
		CN		\$641,283					\$513,026	\$128,257	8/14/2024	exempt
Total cost for project:	\$641,283	Totals	\$0	\$641,283	\$0	\$0	\$0		\$513,026	\$128,257		
SR 3 SR 3 at Cedar Canyons Rd, 4.5 mi s/o SR 205 Intersection Improvement w/Added Turn Lanes	2100010	PE						2022	\$80,000	\$20,000	R-43256	
		RW	\$25,000						\$20,000	\$5,000	STP	
		CN		\$485,500					\$388,400	\$97,100	8/14/2024	exempt
Total cost for project:	\$610,500	Totals	\$25,000	\$485,500	\$0	\$0	\$0		\$488,400	\$122,100		
SR 3 From I-69 to 0.5 miles N of I-69 Auxillary Lanes	2200027	PE	\$85,000						\$68,000	\$17,000	R-44542	
		CN					\$643,000		\$514,400	\$128,600	STBG 80/20	exempt
Total cost for project:	\$728,000	Totals	\$85,000	\$0	\$0	\$0	\$643,000		\$582,400	\$145,600		
SR 3 SR 3 and Shoaff Rd, 8.00 miles north of I-69 New Signal Installation	2200440	PE									T-44325	
		RW	\$40,000						\$32,000	\$8,000	STBG 80/20	Group Project
		CN	\$675,000						\$540,000	\$135,000	4/10/2024	exempt
Total cost for project:	\$715,000	Totals	\$715,000	\$0	\$0	\$0	\$0		\$572,000	\$143,000		
SR 14 SR 14 from 8.48 mi e/o SR 9 (900' w/o W. Hamilton Rd) to 2.44 mi w/o I-69 (Scott Rd) HMA Overlay, Preventive Maintenance	2100198	PE	\$20,000						\$16,000	\$4,000	R-43802	
		RW							\$0	\$0	STP	Grouped Project
		CN		\$10,000	\$1,986,902				\$1,597,522	\$399,380	10/8/2025	exempt
Total cost for project:	\$2,016,902	Totals	\$20,000	\$10,000	\$1,986,902	\$0	\$0		\$1,613,522	\$403,380		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
SR 14 SR 14 Culver over Durnell Ditch, 0.10 Mile West of I-69 Small Structure Pipe Lining	2100758	PE RW CN			\$15,000	\$1,388,200			2023 \$0 \$1,122,560	\$43,012 \$0 \$280,640	R-43802 STP 10/8/2025	Grouped Project exempt
Total cost for project:	\$1,618,260	Totals	\$0	\$15,000	\$1,388,200	\$0	\$0		\$1,294,608	\$323,652		
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 RW CN						2021 2023	\$292,000 \$20,000 \$1,208,986	\$73,000 \$5,000 \$302,247	B-42357 NHPP 80/20 10/12/2023	exempt
Total cost for project:	\$1,901,233	Totals	\$1,511,233	\$0	\$0	\$0	\$0		\$1,520,986	\$380,247		
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	RW CN						2023	\$20,000 \$1,257,654	\$5,000 \$314,414	B-42357 NHPP 80/20 10/12/2023	exempt
Total cost for project:	\$1,597,068	Totals	\$1,572,068	\$0	\$0	\$0	\$0		\$1,277,654	\$319,414		
US 24 US 24, 2.44 Miles East of SR 114, Carries UNT of Graham-McCullough Ditch #1 Small Structure Replacement	1900070	PE RW CN						2021 2023	\$274,400 \$20,000 \$1,117,978	\$68,600 \$5,000 \$279,495	B-42357 NHPP 80/20 10/12/2023	Group Project exempt
Total cost for project:	\$1,765,473	Totals	\$1,397,473	\$0	\$0	\$0	\$0		\$1,412,378	\$353,095		
US 24 US 24 over UNT Aboite Creek, 0.48 miles E of SR 114 Small Structure Main and Repair	2000548	PE RW CN						2021	\$77,120 \$30,761	\$19,280 \$7,690	B-42357 NHPP 80/20 10/12/2023	Group Project exempt
Total cost for project:	\$134,851	Totals	\$38,451	\$0	\$0	\$0	\$0		\$107,881	\$26,970		
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 CN						2020	\$66,160 \$1,200,000	\$16,540 \$300,000	R-43577 NHPP 80/20 2/10/2027	Group Project exempt
Total cost for project:	\$1,582,700	Totals	\$0	\$0	\$0	\$1,500,000	\$0		\$1,266,160	\$316,540		
US 24 From 1.66 mi e/o SR 9 E Jct (Meridian Rd) to 2.08 mi w/o I-69 (Homestead Rd) Small Structures & Drains Construction	2200512	PE RW CN CN	\$3,525,000	\$250,000 \$250,000					\$2,820,000 \$200,000 \$200,000 \$12,758,473	\$705,000 \$50,000 \$50,000 \$3,189,618	B-44527 NHPP 8/5/2026	Group Project exempt
Total cost for project:	\$19,973,091	Totals	\$3,525,000	\$500,000	\$0	\$15,948,091	\$0		\$15,978,473	\$3,994,618		
US 27 US 27 culvert over UNT Spy Run Creek 0.54 mi n/o US 30 Small Structure Pipe Lining	2100774	PE RW CN		\$40,000 \$100,000	\$902,000			2023	\$140,000 \$32,000 \$801,600	\$35,000 \$8,000 \$200,400	R-43812 NHPP 11/13/2025	Group Project exempt
Total cost for project:	\$1,217,000	Totals	\$0	\$140,000	\$902,000	\$0	\$0		\$973,600	\$243,400		
US 27 US 27 Culvert over UNT Spy Run Creek, 0.54 Miles North of SR 930 Small Structure Pipe Lining	2100798	PE RW CN		\$15,000 \$10,000	\$299,200			2023	\$140,000 \$12,000 \$247,360	\$35,000 \$3,000 \$61,840	R-43812 NHPP 11/13/2025	Group Project exempt
Total cost for project:	\$499,200	Totals	\$0	\$25,000	\$299,200	\$0	\$0		\$399,360	\$99,840		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
US 30 US 30 Small Structure for UNT Martin Ditch, 0.82 miles East of I-469 Small Structure Pipe Lining	2100760	PE						2023	\$140,000	\$35,000	R-43812	
		RW		\$22,500					\$18,000	\$4,500	NHPP	Group Project
		CN		\$10,000	\$389,400				\$319,520	\$79,880	11/13/2025	exempt
Total cost for project:	\$596,900	Totals	\$0	\$32,500	\$389,400	\$0	\$0		\$477,520	\$119,380		
US 30 At Flaugh Rd, 1.55 mi w/o US 33 (bridge: #2101193) New Interchange Construction	1901890 1901890 2101193 1901890	PE						2020	\$3,600,000	\$900,000	R-41079	
		RW	\$3,040,000						\$2,432,000	\$608,000	NHPP 80/20	
		CN		\$4,239,621					\$3,391,697	\$847,924		
	CN	\$3,900,000	\$22,354,106				2023	\$21,003,285	\$5,250,821	11/14/2024	non-exempt	
Total cost for project:	\$38,033,727	Totals	\$6,940,000	\$26,593,727	\$0	\$0	\$0		\$30,426,982	\$7,606,745		
US 30 At Kroemer Rd, 0.78 Miles West of US 33 Intersection improvement, existing 4 lane-right in/right out & closing median	1801311	PE						2020	\$1,920,000	\$480,000	R-41079	
		RW	\$30,000						\$24,000	\$6,000	NHPP 80/20	
		CN		\$3,725,621					\$2,980,497	\$745,124		
Total cost for project:	\$6,155,621	Totals	\$30,000	\$3,725,621	\$0	\$0	\$0		\$4,924,497	\$1,231,124	11/14/2024	non-exempt
US 30 at O'Day Rd, 2.56 Miles West of US 33 New Bridge Construction, existing 2 lane	1901891	PE						2020	\$560,000	\$140,000	R-41079	
		RW	\$885,000						\$708,000	\$177,000	NHPP 80/20	
		CN		\$6,196,797				2023	\$4,973,438	\$243,359		
Total cost for project:	\$6,801,797	Totals	\$885,000	\$6,196,797	\$0	\$0	\$0		\$6,241,438	\$560,359	11/14/2024	non-exempt
US 30 US 30 EB Bridge over Seegar Ditch, 2.66 Miles W of US 33 Bridge Deck Overlay	2000955	PE						2021	\$169,300	\$42,325	R-41079	
		RW									NHPP 80/20	Group Project
		CN		\$702,726					\$562,181	\$140,545		
Total cost for project:	\$914,351	Totals	\$0	\$702,726	\$0	\$0	\$0		\$731,481	\$182,870	11/14/2024	non-exempt
US 30 US 30 WB Bridge over Seegar Ditch, 2.66 Miles W of US 33 Bridge Deck Overlay	2000956	PE						2021	\$185,000	\$46,250	R-41079	
		RW									NHPP 80/20	Group Project
		CN		\$717,729					\$574,183	\$143,546		
Total cost for project:	\$948,979	Totals	\$0	\$717,729	\$0	\$0	\$0		\$759,183	\$189,796	11/14/2024	non-exempt
US 30 at Leesburg/Felger Road New Interchange Construction	2200455	PE	\$3,504,000					2023	\$196,800	\$49,200	R-44331	
		RW		\$500,000					\$2,803,200	\$700,800	NHPP 80/20	
		CN		\$75,000			\$29,128,385		\$400,000	\$100,000		
Total cost for project:	\$33,453,385	Totals	\$3,504,000	\$575,000	\$0	\$0	\$29,128,385		\$23,362,708	\$5,840,677	10/14/2027	non-exempt
US 30 at Solon Road Other Intersection Improvement - Cul-de-sac	2200456	PE	\$75,000						\$60,000	\$15,000	R-44331	
		RW		\$25,000					\$20,000	\$5,000	NHPP 80/20	
		CN		\$10,000			\$581,071		\$472,857	\$118,214		
Total cost for project:	\$691,071	Totals	\$75,000	\$35,000	\$0	\$0	\$581,071		\$552,857	\$138,214	10/14/2027	non-exempt
US 30 at Butt Road New Bridge Construction	2200457	PE	\$1,800,000						\$1,440,000	\$360,000	R-44331	
		RW		\$200,000					\$160,000	\$40,000	NHPP 80/20	
		CN		\$35,000			\$13,945,697		\$11,184,558	\$2,796,139		
Total cost for project:	\$15,980,697	Totals	\$1,800,000	\$235,000	\$0	\$0	\$13,945,697		\$12,784,558	\$3,196,139	10/14/2027	non-exempt

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
US 30 3.62 mi w/o US 33, at Stahlhut Road Other Intersection Improvement - cul-de-sac	2201150	RW CN	\$560,000	\$1,615,456					\$448,000 \$1,292,365	\$112,000 \$323,091	R-41079 NHPP 11/14/2024	 non-exempt
Total cost for project:	\$2,175,456	Totals	\$560,000	\$1,615,456	\$0	\$0	\$0	\$1,740,365	\$435,091			
Flaugh Rd & California Road Flaugh Road Reconstruction from end of US 30/Flaugh Rd Interchange Project to California Road (~800')	2201163	PE	\$1,000,000					\$800,000	\$200,000	R-41079		
0.53 mi s/o US 30 (intersection improvement) to 300' s/o Californian Rd		RW	\$1,210,000					\$968,000	\$242,000	STP		
California Road Reconstruction from Flaugh Road to 2100' e/o Flaugh Road Intersection Improvement, Roundabout; Existing 2 lane roadway widening to 2-lane with 3-lane (CTL) as needed; Pedestrian Infrastructure		CN	\$3,930,000					\$3,144,000	\$786,000	11/14/2024	non-exempt	
Total cost for project:	\$6,140,000	Totals	\$2,210,000	\$3,930,000	\$0	\$0	\$0	\$4,912,000	\$1,228,000			
Kroemer Rd & California Road Kroemer Road Reconstruction from Sweetwater Access Road to California Road (~2300')	2201165									R-41079		
0.52 mi s/o US 30 (intersection improvement)		RW	\$1,090,000					\$872,000	\$218,000	STP		
California Road Reconstruction from Kroemer Road to 2100' w/o Kroemer Road and 300' e/o Kroemer Road Intersection Improvement, Roundabout; Existing 2 lane roadway widening to 2-lane with 3-lane (CTL) as needed; Pedestrian Infrastructure		CN	\$2,710,000					\$2,168,000	\$542,000	11/14/2024	non-exempt	
Total cost for project:	\$3,800,000	Totals	\$1,090,000	\$2,710,000	\$0	\$0	\$0	\$3,040,000	\$760,000			
O'Day Rd (part of US 30 project) Bridge #360 over Seeger Ditch, 0.1 mi s/o US 30 New Bridge Construction	2201172	CN		\$800,000					\$640,000	\$160,000	R-41079 STP 11/14/2024	 non-exempt
Total cost for project:	\$800,000	Totals	\$0	\$800,000	\$0	\$0	\$0	\$640,000	\$160,000			
US 30 & US 31 US 30: SR 49 to Ohio State Line, US 31: Tipton Hamilton Co line to US 30 (excluding between SR 931 junctions in Kokomo) Other Type Project (Miscellaneous)/Planning and Environmental Linkages Study	2100113	PE PE PE	\$4,931,000					2022 2023	\$0 \$8,115,711 \$3,944,800	\$702,200 \$2,028,927 \$986,200		 exempt
Total cost for project:	\$15,777,838		\$4,931,000	\$0	\$0	\$0	\$0		\$12,060,511	\$3,717,327		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
US 33 From US 30 (HMA/PCCP joint n/o Goshen Rd) to 1.94 mi n/o US 30 (HMA/PCCP joint north) Concrete Pavement Restoration (CPR)	2200802	PE RW CN CN	\$300,000	\$25,000 \$15,000			\$3,740,000		\$240,000 \$20,000 \$12,000 \$2,992,000	\$60,000 \$5,000 \$3,000 \$748,000	R-44550 NHPP 2/10/2027	 Group Project exempt
Total cost for project:	\$4,080,000		\$300,000	\$40,000	\$0	\$3,740,000	\$0	\$3,264,000	\$816,000			
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 RW CN	\$100,000	\$2,931,000				2023	\$890,408 \$80,000 \$2,344,800	\$222,602 \$20,000 \$586,200	R-43273 STBG 80/20 10/9/2024	 exempt
Total cost for project:	\$4,144,010	Totals	\$100,000	\$2,931,000	\$0	\$0	\$0		\$3,315,208	\$828,802		
SR 37 From 0.2 miles N of I-469 to 5.8 miles N of I-469 Shoulder Rehabilitation	2200030	PE RW CN	\$1,700,000	\$3,400,000 \$300,000			\$10,798,431		\$1,360,000 \$2,720,000 \$8,878,745	\$340,000 \$680,000 \$2,219,686	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$16,198,431		\$1,700,000	\$3,700,000	\$0	\$10,798,431	\$0	\$12,958,745	\$3,239,686			
SR 37 SR 37 Carries Amstutz Ditch, 4.68 miles N I-469 Small Structure Maint and Repair	2200640	PE RW CN					\$475,049		\$0 \$0 \$380,039	\$0 \$0 \$95,010	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$475,049		\$0	\$0	\$0	\$475,049	\$0	\$380,039	\$95,010			
SR 37 SR 37 Carries UNT Wilbur Ditch, 4.13 miles N I 469 Small Structure Pipe Lining	2200642	PE RW CN	\$150,000	\$33,000 \$10,000			\$351,771		\$120,000 \$26,400 \$289,417	\$30,000 \$6,600 \$72,354	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$544,771		\$150,000	\$43,000	\$0	\$351,771	\$0	\$435,817	\$108,954			
SR 37 SR 37 Carries Grace Ditch, 1.76 miles N I-469 Small Structure Maint and Repair	2200644	PE RW CN					\$237,525		\$0 \$0 \$190,020	\$0 \$0 \$47,505	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$237,525		\$0	\$0	\$0	\$237,525	\$0	\$190,020	\$47,505			
SR 37 SR 37 Carries Grice Ditch, 1.03 miles N I-469 Small Structure Maint and Repair	2200645	PE RW CN					\$214,903		\$0 \$0 \$171,922	\$0 \$0 \$42,981	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$214,903		\$0	\$0	\$0	\$214,903	\$0	\$171,922	\$42,981			
SR 37 SR 37 Carries UNT Interceptor Ditch, 2.61 miles NE SR 101 Small Structure Pipe Lining	2200646	PE RW CN	\$150,000	\$22,000 \$10,000			\$175,323		\$120,000 \$17,600 \$148,258	\$30,000 \$4,400 \$37,065	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$357,323		\$150,000	\$32,000	\$0	\$175,323	\$0	\$285,858	\$71,465			

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
SR 37 SR 37 Carries UNT Roth Ditch, 2.76 miles N I-469 Small Structure Maint and Repair	2200647	PE RW CN							\$0 \$0 \$396,327	\$0 \$0 \$99,082	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$495,409		\$0	\$0	\$0	\$495,409	\$0		\$396,327	\$99,082		
SR 37 SR 37 Carries UNT Spindler Ditch, 2.13 miles N I-469 Small Structure Maint and Repair	2200648	PE RW CN							\$0 \$0 \$167,398	\$0 \$0 \$41,850	R-44528 STP 9/2/2026	 Group Project exempt
Total cost for project:	\$209,248		\$0	\$0	\$0	\$209,248	\$0		\$167,398	\$41,850		
SR 37 SR 37 From 0.27 miles W of I-469 to I-469 and I-469 to 5.94 miles N of I-469 (Garden Way) HMA Overlay Minor Structural	2200927	PE RW CN	\$2,328,000						\$1,862,400 \$1,560,000 \$6,404,861	\$465,600 \$390,000 \$1,601,215	R-44528 STP 9/2/2026	 exempt
Total cost for project:	\$12,284,076		\$2,328,000	\$5,290,000	\$0	\$4,666,076	\$0		\$9,827,261	\$2,456,815		
I-69 From 1.25 mi s/o US 24 to 2.13 mi s/o US 30 Concrete Pavement Restoration (CPR)	1900619	PE RW CN						2020 2023	\$211,280 \$4,484,273 \$960,000	\$52,820 \$1,121,068 \$960,000	R-42463 NHPP 90/10 10/13/2022	 Group Project exempt
Total cost for project:	\$7,789,441	Totals	\$1,200,000	\$0	\$0	\$0	\$0		\$5,655,553	\$2,133,888		
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	PE PE CN						2022 2023	\$239,828 \$177,360 \$984,500	\$26,648 \$44,340 \$109,400	R-43146 NHPP 90/10 1/15/2025	 exempt
Total cost for project:	\$1,582,076	Totals	\$0	\$1,094,000	\$0	\$0	\$0		\$1,401,688	\$180,388		
I-69 From 3.98 mi s/o SR 1 to 0.47 mi n/o SR 1 HMA Overlay, Preventive Maintenance	2001841	PE CN						2023	\$80,000 \$9,695,271	\$20,000 \$1,077,252	R-43271 NHPP 90/10 8/14/2024	 Group Project exempt
Total cost for project:	\$10,872,523	Totals	\$0	\$10,772,523	\$0	\$0	\$0		\$9,775,271	\$1,097,252		
I-69 I 69 1.51 Mile South of I 469, S. Jct., Structure over Pleasant Run Ditch Small Structure Pipe Lining	2002203	PE CN						2023	\$115,371 \$1,269,818	\$12,819 \$141,091	R-43271 NHPP 90/10 8/14/2024	 Group Project exempt
Total cost for project:	\$1,539,099	Totals	\$0	\$1,410,909	\$0	\$0	\$0		\$1,385,189	\$153,910		
I-69 I 69 Large Culvert Carries Little River, 4.10 Miles North of I- 469 Small Structure Pipe Lining	2002214	PE PE CN						2023	\$158,891 \$48,290 \$1,526,260	\$17,655 \$5,366 \$169,584	R-43271 NHPP 90/10 8/14/2024	 Group Project exempt
Total cost for project:	\$1,926,044	Totals	\$53,655	\$1,695,844	\$0	\$0	\$0		\$1,733,440	\$192,604		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
I-69 I-69 & I-469 South JCT I/C, Large Culvert for Ditch (Lafayette Ctr Rd I/C) Small Structure Replacement	2002357	PE						2023	\$144,522	\$16,058	R-43271	
		CN		\$1,044,500					\$940,050	\$104,450	NHPP 90/10	Group Project
											8/14/2024	exempt
Total cost for project:	\$1,205,080	Totals	\$0	\$1,044,500	\$0	\$0	\$0		\$1,084,572	\$120,508		
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						2023	\$124,800	\$31,200	R-43269	
		CN		\$941,549					\$753,239	\$188,310	NHPP 90/10	Group Project
											9/11/2024	exempt
Total cost for project:	\$1,097,549	Totals	\$0	\$941,549	\$0	\$0	\$0		\$878,039	\$219,510		
I-69 I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100605	PE									B-43816	
		CN		\$0	\$457,600				\$366,080	\$91,520	NHPP	Group Project
											12/10/2025	exempt
Total cost for project:	\$457,600	Totals	\$0	\$0	\$457,600	\$0	\$0		\$366,080	\$91,520		
I-69 I-69 SB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100606	PE									B-43816	
		CN		\$0	\$458,700				\$366,960	\$91,740	NHPP	Group Project
											12/10/2025	exempt
Total cost for project:	\$458,700	Totals	\$0	\$0	\$458,700	\$0	\$0		\$366,960	\$91,740		
I-69 I-69 Lower Huntington Rd bridge over I-69 NB/SB, 2.97 mi s/o US 24 Bridge Deck Overlay	2100721	PE									B-43742	
		CN			\$1,870,000				\$1,496,000	\$374,000	NHPP	Group Project
											7/9/2025	exempt
Total cost for project:	\$1,870,000	Totals	\$0	\$0	\$1,870,000	\$0	\$0		\$1,496,000	\$374,000		
I-69 SB Bridge over Washington Ctr Rd, 0.62 mi n/o SR3 Bridge Deck Overlay	2200786	PE	\$322,000						\$257,600	\$64,400	B-44534	
		CN		\$10,000		\$2,001,491			\$1,609,193	\$402,298	NHPP	Group Project
											11/5/2026	exempt
Total cost for project:	\$2,333,491	Totals	\$322,000	\$10,000	\$0	\$2,001,491	\$0		\$1,866,793	\$466,698		
SR 101 SR 101 Culvert over UNT Flatrock Creek, 4.00 Miles South of US 30, (2.75 N of Adams Co) Small Structure Replacement	2100805	PE						2023	\$227,575	\$56,894	R-43812	
		RW		\$20,000					\$16,000	\$4,000	STP	Group Project
		CN		\$15,000	\$448,800				\$371,040	\$92,760	11/13/2025	exempt
Total cost for project:	\$768,269	Totals	\$0	\$35,000	\$448,800	\$0	\$0		\$614,615	\$153,654		
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						2023	\$1,314,400	\$328,600	NHPP 90/10	
		CN	\$6,845,349						\$6,160,814	\$684,535	9/13/2023	exempt
Total cost for project:	\$9,688,349	Totals	\$6,845,349	\$0	\$0	\$0	\$0		\$8,435,214	\$1,253,135		
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						2022	\$72,000	\$8,000	R-43257	
		CN		\$437,000					\$393,300	\$43,700	NHPP 90/10	
											7/10/2024	exempt
Total cost for project:	\$517,000	Totals	\$0	\$437,000	\$0	\$0	\$0		\$465,300	\$51,700		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
I-469 NB on-Ramp Bridge over I-469, EB/WB, 0.17 mi e/o I69 Bridge Deck Overlay	2000954 2000969	PE CN	\$2,660,000					2021	\$241,800	\$60,450	^B-43458 NHPP 90/10 7/12/2023	 Group Project exempt
Total cost for project:	\$2,962,250	Totals	\$2,660,000	\$0	\$0	\$0	\$0		\$2,635,800	\$326,450		
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 PE CN	\$10,300 \$1,074,000					2022	\$413,460 \$9,270 \$966,600	\$45,940 \$1,030 \$107,400	R-43145 NHPP 90/10 1/18/2024	 exempt
Total cost for project:	\$1,543,700	Totals	\$1,084,300	\$0	\$0	\$0	\$0		\$1,389,330	\$154,370		
I-469 from 0.49 mi n/o US 24 to 0.54 mi s/o SR 37 Pavement Replacement	2001843 2001844	PE CN		\$57,137,000				2023	\$265,440	\$66,360	R-43259 NHPP 90/10 7/10/2024	 exempt
Total cost for project:	\$57,468,800	Totals	\$0	\$57,137,000	\$0	\$0	\$0		\$51,688,740	\$5,780,060		
I-469 I-469 SB @ US 30/SR 930 Bridge Deck Overlay	2002140 2002139, 2002088, 2002087	PE CN		\$1,203,000				2022	\$91,125	\$10,125	B-43272 NHPP 90/10 12/11/2024	 Group Project exempt
Total cost for project:	\$1,304,250	Totals	\$0	\$1,203,000	\$0	\$0	\$0		\$1,173,825	\$130,425		
I-469 I-469 Bridge over Maplecrest Rd NB/SB 3.99 mi e/o SR 37 Bridge Deck Overlay	2002141 2002142	PE CN		\$4,508,000				2022	\$567,000	\$63,000	B-43270 NHPP 90/10 11/14/2024	 Group Project exempt
Total cost for project:	\$5,138,430	Totals	\$0	\$4,508,000	\$0	\$0	\$0		\$4,624,587	\$513,843		
I-469 I 469 Large Culvert for Witzgall Ditch, 2.22 Miles East of I-69 Small Structure Pipe Lining	2002209	PE RW CN	\$0	\$793,217				2023	\$196,875	\$21,875	R-43269 NHPP 90/10 9/11/2024	 Group Project exempt
Total cost for project:	\$1,011,967	Totals	\$0	\$793,217	\$0	\$0	\$0		\$831,449	\$180,518		
I-469 I 469 Carries Flow at "On Ramp" to I469S and US 24 Interchange Small Structure Pipe Lining	2002218	PE RW CN	\$0	\$979,213				2023	\$192,960	\$21,440	R-43269 NHPP 90/10 9/11/2024	 Group Project exempt
Total cost for project:	\$1,193,613	Totals	\$0	\$979,213	\$0	\$0	\$0		\$976,330	\$217,283		
I-469 I 469 Carries Tieman Ditch, 3.56 Miles West of SR 37 Small Structure Pipe Lining	2002220	PE RW CN	\$0	\$530,635				2023	\$137,025	\$15,225	R-43269 NHPP 90/10 9/11/2024	 Group Project exempt
Total cost for project:	\$682,885	Totals	\$0	\$530,635	\$0	\$0	\$0		\$561,533	\$121,352		
I-469 I 469 3.60 Miles East of I-69, Large Culvert for Chapman /Brindle Ditch Small Structure Pipe Lining	2002225	PE RW CN	\$25,000	\$602,429				2023	\$161,280	\$17,920	R-43269 NHPP 90/10 9/11/2024	 Group Project exempt
Total cost for project:	\$806,629	Totals	\$25,000	\$602,429	\$0	\$0	\$0		\$665,723	\$140,906		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
I-469 I 469 0.14 West of I-69, Large Culvert for UNT Swift Ditch Small Structure Pipe Lining	2002361	PE RW CN	\$0	\$989,500				2023	\$135,000 \$0 \$791,600	\$15,000 \$0 \$197,900	R-43269 NHPP 90/10 9/11/2024	Group Project exempt
Total cost for project:	\$1,139,500	Totals	\$0	\$989,500	\$0	\$0	\$0		\$926,600	\$212,900		
I-469 I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100649	CN			\$331,200				\$264,960	\$66,240	B-43816 NHPP 12/10/2025	Group Project exempt
Total cost for project:	\$331,200	Totals	\$0	\$0	\$331,200	\$0	\$0		\$264,960	\$66,240		
I-469 I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100652	PE CN	\$75,000			\$331,200			\$60,000 \$264,960	\$15,000 \$66,240	B-43816 NHPP 12/10/2025	Group Project exempt
Total cost for project:	\$406,200	Totals	\$75,000	\$0	\$331,200	\$0	\$0		\$324,960	\$81,240		
I-469 I-469 bridge/pipe over drainage ditch, 0.16 mi e/o US 27 Bridge Rehab-Pipe Lining	2100627 2100759, 2100763, 2100767, 2100813, 2100814, 2100820	PE RW CN		\$105,000 \$45,000	\$5,652,000			2023	\$289,980 \$94,500 \$5,127,300	\$32,220 \$10,500 \$569,700	B-43850 NHPP	Group Project exempt
Total cost for project:	\$6,124,200	Totals	\$0	\$150,000	\$5,652,000	\$0	\$0		\$5,511,780	\$612,420		
I-469 I-469 EB Bridge over Harber Ditch, 0.12 miles W SR 1 Bridge Deck overlay	2200500	PE RW CN	\$176,000	\$10,000			\$1,241,096		\$158,400 \$9,000 \$1,116,986	\$17,600 \$1,000 \$124,110	B-44540 NHPP 90/10 12/9/2026	Group Project exempt
Total cost for project:	\$1,427,096	Totals	\$176,000	\$10,000	\$0	\$1,241,096	\$0		\$1,284,386	\$142,710		
I-469 I-469 WB Bridge over Harber Ditch, 0.12 miles W SR 1 Bridge Deck Overlay	2200735	PE RW CN	\$176,000	\$10,000			\$1,241,096		\$158,400 \$9,000 \$1,116,986	\$17,600 \$10,000 \$124,110	B-44540 NHPP 90/10 12/9/2026	Group Project exempt
Total cost for project:	\$1,436,096	Totals	\$176,000	\$10,000	\$0	\$1,241,096	\$0		\$1,284,386	\$151,710		
I-469 EB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o US 24 Bridge Thin Deck Overlay	2200984	PE CN	\$10,000	\$10,000		\$382,354			\$8,000 \$313,883	\$2,000 \$78,471	B-44535 NHPP 11/5/2026	Group Project exempt
Total cost for project:	\$402,354		\$10,000	\$10,000	\$0	\$382,354	\$0		\$321,883	\$80,471		
I-469 WB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o US 24 Bridge Thin Deck Overlay	2200985	PE CN	\$10,000	\$10,000		\$383,479			\$8,000 \$314,783	\$2,000 \$78,696	B-44535 NHPP 11/5/2026	Group Project exempt
Total cost for project:	\$403,479		\$10,000	\$10,000	\$0	\$383,479	\$0		\$322,783	\$80,696		
SR 930 At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469 Intersection Safety Improvement	1900107	PE RW CN						2021 2023	\$400,000 \$80,000 \$2,293,600	\$100,000 \$20,000 \$573,400	R-42358 STBG 80/20 2/15/2024	exempt
Total cost for project:	\$3,467,000	Totals	\$7,600,181	\$0	\$0	\$0	\$0		\$2,773,600	\$693,400		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
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	\$454,670						\$363,736	\$90,934	STBG 80/20	Group Project
Total cost for project:	\$568,420	Totals	\$454,670	\$0	\$0	\$0	\$0		\$454,736	\$113,684		
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	\$391,030						\$312,824	\$78,206	STBG 80/20	Group Project
Total cost for project:	\$504,780	Totals	\$391,030	\$0	\$0	\$0	\$0		\$403,824	\$100,956		
SR 101 SR 101 Bridge over US 24, 6.71 miles S of SR 37 Bridge Thin Deck Overlay	2000905	PE						2021	\$83,000	\$20,750	B-43464	
		CN	\$397,627						\$318,102	\$79,525	STBG 80/20	Group Project
Total cost for project:	\$501,377	Totals	\$397,627	\$0	\$0	\$0	\$0		\$401,102	\$100,275		
US 24 EB Bridge over Doyle Road, 1.10 miles E of I-469 Bridge Thin Deck Overlay	2000930	PE						2021	\$23,298	\$5,825	B-43464	
		CN	\$202,774						\$162,219	\$40,555	STBG 80/20	Group Project
Total cost for project:	\$231,897	Totals	\$202,774	\$0	\$0	\$0	\$0		\$185,518	\$46,379		
US 24 WB Bridge over Doyle Road, 1.10 miles E of I-469 Bridge Thin Deck Overlay	2000931	PE						2021	\$23,298	\$5,824	B-43464	
		CN	\$194,310						\$155,448	\$38,862	STBG 80/20	Group Project
Total cost for project:	\$223,432	Totals	\$194,310	\$0	\$0	\$0	\$0		\$178,746	\$44,686		
US 24 EB Bridge over NS RR (Tire Plant Spur), 3.04 miles W of SR 101 Bridge Thin Deck Overlay	2000932	PE						2021	\$39,000	\$9,750	B-43464	
		CN	\$96,230						\$76,984	\$19,246	STBG 80/20	Group Project
Total cost for project:	\$144,980	Totals	\$96,230	\$0	\$0	\$0	\$0		\$115,984	\$28,996		
US 24 WB Bridge over NS RR (Tire Plant Spur), 3.04 miles W of SR 101 Bridge Thin Deck Overlay	2000933	PE						2021	\$39,000	\$9,750	B-43464	
		CN	\$95,722						\$76,578	\$19,144	STBG 80/20	Group Project
Total cost for project:	\$144,472	Totals	\$95,722	\$0	\$0	\$0	\$0		\$115,578	\$28,894		
US 24 State Line Road Bridge over US 24 EB/WB, 2.42 miles E of SR 101 Bridge Thin Deck Overlay	2000952	PE						2021	\$46,176	\$11,544	B-43464	
		CN	\$182,965						\$146,372	\$36,593	STBG 80/20	Group Project
Total cost for project:	\$240,685	Totals	\$182,965	\$0	\$0	\$0	\$0		\$192,548	\$48,137		

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
SR 930	2100202	PE						2023	\$1,919,320	\$479,830	R-43798	
		PE	\$162,000						\$129,600	\$32,400		
SR 930 from I-69 to 7.48 mi e/o I-69 (Cloverleaf)		RW		\$35,000					\$28,000	\$7,000	STP	Grouped Project
		CN		\$15,000	\$16,370,811				\$13,108,649	\$3,277,162		
HMA Overlay, Preventive Maintenance		CN										exempt
Total cost for project:	\$18,981,961	Totals	\$162,000	\$50,000	\$16,370,811	\$0	\$0		\$15,185,569	\$3,796,392		
SR 930	2100174	PE						2023	\$252,320	\$63,080	R-43798	
W.B. Bridge over NS RR, 5.36 Miles East of US 27		RW							\$0	\$0	STP	Grouped Project
		CN		\$305,000	\$313,500				\$494,800	\$123,700		
Bridge Thin Deck Overlay		CN										exempt
Total cost for project:		\$933,900	Totals	\$0	\$305,000	\$313,500	\$0	\$0		\$747,120	\$186,780	
SR 930	2100604	PE						2023	\$135,840	\$33,960	R-43798	
Bridge over NS RR, 04.38 Miles West of I-469		RW							\$0	\$0	STP	Grouped Project
		CN		\$20,000	\$495,000				\$412,000	\$103,000		
Bridge Thin Deck Overlay		CN										exempt
Total cost for project:		\$684,800	Totals	\$0	\$20,000	\$495,000	\$0	\$0		\$547,840	\$136,960	
SR 930	2100632	PE						2023			R-43798	
E.B. Bridge over NS RR, 5.36 Miles East of US 27		RW							\$0	\$0	STP	Grouped Project
		CN		\$20,000	\$313,500				\$266,800	\$66,700		
Bridge Thin Deck Overlay		CN										exempt
Total cost for project:		\$333,500	Totals	\$0	\$20,000	\$313,500	\$0	\$0		\$266,800	\$66,700	
SR 930	2100638	PE						2023	\$221,120	\$55,280	R-43798	
Bridge over MAUMEE RIVER, 05.05 East of US 27		RW							\$0	\$0	STP	Grouped Project
		CN			\$4,207,500				\$3,366,000	\$841,500		
Bridge Deck Overlay		CN										exempt
Total cost for project:		\$4,483,900	Totals	\$0	\$0	\$4,207,500	\$0	\$0		\$3,587,120	\$896,780	
SR 930	2101158	PE						2023	\$265,680	\$66,420	R-43798	
SR 930 From 0.10 Miles South of SR 930 (RP 00.00) to SR 930 (Cloverleaf, RP 00.22)		RW		\$10,000					\$8,000	\$2,000	STP	Grouped Project
(This is s/o the Cloverleaf)		CN		\$30,000	\$557,567				\$470,054	\$117,513		
HMA Overlay, Preventive Maintenance		CN										exempt
Total cost for project:		\$929,667	Totals	\$0	\$40,000	\$557,567	\$0	\$0		\$743,734	\$185,933	
SR 930	2200909	PE	\$42,500						\$34,000	\$8,500	B-44587	
Bridge over St Joseph River, 1.74 mi e/o US 27		CN		\$91,381					\$73,105	\$18,276	STP	Group Project
Debris Removal From Channel											2/12/2025	exempt
Total cost for project:		\$133,881	Totals	\$42,500	\$91,381	\$0	\$0	\$0		\$107,105	\$26,776	

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27	2200915	PE	\$42,500						\$34,000	\$8,500	B-44594	
Debris Removal From Channel		CN			\$93,754				\$75,003	\$18,751	STP	Group Project
Total cost for project:	\$136,254	Totals	\$42,500	\$0	\$93,754	\$0	\$0	\$109,003	\$27,251	2/11/2026	exempt	
Various Locations in the Fort Wayne District	1902012	PE					2021	\$800,000	\$200,000	T-43461		
Guardrail Attenuators, New or Modernize		RW	\$250,000					\$200,000	\$50,000	STBG 80/20	Group Project	
		CN	\$630,727					\$870,707	\$217,677	3/13/2024	exempt	
Total cost for project:	\$2,338,384	Totals	\$880,727	\$0	\$0	\$0	\$0	\$1,870,707	\$467,677			
Various	1902013									T-44082		
Other Type Project (Miscellaneous) High Friction Surface Treatment		CN	\$557,453					\$445,600	\$111,400	2/15/2024	exempt	
Total cost for project:	\$557,000	Totals	\$557,453	\$0	\$0	\$0	\$0	\$445,600	\$111,400			
Various	1902014	PE					2023	\$206,640	\$51,660	R-44081		
District Intersection Improvement Project												
Auxiliary Lanes, Accel & Decel or Turn Lanes	CN	\$1,696,608					\$1,357,286	\$339,322	2/15/2024	exempt		
Total cost for project:	\$1,954,908	Totals	\$1,696,608	\$0	\$0	\$0	\$0	\$1,563,926	\$390,982			
Various	1902015									T-43474		
District Signal Improvement											Group Project	
Traffic Signals Modernization	CN	\$1,882,000					\$1,505,600	\$376,400	1/18/2024	exempt		
Total cost for project:	\$1,882,000	Totals	\$1,882,000	\$0	\$0	\$0	\$0	\$1,505,600	\$376,400			
Various	1902016									T-44080		
District Traffic Project											Group Project	
Raised Pavement Markings, Refurbished	CN	\$338,000					\$270,400	\$67,600	1/18/2024	exempt		
Total cost for project:	\$338,000	Totals	\$338,000	\$0	\$0	\$0	\$0	\$270,400	\$67,600			
Various	2001519						2023	\$20,000	\$5,000	R-42968		
At various locations within Elkhart, Fort Wayne & Wabash subdistricts												
ADA Sidewalk Ramp Construction	CN	\$457,000					\$365,600	\$91,400	STP	Group Project		
Total cost for project:	\$482,000	Totals	\$457,000	\$0	\$0	\$0	\$0	\$385,600	\$96,400	3/13/2024	exempt	
Various	2001520									R-42969		
At various locations within the Fort Wayne District											Group Project	
ADA Sidewalk Ramp Construction	RW	\$25,000					\$20,000	\$5,000	STP	Group Project		
	CN			\$465,000			\$372,000	\$93,000	2/12/2025	exempt		
Total cost for project:	\$490,000	Totals	\$25,000	\$465,000	\$0	\$0	\$0	\$392,000	\$98,000			
Various	2001733	PE					2023	\$288,000	\$72,000	T-43135		
Various Locations within the FW District											Group Project	
Traffic Signals Modernization	CN		\$1,859,000				\$1,487,200	\$371,800	3/12/2025	exempt		
Total cost for project:	\$2,219,000	Totals	\$0	\$1,859,000	\$0	\$0	\$0	\$1,775,200	\$443,800			
Various	2001734									T-43136		
Pavement Marking Project											Group Project	
Raised Pavement Markings, Refurbished	CN		\$336,000				\$268,800	\$67,200	3/12/2025	exempt		
Total cost for project:	\$336,000	Totals	\$0	\$336,000	\$0	\$0	\$0	\$268,800	\$67,200			

INDOT Projects

FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
Various Other Type Project (Miscellaneous) High Friction Surface Treatment	2001737	CN		\$1,094,000					\$875,200	\$218,800	R-43137 1/15/2025	exempt
Total cost for project:	\$1,094,000	Totals	\$0	\$1,094,000	\$0	\$0	\$0		\$875,200	\$218,800		
Various District Intersection Improvement Project Slotted Left Turn Project	2001741	CN		\$519,400					\$1,038,400	\$259,600	T-44325 4/10/2024	exempt
Total cost for project:	\$1,298,000	Totals	\$0	\$519,400	\$0	\$0	\$0		\$1,038,400	\$259,600		
Various Surface Treatment Safety Revisions	2100156	PE CN			\$572,000			2022	\$44,000	\$11,000	T-43821 Safety 12/10/2025	exempt
Total cost for project:	\$627,000	Totals	\$0	\$0	\$572,000	\$0	\$0		\$501,600	\$125,400		
Various Various Signal Locations within the FW District Traffic Signals Modernization	2100182 2100160	PE CN	\$185,000		\$2,127,000				\$148,000 \$1,701,600	\$37,000 \$425,400	T-43854 STP 4/8/2026	Group Project exempt
Total cost for project:	\$2,312,000	Totals	\$185,000	\$0	\$2,127,000	\$0	\$0		\$1,849,600	\$462,400		
Various Various RPM Locations within the FW District Raised Pavement Markings, Refurbished	2100163	CN			\$698,000				\$558,400	\$139,600	T-43851 STP 3/11/2026	Group Project exempt
Total cost for project:	\$698,000	Totals	\$0	\$0	\$698,000	\$0	\$0		\$558,400	\$139,600		
Various Various Stop Control Visibility Locations within the FW District Safety Revisions	2100180	PE CN	\$57,000		\$561,000				\$45,600 \$448,800	\$11,400 \$112,200	T-43790 Safety 7/9/2025	exempt
Total cost for project:	\$618,000	Totals	\$57,000	\$0	\$561,000	\$0	\$0		\$494,400	\$123,600		
Various Various locations within the FW District Safety Revisions	2100181	PE CN	\$57,000		\$561,000				\$45,600 \$448,490	\$11,400 \$112,123	R-43798 Safety 9/10/2025	exempt
Total cost for project:	\$617,613	Totals	\$57,000	\$0	\$561,000	\$0	\$0		\$494,090	\$123,523		
Various Various locations within the FW District Safety Revisions	2100183	CN			\$280,000				\$224,000	\$56,000	T-43855 Safety 4/8/2026	exempt
Total cost for project:	\$280,000	Totals	\$0	\$0	\$280,000	\$0	\$0		\$224,000	\$56,000		
Various Various Locations in the FW District Signing Installation / Repair	2200002	PE CN				\$1,163,000			\$0 \$930,400	\$0 \$232,600	T-44781 STP 1/13/2027	Group Project exempt
Total cost for project:	\$1,209,400	Totals	\$0	\$0	\$0	\$1,163,000	\$0		\$930,400	\$232,600		
Various District Traffic Project Safety Revisions	2201084	PE CN	\$113,000			\$500,000			\$90,400 \$400,000	\$22,600 \$100,000	T-44555 Safety 2/10/2027	exempt
Total cost for project:	\$613,000	Totals	\$113,000	\$0	\$0	\$500,000	\$0		\$490,400	\$122,600		

INDOT Projects






FY 2024-2028

Project Location (Description of Project)	DES #	Phase						Other Year	Federal Funds	State Funds	Contract # Funding Letting	TIP Date ICG Date AQ Finding
			2024	2025	2026	2027	2028*					
Various Various locations within the FW District Other Type Project (Miscellaneous) High Friction Surface Treatment	2201085	PE CN	\$252,000						\$201,600 \$896,800	\$50,400 \$224,200	T-44559 Safety 3/10/2027	 exempt
Total cost for project:	\$1,373,000	Totals	\$252,000	\$0	\$0	\$1,121,000	\$0		\$1,098,400	\$274,600		
Various District Intersection Improvement Project Slotted Left Turn Project	2201086	CN							\$897,600	\$224,400	T-44560 3/10/2027	 exempt
Total cost for project:	\$1,122,000	Totals	\$0	\$0	\$0	\$1,122,000	\$0		\$897,600	\$224,400		
Various Pavement Marking Project Raised Pavement Marking, Refurbished	2201087	CN							\$542,400	\$135,600	T-44553 2/10/2027	 Group Project exempt
Total cost for project:	\$678,000	Totals	\$0	\$0	\$0	\$678,000	\$0		\$542,400	\$135,600		
Various Various Locations within the FW District Traffic Signals Modernization	2201089	PE CN	\$1,090,000						\$872,000 \$3,876,000	\$218,000 \$969,000	T-44557 STP 3/10/2027	 Group Project exempt
Total cost for project:	\$5,935,000	Totals	\$1,090,000	\$0	\$0	\$4,845,000	\$0		\$4,748,000	\$1,187,000		
Various Traffic Management System Project ITS Devices Maintenance Contracts	2201137	CN							\$167,200	\$41,800	T-44569 2/12/2025	 Group Project exempt
Total cost for project:	\$209,000	Totals	\$0	\$209,000	\$0	\$0	\$0		\$167,200	\$41,800		
Various Various locations throughout the state Electric vehicle charging infrastructure at various locations along Indiana interstates Other Type Project (Miscellaneous)	2300274	CN CN CN	\$21,215,670						\$16,972,536 \$16,972,550 \$16,972,586	\$4,243,134 \$4,243,138 \$4,243,146	STP 	 exempt
Total cost for project:	\$63,647,090	Totals	\$21,215,670	\$21,215,688	\$21,215,732	\$0	\$0		\$50,917,672	\$12,729,418		






*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) 2024-2027. The Fifth year (FY 2028) is for informational purposes only.

Indiana Department of Transportation

Projects FY 24 - 28

-  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

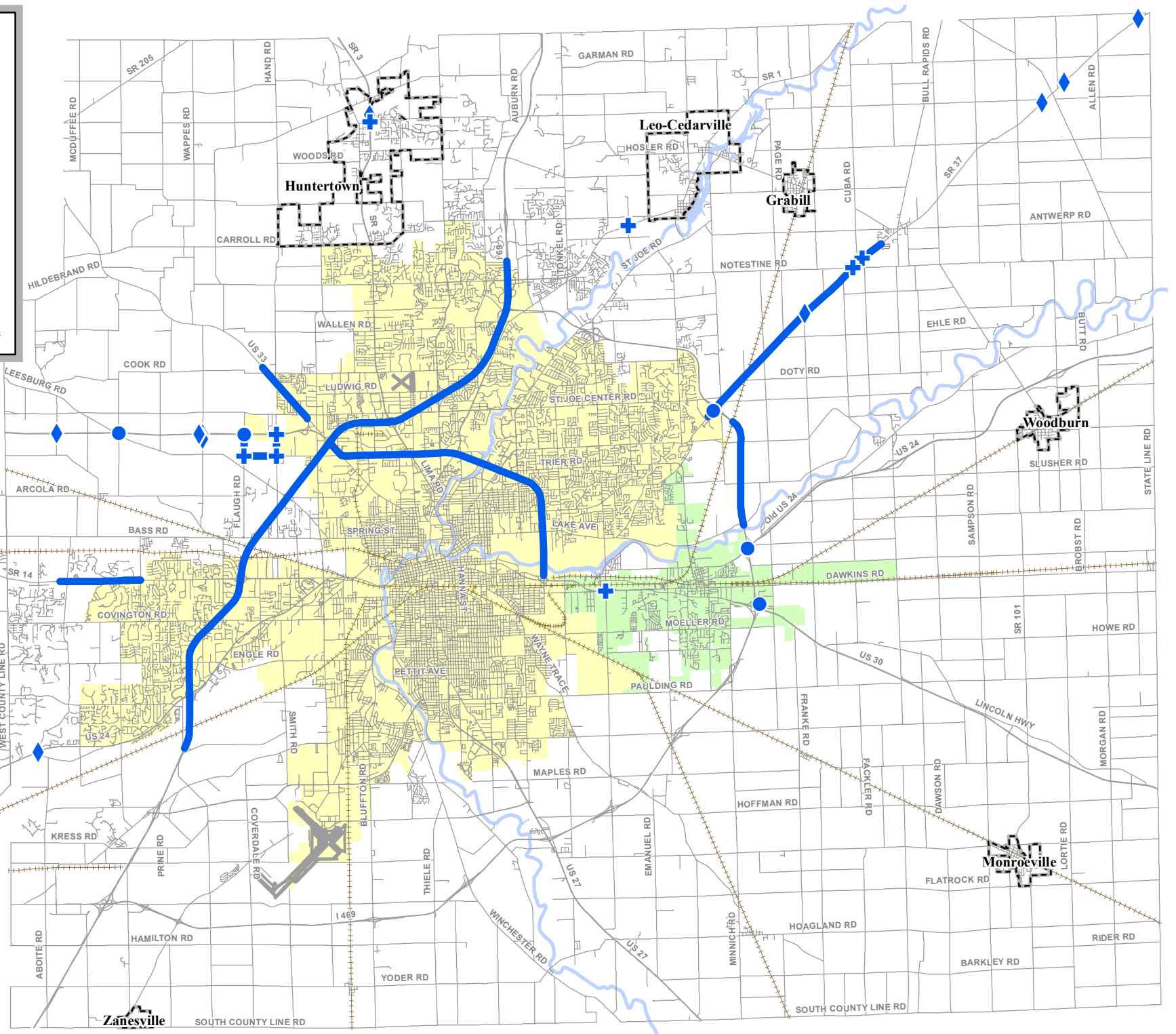


* This map does not represent small structure replacements

Prepared by NIRCC
4/2023



* 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

of potential projects that may be added to the TIP in the future via streamlined procedures. TIP actions for these projects will not require additional public review, demonstration of fiscal constraint, or a conformity determination (if applicable).

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

FY 2024-2028 TIP Grouped Projects

Grouped Project Category	Est Cost	Year	Federal	State	Sponsor
1. Pavement Preservation	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
2. Bridge, Culvert & Small Structure Preservation	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
3. Signing, Marking, Striping & Rumble Strips	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
4. Traffic Signal & Lighting System Improvements	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
5. Guardrail & Median Protection/Cable Barriers	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
6. Rail Crossing Protection	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
7. Bicycle/Pedestrian Facilities <i>(identified in local or state Transition Plans to meet requirements of ADA)</i>	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	0	0	
8. Statewide and Non-Construction Activities	0	2024	0	0	INDOT
	0	2025	0	0	
	0	2026	0	0	
	0	2027	0	0	
	0	2028	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 FY2024-2028 Transportation Improvement Program (TIP).

Page Intentionally Left Blank

X. STATUS REPORT FOR FY 2021 & FY 2022 PROJECTS

LOCAL PROJECTS
LOCAL TRANSIT PROJECTS
INDOT PROJECTS

FY 22 TIP NIRCC LOCAL PROJECTS

ROAD PROJECTS-AREA OVER 200,000 PROJECTS FUNDED WITH STPG/CMAQ/HES/HSIP/BR/PL

DES #	Project	Phase	LPA	Status	Letting Date
1901884	Bass Rd: Scott Rd to Hadley Rd Phase 3A Bridge	CN	AC	In Process	10/14/2021
1901819	Broadway St/Landin Rd: Phase 2	CN	NH	In Process	10/14/2021

BIKE/PEDESTRAIN FACILITIES PROJECTS FUNDED WITH RTP

DES #	Project	Phase	LPA	Status	Letting Date
2001714	Fishing Line Trail	CN	FW	Completed	9/15/2021

BIKE/PEDESTRAIN FACILITIES PROJECTS FUNDED WITH GROUP IV-TA

DES #	Project	Phase	LPA	Status	Letting Date
2001784	Monroeville Sidewalks	CN	MV	Resubmitted	9/14/2022
2001790	Monroeville Trail	CN	MV	Resubmitted	9/14/2022
2001665	Woodburn Sidewalks	CN	WB	was Let on 5-5-22, was unawardable; resubmitted	5/5/2022 >> 9/14/2022
2001675	Woodburn Trail	CN	WB	was Let on 5-5-22, was unawardable; resubmitted	5/5/2022 >> 9/14/2022

FEDERAL TRANSIT ADMINISTRATION

Section 5307 / 5310 / 5339 / 5340 - Funds

FY 2022

Transit

Project ID #	Capital Equipment Purchases (Section 5307/5310/5339/5340 Funds)	LPA	STATUS
FOR-22-002	Capitalization of Maintenance	Citilink	Resubmitted
FOR-22-003	Paratransit	Citilink	Removed
FOR-22-004	Special Rule Operations	Citilink	Resubmitted
FOR-22-005	Three (3) Replacement Minibus (Body on Chassis) ACCESS	Citilink	Resubmitted
FOR-22-006	One (1) Heavy Duty Replacement Bus	Citilink	Resubmitted
FOR-22-007	Operating Funds	Community Transportation Network	Completed
FOR-22-008	Three (3) Medium Transit Vehicles	Community Transportation Network	Completed

FY 22 TIP NIRCC INDOT PROJECTS

Project Location (Description of Project)	Contract #	DES #	Phase	Status	Letting Date/Comments
SR 1 Bridge over Ely Run, 2.50 mi n/o I-69 Bridge Maintenance and Repair, 2 lane	^B-42157	1901483	CN	In Process	1/12/2022
SR 3 4.19 mi s/o SR 205 over Willow Creek Ditch, NB Replace Superstructure, existing 4 lane (no added travel lanes)	^B-42470	1600290	CN	In Process	11/17/2021
SR 3 4.19 mi s/o SR 205 over Willow Creek Ditch, SB Replace Superstructure, existing 4 lane (no added travel lanes)	^B-42470	1600291	CN	In Process	11/17/2021
SR 3 4 various locations in Allen County and Noble County Small Structure & Drains Construction, existing 4 lane	R-42689	1902892	CN	Resubmitted FY23	1/19/2023
US 24 From 2.61 mi e/o I-469 to 4.80 mi e/o I-469 Pavement Replacement	^R-40485	1601010	CN	In Process	11/17/2021
US 24 EB Br over Sampson Rd, 2.3 mi w/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901451	CN	In Process	11/17/2021
US 24 WB Br over Sampson Rd, 2.3 mi w/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901452	CN	In Process	11/17/2021
US 24 EB Br over Woodburn Rd, 1.73 mi w/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901453	CN	In Process	11/17/2021
US 24 WB Br over Woodburn Rd, 1.73 mi w/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901454	CN	In Process	11/17/2021
US 24 EB Br over Bruick Rd, 2.15 mi e/o I-469 Bridge Thin Deck Overlay	^R-40485	1901455	CN	In Process	11/17/2021
US 24 WB Br over Bruick Rd, 2.15 mi e/o I-469 Bridge Thin Deck Overlay	^R-40485	1901456	CN	In Process	11/17/2021
US 24 EB Br over Marsh (Gustin) Ditch, 1.01 mi e/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901457	CN	In Process	11/17/2021
US 24 WB Br over Marsh (Gustin) Ditch, 1.01 mi e/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901458	CN	In Process	11/17/2021
US 24 EB Br over Viland Ditch, 2.02 mi e/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901459	CN	In Process	11/17/2021
US 24 WB Br over Viland Ditch, 2.02 mi e/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901460	CN	In Process	11/17/2021
US 24 Bull Rapids Rd Br over US 24 EB/WB, 0.29 mi w/o SR 101 Bridge Thin Deck Overlay	^R-40485	1901461	CN	In Process	11/17/2021

Project Location (Description of Project)	Contract #	DES #	Phase	Status	Letting Date/Comments
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	^R-40485	1902822	CN	In Process	11/17/2021
US 24 Webster Rd over US 24 EB/WB, 4.53 mi w/o SR 101 Repair or Replace Joints	^R-40485	2000286	CN	In Process	11/17/2021
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)	^B-42472	1701388	CN	In Process	11/17/2021
US 27 Bridge over Spy Run Creek, 1.76 mi s/o SR 930 Bridge Thin Deck Overlay	^B-42472	1901645	CN	In Process	11/17/2021
US 27 2 locations on US 27 in Allen County Small Structure & Drains Construction	42692	1902894	CN	Eliminated	1/19/2023
US 30 At Flaugh Rd, 1.55 mi w/o US 33 New Interchange Construction	^R-41079	1901890	CN	Resubmitted 2024	11/15/2023
US 30 At O'Day Rd, 2.56 mi w/o US 33 Intersection Safety Improvement, existing 4 lane	^R-41079	1901891	CN	Resubmitted 2024	11/15/2023
US 30 At Felger/Leesburg Rd, 4.59 mi w/o US 33 Intersection Safety Improvement, existing 4 lane	^R-41079	1901893	CN	Resubmitted 2024	11/15/2023
SR 37 Br over Dietzen Ditch, 3.71 mi n/o SR 101 Bridge Replacement, Other Construction, existing 2 lane (no added travel lanes)	^B-42469	1602284	CN	In Process	11/17/2021
SR 37 Br over Hamm Ditch, 0.80 mi n/o SR 101 Replace Superstructure, existing 2 lane (no added travel lanes)	^B-42469	1701392	CN	In Process	11/17/2021
SR 37 Br over Roth Ditch, 3.15 mi n/o I-469 Bridge Replacement, Other Construction, existing 2 lane (no added travel lanes)	^B-42469	1701400	CN	In Process	11/17/2021
SR 37 Br over Porter Creek, 1.52 mi n/o SR 101 Bridge Replacement, Other Construction, existing 2 lane (no added travel lanes)	^B-42469	1701401	CN	In Process	11/17/2021
I-69 and Coldwater Rd Coldwater Rd over I-69 Bridge Replacement, Other Construction (no added travel lanes)	^R-41544	1601991	CN	In Process	11/17/2021
I-69 and Coldwater Rd (from 0.99 mi n/o SR 3 to 1.74 mi n/o SR 3) Interchange Ramp Modifications	^R-41544	1800036	CN	In Process	11/17/2021
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	^R-41544	1800162	CN	In Process	11/17/2021
I-69 From 1.25 mi s/o US 24 to 2.13 mi s/o US 30 Concrete Pavement Restoration (CPR)	^R-42463	1900619	CN	Resubmitted 2023	10/13/2022 This will be our 4th attempt at letting this contract.

Project Location (Description of Project)	Contract #	DES #	Phase	Status	Letting Date/Comments
I-69 From 2.13 mi s/o US 30 to 3.98 mi s/o SR 1 Concrete Pavement Restoration (CPR)	^R-42463	1900620	CN	Resubmitted 2023	10/13/2022 This will be our 4th attempt at letting this contract.
I-69 Br over I-69 NB/SB, 1.43 n/o SR 1 Bridge Thin Deck Overlay	^B-42157	1901484	CN	In Process	1/12/2022
I-69 Coldwater Rd br over I-69 NB/SB, 1.3 mi n/o I-69 Bridge Deck Overlay	^R-41544	1901492	CN	In Process	11/17/2021
I-69 Coldwater Rd br over I-69 NB/SB, 1.36 mi n/o I-69 Bridge Deck Overlay	^R-41544	1901493	CN	In Process	11/17/2021
I-69 I-469 EB over I-69 NB/SB, 1.26 mi e/o I-69 Repair or Replace Joints	^B-43108	2000285	CN	In Process	12/8/2021
SR 101 3.59 mi s/o US 30, Br over Flat Rock Creek Replace Structure, existing 2 lane (no added travel lanes)	B-42462	1600471	CN	In Process	10/14/2021
I-469 Br over Tillman and EB off ramp Small Structure Pipe Lining	^B-42473	1901463	CN	In Process	11/17/2021
I-469 Br over drainage ditch, 0.01 mi e/o US 27 Bridge Rehab-Pipe Lining	^B-42473	1901466	CN	In Process	11/17/2021
I-469 EB Bridge over St Mary's River, 0.45 mi w/o US 27 Bridge Deck Patching	^B-43108	2000267	CN	In Process	12/8/2021
I-469 NB Bridge over US 30/SR 930, 7.76 mi e/o US 27 Repairs to Approach Slab	^B-43108	2000272	CN	In Process	12/8/2021
I-469 SB Bridge over US 30/SR 930, 7.76 mi e/o US 27 Repair or Replace Joints	^B-43108	2000279	CN	In Process	12/8/2021
I-469 EB Bridge over Maplecrest Rd NB/SB, 3.99 mi e/o SR 37 Repair or Replace Joints	^B-43108	2000280	CN	In Process	12/8/2021
I-469 WB Bridge over Maplecrest Rd NB/SB, 3.99 mi e/o SR 37 Repair or Replace Joints	^B-43108	2000283	CN	In Process	12/8/2021
I-469 Bridge over UNT Tieman Ditch, 3.30 mi w/o SR 37 Debris Removal from Channel	^B-43115	2000328	CN	In Process	11/17/2021
I-469 3.60 mi e/o I-69 Large Culvert for Chapman/Brindle Ditch Small Structure Pipe Lining	^R-43269	2002225	CN	Resubmitted FY25	9/11/2024
SR 930 UNT of Martin Ditch, 0.10 mi w/o I-469 Small Structure Replacement, existing 2 lane (no added travel lanes)	R-43168	1900244	CN	Resubmitted FY23	9/14/2022

Project Location (Description of Project)	Contract #	DES #	Phase	Status	Letting Date/Comments
SR 930 SR 930 WB over St. Joseph River Debris Removal from Channel	^B-43115	2000259	CN	In Process	11/17/2021
SR 930 SR 930 EB over NS RR Repair or Replace joints	^B-43108	2000260	CN	In Process	12/8/2021
SR 930 Bridge over Branch of St Joe River, 2.62 mi e/o US 27 Substructure Repair and Rehab, existing 4 lane	^B-43108	2000344	CN	In Process	12/8/2021
Various Locations in Fort Wayne District Various Road & Bridge Replacements, existing lanes (no added travel lanes)	R-40485	1601010, 1901451, 1901452 1901453, 1901454, 1901455 1901456, 1901457 1901458 1901489	CN	In Process	11/17/2021 All of these are listed above individually.
Various Various Locations in the Fort Wayne District Guard Rail Attenuators, New Or Modernize	T-42485	1902039	CN	In Process	7/14/2021
Various Locations in the Fort Wayne District District Wide Bridge Maintenance	B-42669	1902889	CN	In Process	7/14/2021
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	T-43392	2002518	CN	Resubmitted FY23	10/13/2022

FY 21 TIP NIRCC LOCAL PROJECTS

ROAD PROJECTS-AREA OVER 200,000

PROJECTS FUNDED WITH STP/CMAQ/HES/HSIP/BR/PL

DES #	Project	Phase	LPA	Status	Letting Date/Comments
1592872	Allen County Bridge Inspection	PE	AC	In Process	PE only
1382492	Bass Rd: Clifty Parkway to Thomas Rd	CE	AC	In Process	3/10/2021
1401272	Bass Rd: Thomas Rd to Hillegas Rd	CE	AC	In Process	3/4/2020
1401273	Bass Rd: Scott Rd to Hadley Rd	RW	AC	Completed	10/14/2021
1901812	Broadway St/Landin Rd: Phase I	CN	NH	In Process	2/10/2021
1801748	Carroll Rd: e/o Bethel Rd to Millstone Dr (west section)	RW	HT	Resubmitted for FY22	10/13/2022
1801749	Carroll Rd: SR 3/Lima Rd to Coral Springs Dr/Shearwater Run (east section)	RW	HT	Resubmitted for FY22	10/13/2022
1901705	Hillegas Rd: State Blvd to Coliseum Blvd	PE	FW	Resubmitted for FY22	10/8/2025
1173162	Maplecrest Rd: State Blvd to Stellhorn Rd Phase 2	CN	FW	In Process	9/2/2020
2001063	UPWP - HSIP Funds - for Work Program Activities	PE	NIRCC	Completed	PE only

FEDERAL TRANSIT ADMINISTRATION

Section 5307 / 5340 / 5339 - Funds

Fort Wayne Public Transportation Corporation

FY 2021

DES #	Capital Equipment Purchases (Section 5307/5340/5339 Funds)	LPA	STATUS
1700469	Capitalization of Maintenance	Citilink	In Process
1700471	Paratransit	Citilink	In Process
1700473	Special Rule Operations	Citilink	In Process
1700469	One (1) Heavy Duty Replacement Bus	Citilink	In Process

FY 21 TIP NIRCC INDOT PROJECTS

Project Location (Description of Project)	DES #	Phase	Status	Letting Date/Comments
US 33 Bridge over Johnson Ditch, 5.33 mi n/o US 30 Bridge Deck Overlay	1700224	CN	Completed	12/11/2019
I-69 at Coldwater Rd Interchange From 1.17 mi e/o SR 3 to 1.68 mi e/o SR 3 Intersect. Improv. W/ New Signals	1702131	CN	In Process	This is money set aside to go to the City of FW per the signed agreement.
I-69 Bridge at I-469 DRN over I-69, 5.69 mi s/o US 24 Bridge Painting	1800587	CN	In Process	7/8/2020
I-469 Bridge over Lafayette Ctr Rd, EB 0.94 mi e/o I-69 Partial Super Replacement	1701375	CN	In Process	10/7/2020
I-469 Bridge over Lafayette Ctr Rd, WB 0.94 mi e/o I-69 Partial Super Replacement	1701376	CN	In Process	10/7/2020
I-469 Various Locations Small Structure Pipe Lining	1800581	CN	In Process	5/5/2021
SR 930 at US 27/Lima Rd Intersect. Improv. W/ Added Turn Lanes on E, W, & S Approaches	1401845	RW	In Process	12/7/2022
SR 930 1.68 miles W of US 27 (Goshen Rd), Added left turn lane on W approach Intersect. Improv. W/ Added Turn Lanes	1401850	CN	In Process	11/10/2020
Various Locations Statewide Statewide On-Call Consultant Review	1802826	PE	In process	N/A
Various Locations in Fort Wayne District Bridge Deck Overlay	Various	CN	In Process	B-41070 - 9/2/2020
Various Locations in Fort Wayne District Bridge Thin Deck Overlay	Various	CN	In Process	B-41071 - 7/8/2020
Various Locations in Fort Wayne District Small Structure Replacement	Various	CN	In Process	R-39902 - 1/13/2021
Various Locations in Fort Wayne District Various Road & Bridge Replacements	Various	RW	Not needed	11/17/2021 R-40485
Various Locations in Fort Wayne District Small Structure Pipe Lining	Various	CN	In Process	R-41069 - 5/5/2021
Various Locations in Fort Wayne District Small Structure Pipe Lining	Various	CN	Completed	R-41810 - 8/7/2019

Page Intentionally Left Blank

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 April 5 – May 5, 2023

1) Comment/Question: When adding or repainting bike lanes next to parking spots on the street, place the bike lane between the parking spot and the sidewalk to create a buffer between the bike lane and traffic.

Response from City of Fort Wayne: The City will investigate this option of bike lane location in future bike lane projects.

2) Comment/Question: The trails have been pivotal for me and my transportation needs. They have allowed me to sell my car and share my fiancée's car. My electric-assisted bike has become my primary form of transportation for work, groceries, and time with friends. I am extremely thankful for the trails we have now, and I encourage local and state government to invest in active transportation infrastructure so more people can save money, be healthy, and combat climate change.

Response from NIRCC: Bicycle and pedestrian infrastructure are incorporated into virtually every construction project within the urban area, on both state and local roadways. In addition, many standalone trail projects are planned and will be implemented in our cities, towns, and county.

3) Comment/Question: Why are protected bike lanes not included in all reconstruction and realignment plans?

Response from NIRCC: Bicycle and pedestrian infrastructure are incorporated into virtually every reconstruction and realignment project. Early in the design process, community and neighborhood input is sought to scope the project and incorporate desired features. Environmental impacts, limited right of way, and available financial resources do not generally allow for the accommodation of sidewalks, trails, and protected bike lanes. Within the project constraints, decisions must be made on the most desirable and practical infrastructure.

4) Comment/Question: NIRCC received three comments about the locally funded Coldwater Road project from Dupont Road to Union Chapel Road. Below are all three comments followed by a response from the City of Fort Wayne.

Comment #1: Under the locally funded highway projects, the Coldwater Road (Dupont to Union Chapel) is scheduled to be 3 lanes and starting construction in FY 2027.

A three-lane improvement is inadequate for the current traffic load. It will be overloaded before it is built. Yesterday, April 20, traffic was backed up south from the Union chapel intersection south to Badiac Road and west to Gongwer Drive. Daily the traffic is backed up to the east on Union Chapel. Widening the road from two lanes to three will increase speeds during nonpeak hours only making turning movements from side streets more dangerous. Obviously, the main bottleneck is the Coldwater-Union Chapel intersection. The proposed improvements to the intersection appear to fix maintenance issues but do not adequately address the traffic load. The project replaces the concrete but does not change the geometrics. If you are going to spend this much money, build for the future, do it correctly and build a traffic circle. Obviously, you have right-of-way problems with two businesses, a school and a cemetery. Do it right and do it once.

At the public meeting on this project, the public was told the construction would be in two phases. The first phase would start in FY 24. The Draft TIP has the project in FY 27. Why the delay?

Comment #2: There have been talks about widening that section for years now, and it is much needed considering the backups that occur during morning/end of day rush hour at Coldwater and Union Chapel. I heard in the local news some time back that there were plans to widen this section to 4 lanes beginning around 2025. I was surprised to see that the updated plan only calls for 3 lanes with center turn lane and the start of construction was pushed back. I feel that this would be a terrible mistake not fully taking into consideration the rapid growth that is occurring in the Northern areas of Fort Wayne/Huntertown/Allen County. It's not only just the extra traffic from new housing/apartments, which is currently being built up all the way to Shoaff Road, but also future businesses along the corridor, not to mention the continued growth of the Northwest Allen County School District trying to address capacity issues and the likely building of a 3rd middle school.

I did notice that there were new projects listed and this, among others, were projects that were not federally funded. I know that makes it difficult when trying to allocate the resources required to do everything that is needed, but Coldwater Road will definitely play a major role for a large chunk of the future growth that is occurring.

With all things considered, if the average daily traffic count is currently a toss-up as to whether 4 lanes are warranted, I would say it definitely will be in as short a span as the time construction would actually begin. By then, the widening of Union Chapel Road will have to be taken into consideration as these areas go hand-in-hand with access to I-69. This brings me to one other question: What is the timeline looking like in terms of a potential interchange at I-69 & Hursh Road?

Comment #3: Previously this project was listed as a 4-lane project, now it is a three lane? It's already bad, this idea will make it even harder to get around. Please reconsider making this a 4-lane project.

Response from City of Fort Wayne: The project is being done to address both traffic and safety concerns plus making this route a multi-modal area. The intersections will be addressed to pass through the 20,000 plus vehicles a day. A three-lane roadway is sufficient to carry over 20,000 vehicles a day which is more than the projected traffic for this roadway. A multi-lane roundabout at intersections in these areas is not a proper solution due to the variance in traffic flow and concerns from the public on navigating them. The project is going to take longer to get to construction because of the need to buy more ROW than initially anticipated and the need for many utilities to relocate along the project route. We hope to start construction sooner if those items can be completed faster than has been done on past projects.

5) Comment/Question: I would like to see a combined active transportation plan document in the future. As a user of active transportation as a primary mode of transportation to move around the city, it is difficult to evaluate the effectiveness of plans when having to look at a separate sidewalk, bike, and trail plan. These should not be designed in a vacuum, as often, safe and effective transportation routes may include a variety of options from sidewalk to trails, which are often disconnected due to the current planning process. How a person travels and where people are traveling should be considered (school, grocery store, etc.) when planning these transportation options, especially considering that we need to reduce emissions to meet the challenges of a change climate.

Response from NIRCC: The City of Fort Wayne and NIRCC are collaborating on an active transportation plan. The questions regarding active transportation at the open house are the initial phase of getting local preferences from the public. A survey will be launched sometime in May asking similar questions. While the sidewalk, bike, and trail plans are displayed on separate maps, these plans are not produced in a vacuum, and a variety of all active transportation infrastructure options are considered. Schools, parks, grocery stores, other retail centers, employment locations, residential areas, etc. are all taken into consideration when considering the appropriate types of infrastructure to provide safe and effective connections. When developing the plans, we engage local citizens and groups to participate in the planning process to help design the plans, provide input, and comment. The public will be engaged in the active transportation plan as it develops.

6) Comment/Question: The Time Corners area needs to be addressed. Accidents occur frequently. I was told the city is unable to buy the gas station due to cost. This is a major intersection due to the emergency vehicles located on Getz Road along with the city moving certain departments to the old Auto Mall.

Response from City of Fort Wayne: The safety of this intersection was greatly improved with the project completed around 2009. The city continues to monitor this area daily. We will continue to look for improvements to increase the safety of this area.

7) Comment/Question: When will there be sidewalks and/or trails along Illinois Road between Magnavox Way & Jefferson Boulevard? They are needed along this corridor.

Response from City of Fort Wayne: The project has been designed (sidewalk on north side and trail on south side). We've bid this project out three times, but the bids have come back extremely high. So, we've had to reject bids all three times. We do hope to build the trail on the south side someday, but we'll have to secure additional funding as we anticipate the trail to be \$5 million to construct.

8) Comment/Question: When will there be sidewalks and/or trails along Covington Road between Hadley Road & Getz Road? They are needed along this corridor.

Response from City of Fort Wayne: A trail has been designed for the north side. We are halfway finished with right of way acquisition. We'll bid the project soon with construction this summer through the summer of 2024.

9) Comment/Question: Are there any projects along the following corridors, Rudisill Boulevard; Fairfield Avenue; Harrison Street; or Broadway? Is the Bluffton Road Bridge in the 2024-2028 Transportation Improvement Program?

Response from NIRCC: There are not any projects on Rudisill Boulevard, Fairfield Avenue, or Harrison Street in the FY2024-28 Transportation Improvement Program. The Bluffton Road Bridge and an intersection improvement at Broadway and Taylor are included.

The following comments and questions are referring to the Draft 2024-2028 Transportation Improvement Program.

10) Comment/Question: Inflation is 3-5%. Is this sufficient?

Response from NIRCC: Inflation and supply issues have increased project development and construction costs. Recently these costs have increased significantly, and all project cost estimates have been adjusted to reflect this increase. As supplies of materials increase and stabilize, project development and construction costs are anticipated to stabilize and 3-5% is sufficient.

11) Comment/Question: "Travel time reliability" is used on p 33. How is this calculated?

Response from NIRCC: The travel time reliability is calculated by dividing the 95th percentile time by the normal time (50th percentile) for each interstate segment, for five separate time periods of the day. The travel time index is generated by multiplying each Interstate segment's largest ratio by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

12) Comment/Question: Environmental Goals: to enhance the performance of the transportation system while protecting and enhancing the natural environment. Climate change?

Response from NIRCC: Improving the performance of the transportation system includes strategies to reduce vehicle emissions, that includes greenhouse gases. Improving the performance of the transportation system will help slow climate change.

13) Comment/Question: What do the percentages mean in Tables 4 and 5 on pp 39-40? Calculation not explained in text.

Response from NIRCC: Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS) or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. The measures are the percentage of person-miles traveled on the relevant portion of the NHS that are reliable. Person-miles takes into account the users of the NHS. Data to reflect the users can include bus, auto, and truck occupancy levels.

14) Comment/Question: What is the definition of the “truck reliability Index” in Table 5, p 40. Should these be percents?

Response from NIRCC: Measurement of travel time reliability on the Interstate System (Truck Travel Time Reliability (TTTR) Index). Freight movement will be assessed by the TTTR Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. The TTTR Index will be generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

15) Comment/Question: How were the mobile source emission targets chosen? Relationship to EPA rules?

Response from NIRCC: The mobile source emission targets are an assessment of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The CMAQ program’s purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS). Congress through MAP21 required FHWA to establish performance measures for the on road mobile source emissions. Total emissions reduction is calculated by summing 2- and 4-year totals of emissions reductions of applicable criteria pollutant and precursor, in kilograms per day, for all projects funded with CMAQ funds.

16) Comment/Question: Do the entries in Table 1, p 65 and Table 2, p 66 include funds from the 2021 Federal Infrastructure law?

Response from NIRCC: The federal funds in Tables 1 and 2 are funds provided through the Infrastructure Investment and Jobs Act (IIJA) of 2021, also referred to as the Bipartisan Infrastructure Legislation (BIL).

17) Comment/Question: Do the entries in Table 3, p 67 and Table 4, p67 include funds from the 2021 Federal Infrastructure law?

Response from NIRCC: The funds in Tables 3 and 4 are locally held funds. State Fuel taxes provide the revenue for Motor Vehicle Highway (MVH) and Local Roads and Streets (LR&S) funds. Wheel taxes and County Economic Development Income Taxes (CEDIT) are additional local revenue sources. These funds do not come from the Federal Infrastructure Law but are used to match the federal funds and cover transportation operations and maintenance costs.

18) Comment/Question: The report states: “The growth in future Citilink expenses is calculated using an expected increase of 4 percent per year for most categories.” (p 71). What percent is used to estimate revenues in Table 2, p 72?

Response from NIRCC: The revenues in table 2, p72 were increased by two percent per year.

19) Comment/Question: Appendix C: What is the significance of the size of the dot used in the tables?

Response from NIRCC: The dots in reference are part of the Performance Measures Assessment Report (PMAR). This is a comprehensive list of the projects in the TIP that has been developed to assess specific performance measures each project addresses. The larger dot represents the primary performance measure the project addresses and the smaller dot represents the secondary performance measure that the project addresses.

NIRCC Transportation Comments FY2022 – FY2023

1) Comment/Question: The stop sign at Avondale Drive and Pettit Avenue has been run over multiple times (probably 10 times over the years) and the problem stems from a traffic backup at Pettit Avenue going west bound because the stoplight at Pettit Avenue and Lafayette Street only stays green for about 10 seconds. This isn't an issue most of the day, but at 5 PM, there is always a long backup and it makes it really hard for people who are going south on Avondale Drive to turn left (east) onto Pettit Avenue. Cars will sit for a while and get impatient and then finally go when they think they can but a vehicle heading east on Pettit Avenue will hit them. It's kind of hard to explain, but it's a problem that really needs to be address. I've had employees' cars get hit, and it's just a matter of time before a pedestrian gets run over. I've called 311 about it but they just say the traffic light is working like it's supposed to. We put up a guard rail last year to help protect our building at 502 E Pettit Avenue and it's been hit three times already.

Response from NIRCC: NIRCC, in conjunction with the City of Fort Wayne and INDOT will evaluate the Lafayette Street/US 27 and Pettit Avenue intersection to assess the level of service and determine if signal timings or phases can be modified. I had staff pull the crash data for Avondale Drive and Pettit Avenue and that will be incorporated into the evaluation. We will need to collect some data from the Lafayette Street/US 27 and Pettit Avenue intersection, analyze and discuss. The evaluation will take several months to complete.

2) Comment/Question: I would like to inquire about changing the direction of a one-way street. This would ultimately involve redoing the traffic light at Broadway and Bluffton Road, so it's kind of a long-term project but would really help reduce speeding cars in the neighborhood.

Oakdale Drive is currently a one-way to the east just after the Bluffton Road/Broadway intersection, but some residents in the neighborhood have been complaining because motorist tend to speed on the road (or going the speed limit which is pretty fast for that street and is often perceived as speeding) as they are entering the neighborhood. I was thinking if we could change the one-way on Oakdale Drive (between Broadway and Beaver Avenue) to be west bound, that would solve the speeding issue, though it would also require redoing the stoplights at the intersection of Broadway and Bluffton Road. I was just kicking this idea around and wanted to know if it would be feasible. I'm on the board of the Oakdale Neighborhood Association, so I hear the complaints about things like this and there have been many about speeding on that section of Oakdale Drive.

The traffic accidents at Avondale and Pettit are more of a pressing concern in my mind. We put up a guard rail last year to help protect our building at 502 E Pettit and it's been hit three time already.

Response from NIRCC: A discussion was held on the potential for changing Oakdale Drive to a one-way west bound with Fort Wayne Traffic Engineering. It was determined that the alignment of Oakdale Drive with Bluffton Road is not conducive for allowing west bound Oakdale traffic to navigate through the intersection. We suggest the Neighborhood Association work with Fort Wayne Traffic Engineering to investigate potential traffic calming measures to slow vehicle speeds. Please reach out to Kyle Winling, Fort Wayne Traffic Engineer if the Association would like to discuss traffic calming options.

3) Comment/Question: I use the trails both walking and biking with dogs. This summer my dog and I were biking east on Aboite Center Road and was nearly ran over by a guy trying to turn right on red at 24 and Aboite Center Road. Somebody ahead of us triggered the pedestrian signal and we got there when the signal showed a flashing red hand and had counted from 28 to 20. I was shook up and talked to people, that don't use the trails, who said they wouldn't have known who had the right of way cause "why was it a red hand if you had the right of way?". So my suggestion is, could the flashing countdown be with the white walk symbol or maybe a yellow hand so it's easier for non-crosswalk users to understand?

Response from NIRCC: I don't think you are the only one who may not know what the appropriate action is in a situation like this. Regardless of what the rules are though, as a pedestrian or bicyclist, the best practice is always to assume a person in a vehicle does not see you and make sure you make eye contact with that individual before assuming it is safe to cross. Unfortunately, even if the pedestrian is doing the right thing, a pedestrian or bicyclist will always be the most vulnerable in a collision with a motor vehicle.

From the situation you described, it sounds like the proper action would be for a pedestrian or bicyclist, who has not initiated a crossing during the walk sign indication, should wait until the next signal phase when a walk sign indication is displayed. The flashing upraised hand signal indicating "Don't Walk" is meant to warn pedestrians, who are already crossing, that the phase will be ending soon and they should continue to proceed to the far side of the intersection.

Signals like these are used and installed in accordance with the Manual on Uniform Traffic Control Devices for Streets and Highways, or MUTCD, which defines the standards used by road managers nationwide to install and maintain traffic control devices on all public streets, highways, bikeways, and private roads open to public travel. The MUTCD is published by the Federal Highway Administration (FHWA). This manual also describes what the different signal indications mean. These standards are intended to be used throughout the nation so that there is a standard set of rules and signals that people can understand and use wherever they travel.

According to the MUTCD, here are the signal indications and what they actually mean:

- When there is a steady, "Walking Person" (symbolizing "Walk"), the pedestrian facing this signal is permitted to start crossing the roadway in the direction of the signal indication. If there are already vehicles still within the intersection completing the previous phase (like vehicles waiting to turn) the pedestrian must yield to these vehicles before proceeding when the Walk signal is first shown.
- When there is a flashing "Upraised Hand" (symbolizing "Don't Walk") pedestrians are not supposed to start to cross the roadway in the direction of the signal indication, but if any pedestrian has already started to cross on the steady "Walking Person" symbol, they shall proceed to the far side of the traveled way of the street.

- When there is a steady “Upraised Hand” (symbolizing “Don’t Walk”) pedestrians are not supposed to enter the roadway in the direction of the signal indication.

4) Comment/Question: There are only a few segments of sidewalk on this section of road. I see children and people with strollers trying to walk along Lower Huntington Road. We need sidewalks along this roadway.

Response from NIRCC: The City of Fort Wayne has two active projects that will construct sidewalks along this section of Lower Huntington Road

5) Comment/Question: There is a considerable amount of traffic on Ardmore Road between Lower Huntington Road and Covington Road, when will it be improved?

Response from NIRCC: The improvement project for Ardmore Road between Lower Huntington Road and Covington Road is in the Transportation Plan and Transportation Improvement Program. The project will be included in the FY2024-28 Transportation Improvement Program and design work will be initiated in 2024 or 2025.

6) Comment/Question: NIRCC received two comments about proposed improvements to US 30. Below are the two comments followed by a response from NIRCC.

Comment #1: This comment is about closing the crossing at US 30 and Kroemer Road. For those of us on the southwest side of Fort Wayne who travel on US 30 westbound to Columbia City and Warsaw regularly, the objective of getting on US 30 westbound is to AVOID the entrance to US 30 from the Coliseum Blvd/US 30 interchange area with I-69 if at all possible. The preferred route is Hillegas Road north to Leesburg Road, westbound, then north on Kroemer Road (roundabout there would be great) to the intersection at US 30. There is a traffic light there which makes turning onto westbound US 30 much safer. So we avoid turning left onto US 30 from ANY of the intersections west of Kroemer Road, as there are NO stoplights there. Eliminating left turns onto US 30 from northbound Kromer Road will make getting onto westbound US 30 that much MORE dangerous.

The alternative is taking Bass Road (currently closed for another project!) west all the way to County Line Road, then north to US 30, where there is a traffic signal. Not an attractive option.

Or take Hillegas Road north all the way to Washington Center Road, west on Washington Center Road to Goshen Rd/US 33, then south to the US 30 entrance ramp, which adds a couple miles and MORE traffic to the trip.

Comment #2: From the very beginning of the public disclosure of this project INDOT and the US 30 coalition have proceeded with developing a plan that ignores or gives little weight to the enormous negative economic and safety impact concerns that have been raised. Instead their

focus appears to be on satisfying a commitment to AMAZON to provide a new interchange at Flaugh Road without regard to the complete disruption of existing traffic patterns and the future safety and access issue that will be created. In public comment and presentation events there have been many false and misleading statements and information given to the general public and effected parties. Effected parties and public officials have been pressured and in some cases bullied for not fully endorsing INDOTS preconceived ideas and plans. The resulting rerouting of this tremendous vehicular and tractor trailer traffic and the effects it will have on the existing infrastructure and safety issues, including redirecting past an existing elementary school, have not even been fully studied or resolved. As of this morning Commissioner Peters informed me that to his knowledge nothing has been agreed to as to who would be responsible for these changes or who would pay for them. INDOT has also failed to respond to the issues of improving the current 4-way light at Kroemer Road to improve safety and more importantly have not studied the effects of safety by having these right in right out interchanges in such close proximity to the proposed Flaugh Road interchange and the 33 interchange. Common sense tells you that the tremendous amount of lane changes necessitated by this amount of traffic in a short space will probably exceed any potential safety improvements over the existing 4 way at Kroemer Road. In summary I believe that INDOT and the US 30 Coalition have engaged in a scorched earth policy of getting this portion of the project pulled out of the balance of the corridor overall project in order to circumvent a complete and independent review of the resulting effects. I truly believe that the current proposal will result in a traffic flow that will be detrimental to existing businesses and residents while creating a less safe traffic pattern. It is not necessary to close or replace the existing 4 way light at Kroemer Road to achieve a more efficient safer US 30 corridor from Valparaiso to I-69. Not one of the projected extra vehicles in the coming years would decline to use this corridor for an average 25 second additional travel time. Please make sure to include these comments in the public comment section for this project.

Response from NIRCC: Comment on the proposed improvements to US 30. We understand that eliminating left-turns at US 30 and Kroemer Road will change how motorists access US 30. Several options that will be afforded by additional projects on US 30 include two new interchanges, one at US 30 and Flaugh Road, and the other at US 30 and Leesburg/Felger Roads. The two interchanges will provide safe access from the local road network to the US 30 corridor.

7) Comment/Question: We live on Kroemer Road, we built our home here in 1972. When we moved here, there was no former North American complex, no Sweetwater, no 4-way stop, no traffic light at US 30, and my road was gravel. There have been changes in the 50 years we have lived here, but it is home. We know that this is something that happens as an area changes, a city expands, and traffic increases.

But on December 16th just a day after your last meeting at Sweetwater, I was coming home from work and pulled in my drive to see a gentleman digging holes in the middle of my front yard. As I got out of my car, he saw me and came over to tell me what he was doing and that he had talked to my husband. He was very polite and explained that he was digging holes looking for artifacts. My front yard is 300 feet from the crossroad of Kroemer Road and California Road.

We have attended every meeting that has been at Sweetwater involving the US 30 improvements. We figured that possibly the four-way stop would need some changes. So the proposed roundabout that we saw at the last meeting did not surprise us because it seems like they are putting them everywhere. I do not understand why my front yard 300 feet from the intersection would be involved in the roundabout.

I hope that as you decide what to do for improvements, that you think about the people that live close by and keep them in consideration of your plans.

Response from NIRCC: Thank you for your email and thank you for participating in the public meetings. When a project is being prepared, an environmental assessment is required including an archeological survey. An Area of Potential Effect is established that goes beyond the anticipated construction limits. This area is thoroughly assessed for any potential environmental or cultural impacts that may be impacted by the project. We attempt to minimize impacts to the homes and lives of people living nearby as we improve the safety and mobility of our roadway network.

Page Intentionally Left Blank

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		
	Federal Functional Classification	Arterial		10
		Collector		5
2	Existing ADT (Average of Corridor Segments)	ADT x .00075 5000 (Max: 25pts)		
3	Existing System <i>Does project serve to maintain the existing system (rehabilitation project)?</i>	5		
4	Existing Development <i>Does the project enhance access and circulation to existing land uses?</i>	5		
5	Corridor Continuation <i>Is this project a continuation of improvements for this corridor?</i>	25		
Total:		(75 max)	0	

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

Safety/Crash (minimum of 3 years of data)		points	score	
10	Intersection	RMV \geq 2.50 OR $I_{cc} \geq$ 1.00		
	<i>RMV - number of crashes/million entering vehicles OR Crash Severity Index</i>	RMV \geq 2.00 OR $I_{cc} \geq$ 1.00		20
		RMV \geq 1.50 OR $I_{cc} \geq$ 0.75		15
		RMV \geq 1.00 OR $I_{cc} \geq$ 0.50		10
		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		
		RMV \geq 0.75 OR $I_{cc} \geq$ 0.75		20
		RMV \geq 0.5 OR $I_{cc} \geq$ 0.5		15
		RMV < 0.5 OR I_{cc} < 0.5		10
		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

Page Intentionally Left Blank

APPENDIX C

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		●		
Ardmore Ave: Covington Rd to Lower Huntington Rd	2300603	●	●	●	
Bluffton Rd Bridge #257	1902824	●	●	●	
Bluffton Rd Bridge #358	1902834	●	●	●	
Broadway & Taylor St Intersection	2100146	●		●	
Carroll Rd: Bethel to Millstone & SR 3 to Coral Springs	1801748, 1801749	●	●	●	
Carroll Rd at Shearwater/Coral Springs Roundabout	2101634	●		●	
Clinton St: Auburn Rd to Mayhew Rd	1901703	●	●	●	
Coverdale Rd at Indianapolis & Winters Roundabout	2300604	●		●	
Cuba Rd Bridge #24	2101756		●		
Fogwell Parkway: Lafayette Ctr Rd to Winters Rd	1802912	●	●	●	
Goeglein Rd Bridge #113	1902836		●		
Grabill Rd Bridge over St Joe River and SR 1/Leo Rd & Clay St	1901712 & 2200137		●	●	

Local Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Gump Rd and SR 3/Lima Rd Pedestrian Bridge	2300620		●	●	
Hamilton Rd Bridge #242	2101768		●		
Hillegas Rd: State Blvd to Coliseum Blvd	1901705	●	●	●	
Kell Rd Bridge #46	1902837		●	●	
Maplecrest Rd (South): SR 930 to Seiler Rd	2100622	●	●	●	
Monroeville Rd Bridge #277	1902826		●		
Monroeville Rd & Wayne Trace Roundabout	2003073	●		●	
Pufferbelly Trail Bridge	2201280		●	●	
Rose Ave & Linden St Roundabout	2300608	●		●	
Slusher Rd Bridge #141	1902749		●		
Tillman Rd Bridge #550	2201281		●		
Tonkel Rd & Union Chapel Rd Intersection	2100152	●		●	
UPWP - Highway Safety Improvement Program (HSIP) Funds - for Work Program Activities	2001063			●	
Van Zile Rd Bridge #32	2101761		●		
Woodburn Rd Bridge #51	2101762		●		

Transit Projects

Project	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 Two (2) Replacement Minibus (Body on Chassis) ACCESS	●			●
Citilink - Capital Equipment Purchases Two (2) Heavy Duty Replacement Bus	●			●
Citilink - Capital Equipment Purchases Two (2) Replacement Minibus (Body on Chassis) FLEX	●			●
Citilink - Capital Equipment Purchases Computer hardware and software, office equipment, and facility security camera system replacement	●			●
Citilink - Capital Equipment Purchases Fare collection equipment replacement'	●			●
Citilink - Capital Equipment Purchases CAD/AVL system replacement	●			●
Citilink - Capital Facility Rehabilitations Rehabilitations to bus barn and central station	●			●
Citilink - Transit Awareness Marketing and Education Expenses	●			●
Community Transportation Network Operating Funds				●
Citilink/ Community Transportaiton Network One (1) medium transit vehicle				●

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 1 Intersection Improvement at Hardisty Rd, 3.49 mi e/o I-69 Intersect Improv w/Added Turn Lanes	1900141	●		●	
SR 1 224 Bridge Deck Overlay	2200543		●		
SR 1 Bridge over Cedar Creek, 4.56 mi n/o I-69 Bridge Deck Overlay	2200544		●		
SR 3 SR 3 Large Culvert for UNT of Becketts Run, 3.70 Miles North of I-69 Interchange Small Structure Replacement	2002212		●		
SR 3 SR 3 5.12 Miles North of I-69 Interchange, Large Culvert for Geller Ditch Small Structure Replacement	2002215		●		
SR 3 SR 3 Large Culvert that Carries Ditch, 7.47 Miles North of I-69 Small Structure Replacement	2002216		●		
SR 3 SR 3 at Cedar Canyons Rd, 4.5 mi s/o SR 205 Intersection Improvement w/Added Turn Lanes	2100010	●		●	
SR 3 From I-69 to 0.5 miles N of I-69 Auxillary Lanes	2200027	●		●	
SR 3 SR 3 and Shoaff Rd, 8.00 miles north of I-69 New Signal Installation	2200440	●		●	

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 14 SR 14 from 8.48 mi e/o SR 9 (900' w/o W. Hamilton Rd) to 2.44 mi w/o I-69 (Scott Rd) HMA Overlay, Preventive Maintenance	2100198		●		
SR 14 SR 14 Culver over Durnell Ditch, 0.10 Mile West of I-69 Small Structure Pipe Lining	2100758		●		
SR 14 SR 14 Culvert over UNT Sugar Creek, 3.03 Miles East of SR 5 Small Structure Replacement	2100822		●		
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		●		
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		●		
US 24 US 24, 2.44 Miles East of SR 114, Carries UNT of Graham-McCullough Ditch #1 Small Structure Replacement	1900070		●		
US 24 US 24 over UNT Aboite Creek, 0.48 miles e/o SR 114 Small Structure Main and Repair	2000548		●		
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			●	

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
US 24 From 1.66 mi e/o SR 9 E Jct (Meridian Rd) to 2.08 mi w/o I-69 (Homestead Rd) Small Structures & Drains Construction	2200512		●		
US 27 US 27 culvert over UNT Spy Run Creek 0.54 mi n/o US 30 Small Structure Pipe Lining	2100774		●		
US 27 US 27 Culvert over UNT Spy Run Creek, 0.54 Miles North of SR 930 Small Structure Pipe Lining	2100798		●		
US 30 US 30 Small Structure for UNT Martin Ditch, 0.82 miles East of I-469 Small Structure Pipe Lining	2100760		●		
US 30 At Flaugh Rd, 1.55 mi w/o US 33 (bridge: #2101193) New Interchange Construction	1901890 2101193	●		●	
US 30 At Kroemer Rd, 0.78 Miles West of US 33 intersection improvement, existing 4 lane- right in/out & closing median	1801311	●		●	
US 30 at O'Day Rd, 2.56 Miles West of US 33 New Bridge Construction, existing 2 lane	1901891	●			
US 30 US 30 EB Bridge over Seegar Ditch, 2.66 Mile Bridge Deck Overlay	2000955		●		
US 30 US 30 WB Bridge over Seegar Ditch, 2.66 Mile Bridge Deck Overlay	2000956		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
US 30 at Leesburg/Felger Road New Interchange Construction	2200455	●		●	
US 30 at Solon Road Other Intersection Improvement - Cul-de-sac	2200456	●		●	
US 30 at Butt Road New Bridge Construction	2200457		●		
US 30 3.62 mi w/o US 33, at Stahlhut Road Other Intersection Improvement - cul-de-sac	2201150	●		●	
Flaugh Rd & California Road Flaugh Road Reconstruction from end of US 30/Flaugh Rd Interchange Project to California Road (~800') 0.53 mi s/o US 30 (intersection improvement) to 300' s/o Californian Rd California Road Reconstruction from Flaugh Road to 2100' e/o Flaugh Road Intersection Improvement, Roundabout; Existing 2 lane roadway widening to 2-lane with 3-lane (CTL) as needed; Pedestrian Infrastructure	2201163	●		●	

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Kroemer Rd & California Road Kroemer Road Reconstruction from Sweetwater Access Road to California Road (~2300') 0.52 mi s/o US 30 (intersection improvement) California Road Reconstruction from Kroemer Road to 2100' w/o Kroemer Road and 300' e/o Kroemer Road Intersection Improvement, Roundabout; Existing 2 lane roadway widening to 2-lane with 3-lane (CTL) as needed; Pedestrian Infrastructure	2201165	●		●	
O'Day Rd (part of US 30 project) Bridge #360 over Seeger Ditch, 0.1 mi s/o US 30 New Bridge Construction	2201172		●		
US 30 & US 31 US 30: SR 49 to Ohio State Line, US 31: Tipton Hamilton Co line to US 30 (excluding between SR 931 junctions in Kokomo) Other Type Project (Miscellaneous)/Planning and Environmental Linkages Study	2100113	●			
US 33 From US 30 (HMA/PCCP joint n/o Goshen Rd) 1.94 mi n/o US 30 (HMA/PCCP joint north) Concrete Pavement Restoration (CPR)	2200802		●		
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	●		●	

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 37 From 0.2 miles N of I-469 to 5.8 miles N of I-469 Shoulder Rehabilitation	2200030			●	
SR 37 SR 37 Carries Amstutz Ditch, 4.68 miles N I-469 Small Structure Maint and Repair	2200640		●		
SR 37 SR 37 Carries UNT Wilbur Ditch, 4.13 miles N I 469 Small Structure Pipe Lining	2200642		●		
SR 37 SR 37 Carries Grace Ditch, 1.76 miles N I-469 Small Structure Maint and Repair	2200644		●		
SR 37 SR 37 Carries Grice Ditch, 1.03 miles N I-469 Small Structure Maint and Repair	2200645		●		
SR 37 SR 37 Carries UNT Interceptor Ditch, 2.61 miles NE SR 101 Small Structure Pipe Lining	2200646		●		
SR 37 SR 37 Carries UNT Roth Ditch, 2.76 miles N I-469 Small Structure Maint and Repair	2200647		●		
SR 37 SR 37 Carries UNT Spindler Ditch, 2.13 miles N I-469 Small Structure Maint and Repair	2200648		●		
SR 37 SR 37 From 0.27 miles W of I-469 to I-469 and I-469 to 5.94 miles N of I-469 (Garden Way) HMA Overlay Minor Structural	2200927		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
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 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 I 69 1.51 Mile South of I 469, S. Jct., Structure over PLEASANT RUN DITCH Small Structure Pipe Lining	2001841		●		
I-69 I 69 Large Culvert Carries Little River, 4.10 Miles North of I-469 Small Structure Pipe Lining	2001841		●		
I-69 I-69 & I-469 South JCT I/C, Large Culvert for DITCH (LAFAYETTE CTR RD I/C) Small Structure Replacement	2001841		●		
I-69 4.37 mi n/o I-469/I-69 N JCT Large Culvert for UNT Cedar Creek Small Structure Pipe Lining	2002360		●		
I-69 I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100605		●		
I-69 I-69 SB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100606		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-69 I-69 Lower Huntington Rd bridge over I-69 NB/SB, 2.97 mi s/o US 24 Bridge Deck Overlay	2100721		●		
I-69 SB Bridge over Washington Ctr Rd, 0.62 mi n/o SR 3 Bridge Deck Overlay	2200786		●		
SR 101 SR 101 Culvert over UNT Flatrock Creek, 4.00 Miles South of US 30, (2.75 N of Adams Small Structure Replacement	2100805		●		
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	●		●	
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	●		●	
I-469 NB on-Ramp Bridge over I-469, EB/WB, 0.17 mi e/o I69 Bridge Deck Overlay	2000954 2000969		●		
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		●		
I-469 from 0.49 mi n/o US 24 to 0.54 mi s/o SR 37 Pavement Replacement	2001843 2001844		●		
I-469 I-469 SB @ US 30/SR 930 Bridge Deck Overlay	2002140 2002139 2002088 2002087		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 I-469 Bridge over Maplecrest Rd NB/SB 3.99 mi e/o SR 37 Bridge Deck Overlay	2002141 2002142		●		
I-469 I 469 Large Culvert for WITZGALL DITCH, 2.22 Miles East of I-69 Small Structure Pipe Lining	2002209		●		
I-469 I 469 Carries Flow at "On Ramp" to I469S and US 24 Interchange Small Structure Pipe Lining	202218		●		
I-469 I 469 Carries Tiernan Ditch, 3.56 Miles West of SR 37 Small Structure Pipe Lining	2002220		●		
I-469 I 469 3.60 Miles East of I-69, Large Culvert for CHAPMAN / BRINDLE DITCH Small Structure Pipe Lining	2002225		●		
I-469 I 469 0.14 West of I-69, Large Culvert for UNT SWIFT DITCH Small Structure Pipe Lining	2002361		●		
I-469 I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100649		●		
I-469 I-69 NB bridge over Cedar Creek, 3.62 mi n/o SR 1 Bridge Thin Deck Overlay	2100652		●		
I-469 I-469 bridge/pipe over drainage ditch, 0.16 mi e/o US 27 Bridge Rehab-Pipe Lining	2100627		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
I-469 I-469 EB Bridge over Harber Ditch, 0.12 miles W SR 1 Bridge Deck overlay	2200500		●		
I-469 I-469 WB Bridge over Harber Ditch, 0.12 miles W SR 1 Bridge Deck Overlay	2200735		●		
I-469 EB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o Bridge Thin Deck Overlay	2200984		●		
I-469 WB (S Jct) Bridge over I-69 NB/SB, 5.51 mi s/o Bridge Thin Deck Overlay	2200985		●		
SR 930 At Maplecrest/Adams Ctr Rd, 3.66 mi w/o I-469 Intersection Safety Improvement	1900107			●	
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 101 SR 101 Bridge over US 24, 6.71 miles S of SR 37 Bridge Thin Deck Overlay	2000905		●		
US 24 EB Bridge over Doyle Road, 1.10 miles E of I-469 Bridge Thin Deck Overlay	2000930		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
US 24 WB Bridge over Doyle Road, 1.10 miles E of I-469 Bridge Thin Deck Overlay	2000931		●		
US 24 EB Bridge over NS RR (Tire Plant Spur), 3.04 miles W of SR 101 Bridge Thin Deck Overlay	2000932		●		
US 24 WB Bridge over NS RR (Tire Plant Spur), 3.04 miles W of SR 101 Bridge Thin Deck Overlay	2000933		●		
US 24 State Line Road Bridge over US 24 EB/WB, 2.42 miles E of SR 101 Bridge Thin Deck Overlay	2000952		●		
SR 930 SR 930 from I-69 to 7.48 mi e/o I-69 (Cloverleaf) HMA Overlay, Preventive Maintenance	2100202		●		
SR 930 W.B. Bridge over NS RR, 5.36 Miles East of US 27 Bridge Thin Deck Overlay	2100174		●		
SR 930 Bridge over NS RR, 04.00 miles west of I-469 Bridge Thin Deck Overlay	2100604		●		
SR 930 E.B. Bridge over NS RR, 5.36 Miles East of US 27 Bridge Thin Deck Overlay	2100632		●		

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
SR 930 Bridge over MAUMEE RIVER, 05.05 East of US 27 Bridge Deck Overlay	2100638		●		
SR 930 SP 930 From 0.10 Miles South of SR 930 (RP 00.00) to SR 930 (Cloverleaf, RP 00.22) HMA Overlay, Preventive Maintenance	2101158		●		
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27 Debris Removal From Channel	2200909		●		
SR 930 Bridge over St Joseph River, 1.74 mi e/o US 27 Debris Removal From Channel	2200915		●		
Various Locations in the Fort Wayne District Guardrail Attenuators, New or Modernize	1902012			●	
Various Other Type Project (Miscellaneous) High Friction Surface Treatment	1902013			●	
Various District Intersection Improvement Project Auxiliary Lanes, Accel & Decel or Turn Lanes	1902014			●	
Various District Signal Improvement Traffic Signals Modernization	1902015	●		●	
Various District Traffic Project Raised Pavement Markings, Refurbished	1902016			●	

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Various At various locations within Elkhart, Fort W Wabash subdistricts ADA Sidewalk Ramp Construction	2001519		●	●	
Various At various locations within the Fort Wayne ADA Sidewalk Ramp Construction	2001520		●	●	
Various Various Locations within the FW District Traffic Signals Modernization	2001733	●		●	
Various Pavement Marking Project Raised Pavement Markings, Refurbished	2001734			●	
Various Other Type Project (Miscellaneous) High Friction Surface Treatment	2001737			●	
Various District Intersection Improvement Project Slotted Left Turn Project	2001741			●	
Various Various locations within the FW District-High Friction Surface Treatment Safety Revisions	2100156			●	
Various Various Signal Locations within the FW District Traffic Signals Modernization	2100182 2100160	●		●	
Various Various RPM Locations within the FW District Raised Pavement Markings, Refurbished	2100163			●	
Various Various Stop Control Visibility Locations within the FW District Safety Revisions	2100180			●	

INDOT Projects

Route/Project	DES#	System Reliability	Infrastructure	Safety	Transit
Various Various locations within the FW District Safety Revisions	2100181			●	
Various Various locations within the FW District Safety Revisions	2100183			●	
Various Various Locations in the FW District Signing Installation / Repair	2200002			●	
Various District Traffic Project Safety Revisions	2201084			●	
Various Various locations within the FW District Other Type Project (Miscellaneous) High Friction Surface Treatment	2201085			●	
Various District Intersection Improvement Project Slotted Left Turn Project	2201086			●	
Various Pavement Marking Project Raised Pavement Marking, Refurbished	2201087			●	
Various Various Locations within the FW District Traffic Signals Modernization	2201089	●		●	
Various Traffic Management System Project ITS Devices Maintenance Contracts	2201137	●		●	

Page Intentionally Left Blank

APPENDIX D

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

Sign Modernization (Series Of Units)

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
Inspection Contracts
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.

Page Intentionally Left Blank

APPENDIX E

Out with the old: Initial Goshen Road plan unveiled, still years out

by: [Ethan Dahlen](#) Mar 30, 2023

FORT WAYNE, Ind. (WANE) — The City of Fort Wayne unveiled its preliminary plans for the Goshen Road Corridor Improvement Plan, which ultimately looks to update an area of the city that sees heavy usage.

During an informational meeting at St. Matthew’s Lutheran Church Thursday evening, the city showed a large conceptual layout of the project and provided markers so participants could write input on the map about specific concerns.

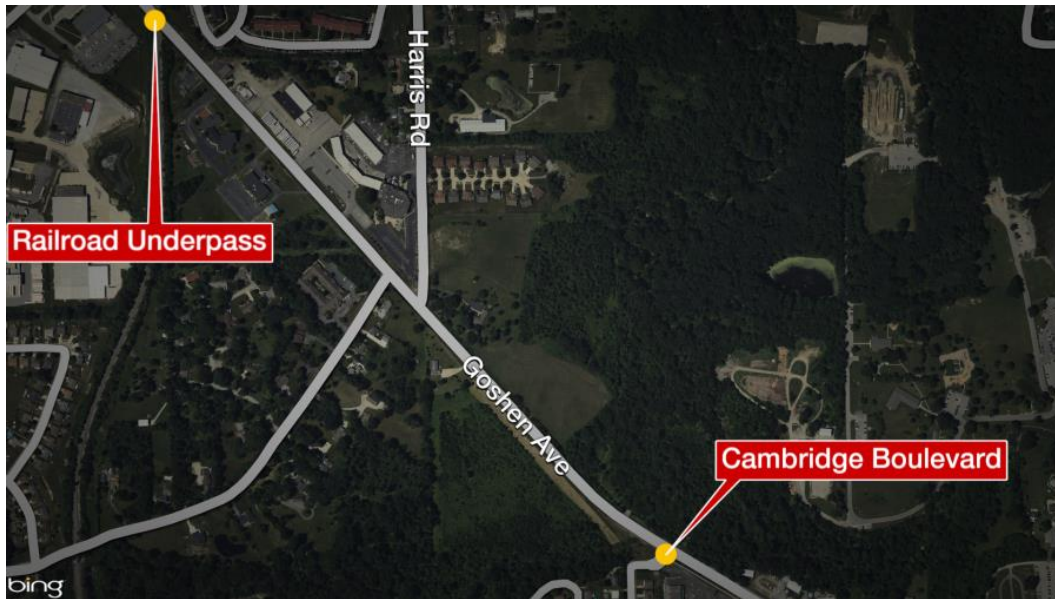
The project runs from the corner of Goshen Road and Cambridge Boulevard to the intersection of Goshen Road and Coliseum Boulevard.

“This section of town, and this section of road was built for an urban highway, there is no curb and minimal draining besides open swales,” said City Engineer Patrick Zaharako. “We’ll be converting it to a city section, so it’ll have all the city amenities such as curbs, sidewalks, lighting, and improved pedestrian infrastructure for anyone to use.” Outside of usage concerns, atop the city’s list of worries is safety.

“This section of roadway over the last, almost 5 years from 2017 to 2022, has had about 160 accidents, and of that, we know the Harris, Butler Goshen intersection area is one of our bigger crash areas in the city,” Zaharako said.

Zaharako told WANE 15 that the project will be broken up into two distinct phases due to the length of the road and only being able to allocate so much money for the project each year.

Phase 1, Cambridge Boulevard to the Underpass



Improvement Project that runs from Cambridge Boulevard to the railroad underpass

“From Cambridge Boulevard up to the railroad underpass will be a new three-lane section,” Zaharako said. “We will have both a north-south travel lane and a center lane.”

Zaharako also said that this section will have curbs, sidewalks, storm drains, lighting and landscaping.

This section of the project runs across an area that already has a small portion of sidewalk, however, it ends at the bridge on Goshen Avenue that runs over an offshoot of Spy Run Creek.



Arguably this is the most important section of the project for business owners in Gateway Plaza as it runs right up to their parking lot.

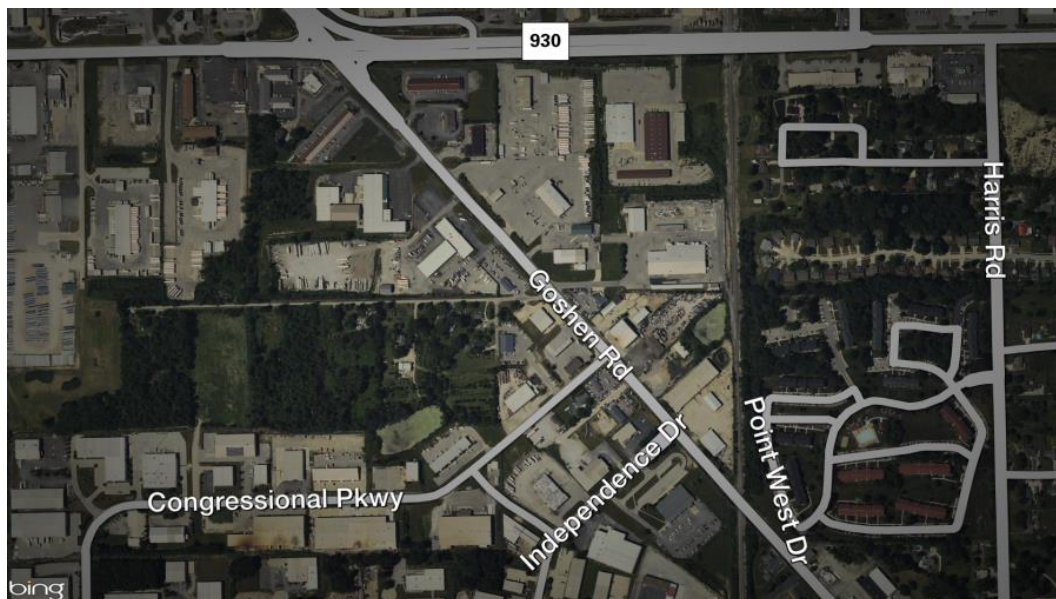
On the other end of this section, the city has different plans for the railroad underpass.

“Underneath the railroad, this will go to just a single lane and there

will be a sidewalk on one side, that all there is room to build underneath the railroad,” Zaharako said. Roundabout planned on Goshen Road When Zaharako gave a guess he said it was still “2-3 years out.”

“We have to get through all the design, complete the land acquisition, relocate any utilities that have to be relocated, bid the project, and then start construction,” Zaharako said. Another piece of the project planned during Phase 1 includes a roundabout at the intersection of Goshen Road and where Butler Road turns into Harris Road.

Phase 2, Independence Drive to Coliseum Boulevard



Improvement Project that runs from Independence Drive to Coliseum Boulevard

The remainder of the project sits north of Independence Drive, and it will be built up to better handle more traffic.

“There will be a combination of a 4-lane section with a center turn lane, a southbound lane, a northbound lane, and an additional north or turn lane,” Zaharako said. “It’s a heavier truck trafficked area and we are taking that into account.” This section of the project also serves a very different clientele of businesses.

While the south end of the project touches bars like Break & Run and a game store, Infinite TCG, the northern side sees more industrial businesses. Applied

Industrial Technologies, UPS, a post office, and several stores dealing with auto parts are packed into the impacted area.

Park Participation

Another factor in the project is the city's parks department, which will be pushing forward a 22 million-dollar plan to upgrade Franke Park, just west of Goshen Road. Part of their Franke Park Renaissance Project is a new entrance to the city's largest park off Goshen Road.

"We are working together with parks to jive the two projects, the parks project will occur ahead of ours, and then our project will tie into theirs," Zaharako said. "It will make that an improved area for both Goshen and the park entrance."

WANE 15 reached out to the parks department for a statement and received one from Alec Johnson, Deputy Director of Planning and Development for Fort Wayne Parks and Recreation.

4. Tentative Project Timeline	
Stage 2 (60% Complete Plans)	Summer 2023
Begin Right-of-Way Acquisition	Spring 2024
Final Public Meeting	Summer 2024
Stage 3 (90% Complete Plans)	Summer 2024
Final Plans (100% Complete)	Winter 2024
Bid & Begin Construction (Phase 1)*	Spring 2025

* Subject to change due to unknowns

In the statement, the department makes it clear that the first stretch of road covered in phase one of the Goshen Road Corridor Improvement Project will be built by the Parks and Recreation Department.

"Parks could certainly have completed the new entrance into the park off of Goshen without the road corridor improvements, but it will be nice to have the

Goshen Road improvements to tie into. We will be building the first short stretch of Goshen Road improvements as part of our project," Johnson said via email.

Last week, Parks and Recreation Director Steve McDaniel commented on construction time for the Franke Park Renaissance Project, and from his indication, it seems that means the first part of Goshen Road construction will happen much sooner than the rest. "I think we're looking at, if everything goes right, 14 months. Fourteen to 16 months for construction," McDaniel said. "Hopefully starting later this spring, and going through fall of next year."

Public asked for input on federally funded transportation projects

- [James D. Wolf Jr. | The Journal Gazette 4-6-2023](#)

For the next month, Allen County residents can tell local officials how they think a potential \$53.6 million in federal funds should be spent on transportation projects.

The Northeastern Indiana Regional Coordinating Council wants residents to give input on the 2024-28 Transportation Improvement Program.

The organization will have an open house from 4 to 6 p.m. April 26 in room 045 of Citizens Square.

The transportation improvement program addresses projects such as highways, trails, bridges and Fort Wayne's Citilink bus service.

Representatives from the regional coordinating council, Fort Wayne, Allen County and the Indiana Department of Transportation will be at the open house.

"We welcome comment on where we've chosen to spend money," said Dan Avery, the council's executive director. "It identifies where the federal funds will be spent over the next five years."

The transportation improvement program is updated by the council and the transportation department every two years, Avery said. Some projects are close to being built, while others are still in the concept stage.

“This document covers all of the major projects and the regional projects that affect Allen County,” he said.

That includes bicycle and pedestrian paths and revamping access to U.S. 30 in the western part of the county.

Residents can ask about project details and make suggestions, such as changes to the plan and which projects should have priority, Avery said.

The newer the projects are, the more open they are to public requests, Avery said. However, officials will consider all comments, including on projects close to construction that have had public input sessions.

The comment period includes public review of a draft of an air quality conformity document, according to the council’s news release. In 1997, Allen County was designated a nonattainment area for air pollution because the amount of ozone in the air exceeded National Ambient Air Quality Standards.

Avery said Allen County’s situation has improved, and it’s now designated as in maintenance mode.

Drafts of the 2024-2028 plan are available at www.nircc.com/documents-for-public-comment.html or at the regional planning council’s offices, which can be reached at 260-449-7610 for an appointment.

The comment period lasts through May 5. Input can be made on the website or by sending an email to Dan.Avery@co.allen.in.us. Residents can also send mail to the Northeastern Indiana Regional Coordinating Council, Citizens Square Suite 230, 200 E. Berry St., Fort Wayne, 46802.



Highway, transit, trail project draft welcomes public comment

by: [Jada Jones](#) Apr 26, 2023

FORT WAYNE, Ind. (WANE) – The Northeastern Indiana Regional Coordinating Council held an open house Wednesday on the Draft Fiscal Year 2024-2028 Transportation Improvement Program.

The program is an overview of projects that NIRCC will be working on for the next 5 years in New Haven, Leo Cedarville, Fort Wayne, and Allen County. The plan includes designing highway improvements, purchasing capital equipment for transit, and designing and constructing trails.

Dan Avery, Executive Director of NIRCC, said a bridge project to take the Pufferbelly Trail over Coliseum Boulevard is in the works, and a widening project and sidewalk trail is set for Hillegas Road.

“We always try to when we design the roadways, and put in bicycle and pedestrian infrastructure along with the roadway. So folks that want to use trails, ride their bikes, walk, have that infrastructure in place to be able to do that,” Avery said. Wednesday’s open house gave the community a chance to review the draft plan and provide feedback, as it is in the first phase of completion. Avery said it’s important to have public commentary.

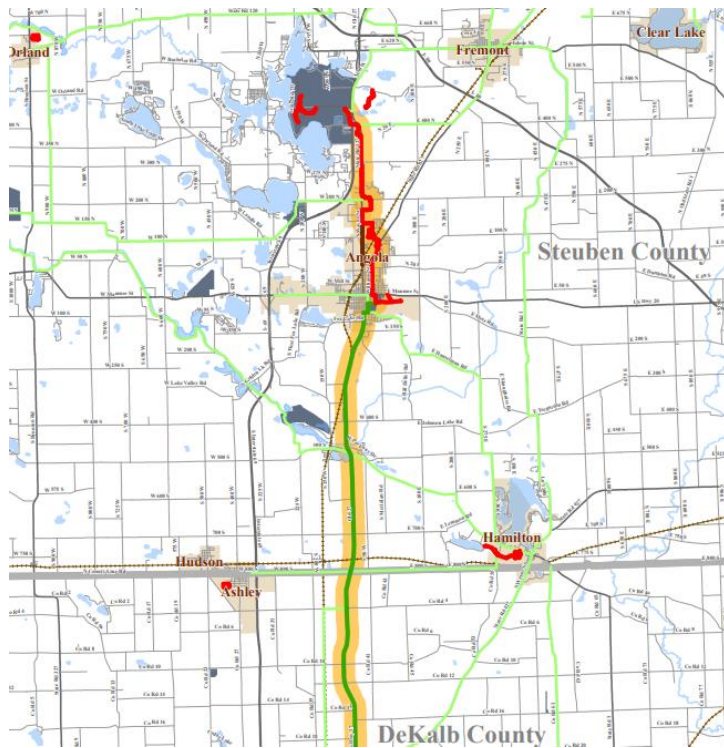
“We want to have transparency and how we are spending their federal tax dollars. And so we want their input. We want to make sure that we’re spending the money where folks believe it should be spent and that’s why we’re asking for them to come out and share their their thoughts and their input,” Avery said.

Avery said there will be public information meetings and public hearings on the individual projects once the designs get underway. To view the entire Transportation Improvement Program or submit a public comment, click [here](#). Public comment is welcome through May 5th.

Task force formed to accelerate 81-mile trail project

by: [Eva Hallman](#) May 4, 2023

FORT WAYNE, Ind. (WANE) — In August of 2022, the Fort Wayne City Council passed an agreement for a new connecting trail. Now, the Poka-Bache Connector Task Force strives for progress within the Coalition. Putting boots on the ground for the 81-mile trail.



Map of the 81-mile trail route

The Poka-Bache Connector will be a non-motorized trail that connects Pokagon State Park in Angola to Ouabache State Park in Bluffton. Bringing four counties together and seven municipalities. While connecting 140 recreational areas, 10 libraries and 50 schools.

As of November 2022, 34.2 miles of the trail is completed with 7.5 miles actively worked on.

Community leaders and government officials that represent the four counties and seven municipalities have been appointed. They will have monthly meetings to discuss trail development and its impact on communities.

Allen County horse trail will cost 37% less than estimate

Devan Filchak | The Journal Gazette 5-6-2023

The Three Rivers Horse Trail project will cost 37% less than an engineer's estimate, the Allen County commissioners heard Friday.

The 5-mile trail is expected to be completed this year on county-owned property at East Paulding and Adams Center roads. An estimate by Engineering Resources Inc. predicted the project would cost more than \$468,000.

Krafft Water Solutions, which is based in St. Joe, submitted a bid of about \$295,000, which is about \$172,000 less than the engineer's estimate. The commissioners unanimously approved the bid after Chris Cloud, the commissioners' chief of staff, said it would save the county money.

Three Rivers Horse Trails, a nonprofit, secured a matching grant from the Indiana Department of Natural Resources for the trail after the commissioners agreed to commit money to the project. The state will pay for 80% of the trail's costs, up to \$250,000, and the county will cover 20%.

The commissioners initially committed \$62,500 for the project. When the engineer's estimate arrived, the county thought the project would require more than \$218,000 beyond the state grant.

With Krafft's bid, the commissioners will have to pay only the difference between the grant and the project price, which will be about \$46,000. "Bidding conditions drastically improved compared to what we feared," Cloud said. The project will create Indiana's first horse trail outside of state parks. It will also be the first public horse trail of any type in Allen County.

Commissioner Rich Beck has said Visit Fort Wayne approached the county more than 10 years ago about bringing a horse trail to the area. The tourism agency was unable to complete the project. The trail nonprofit's research has found Allen County is one of the top counties for horse ownership in Indiana – a state where more than 172,000 horses live, according to the American Horse Council.

Beck told The Journal Gazette last year that he hopes the trail will become a legacy for future generations. "Hopefully, we can make this (trail) unique enough that people will want to come," he said then.

Airport's Terminal Drive reopens to traffic ahead of holiday

Brett Stover | The Journal Gazette 11-22-2022



With many preparing for cross-country travel ahead of Thanksgiving, Fort Wayne International Airport has reopened its Terminal Drive.

The drive, which had been closed to traffic since July 2021, is now open for curbside loading and unloading, the airport said in a Monday news release. A part of the airport's West Terminal Expansion and Rehabilitation project, the renovated terminal drive now has an extended canopy covering all lanes of traffic, color-changing lights and a rolled-style curb.

Additionally, the airport announced that its rental car facilities are back at full capacity.

Scott Hinderman, executive director of airports, said he is happy to have the drive open again.

"Not only does this make for a smoother airport experience for everyone, it also makes for a great first impression for those visiting friends and family this holiday season," Hinderman said in a statement. "We are proud of the new terminal drive and curb front."

Fort Wayne touts road and bridge projects at new roundabout

Rosa Salter Rodriguez | The Journal Gazette 12-8-2022

With the mound of a new roundabout on Ludwig Road as a backdrop, Fort Wayne's public works director Wednesday touted this year's record \$38.5 million in road and bridge projects.

Shan Gunawardena said the roundabout, with a \$4.9 million city share for construction plus an additional \$2.2 million from the state, stands as one of the year's major accomplishments.

"This year was a very challenging one for us, he said, citing a derecho in June and a heavy storm in July that clogged streets and alleys with debris.

Crews spent more than two months cleaning up, and that caused delays in some of their work, Gunawardena said. But the staff rose "to every challenge that comes their way," he said.

A tally of 2022's projects include comprehensive street repairs in seven neighborhoods, 20 concrete alley replacements, six new sidewalk projects, five bridge projects and three major trail projects.

A busy schedule is expected to continue in 2023 and beyond, Gunawardena said.

Another record investment, \$48.3 million, is set for projects next year, he said, with 22 projects already in the study, design and land acquisition phases.

Of that money, \$39.5 million will go for streets, roads and bridges. Sidewalks and alleys will get \$6.4 million, and trails will get \$2.4 million. A list of 2023 projects was not released.

As for the Ludwig Road roundabout, Gunawardena said it will make several needed changes to traffic patterns.

Eastbound Ludwig will no longer have an intersection with Coldwater Road, he said. That intersection is right-turn-only from both Coldwater and Ludwig, which will remain open to Racquet Drive to serve area industrial buildings and a home, he said.

The roundabout, at Ludwig and Oakbrook Parkway, will funnel eastbound Ludwig traffic to a new traffic-signalized intersection at Oakbrook Parkway and Coldwater near Northrop High School.

Oakbrook traffic from the north and south side of Ludwig also can go west on Ludwig.

Getting traffic to and from the Brotherhood Mutual Insurance Co. campus, with its 600 employees, via Oakbrook, will be improved, and the Coldwater Road exits of Interstate 69 will also become less complicated, Gunawardena said.

Coming from I-69 southbound to Ludwig “has been very challenging because of the way the intersection was configured,” he said, adding the state is still working on projects to improve Coldwater Road near I-69 exits, especially the northbound ramp.

The roundabout was needed, said Karl Bandemer, Fort Wayne deputy mayor.

“I think it’s going to help Northrop and all the businesses in the industrial park,” Bandemer said.

“It’s been long awaited, and I think it will be appreciated by all,” he said.

City of Fort Wayne adds new traffic light on Coldwater Road



The City of Fort Wayne says that a new traffic signal has been added on the northwest side.(Staff)

By [Evan Harris](#)

Published: Dec. 5, 2022 at 11:53

AM EST|Updated: 21 hours ago

FORT WAYNE, Ind. (WPTA) - The City of Fort Wayne says that a new traffic signal has been added on the northwest side.

The new stoplight is at the intersection of Coldwater and Oakbrook Parkway, part of the realigned Ludwig Road near the I-69/Coldwater Road offramps. The traffic light, officials say, will ease the flow of traffic at the newly-renovated intersection.

City officials say that the traffic signal will flash on both Dec. 5 and 6, and will be fully activated on Wednesday, Dec. 7. The signal is a part of a [\\$9.7 million project](#) by the Indiana Department of Transportation that included work on the realignment of Ludwig Road and the I-69/Coldwater Road interchange.

Public gets chance to learn, weigh in on U.S. 30 plans

by: [Joe Carroll](#), [Ethan Dahlen](#) Dec 6, 2022 / 03:47 AM EST

FORT WAYNE, Ind. (WANE) The public got a chance to learn more and weigh in on future improvements to a multi-county stretch of U.S. 30 during a meeting Monday evening.

The meeting took place at Sweetwater Sound located at [5501 US 30 West](#).

The meeting went over the Indiana Department of Transportation's (INDOT) effort to streamline the gathering of information related to mobility, safety, economic development, land use, environmental impacts and other factors.

At the meeting, INDOT showed the public the area in question and asked for feedback on the current U.S. 30 corridor. A large, long map of the corridor was laid out, and those in attendance could put notes on it stating their problems.

Overall, the whole night and the next two years are all about feedback.

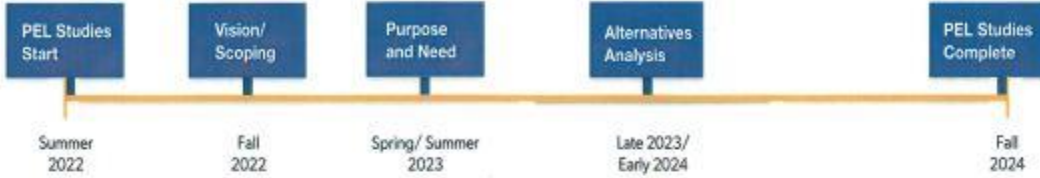
"Transportation impacts everybody and it's for everybody, and everybody should have a say in how it moves forward," said Shane Peck, the public involvement lead for the study. "A big part of tonight and the next two years as we do this study, is we need to hear from the public." Information handed out at Monday nights meeting

Brad Goeglein, who owns a business in the corridor and commutes it regularly, attended the meeting and gave his own feedback. "The business owners have become concerned about what's going to happen not only to their value, but to their businesses as well," Goeglein said. "It's a challenge."

There are two stretches of U.S. 30 being considered by the Planning-Environment Linkage or PEL studies. The U.S. 30 West study area extends from SR 49 (Porter County) to West County Road 700 North (Fulton County) and Beech Road (Marshall County). The U.S. 30 East study area extends from Beech Road (Marshall County) to the Indiana/Ohio state line (Allen County).

More information including other meeting dates can be [found here](#).

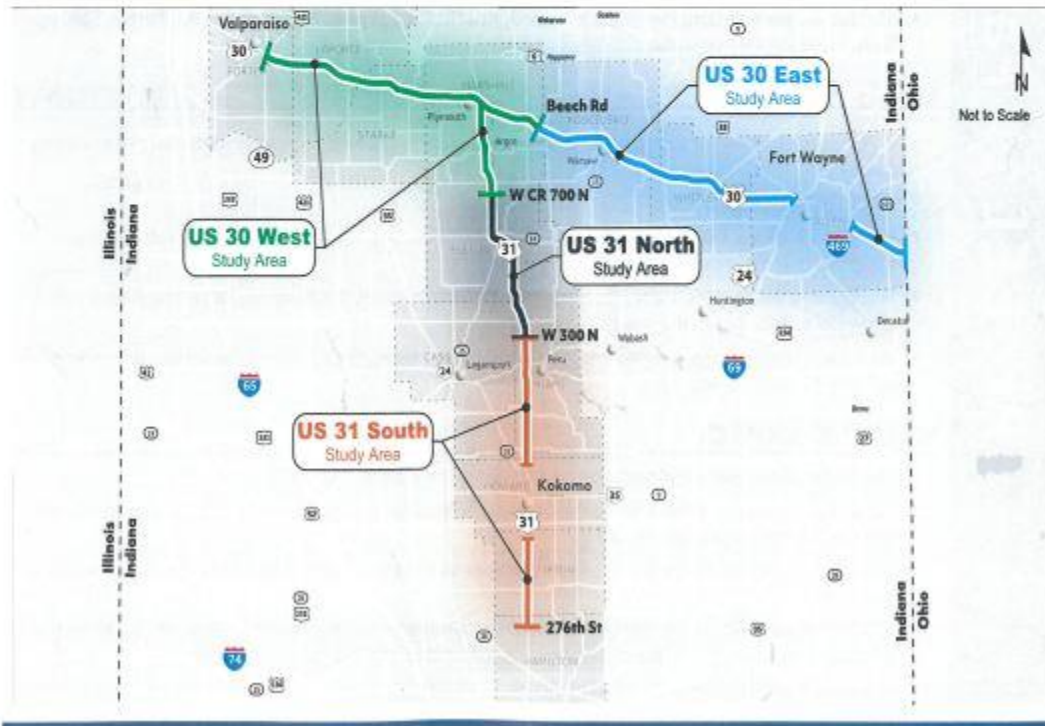
ANTICIPATED TIMELINE



WHAT IS PROPEL?

ProPEL is an INDOT initiative to streamline transportation planning using collaborative PEL studies to consider environmental, community and economic goals early in the planning process. These PEL studies will assess innovative ways to renovate our roadways and corridors, while prioritizing community needs and equitable infrastructure. Together, we can ProPEL Indiana forward.

STUDY AREA MAP





propelus30.com



propelus31.com

STUDY FACTS

- The Indiana Department of Transportation is asking for Hoosiers' input on how to ProPEL the U.S. 30 and U.S. 31 corridors forward.
- The ProPEL U.S. 30 and ProPEL U.S. 31 studies seek to ProPEL our communities forward by using a collaborative approach to consider environmental, community and economic goals early in the process.
- With these planning studies, communities and residents have an opportunity to envision their community's transportation solutions.

STUDY AREAS

- The studies span 180 miles across 12 counties.
- The study area includes U.S. 30 from Valparaiso to the Indiana/Ohio state line (excluding the Fort Wayne bypass), as well as U.S. 31 between Hamilton County and Plymouth (excluding the Kokomo bypass).
- It includes Allen, Fulton, Hamilton, Howard, Kosciusko, LaPorte, Marshall, Miami, Porter, Starke, Tipton and Whitley counties.

WHAT IS A PLANNING AND ENVIRONMENT LINKAGES (PEL) STUDY?

- A PEL study is a way for transportation agencies, such as INDOT, to make and document planning decisions.
- A PEL study precedes any construction decisions.
- A PEL study allows INDOT to better understand community needs and to develop alternative solutions that meet those needs.
- Throughout the studies, INDOT is asking for the public's help in identifying what they want the corridors to look like in the future.
- With help from residents, motorists, businesses and others, INDOT can build infrastructure to better serve our communities.

WHAT TO EXPECT

- The first round of public information meetings will take place Fall 2022.
- Public information meetings will be announced in multiple ways, including local newspapers, the study websites and social media.
- The PEL studies will be divided into four sections to closely consider different community values and priorities.
- The four studies will be closely coordinated so potential solutions work together to maximize the transportation benefits to the stakeholder communities and the traveling public.
- The studies will be completed by Fall 2024.

Airport's east terminal expansion to begin in May

- JOURNAL GAZETTE 12-20-2022



Work will begin next year on a previously announced \$76 million expansion at Fort Wayne International Airport's east terminal, officials announced Monday.

The expansion is part of the airport's continuing Project Gateway, airport officials said.

Clayco, a full-service, turnkey real estate, architectural, engineering, design-build and construction firm, was recently awarded construction of the Mead & Hunt designed project that will begin in May. It includes the renovation of about 10,500-square-feet of concourse area, along with the expansion of about 5,000-square-feet of first level space designated for airport operations.

"This is a challenging and exciting project that will complete the process of creating a beautiful, functional, and efficient Gateway for this thriving community," said Mac Glinn, Clayco senior vice president and Aviation Business Unit leader. "We understand that we cannot drive away the traveling public in the process of making these types of improvements, that would undermine the whole purpose of these projects. We look forward to collaborating with the Fort Wayne Airport Authority to minimize impacts to all stakeholders and deliver this facility in a safe, cost effective, high quality, and timely manner."

Beyond the planned renovation and expansion, the project scope includes relocating all airline gates and passenger boarding bridges to the second level, expansion of the TSA security checkpoint area; relocating the airport restaurant and creating a new frequent flyer lounge.

Work will also include new and improved public areas including additional restrooms, new meeter and greeter space, expanded circulation areas and vertical transportation. The East Terminal Expansion project will also see a continuation of the airport's commitment to accessibility with the extension of the airport's new cane trail, adding additional accessible counter spaces, officials said.

The Clayco team will demolish existing interior and structural components to expand the building outward and vertically over the first floor, in addition to expanding the footprint of the building to include a new East Concourse. Structural work will include selective demolition to add additional space to the second floor and elevated clerestory roofs to the main terminal. That work will also update the existing baggage claim and rental car areas. Work on the East Terminal Expansion project will come on the heels of the airport's current West Terminal Expansion and Rehabilitation project.

"We are thrilled to welcome Clayco onboard as our Construction Manager for the East Terminal Expansion project," said Scott Hinderman, executive director of airports. "Over the last several years we have been working hard to bring a modern, accessible airport to our community. FWA serves as the first impression for many visitors to our area, and it is our goal to present the best front-door possible while we support our community and the Northeast Indiana region's continued growth. By completing the East Terminal Expansion project, we will do just that."

In collaboration with design and subcontractor partners, Clayco is scheduled to complete the project in June of 2025.

The East Terminal Expansion and Renovation project is a part of Project Gateway, which has included the West Terminal Expansion and Rehabilitation project, Parking Lot Rehabilitation Project, Rental Car Return Lot Canopy Expansion and Renewable Solar Energy Project, and the East and West Terminal Apron Improvement Project.

More information and updates can be found at fwairport.com/project-gateway.

US 30 Corridor presentation draws out public

by: [Jada Burtin](#) Dec 15, 2022

FORT WAYNE, Ind. (WANE) – Conversations continued on the U.S. 30 Corridor Project Thursday as the Indiana Department of Transportation (INDOT) gave a presentation providing updates to a portion of the Corridor.

INDOT laid out their plan for the U.S. 30 Corridor Project, specifically U.S. 30 between Kroemer Stalhut roads. The meeting was held at Sweetwater Sound.

Attendees saw the plans INDOT has so far for the area and gave feedback. The goal is to reduce congestion, improve safety and accommodate future growth.

ADVERTISING

Public gets chance to learn, weigh in on U.S. 30 plans

The project team takes feedback from these meetings and updates design plans. Hunter Petroviak, Public Relations Director with INDOT Northeast Indiana, said these meetings allow the public to be a part of the design process.

“We’ve had a lot of concerns from people, concerns about semis, buses, farm equipment. Will they still have access, won’t they have access, things like that. I think people have been saying, ‘Oh, they haven’t been listening to us.’ But I think this is proof that we are listening to them,” Petroviak said.

INDOT says the next step will be the public hearing next year.

“We take all the feedback that we’ve come with so far, all the different potential happenings for the roads and kind of come to the public with here’s what we think is best for this intersection ... and kind of finalize some plans then,” Petroviak said.

The meeting went from 5 p.m. to 7 p.m. in Conference Room 1 of Sweetwater Sound located at [5501 US 30 West](#). If you were unable to attend but would still like to watch the presentation, you can access that [here](#).

Southbound Landin reopens

- Journal Gazette

The southbound lane of Landin Road in New Haven was opened to traffic Wednesday from North River Road to Powers Street, officials said.

Only southbound traffic is permitted so that construction can be completed for the second phase of this project. Rose Avenue will remain closed and is scheduled to open July 1.

Some restrictions are still in effect. No left or right turns from the southbound lane will be allowed between North River Road and Powers Street. The speed limit in this construction zone will remain 35 mph.

The city asks that drivers remember to make a full stop at the Stop Sign on Powers Street when accessing Landin Road and Broadway. Landin Road southbound traffic has the right of way and does not stop.

Federal law grants Fort Wayne International Airport \$8M to improve airfield safety

by: [Clayton McMahan](#) Feb 27, 2023

FORT WAYNE, Ind. (WANE) — Thanks to a 2021 federal law, Fort Wayne International Airport will soon receive a boost toward safety upgrades at the airport. As part of the 2021 Bipartisan Infrastructure Law, the Federal Aviation Administration (FAA) announced Monday it will award \$8M to FWA to improve airfield safety.

“Today’s funding doesn’t just improve Fort Wayne International Airport’s terminal. It creates opportunities in the community for good-paying jobs and a chance to be part of our country’s thriving aviation sector,” said FAA Deputy Administrator A. Bradley Mims.

The grant will specifically go toward relocating four passenger boarding bridges to maintain adequate clearance from the taxiway. “Americans deserve the best airports in the world, and with demand for air travel surging back, this funding to improve the passenger experience couldn’t come at a more urgent time,” said U.S. Transportation Secretary Pete Buttigieg.

The funding marks the second time the airport received funding from the law after FWA received [\\$13.8M in 2022](#) to upgrade its terminal. The [Bipartisan Infrastructure Law](#) provides \$550 billion over fiscal years 2022 through 2026 in new federal investments in infrastructure.

New technology at New Haven train crossing lets the driver decide to wait or

not by: [Jamie Duffy](#) Mar 2, 2023 SHARE



Camera and sound sensors installed on public rights of way feed information to solar powered sign

NEW HAVEN, Ind. (WANE) — New Haven resident Bob Byrd lives on the south side of the city and knows what it's like to sit in his car and wait on a train.

It happens often enough. When Byrd is headed to downtown New Haven, trains block the tracks at Landin Road close to where it intersects North River Road. He's waited anywhere from five minutes to 60, he says.

But now, he doesn't have to sit in traffic and make the decision to turn around and divert to State Road 930 or Maplecrest Road.

A large solar powered sign installed at the behest of the City of New Haven lets him know how long the wait will be.

"Having the TRAINFO there, (having that) information available to me, when I hit the interchange there I can make the decision and not have to sit in traffic," Byrd said Wednesday when New Haven Mayor Steve McMichael held a press conference to unveil the \$100,000 city-funded project.

"We really sought out a solution to the train problem in New Haven," McMichael said. Cities can't build infrastructure over or under the tracks and due to a State Supreme Court ruling in 2018, there's no fining or ticketing trains either, he said.

As a result, McMichael and his staff found the Canadian based company, TRAINFO, that offers technology to monitor trains and inform the public at the

crossing. The message board was installed Jan. 10, but sensors have been tracking data since November.

He sees more installations by the end of the year at Broadway, State Street, Doyle Road and Green Street.

Sensors installed 12 feet high on public rights of way use Bluetooth technology and pick up information on the acceleration and deceleration of oncoming trains, according to Neil Ternowetsky, TRAINFO's chief technology officer and a company founder.

"We don't have to interfere with railroad operations," Ternowetsky said Wednesday at the news conference, adding that the technology used at the New Haven site relies on cameras and acoustics to monitor activities of the crossings. The sensors are adjacent to the tracks, not on them.

The sensors, which can be installed in hours, are operational in 20 U.S. cities, soon to be 25, Ternowetsky said. And cities are expanding the use of them, possibly up to 60 or 70 instead of the initial one installed. Federal infrastructure money should be available for funding, he added.

Patrick Zaharako, Fort Wayne's city engineer, said there are between 30 and 40 train crossings in the city, and his agency is interested in the new technology.

"We'll definitely keep an eye on it and see if it's something to benefit us at all," Zaharako said.

Representatives from the Allen County Highway Department told WANE 15 there are 91 documented train crossings in Allen County.

William R. Miller, public safety director for Norfolk Southern, said the company is working with cities. Miller and Derek J. Sublette, executive director of government relations for the railroad company, attended the press conference.

Multi-season I-469 widening project to begin

- The Journal Gazette 3-2-2023

A multi-season project to widen a part of Interstate 469 near its northern junction with Interstate 69 is to begin this month, the Indiana Department of Transportation said today.

During construction, drivers can expect lower speed limits and changing traffic patterns, INDOT said in a statement.

On or after Monday, crews will begin working on the shoulders of North Clinton Street underneath I-469, the statement said.

After that work begins, it said, crews will begin working on the Clinton Street bridge of I-469 to widen it heading east and to complete a bridge deck overlay. Bridge deck overlays will also take place on the bridges over the St. Joseph River and over St. Joe Road.

Work is to continue until December and begin again in March 2024 to complete construction, INDOT said.

City to hold public meeting on Goshen Road Improvement Project



(WPTA)

By [Evan Harris](#)

*Published: Mar. 15, 2023
at 11:29 AM*

*EDT|Updated: 20 hours
ago*

FORT WAYNE, Ind.
(WPTA) - Officials with the City of Fort Wayne say they are holding a public meeting to review the Goshen Road Corridor Improvement Project.

They say the meeting is scheduled to be held on Thursday, March 30, from 6 to 7 p.m. at St. Matthews Lutheran Church at 2305 Goshen Rd.

Officials say DLZ Indiana, the contractor for the project, is finishing the design of the next phase of corridor improvements along Goshen Road. The project will span from Cambridge Boulevard to W Coliseum Boulevard.

They also say improvements will include road reconstruction, additional driving lanes, pedestrian facilities, green infrastructure, and landscaping. Officials also say Butler and Harris roads will be realigned during the span of this project.

The City of Fort Wayne introduced back in 2020 phase one of the improvement project, which included the five-point roundabout to the area.

In 2022, the city introduced a [new \\$1 million contract with DLZ](#) that facilitated the start of phases II and III, as well as a new [‘5 Point Spin’ sculpture](#) that was erected and dedicated in October 2022.

During the meeting, officials say a team from the City of Fort Wayne will discuss the full overview of the project, as well as proposed improvements to the corridor, and the tentative timeline.

They say they will also take questions from the public about the project.

Citilink leaders considering change to Fort Wayne's buses

By [Alex Null](#) Published: Mar. 28, 2023 at 11:21 PM EDT | Updated: 11 hours ago
FORT WAYNE, Ind. (WPTA) - Tuesday, Citilink leaders held a public meeting to collect feedback on a potential low and zero-emission plan for the future of transportation in Fort Wayne.

Leaders say the plan would transition Citilink from standard diesel buses to more environmentally friendly ones.

Buses emit carbon dioxide, which is a potent greenhouse gas. The Environmental Protection Agency (EPA) says 27% of American greenhouse gas emissions come from transportation. Buses are a small part of that.

Tuesday's meeting was led by Citilink General Manager and CEO John Metzinger. He says the reason for switching to more environmentally friendly buses is to reduce the impact on climate change from those greenhouse gases.

Metzinger says, even though the transition would take several years, it would improve the health and air quality of Fort Wayne.

"What we've learned is each low or zero-emission bus is like taking 27 cars off of the road," Metzinger said.

He admits the cost of a project like this is not cheap.

"It's a significant investment to go to low or zero-emission busses," Metzinger said. "By comparison, a standard diesel bus cost around \$570,000, a hybrid bus is a couple hundred thousand dollars more and an electric bus is getting close to a million dollars."

Metzinger says 80% of the cost is [covered by federal funding](#), but the other 20% would need to come from local funding.

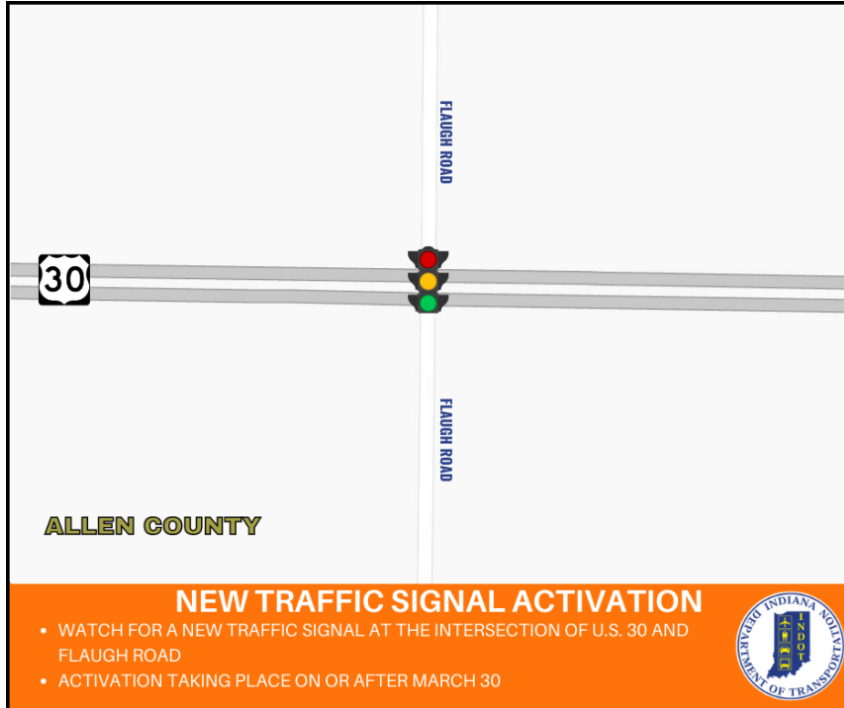
He says the federal government has made a huge commitment towards low and zero-emission buses and he hopes Fort Wayne can be part of that transition.

Metzinger says Citilink will be holding another public meeting Wednesday at the Botanical Conservatory from 6-7 p.m. He invites those interested in learning more to come.

Copyright 2023 WPTA. All rights reserved.

Traffic signal on busy stretch of U.S. 30 set for activation

by: [Joe Carroll](#) Mar 29, 2023



FORT WAYNE, Ind. (WANE) A traffic signal on U.S. 30 near the new Amazon distribution center just west of Fort Wayne is scheduled to be activated Thursday.

Final work is being done for the signal at the intersection with Flaugh Road. Traffic in the area will see an increase as a result of the Amazon facility.

Motorists will be

notified of the new traffic light with “signal ahead” signs and rumble strips. The Flaugh Road intersection is part of the U.S. 30 corridor study aimed at improving traffic flow and motorist safety along the busy four-lane highway. While plans are still in the development stage, there’s a chance the intersection could be transformed into an interchange in the future.

Officials declare regional trail's economic impact

- [Brett Stover | The Journal Gazette](#) 10-25-2022

Local elected officials gathered Tuesday to announce the estimated impact the [Poka-Bache Connector Trail](#) will have on northeast Indiana.

So far, portions of the 81-mile trail that have already been constructed have resulted in an economic impact of \$42 million with about 265 jobs supported in the region, Poka-Bache Trail Coalition Chairwoman Jennifer Sharkey said. The remaining 38 miles that have yet to be built are projected to have an impact of \$136 million and will support 858 jobs.

Those numbers are from a study from Purdue University Fort Wayne's Community Research Institute, which was hired by Fort Wayne Trails Inc. on behalf of the coalition.

The trail, which was first envisioned in 2006 and as of August is expected to be completed in the next 10 to 12 years, will also bring in \$6.4 million in visitor-retail spending each year, supporting more than 67 jobs.

Once completed, the connector trail will connect four counties and seven cities and towns between Pokagon State Park in Angola and Ouabache State Park in Bluffton, according to a news release. More than 121,000 people will live within a mile of the trail, as well as 140 recreational areas, 50 schools and 10 libraries.

At the news conference, which saw officials and trail advocates gather at the Pufferbelly Trail section of the Poka-Bache Trail, retiring state Sen. Dennis Kruse, R-Auburn, called the connector trail "an important facility to northeast Indiana and needs citizen involvement from all to bring it to fruition."

Fort Wayne Mayor Tom Henry also highlighted the trail's importance for the city and the region, and called it a "vital piece in our collective efforts to bring more recreational opportunities for residents and visitors."

"It's critical that we continue to provide quality of life amenities as it will position our region for current and future success," Henry continued. "Investing more resources in trails will lead to more economic growth."

The area of Bass Road affected by the closing carries 8,000 vehicles a day, the highway department estimates. Some of the traffic comes from employees heading to and from work at Harris Boats on Hadley Road.

Other traffic comes from housing developments. Hartman said the bridge is part of ongoing construction to make Bass a residential traffic corridor.

Previous improvements include roundabouts, widening, lane separation and turning lanes. The highway department plans to start drilling pylons for the new bridge on Monday.

Fort Wayne airport opens expanded terminal

- [Brett Stover | The Journal Gazette 9-23-2022](#)



Travelers walked through Fort Wayne International Airport's expanded terminal for the first time early Friday morning, marking the completion of the first section of the airport's \$52 million Project Gateway renovation.

The expansion is the most recent part of Project Gateway, a years-long effort to expand and improve the airport. Scott Hinderman, the airport's executive director, said gates 8-10 opened for the first time Friday, while gates 5-7 will now close for renovations that are expected to last through early next year.

The project focused on universal design, which Hinderman said will create a more inclusive environment for travelers.

That design includes a sensory room, a service animal relief area, height-accessible gate counters, an adult changing table and more. The changing table and sensory room were funded by a grant from the AWS Foundation, whose CEO, Patti Hays, said she hopes northeast Indiana residents feel more welcome at the airport.

“Through a series of conversations, they worked to ensure universal design at the airport,” Hays said. “Anyone coming into Fort Wayne should have their needs thought of, anticipated, before they arrive.”

The terminal also has new jet bridges, which Hinderman said will allow larger aircraft to park next to each other. That will allow the airport to possibly expand its flight offerings. That wasn’t an option before, he said, as it wasn’t previously possible to use all the gates at one time.

“I can’t sit there and guarantee that we’ll have additional frequencies or additional routes,” Hinderman said. “But I feel pretty confident, when we’re complete, we can work towards that goal.”

Mayor, city controller propose balanced budget with \$51.3 million for neighborhood infrastructure

[Devan Filchak | The Journal Gazette](#) 9-27-22



Fort Wayne Mayor Tom Henry and city controller Garry Morr on Monday unveiled a 2023 budget proposal that includes a record-breaking \$51.3 million investment in neighborhood infrastructure improvements and parks projects.

Henry said Fort Wayne is in a strong fiscal position.

The administration's spending proposal includes enhancements by the city parks department and a southeast Fort Wayne plan through the Community Development division. The neighborhood improvements plan includes \$39.5 million for streets, roads and bridges; \$6.4 million for sidewalks and alleys; and \$2.4 million for trails.

The Fort Wayne Police Department would also see additional investment. It will add 15 officers, which will bring the budgeted number of officers to 500. The department also will integrate more body cameras.

Fort Wayne will also see its first river patrol for police officers – a result of more people using the city's rivers. Police Chief Steve Reed said the river patrol will be seasonal.

The city has seen more issues with river speeding that causes waves that interfere with other traffic, such as canoes and kayaks.

Henry said riverfront development, including Promenade Park, has increased the number of people using the rivers for recreation.

“Finally, we’re at a point to embrace our rivers and see them as an asset,” he said.

The Fort Wayne Parks and Recreation Department plans to invest \$3 million in maintenance projects. The city also plans to put out a \$10 million bond for the Franke Park Renaissance Plan, which

Officials will present a balanced budget Tuesday to City Council. The members will make final decisions on the budget Oct. 25.

“We are presenting a balanced budget, as we have every year,” Morr said.

The Civil City budget – the fund that is supported by property taxes including local income taxes – is \$215.4 million. The budget does not include Fort Wayne City Utilities, which has its own budget funded by ratepayers.

“Fort Wayne continues to experience growth and success, and the proposed budget for 2023 demonstrates we’re positioned for even better days ahead for our community,” said Mayor Henry.

City Council members will hear presentations from officials at upcoming meetings before suggesting and voting on cuts. Councilman Geoff Paddock, D-5th, who was at the news conference, said he doesn’t generally submit many cuts because he tries to work with city officials in advance. Regardless, every city budget is scrutinized by the City Council. “I don’t think any budget has an easy time in City Council,” he said.

The budget is available online at <http://www.cityoffortwayne.org/smartgov>.

Rosa Salter Rodriguez of The Journal Gazette contributed to this story.

Northeast Indiana slated to received EV charging stations

By [Mike Marturello mmarturello@kpcmedia.com](mailto:mmarturello@kpcmedia.com) 9-27-2022

INDIANAPOLIS — Northeast Indiana is poised to see the installation of four electric charging stations that are being funded by the National Electric Vehicle Infrastructure program.

This comes as the Federal Highway Administration has approved Indiana’s plan to use funding from the National Electric Vehicle Infrastructure program to build out a statewide electric vehicle charging network.

The plan approval clears the way for the state to work with private and public partners to begin investing nearly \$100 million over the next five years to bolster the availability of fast, reliable electric vehicle charging infrastructure across the state.

“A robust network of convenient, reliable charging infrastructure is essential to addressing range anxiety for electric vehicle owners,” INDOT Commissioner Mike Smith said. “Through the NEVI program, Indiana will work with private and public partners to make strategic investments in charging infrastructure along our highways to support the growing number of EVs traveling throughout our state.”

The funding was provided in the Bipartisan Infrastructure Law signed by President Joe Biden this summer.

The charging stations slated to be built in northeast Indiana as part of the program would end up in Allen County and Steuben County on Interstate 69 and LaGrange County on the Indiana Toll Road.

There are two preliminary locations chosen for Allen County with one alternate and one in Steuben County with an alternate for I-69.

On the Toll Road, the preliminary site for LaGrange has an alternate in Steuben County.

The preliminary sites in Allen County are at Exit 305, Illinois Road, and Exit 316, DuPont Road. The alternate site is Exit 311, S.R. 3. In Steuben County the preliminary site is at Exit 348, U.S. 20, with the alternate site at Exit 357, Lake George Road and Baker Road.

The preliminary site on Interstate 80-90 in LaGrange County is at the travel centers located on the eastbound and westbound sides of the Toll Road at mile marker 126. The

alternate site is on the east and west entrance-exit sites of the interstate at Exit 144 in Steuben County.

In accordance with federal guidance, Indiana's plan invests in EV charging infrastructure along the state's Federal Highway Administration-designated Alternative Fuel Corridors.

Over the coming years, the National Electric Vehicle Infrastructure funds must be invested in direct current, fast-charging stations that are compliant with federal guidelines. Among the primary requirements, each station must have at least four ports that can simultaneously charge at 150 kilowatts, be located along every 50 miles of the Alternative Fuel Corridors, less than one mile from an exit or intersection, and be accessible to the public 24 hours a day.

Indiana's plan will invest in at least 44 Level 3 DC-fast charge electric vehicle charging stations to fully build out the state's Alternative Fuel Corridor's. Once built out, every Hoosier will be within 40 miles of a National Electric Vehicle Infrastructure-funded charging station. The plan also prioritizes providing access to and benefit from electric vehicle charging stations for disadvantaged communities in both urban and rural areas.

The National Electric Vehicle Infrastructure program was created by the 2021 Bipartisan Infrastructure Law with the goal of deploying a national network of at least 500,000 electric vehicle charging stations by 2030 to reduce range anxiety and encourage wider adoption of electric vehicles. The program is authorized at nearly \$5 billion nationally over the next five years.

The National Electric Vehicle Infrastructure program will fund 80% of the installation of electric vehicle charging stations along with up to five years of operations and maintenance with the remaining 20% of costs to be funded by site owner-operators.

The state anticipates seeking proposals from potential owner-operators by mid-2023 with the initial charging station installations to begin in 2024.

More information about Indiana's Electric Vehicle Infrastructure deployment can be found on the INDOT website, [in.gov/indot](https://www.in.gov/indot).

Citilink offering ride-along training on how to navigate public transportation

by: [Aaron Organ](#) Posted: Sep 7, 2022 / 09:13 AM EDT



CITILINK TRAVEL TRAINING PROGRAM

STEPS TO INDEPENDENT TRAVEL!

Citilink Travel Training will ensure that you learn how to make the most of Citilink's services and gain the confidence you need to travel through Fort Wayne and New Haven independently and safely.

GET STARTED TODAY:

- 1** Call our Citilink Travel Training Coordinator at 260-265-1753 or email pat@fwcitilink.com to learn more about the program.
- 2** Schedule a time for your Goal Setting and Instructional Planning sessions with our Travel Trainer. This can be in person or via phone.
- 3** Citilink's Travel Trainer will meet with you or your group to discuss Citilink's services and how you can use public transportation to meet your needs.
- 4** Citilink's Travel Trainer will help you identify your goals and plan your travel training sessions, as well as accompany you on your Citilink trips during the training program.

Travel Training is a self-paced program where an individual or a small group can learn how to ride Citilink to destinations that are specific to the needs of that person or group.

TRAVEL TRAINING TEACHES YOU TO:

- Plan a trip or make reservations
- Read a schedule
- Transfer from one bus to another at Central Station
- Use Citilink's real-time bus tracking app
- Various ways to pay for your fare
- Understanding options for individuals with disabilities
- And so much more!

Travel Training is available to any and all individuals or groups that are willing to learn - for free! You only pay for your fare to ride the bus during your Travel Training sessions. If you are a current approved Citilink Access rider, your fare for the fixed route is free!

BENEFITS TO TRAVEL TRAINING:

- Access to low-cost transportation
- It's free!
- Knowledge of how to safely use public transportation
- Education on public transportation
- Staying active in your community
- Gaining freedom & independence

FORT WAYNE, Ind. (WANE) — Ever wanted to use a city bus but you've been anxious about understanding the schedule or transferring from bus to bus?

Citilink hopes to ease those worries through its new Travel Training Program.

The program will connect a Citilink staffer with you to ride alongside you. Riders will learn how to:

- plan a trip
- read a schedule
- transfer buses
- use the Citilink app
- pay for bus fare

The travel training program is free with a bus fare.

“Travel Training is an incredible program because no matter what type of travel you are looking for – how to go from your residence to work or how to ride the entire fixed route system – Citilink staff are prepared to work with you on making sure you feel safe, comfortable, and excited to be on your way to independent travel,” said Citilink’s Marketing and Development Manager Ashley Pino. To book your travel training session, or for more information, [click here](#).

Redone Bass Road section opens

- [Rosa Salter Rodriguez | The Journal Gazette 9-1-2022](#)



Officials representing Allen County Board of Commissioners and the Allen County Highway Department cut a ribbon on Wednesday celebrating the completion of the latest phase of the Bass Road project.

- [Richard Sitler | The Journal Gazette](#)

Allen County officials Wednesday signaled they're ready for the next steps of

the Bass Road reconstruction project during a ribbon-cutting ceremony marking completion of the project's latest phase.

The 0.6-mile stretch of Bass between Clifty Parkway and Thomas Road features new concrete street pavement in each direction, a new center left-turn lane, an asphalt trail for pedestrian and bicycling uses and new storm sewer, curbs and gutters.

The \$4.8 million project began in March and joins other phases of a project that aims to redo Bass from Hillegas road to Scott roads, Allen County Commissioner Rich Beck said.

The area is experiencing housing growth, he said, making easy use and access to Bass a priority.

"It's been an experience, but I think it's been a worthwhile experience," said Jon Gerken, who lives in the 5000 block of Bass, which is being worked on.

He and his wife, Cristi, have endured early-morning construction noise and dust during the project. But crews “were really accommodating. If you needed in or out, they’d always move and help you,” he said.

A previous phase of the Bass Road project was the installation of two roundabouts west of the recently completed section. One roundabout includes an active railroad track running through it near Hadley and Yellow River roads.

County officials said they believed the roundabout was the only one of its type in Indiana and perhaps only the fourth in the nation.

“It’s not the easiest land mine to step over,” said Commissioner Nelson Peters of the railroad tracks. But the result was worth it, he said. He’s “roundabout challenged,” he said.

“For people who have been through it, ... it works pretty well,” he said of the roundabout.

All the completed portions of Bass Road cost \$16.7 million, said Margaret Hershberger, Allen County Highway Department staff member coordinating the project.

Two phases remain, she said – the reconstruction of a bridge and some road west of Hadley Road and the continuation of road fixes ending at Scott Road.

The 1.25-mile bridge project is expected to cost \$7.1 million, Hershberger said. The cost of the rest of the project is unknown, she said, because bids aren’t expected until December.

The newly completed project was designed by American Structurepoint, which also provided construction and inspection services.

rsalter@jg.net

‘Oculus’: New airport art installation to be designed by international artist

by: [Jamie Duffy](#) Posted: Jul 28, 2022 / 03:57 PM EDT

FORT WAYNE, Ind. (WANE) — You might call it aspirational or maybe, long overdue.



A major art installation is coming to the Fort Wayne International Airport, designed by Napa Valley-based sculptor Gordon Huether.

Entitled “Oculus,” the sculpture, made from steel, aluminum and glass, will greet

and say goodbye to travelers entering the check-in gates on the west side of the airport where major renovations are currently taking place.

Four 18-foot high wings shaped to look like the wings on an airplane hold aloft a circular window or opening created from dichroic glass treated with various metal oxides. The result will be many colors “constantly evolving” producing a “dazzling array of light and color,” as viewed through the oculus, according to

The four wings will feature laser cut images central to Indiana – its state bird, the cardinal; state flower, the peony; the state tree, tulip; and corn. The cutouts are intended to cast shadows on surrounding sidewalks day and night. Other infill art will include cutouts of the state of Indiana, trees and apples, the word ‘welcome’ in many languages and music, Hinderman said.

The installation should take place in the second quarter of next year and be included in the total cost of about \$300,000, Scott Hinderman, executive director of Fort Wayne Airports.

Huether, who has many public and private commissions in his portfolio, has a large scale work on display at the Salt Lake City International Airport installed in 2013. Other public art installations can be seen in Chapel Hill, Austin, Houston, St. Petersburg, Florida, Glendale, Arizona, Germany and Japan. Huether came to the airport and visited Fort Wayne as a way to gain inspiration.

One of his art works is an enormous aluminum yucca plant installed in the desert in Albuquerque, New Mexico. It lights up at night and was made from salvaged fuel tanks from F-16 military aircraft, according to Huether's website.

Huether was chosen from a pool of 43 artists, some international, who indicated interest after a request for proposal was advertised, Hinderman said. He put together a local committee of artists and art-minded people to review the designs.

Rena Bradley, a FWAA board member who served on the art advisory committee, called Huether's approach "clever. One of the things that appealed to me – it did give a visual nod to the airline industry," she said. The airline wings were "clever, subtle and artistically done."

The board tried out the design on social media and received more than 200 combined "likes" on Facebook and Instagram, she said.

"The airport – when you're traveling to and from, it's a major gateway into our community, sometimes the first and last thing (to see.) Having a piece of artwork done by a nationally renowned artist is an excellent way to make that first impression," Bradley said.

Once Oculus is installed, it will create a sense of place and certainly directional. A circular concrete area currently exists just before a covered passageway into the airport check-in desks. Right now, travelers departing during the day are treated to the sounds of bustling construction. That will all come to an end as the renovations on the west end are scheduled to be completed in the spring of 2023.

The airport sculpture follows the 2018 installation of one at Promenade Park. "Convergence," designed by Linda Howard, from Florida, was chosen to represent the importance of the city's three rivers.

“We made the decision to make that art sculpture be exterior so it can be welcoming as people come in from the parking or go from our terminal building to the parking,” Hinderman said. There is another art gallery in the airport, but nothing of this magnitude.

“I hope people have an opportunity to engage with the art as they look at it, as they come in from the terminal building or from the terminal to parking. If they want to engage in it, they can kind of look at it and see how each infill of each wing reflects northeast Indiana.

It’s yet another piece where we can welcome people to Fort Wayne with an art sculpture, a little bit of culture,” Hinderman said.

Southbound Landin reopens

- Journal Gazette

The southbound lane of Landin Road in New Haven was opened to traffic Wednesday from North River Road to Powers Street, officials said.

Only southbound traffic is permitted so that construction can be completed for the second phase of this project. Rose Avenue will remain closed and is scheduled to open July 1.

Some restrictions are still in effect. No left or right turns from the southbound lane will be allowed between North River Road and Powers Street. The speed limit in this construction zone will remain 35 mph.

The city asks that drivers remember to make a full stop at the Stop Sign on Powers Street when accessing Landin Road and Broadway. Landin Road southbound traffic has the right of way and does not stop.

Tuesday, April 12, 2022 1:00 am

Spy Run bridge renamed for vets

Overhead arches with LED lighting among upgrades

[ROSA SALTER RODRIGUEZ](#) | The Journal Gazette

About a dozen veterans aided area political leaders in Monday's ceremonial



An artist's rendering shows what the Fort Wayne Veterans Memorial Bridge will look like. Officials broke ground Monday.

groundbreaking for a revamped bridge in Fort Wayne to honor all who have served in the U.S. military.

The Gov. Samuel Bigger Memorial Bridge on Spy Run Avenue, just north of the Three Rivers Apartments high-rise buildings, is now to be known as the Fort Wayne Veterans Memorial Bridge.

The bridge will receive what Shan Gunawardena, Fort Wayne director of public works, called "significant upgrades" costing about \$5.3 million and in the works for about two years. The changes will include new overhead arches with white LED lighting to underscore the bridge's function as a gateway structure.

Mayor Tom Henry was clearly pleased by the bridge's design by Design Collaborative, Fort Wayne.

"Isn't this cool?" Henry said after the groundbreaking. Now the city has "two entirely different, bridges, with two different kinds of lighting" he added, saying that will make entering or leaving the city memorable.

Henry was referring to the Martin Luther King Jr. Memorial Bridge, which brings motorists into downtown along North Clinton Street and has color-change lighting.

The Veterans Memorial bridge takes motorists away from downtown. Henry said the project faced "a couple of bumps in the road," including what was required to rename a bridge. But officials "pushed through it," he said.

The city and the northeast Indiana delegation of the General Assembly worked together to get the bridge renamed.

Henry added that officials are now looking for another spot to memorialize Bigger, Indiana's seventh governor, who served between 1840 and 1843.

The revamped bridge will continue to have three traffic lanes, although some may be closed during construction, and they will be somewhat narrower after the revamp, Gunawardena said.

Additional pedestrian space and a railing are being added to enhance pedestrian safety, especially for those visiting the nearby Old Fort. Bump-out areas will be constructed above the pier areas as focal points.

A small plaza is also part of the plan, Gunawardena said. The support structure under the bridge decking is not being touched, he said, and the gravel parking lot across from the Old Fort won't be taken by the project, although it will be used as staging area during construction.

About two-thirds of the funding for the bridge, now used by more than 23,000 vehicles daily, will come from federal and state money, with the rest coming from the city.

U.S. Army veterans James "Fridge" Everidge, 45, and Brian Hullinger, 53, both of Fort Wayne, said they were pleased with the renaming.

"It's awesome. They've got all kinds of monuments around here for branches (of the military), but naming it for all veterans in Fort Wayne, and not just Fort Wayne, all communities, is awesome," Everidge said.

Hullinger said it was appropriate the bridge is across from the Old Fort attraction, which draws on Fort Wayne's history as a Colonial-era military outpost. "That's where it all started," he said.

Everidge agreed.

"I couldn't think of a better place," he said.

rsalter@jg.net

Wednesday, April 13, 2022 1:00 am



Downtown installs 3 car charging stations

\$90,000 grant to aid city defray costs of having more than 30

[DEVAN FILCHAK](#) | The Journal Gazette

Drivers of electric vehicles can now plug into charging stations while parked in downtown Fort Wayne.

The city plans to eventually have more than 30 stations throughout Fort Wayne, a news release said. It received a \$90,000 grant toward the installation of the stations from the Indiana Volkswagen Environmental Mitigation Trust Fund Committee.

The corners at Barr and Berry streets and at Barr and Wayne streets have three Level 2 charging stations.

Level 2 charging stations can typically charge two vehicles with 16 amps of electricity at a time or one vehicle with 32 amps. The Barr Street stations can only charge one vehicle at a time, but the remaining charging stations planned in the city will be able to charge two simultaneously.

The city's Public Works Division plans to install 28 charging stations this year. Several dual charging stations will be downtown, including two at the Allen County Public Library, one at the Civic Garage and one at the Skyline Garage at Ash Skyline Plaza.

On the city's north side, Memorial Coliseum will get four dual charging stations. The Meijer on Maysville Road will get five, and two are planned for the future Meijer store at Dupont and Diebold roads.

On the south side of Fort Wayne, Jefferson Pointe along Jefferson Boulevard will get two dual charging stations, Foster Park will get two near the golf clubhouse, and the Renaissance Pointe YMCA will get one.

The city has already planned a few locations for vehicle charging stations that will likely be installed after this year – two at the Public Safety Academy near the old Southtown Mall, two at Indiana Tech, and two at Quimby Village near the Clyde Theatre.

The city received the grant after responding to a request for proposals from the Indiana Department of Environmental Management. Greater Indiana Clean Cities, a nonprofit organization, coordinated with the city to “identify potential charging sites, assess identified site needs and write the city's grant application,” the news release said.

“These chargers will encourage adoption of electric vehicles, leading to lower greenhouse gas emissions in Indiana,” said Kerri Garvin, executive director of Greater Indiana Clean Cities.

dfilchak@jg.net

Wednesday, April 13, 2022 1:00 am
Journal Gazette

Meeting set on Hillegas widening

An overview of the Hillegas Road widening project will be provided at a public meeting, 6 to 7 p.m. April 21 at Three Rivers Wesleyan Church, 2825 Hillegas Road. The meeting will also be recorded and posted online at www.facebook.com/CityofFortWayne.

GAI Consultants is completing the design of additional lanes on Hillegas between West State Boulevard and Coliseum Boulevard West. The project will include adding a sidewalk and multi-use path, urban street design with curbs and gutters, drainage improvements with new storm sewers, green infrastructure, street lighting and urban landscaping.

The project is planned in two phases in 2025 and 2027, a news release said.

The total cost is estimated at \$20 million, which will include engineering, right of way acquisition, construction and construction engineering. Federal and state officials will pay 80% of the cost, local officials said.

Thursday, April 14, 2022 1:00 am

Perilous crossing by school to get aid

Traffic signal planned near Blackhawk Middle

[ASHLEY SLOBODA](#) | The Journal Gazette

A traffic signal is planned for the northeast Fort Wayne intersection where cars have twice hit students on their way to school this academic year, a city spokeswoman confirmed Wednesday.

Fort Wayne Community Schools supports the efforts to improve the safety of East State Boulevard and Arrowwood/Busche Drive, which is near Blackhawk Middle School, district spokeswoman Krista Stockman said.

"We understand that it takes a little time for that change to happen," she said, "but we're happy to assist with the city in whatever way we can to expedite it."

The traffic signal is expected to be installed in 2023, said Natalie Eggeman, a city spokeswoman. She said a conceptual plan for the signalized intersection is part of improvements eyed for that area of East State Boulevard.

An 11-year-old girl suffered minor injuries when a car hit her at that intersection last month. Months earlier, a similar incident left another Blackhawk student with life-threatening injuries.

An online petition created two weeks ago calls for safety improvements because of the recent collisions and "countless other near-misses." It said the area is poorly lit, needs more sidewalks and could do more to alert drivers of the school zone.

More than 550 people signed the change.org petition as of Wednesday afternoon.

The intersection is staffed with a crossing guard, and FWCS expects safety will be further enhanced this spring with a police presence, Stockman said. The district was told a squad car will be there for arrival and dismissal.

"We think that will make a difference," Stockman said. "A squad car is more visible than a crossing guard. It's unfortunate that a crossing guard isn't enough."

asloboda@jg.net



Courtesy downtown Fort Wayne Rotary Club

Fort Wayne International Airport's Scott Hinderman provides an update to the downtown Fort Wayne Rotary Club Monday. To his right is Stephanie Veit, director of airport development.

Tuesday, March 08, 2022 1:00 am

Airport reports traffic recovery

Director: Passengers at 93% of 2019 level

ROSA SALTER RODRIGUEZ | The Journal Gazette

Fort Wayne International Airport has been on a faster recovery from COVID-19

pandemic travel restrictions than expected, Scott Hinderman, executive director of airports said Monday.

Speaking before the downtown Fort Wayne Rotary Club's weekly lunch meeting, Hinderman said the number of people flying has reached 93% of prepandemic travel in 2019.

And, after several years of passenger growth were cut short by the pandemic, growth is rebounding. "We made projections and didn't think it would come back until 2025," he said. "So we are coming back fairly quickly."

Fort Wayne's airport has had the quickest pandemic recovery of all Indiana airports, including Indianapolis, South Bend and Evansville, Hinderman said. It's also ahead of national averages, he said.

The airport has embarked on an ambitious plan of physical improvements – from new bathroom areas for both people and their pooches, a playground for children and a calming sensory room for jittery travelers.

Changes are being made to several areas of the terminal interior, and the exterior is getting a facelift. The outside hasn't been touched since 1993, Hinderman said.

The work will make the facade "more consistent," he said.

"It's going to look all new, not all old," Hinderman said, drawing chuckles from his audience of about 40 people.

Still, the industry is facing pandemic-related challenges, he said.

Specifically, he said, a pilot shortage exists, caused in part by older pilots furloughed during the pandemic who decided to retire. There has also been more difficulty assembling flight crews. Shortages have led to the cancellation of routes using the Fort Wayne airport, but he expects one flight to return in May, he said.

Locally, there is the problem of “leakage” – the proportion of people in the Fort Wayne airport's customer base who use other airports. That number stands at about 35%, Hinderman said.

The airport last year initiated a First, Fly the Fort campaign to get people to pledge to fly out of the local facility. Hinderman urged people to at least check to see if it could be less costly to fly out of Fort Wayne when gas, tolls, parking, meals on the road, possible overnight stays and lost productive time are taken into account.

With the price of gas rising to \$4 a gallon and higher in recent days, Fort Wayne may seem like an automatic better buy – but airlines will likely be affected by higher fuel prices and will adjust fares upward, Hinderman said.

The math, he said, “isn't easy.”

rsalter@jg.net

Thursday, March 10, 2022 12:12 pm

\$10 million project to begin at I-69 and Coldwater Road

The Journal Gazette

Interstate 69's Coldwater Road interchange will see nearly \$10 million of work beginning Monday.

The Indiana Department of Transportation announced an interchange modification project today. The goal is to address deteriorated pavement and bridge conditions, provide adequate vertical bridge clearance and accommodate nearby Ludwig Road alignment modifications being done by the city of Fort Wayne.

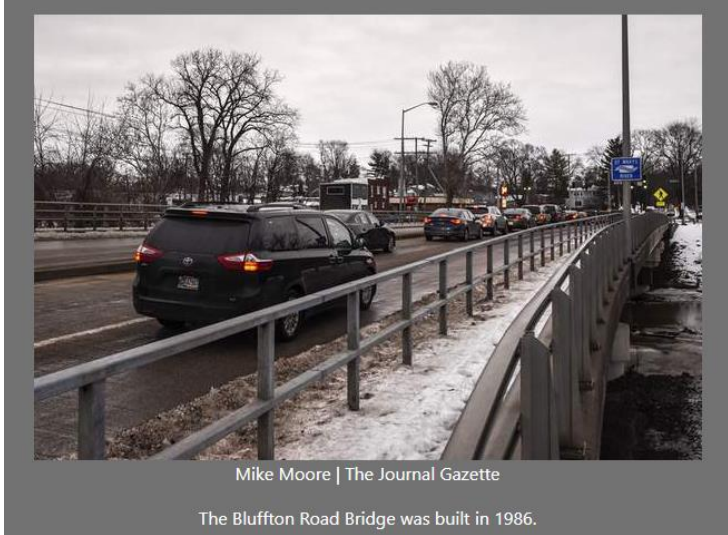
The work is expected to last until November. About 31,000 vehicles travel Coldwater Road near I-69 daily.

Construction will include asphalt work on Coldwater Road from Washington Center Road to the new intersection of Oakbrook Parkway, realigning the off-ramp from southbound I-69 to northbound Coldwater Road, replacing the bridge that carries northbound Coldwater Road over the southbound I-69 to southbound Coldwater Road ramp and work on both bridges carrying Coldwater Road over I-69.

Beginning Monday, crews will be working on the shoulders and median of Coldwater Road between Washington Center and Cook roads. The intersection of Ludwig Road will be right turn only and northbound Coldwater Road will not have access to westbound Ludwig Road.

In early May, southbound I-69 exit ramp 312 at Coldwater Road will be closed. Drivers will have to use the posted detour of I-69, U.S. 27 and Indiana 930 or an alternate route. The closure is expected to last until the end of September, the state said.

In late June, I-69 will have lane restrictions in both directions between Washington Center and Auburn roads because of the bridge construction. The left lanes will be closed and speeds reduced to 55 mph in work zones. These restrictions are expected to last until early September.



Thursday, February 10, 2022 1:00 am

Bluffton bridge to be overhauled

Work on \$7 million-to-\$8 million project starts in '25

JAMES D. WOLF JR. | The Journal Gazette

Fort Wayne plans to improve the Bluffton Road Bridge over the St. Marys River similarly to what's been done with the Van Buren Street bridge.

Work won't begin until early 2025, but at a public hearing Wednesday, the city asked for input on improvements. The Fort Wayne Public Works Division showed preliminary plans for the \$7 million-to-\$8 million project.

The four-lane bridge will remain open during the majority of the reconstruction, which will last through spring 2026.

In the first of three phases, traffic will travel east and west in the two northern lanes from early 2025 through the summer.

During the second phase, which will last through late fall or into winter of 2025, the improved southern lanes will handle traffic. In the third phase, which should last until spring 2026, crews will stabilize the parts underwater to cut down on erosion and repair the trails under the bridge closed during that time.

The northern lanes will remain closed during that phase, too. The work should extend the bridge's life by 75 years, City Engineer Patrick Zaharako said.

The bridge was built in 1986 using the new style of pre-stress beams that are commonly used now.

"Unfortunately, we got this bridge during the learning curve," Zaharako said. "We have beams that have issues."

Assistant City Engineer Kelly White said the bridge is a main through-way used by an average of 30,000 vehicles a day. The improvements will remove weight restrictions and widen the sidewalks to access the Rivergreenway trail and Foster Park.

The sidewalks will be widened to 8 feet wide on the south and 9 feet wide on the north, which is common in trail systems, Zaharako said.

However, the road's traffic lanes will be narrowed from 12 feet to 11 feet to slow traffic, he said.

The road approaches will be changed on both sides for safety, and the curb islands at Broadway will be removed to make it simpler for pedestrians to cross.

The plans include scenic outlook semicircles along the bridge, allowing people to look at the river without having to worry about bike traffic, Zaharako said. There'll be a decorative railing between the sidewalk and the street and decorative lighting.

The work on the bridge will be superstructure replacement, including the beams under the road itself.

It will be difficult for reconstruction crews to replace the beams because of the steep banks and overhead wires, said engineer Brandon Arnold of USI Consultants. A crane would work, so while beams are being replaced, no pedestrian trail traffic or kayak and canoe traffic can be allowed under the bridge.

Zaharako said the project will be funded by a federal grant administered through the state, where the grant will pay for 80% of the project while the city pays for 20%.

Another public hearing will occur in the fall, White said.

An electronic version of Wednesday's presentation will be at www.cityoffortwayne.org under public works. The public can give input there.

Fort Wayne has 95 bridges, Zaharako said. The city improves three to four every year. Most improvements are in the \$1 million to \$2 million range, compared to the estimate for this project.

"This is the biggest project we have in the works," said Zaharako. "The bigger the bridge, the bigger the cost."

jwolf@jg.net

INDOT seeks input for U.S. 30 Corridor project

Posted: Feb 9, 2022 / 10:14 PM EST Updated: Feb 10, 2022 / 03:54 AM EST

FORT WAYNE, Ind. (WANE) — The Indiana Department of Transportation is seeking input from the community for alternative solutions that will reduce congestion and traffic on a stretch of U.S. 30.

According to the project’s website the five intersections being studied are:

- U.S. 30 and Kroemer Road
- U.S. 30 and Flaugh Road
- U.S. 30 and O’Day Road
- U.S. 30 and Stahlhut Road
- U.S. 30 and Felger Road

A flyer for the project shows INDOT’s “environmental phase” and first open house occurred last spring and summer. Wednesday, INDOT hosted its second open house to gain information from the community on land use and the area, share the information and comments received in last summer’s open house, and get feedback on the three corridor scenarios that will be used to choose a preferred alternative.

The schedule also shows they plan to have the project’s plans finalized this fall. Construction is scheduled to begin no sooner than 2024.

According to their flyer, comments on the alternative corridor scenarios will be accepted through March 8. You can provide comments via:

- **Email:** US30Corridor@cmtengr.com
- **Call:** (317)-983-3242
- **Mail:** CMT, 8790 Purdue Road, Indianapolis, IN 46268

To watch the recording of the open house meeting from Wednesday night and to learn more about the project, you can head to INDOT’s [website](#).

Wednesday, December 15, 2021 1:00 am

Region receives \$50 million grant

130 projects vie for state economic development funds

NIKI KELLY | The Journal Gazette

INDIANAPOLIS – Northeast Indiana was one of five regions awarded a full \$50 million grant Tuesday by the state's economic development agency as part of the \$500 million Regional Economic Acceleration and Development Initiative.

The hard part is up next – deciding where to put that money among 130 proposed projects.

“Today, tomorrow and every day hereafter for the next few years each region will be working with the (Indiana Economic Development Corp.) on those individual projects,” Gov. Eric Holcomb said. “So, while every region is a winner now the work really begins.”

Holcomb said it was important to note that no region was left behind – all 17 regional submissions received some money. The lowest award was \$5 million.

“A rising tide lifts all boats, and this truly is that,” Holcomb said. “We have never seen a program of this size, scale, scope.”

Seventeen regions representing all of Indiana's 92 counties sought funding for \$1 billion – twice the budget of the program – for initiatives to support economic development, quality of life and related projects. Overall, the 800 projects submitted statewide covered housing, trails, child care, infrastructure, broadband and more.

All the regions will receive at least \$5 million as part of the Regional Economic Acceleration and Development Initiative – or READI. The five receiving the top grants are South Bend, northeast, northwest, southwest and southern Indiana.

Northeast Indiana submitted a 308-page proposal covering 130 projects in 11 counties. In all, the request was for \$240 million in READI funding focusing on three key strategies – workforce growth, entrepreneurship and innovation, and downtown vibrancy.

At least 80% of a projects' funding must come from local or private sector sources with only 20% from the state.

Overall, northeast Indiana's Growing With Vision plan totals more than \$2 billion in investment.

A new college dormitory, an airport terminal expansion, a full-service grocery, more riverfront development and hundreds of apartments were among the projects included in northeast Indiana's bid submission.

The grant application was made on behalf of Adams, Allen, DeKalb, Huntington, LaGrange, Kosciusko, Noble, Steuben, Wabash, Wells and Whitley counties.

"We're incredibly pleased. I think it's going to be transformational, again, for northeast Indiana. We can't wait to get started," said Mike Galbraith, who supports the Northeast Indiana Regional Development Authority as a consultant.

The region won \$42 million as part of the Regional Cities program in 2015. Galbraith said the projects will now be rescored looking at return on investment and 10 different criteria "to make sure we are choosing the most transformational projects."

Mark Wasky, senior vice president of community affairs at the IEDC, said what stood out for northeast Indiana was its comprehensive approach.

"Some regions focused on a subset of opportunity or challenges, but northeast Indiana really looked at overall quality of place and quality of life in the region," he said. "They tied distinct projects to clearly articulated strategies and goals."

The money comes from the most recent federal stimulus package, and requires a state or any recipient to allocate and obligate funding for specific projects by the end of 2024.

No one who spoke at Tuesday's events gave credit to the federal government for the money.

"The American Rescue Plan and Indiana's READI program is a prime example of what happens when bipartisan ideas create a better future for all Hoosiers. Thanks to the Rescue Plan, READI's \$500 million will bring transformational change for communities in all areas of the state – despite all Indiana Republicans voting 'NO' and describing the program as 'socialism,' " said Mike Schmuhl, chairman of the Indiana Democratic Party.

"The Indiana Economic Development Corporation calls READI an 'anchor' for the state's economic future, and Democrats – not Republicans – delivered these investments when it mattered most."

When asked, Holcomb said Democrats "can take any credit they want."

nkelly@jg.net

Wednesday, December 15, 2021 1:00 am

City spends \$28 million for upgrades

Infrastructure plans for 2022 calling for \$38.6 million spent

[DEVAN FILCHAK](#) | The Journal Gazette

The city saw almost \$28 million in neighborhood infrastructure improvements this year, city officials announced Tuesday.

The projects include sidewalks, alleys, street lighting, concrete street reconstruction, asphalt resurfacing, chip and seal, trails and bridges.

"I continue to be encouraged by the momentum and investments we're experiencing in Fort Wayne. This year's construction efforts were outstanding as we made improvements that will have lasting impact," Mayor Tom Henry said in a news release. "It's vital to have a transportation system that is safe and efficient. Our community is a recognized leader in providing essential services that make a positive difference."

Upgrades were completed along five major traffic corridors, 3.5 miles of sidewalks funded by local income tax and more than 3 miles of new sidewalks through road construction projects, along with sidewalk trip hazard eliminations in 25 neighborhoods, the news release said. Improvements of ramps required by the Americans with Disabilities Act of 1990 were made in eight neighborhoods.

Improvements were made to nine concrete alleys and four brick alleys. Street lighting was improved at 16 sites, according to the release.

The work included about 43 centerline miles of asphalt resurfacing, 7.2 miles of chip-and-seal work, and 2.5 miles of chip-and-seal streets that were overlaid with asphalt.

The city has planned a record-breaking \$38.6 million in 2022 neighborhood infrastructure projects, which includes \$29.1 million for streets, road and bridges; \$6 million for sidewalks and alleys; and \$3.4 million for trails.

"I'm appreciative of the efforts of my staff and the contractors in our area for the excellent work that was completed this construction season," Shan Gunawardena, director of the city's Public Works Division, said in a news release. "We continue to make progress in addressing neighborhood infrastructure needs. We're doing more work than ever before to enhance the quality of life in our community."

dfilchak@jg.net

EV charging stations being installed in downtown Fort Wayne, with plans to add many more

LOCAL NEWS

Posted: Dec 9, 2021 / 11:35 AM EST / Updated: Dec 9, 2021 / 11:35 AM EST

FORT WAYNE, Ind. (WANE) — Three charging stations for electric vehicles are being installed in downtown Fort Wayne.

Three EV charging stations will open soon for business in the 200 block of East Wayne Street. Cost should be between \$2 and \$3 per hour.

The city of Fort Wayne told WANE 15 that the charging stations, located in the 200 block of East Wayne Street between Clinton and Barr streets, will be available for costumers soon.

The EV charging stations are part of a city-wide project, funded by a \$90,000 grant through the Indiana Department of Environmental Management. Twenty-seven chargers will be installed around the city as part of the project, according to city spokesman John Perlich.

“The City is working with Charge Point and EV United on activating the chargers that are completed or nearly completed for the first major roll out,” Perlich wrote in an email. “There are currently two in the Skyline Garage, one at the Renaissance Pointe YMCA, three on Wayne Street and currently three under construction on Berry Street.”

Here is the list for the chargers to be installed next year:

- Downtown Allen County Public Library
- Wayne and Berry streets
- Skyline Garage
- Allen County War Memorial Coliseum
- Jefferson Pointe
- Foster Park
- Meijer stores on Lima, Maysville and Dupont roads
- Renaissance Pointe YMCA
- Indiana Tech campus

- the Allen County Public Safety Academy
- and the Clyde Theater

Charge for the stations is estimated to cost between \$2 and \$3 per hour, Perlich said. He added the city has received “positive feedback on the prospect of the charging stations going in.”

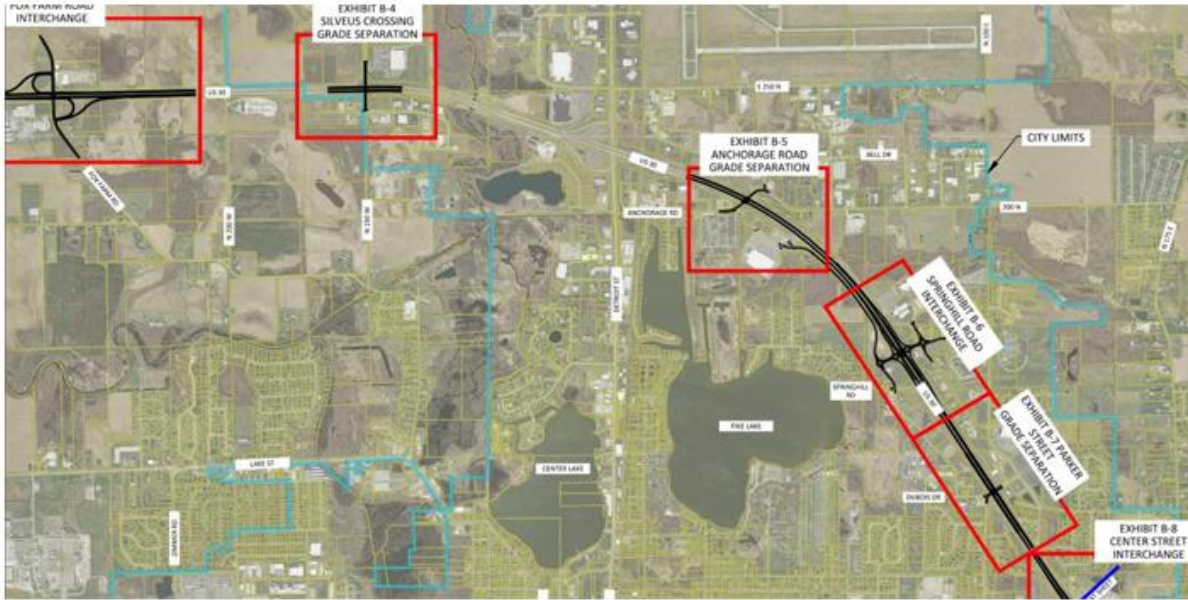
The orange cones should come down soon, once three EV charging stations are completed in the 200 block of East Wayne Street. A total of 27 EV charging stations are planned in the new year, the city says.

Michael Galbraith, president and CEO of the Downtown Improvement District, says his organization will promote the EV charging stations once they’re installed.

“Looking around in the parking garages and on the streets, there are more and more of these vehicles,” Galbraith said this week. “Including that capability makes a lot of sense.”

According to data from the Department of Energy, Indiana currently lags in EV charging station installations, but has more than Kentucky. Indiana has 308 station locations compared to Kentucky’s 201. Ohio has 883 and Michigan, 769.

Throughout the U.S. there are nearly 50,000 charging stations with California leading the way with nearly 14,000.



A map shows proposed interchanges and grade separations on US 30 within Warsaw's city limits. The PowerPoint presentation with proposals discussed at the Nov. 16 meeting is linked at the bottom of this story.

On-Route US 30 Proposal Supported By Public

By Liz Shepherd
InkFreeNews

WARSAW — By a show of hands and cheers, a majority of the 200 people who attended the third public meeting on changing US 30's layout showed support for an on-route proposal.

This proposal was presented by representatives for the City of Warsaw and Kosciusko County at the Warsaw Community High School Performing Arts Center on Tuesday, Nov. 16. Panelists at the meeting included Warsaw Mayor Joe Thallemer, Warsaw Community Economic and Development Director Jeremy Skinner, County Commissioner Cary Groninger, Kosciusko Area Plan Assistant Director Matt Sandy, Warsaw City Planner Justin Taylor, and Michiana Area Council of Governments (MACOG) Executive Director James Turnwald.

Currently, the US 30 revamp proposal includes changing specific intersections within city limits either to interchanges or grade separations. Interchanges would be created at the Fox Farm Road, Center Street and CR 250E intersections. Grade separations are being proposed at the Silveus Crossing, Anchorage Road, Parker Street, and Springhill Road intersections.

Outside of city limits, county officials are proposing interchanges at the SR 19, CR 800W, CR 500W and SR 13 intersections on US 30. Grade separation is a method of aligning a junction of two more surface transports at different heights so traffic flow is uninterrupted at crossings.

At grade separations, drivers would not be interacting with US 30 and would be going over or under the roadway. Interchanges would allow for drivers to get on and off US 30 while also giving the option to still go over and under the roadway.

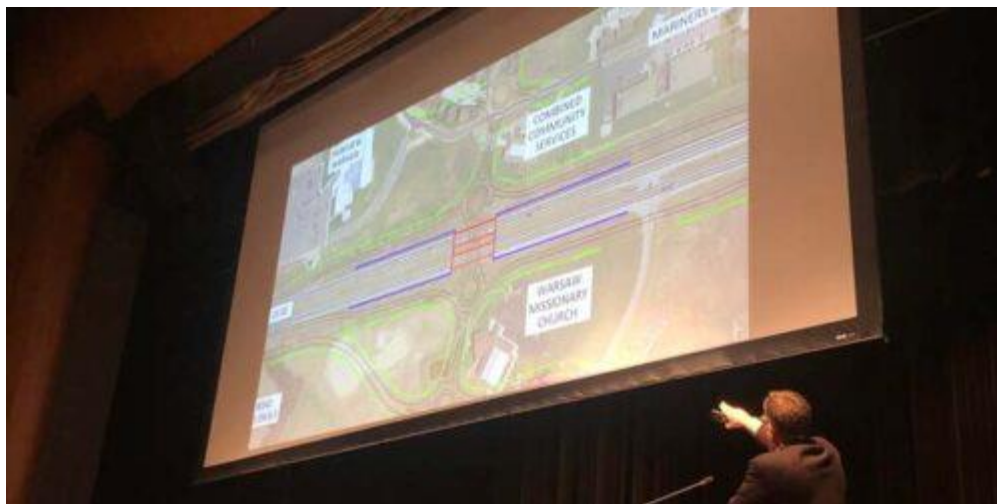
One new interchange would also be created in the North Pointe and Mariners Drive area.

With the Parker Street intersection, Skinner said a bulk of the traffic in that area is not interacting with US 30, as a majority of people are just trying to get across the roadway versus onto it.

One citizen asked why the Parker Street intersection couldn't be an interchange instead of a grade separation.

"We met with a lot of businesses along there," said Skinner. "Originally we had it as an interchange and their preference was an overpass."

"They were most concerned with safety of local residents getting across 30 to get to their stores," said Thallemer.



Warsaw Community Economic and Development Director Jeremy Skinner (at podium) discusses the intersection in the area of North Pointe and Mariners Drive. InkFreeNews photos by Liz Shepherd.

Representatives stressed that the proposals are merely drafts and that the Indiana Department of Transportation (INDOT) has final say in what happens. However, they urged the importance of public input and how public meetings impact the decision INDOT makes.

“The input that we get is really important to try and create an opinion or a public thought of how we want US 30 to look in the next 10 to 15 years,” said Thallemer. “There’s been a significant increase in traffic. We’ve seen significant accident rate increases. The information we got locally in February was that we were having an accident on US 30 within the city limits every 2 1/2 days. Our role is to try and understand what our community wants, and to present some options.”

Discussions on US 30 changes have been ongoing since early 2018, when the first public meeting was held.

In a [second public meeting](#) that took place in September 2019, northern and southern options for re-routing US 30 were presented. The proposed southern route would create a significant bypass. At that meeting, many community members voiced opposition against the southern route, including farmers who were concerned about the possibility of losing farmland.

Since then, a public meeting has not taken place due to COVID-19 restrictions. Prior to the third meeting, flyers were handed out to those in attendance reading “No Bypass.” During Q&A sessions following presentations from city and county officials, community members asked questions or made suggestions for ideas to look into. None of the attendees who spoke at the meeting voiced opposition against the on-route proposal.

Seven counties in the US 30 corridor are involved in this plan. This includes Allen, Whitley, Kosciusko, Marshall, LaPorte, Starke and Porter counties. Design and engineering by INDOT will not begin until project funding is identified and a planning and environmental linkage (PEL) study is completed. A PEL study would look at transportation, environmental, community and economic factors.

“This is a long process, and it will take some time,” said Turnwald on the PEL study. “PEL studies that INDOT has done last 18 months on average. We need you to stay engaged, now, and through that 18 months. They will be looking at a whole series of options. Doing nothing is not a solution.”

Recently, city and county officials met with public stakeholders in the US 30 project for their thoughts regarding on-route changes. These groups include elected officials from Warsaw, Etna Green, Pierceton and Kosciusko County; Warsaw Police Department; Winona Lake Town Manager Craig Allebach; Kosciusko County Sheriff’s Office; Warsaw-Wayne Fire Territory; Lutheran EMS; Warsaw Community Schools’ transportation department; county firemen; hospitals; orthopedic companies; hotels; and retail outlets along US 30.

Panelists and community members also voiced objections to J-turns being established in any capacity on US 30. J-turns are alternatives to traditional roadway intersections on a four-lane highway. With J-turn intersections,

motorists would turn right in the same direction of traffic, merge into the left lane and then make a u-turn in the direction they want to travel.

“INDOT had slated a J-turn for the SR 19 intersection, as well as two in Marshall County,” said Groninger. “Part of a directive from the governor (Eric Holcomb), he put a stay on any of the J-turns happening until we had a true plan on how this road was going to look in the future. In INDOT’s defense, they were taking the most dangerous intersections along the corridor where the most fatalities were happening and SR 19 was one of them. But to do a J-turn at SR 19 ... I can’t imagine being an Amishman trying to use that. It would be devastating to that community.”

Panelists encouraged the public to attend any meetings that INDOT hosts about the US 30 project. The City of Warsaw will post about upcoming meetings to its social media pages and share information with local media outlets.

The PowerPoint presentation from the Nov. 16 meeting [can be viewed here](#).



Friday, August 13, 2021 1:00 am

CTN sees improved service with new garage

SHERRY SLATER | The Journal Gazette

Community Transportation Network will break ground Monday on a \$2.1 million satellite garage in New Haven, officials announced Thursday. A ceremonial groundbreaking is scheduled for 1 p.m. at 3401 S. Maplecrest Road.

CTN provides rides to seniors, people with disabilities, low-income families, children and youth, as well as the nonprofits that serve them. In an ordinary year, the nonprofit provides about 100,000 rides to almost 9,000 individuals. CTN will continue to operate its current facility at 5601 Industrial Road on Fort Wayne's north side.

The new 15,000-square-foot garage will bring short- and long-term benefits, officials said.

When it opens in January, the facility will immediately provide an indoor space to house 18 transit vans, making service more reliable in the winter for people with mobility challenges. Cold temperatures can cause the vans' attached hydraulic lifts to freeze up overnight.

The garage's location will also help CTN offer more efficient service for riders in southeast Fort Wayne and east Allen County, saving time and fuel costs, officials said.

The building can be expanded to 52,500 square feet, giving CTN the space to more than triple the number of vehicles in its fleet in the future, according to a news release.

Justin Clupper, CTN's executive director, said the project puts the organization "in a position to dramatically increase" its service.

"Whether we're driving someone to a doctor's appointment, to work or to a field trip, we're proud to help people stay connected to the community and live fuller lives," he said in a statement.

About half of the 6-acre site is being donated by the Memmer family, owners of Truck Maintenance Inc., CTN's vehicle maintenance vendor. Other lead donors for include the English Bonter Mitchell Foundation, AWS Foundation and the McMillen Foundation.

CTN has raised \$1.8 million so far toward the \$2.1 million project. Clupper hopes local businesses and individuals will step up to contribute the remaining \$300,000.

sslater@jg.net

If you go

What: Groundbreaking for a new Community Transportation Network garage

When: 1 p.m. Monday, following a lunch of barbecued pulled pork and smoked mac and cheese provided at noon by the Andrew Memmer family

Where: 3401 S. Maplecrest Road, New Haven; note that although the section of road was renamed as South Maplecrest Road in January, some mapping services still list it as Adams Center Road.

RSVP: The public is invited and asked to RSVP at RideCTN.org/Groundbreaking