

Transportation News



Transportation Improvement Program

CONSTRUCTION
ZONE
BEGINS

The TIP is defined as a staged multi-year transportation capital improvement program that serves the Fort Wayne - New Haven - Allen County Metropolitan Planning Area. 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. Various groups assisting the Northeastern Indiana Regional Coordinating Council (NIRCC) determined that a three-year program best serves the transportation needs of the area it covers.

The TIP includes projects recommended from the Transportation Management Systems and the long-range elements of the Transportation Study for Local Public Agencies (LPAs), Indiana Department of Transportation's Highway Improvement Program, and projects of the Fort Wayne Public Transportation Corporation (Citilink). The management systems, as implemented by the Indiana Department of Transportation, Local Governments, and the Northeastern Indiana Regional Coordinating Council, have replaced the short-range Transportation System Management (TSM) program as a source of improvement projects. The management systems document transportation deficiencies and solutions on the transportation system. Projects from the management systems include safety, traffic operation, congestion mitigation, and transit improvements. The local emphasis is on the Congestion Management System to promote efficient use of existing capacity and access management tools. The Transportation Plan encompasses the management systems, and together as a comprehensive Transportation Plan, provides the planning support for projects selected for inclusion in the TIP.

The TIP serves the local officials of the Fort Wayne urbanized area as a program for transportation improvements that may be undertaken during the three-year period. The program must fit the projected dollars that are anticipated for the 3-year period. The TIP (Fiscal Years 2005, 2006, and 2007) represents an implementation schedule of state and local projects.

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TIP Status Report

The following list contains federally / locally funded projects:

2004 Status Report			
Local Road Projects	Phase	Local Road Projects	Phase
Aboite Center Rd: W. Jefferson Blvd to Coventry LN <i>Added Travel Lanes</i>	CN <i>Resubmitted</i>	Wayne Trace: Pontiac St to Oxford St <i>Road Reconstruction</i>	RW <i>In Process</i>
Ardmore Ave: Lwr Hunington Rd to Indianapolis Rd <i>New Construction</i>	RW/CN <i>In Process</i>	Landin Rd / North River Rd <i>Intersection Improvement</i>	CN <i>Resubmitted</i>
Arubum Rd @ Cook Rd & Clinton St <i>Intersection Improvement</i>	PE <i>In Process</i>	River Greenway: E. terminus along Maumee <i>Enhancement</i>	CN <i>Resubmitted</i>
Arubum Rd @ Cook Rd & Clinton St <i>Intersection Improvement</i>	RW <i>Resubmitted</i>	West Jefferson Greenway Ext: Swinney Park to Rockhill Park <i>Enhancement</i>	CN <i>In Process</i>
Getz Rd/W. Jefferson Blvd/Covington Rd <i>Intersection Improvements</i>	RW <i>Resubmitted</i>		

Abbreviations

CN=Construction PE=Preliminary Engineering RW=Right-of-way

In This Issue

Local TIP Projects.....pg. 2
Local TIP Map.....pg. 3
VMT.....pg. 3
State TIP Projects.....pg. 4
State TIP Map.....pg. 5

**Urban Transportation
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INDOT

David Franklin
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Federal Highway
Administration
(Non-voting members)

Dave Holtz
Jerry Halperin
INDOT (Non-voting
member)

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Summer 2004


Transportation Improvement Program

The following list contains federally / locally funded projects:



Miss the 2004 Status Report?

Flip back to the front page!

2005 Projects			
Local Road Projects	Phase	Local Road Projects	Phase
Aboite Center Rd: W. Jefferson Blvd to Coventry Ln <i>Added Travel Lanes</i>	CN	River Greenway: E. terminus along Maumee River <i>Enhancement</i>	CN
Arubum Rd @ Cook Rd & Clinton St <i>Intersection Improvement</i>	RW	St Joe Center Rd: St Joe Rd to Reed Rd <i>Added Travel Lanes</i>	CN
Bass Rd: Hillegas Rd to Scott Rd <i>Road Reconstruction</i>	PE	Spring St Bridge over NS Railroad <i>Bridge Reconstruction</i>	PE
Dupont Rd: Pine Mills Rd to Arubum Rd <i>Road Reconstruction/Realignment</i>	CN	Citilink Capitalization of Maintenance Costs Complementary Paratransit Costs Two Buses (low floor) 35' Two Paratransit Vans (medium duty) Leesburg Road Facility Improvements	
Getz Rd/W. Jefferson Blvd/Covington Rd <i>Intersection Improvements</i>	RW		
Landin Rd/North River Rd <i>Intersection Improvement</i>	CN		
Moeller Rd: Green St to Hartzell Rd <i>Road Reconstruction</i>	PE		

2006 Projects			
Local Road Projects	Phase	Local Road Projects	Phase
Arubum Rd @ Cook Rd & Clinton St <i>Intersection Improvement</i>	CN	St Joe Center Rd: Reed Rd to Maplecrest Rd <i>Road Reconstruction</i>	PE
Bass Rd: Hillegas Rd to Scott Rd <i>Road Reconstruction</i>	RW	State Blvd: Spy Run Ave to Clinton St <i>Added Travel Lanes</i>	PE
Getz Rd/W. Jefferson Blvd/Covington Rd <i>Intersection Improvements</i>	CN	Citilink Capitalization of Maintenance Costs Complementary Paratransit Costs Two Paratransit Vans (medium duty) Northside Satellite Terminal AVL/Communication Subscription Cost	
Gump Rd: SR 3 to Coldwater Rd <i>Road Reconstruction</i>	PE		
Maysville Rd/Stellhorn Rd: Maplecrest Rd to bridge structure on Maysville Rd <i>Added Travel Lanes</i>	PE		
Moeller Rd: Green St to Hartzell Rd <i>Road Reconstruction</i>	CN		

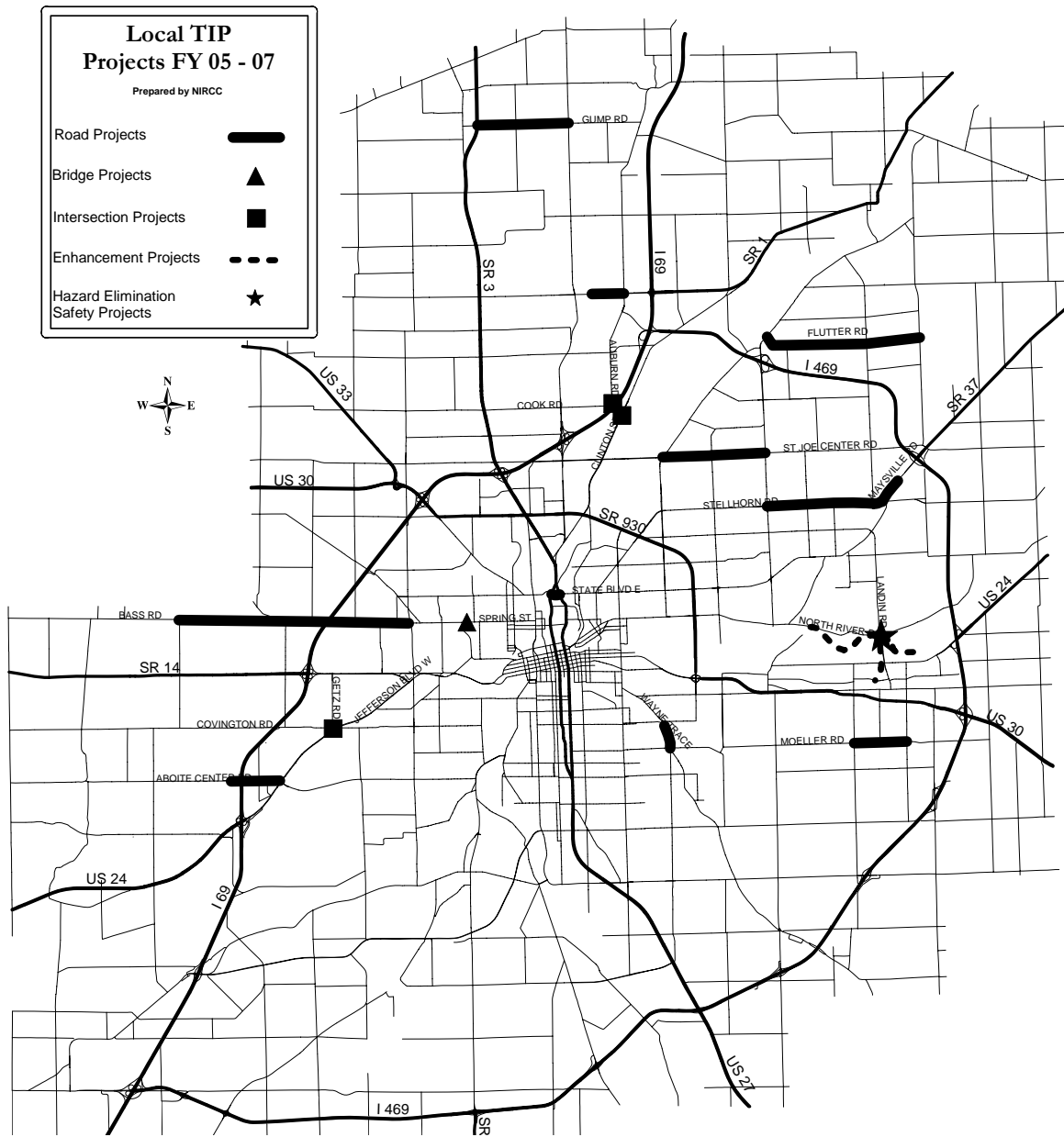
2007 Projects			
Local Road Projects	Phase	Local Road Projects	Phase
Bass Rd: Hillegas Rd to Scott Rd <i>Road Reconstruction</i>	CN	Wayne Trace: Pontiac St to Oxford St <i>Road Reconstruction/Realignment</i>	CN
Flutter Rd: Schwartz Rd to Maplecrest Rd <i>Road Reconstruction</i>	PE	Citilink Capitalization of Maintenance Costs Complementary Paratransit Costs Two Minibuses (body on chassis) Six Buses (low floor) 30' Four Buses (low floor) 35' AVL/Communication Subscription Cost Bus Shelters, Street Furniture, and Signage	
Maysville Rd/Stellhorn Rd: Maplecrest Rd to bridge structure on Maysville Rd <i>Road Reconstruction</i>	RW		
St Joe Center Rd: Reed Rd to Maplecrest Rd <i>Road Reconstruction</i>	RW		
State Blvd: Spy Run Ave to Clinton St <i>Added Travel Lanes</i>	RW		
Spring St Bridge over NS Railroad <i>Bridge Reconstruction</i>	CN		

Abbreviations

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Federally / Locally Funded Projects



* Projects located outside the metropolitan planning area are not displayed on this map.

Vehicle Miles of Travel - VMT

The purpose of the vehicle miles of travel (VMT) estimate is to provide a measurement of regional traffic growth. The VMT estimate incorporates several factors that influence quality of travel within a region including traffic volume, length and type of roadway facility, seasonal traffic variations, and vehicle types. The VMT estimate has been published annually for the region beginning in Fiscal Year 1986. With each annual estimate, the transportation planning staff has attempted to improve its sampling and analytical skills to produce the most reliable estimate possible.

Region-wide, vehicle miles of travel decreased from 7,140,708 million in 2002 to 7,032,114 million in 2003. This represents a decrease of 1.52 percent. The VMT decreased on expressways (2.16%), arterial streets (2.17%), and collector streets (1.44%) from 2002.

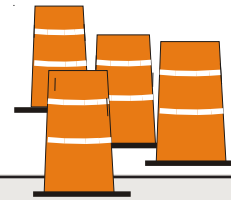


Transportation Improvement Program

The following list contains federally / state funded projects:

2005 Projects

State Projects	Phase	State Projects	Phase
SR 1: @ Amstutz Rd <i>New Signal Installation</i>	CN	US 33: @ Carroll Rd, 7.1 mi n/o US 30 (includes flashers) <i>Intersection Improvements</i>	CN
SR 1: from I-69 to 0.21 mi E/o Tonkel Rd <i>Added Travel Lanes (includes signals & signs)</i>	RW	SR 37: over Bottem Ditch & Grice Ditch, N/o I-469 <i>Small Structure Replacement</i>	RW
SR 14: @ Allen County / Whitley County Line Rd <i>Intersection Improvements</i>	PE	Landin Rd: At-Grade Railroad Crossing (ID#478210M) <i>Railroad Protection Upgrade</i>	CN
US 24: from .5 mi e/o Webster Rd to .5 mi w/o SR 101 <i>New Road Construction</i>	PE	Noyer Rd: At-Grade Railroad Crossing (ID#478039B) <i>Railroad Protection Upgrade</i>	PE/CN
US 24: @ I-469 Interchange, NE of Fort Wayne <i>New Road Construction</i>	PE	Airport Exp: At-Grade Railroad Crossing (ID#478051H) <i>Railroad Protection Upgrade</i>	PE/CN
US 24: from .5 mi e/o I-469 to .5 mi e/o Ryan / Bruick Rd <i>New Road Construction (includes interchange)</i>	PE	McArthur Dr: At-Grade Railroad Crossing (ID#478052P) <i>Railroad Protection Upgrade</i>	PE/CN
US 24: from .5 mi e/o Ryan / Bruick Rd to .5 mi e/o Webster Rd <i>New Road Construction (includes interchange)</i>	PE	Winters Rd: At-Grade Railroad Crossing (ID#478114K) <i>Railroad Protection Upgrade</i>	PE/CN
US 24: from .5 mi w/o SR 101 to Indiana / Ohio State Line <i>New Road Construction (includes interchange)</i>	PE	North River Rd: At-Grade Railroad Crossing (ID#478208L) <i>Railroad Protection Upgrade</i>	PE/CN
US 27: on NB Spy Run Ave from St Mary's River to Riverside Ave <i>Road Rehabilitation</i>	PE	West County Line Rd: At-Grade Railroad Crossing (ID#478040V) <i>Railroad Protection Upgrade</i>	PE/CN
US 33: from US 30 to Cook Rd (includes signs & signals) <i>Added Travel Lanes</i>	CN		



2006 Projects

State Projects	Phase	State Projects	Phase
SR 3: from Ludwig Rd to Dupont Rd (includes signals) <i>Added Travel Lanes</i>	CN	US 24: from .5 mi e/o Ryan / Bruick Rd to .5 mi e/o Webster Rd <i>New Road Construction (includes interchange)</i>	RW
SR 14: @ Allen County / Whitley County Line Rd <i>Intersection Improvements</i>	RW	US 24: from .5 mi w/o SR 101 to Indiana / Ohio State Line <i>New Road Construction (includes interchange)</i>	RW
US 24: from .5 mi e/o Webster Rd to .5 mi w/o SR 101 <i>Intersection Improvement</i>	RW	US 24: bridge over Gustin Ditch, 1.01 mi e/o SR 101 <i>Bridge Replacement</i>	CN
US 24: @ I-469 Interchange, NE of Fort Wayne <i>New Road Construction</i>	RW	US 27: from Pettit Ave to Northrup St (Lima Rd) in Fort Wayne <i>Resurfacing</i>	CN
US 24: from .5 mi e/o I-469 to .5 mi e/o Ryan / Bruick Rd <i>New Road Construction (includes interchange)</i>	RW	US 27: on NB Spy Run Ave from St Mary's River to Riverside Ave <i>Road Rehabilitation</i>	RW

2007 Projects

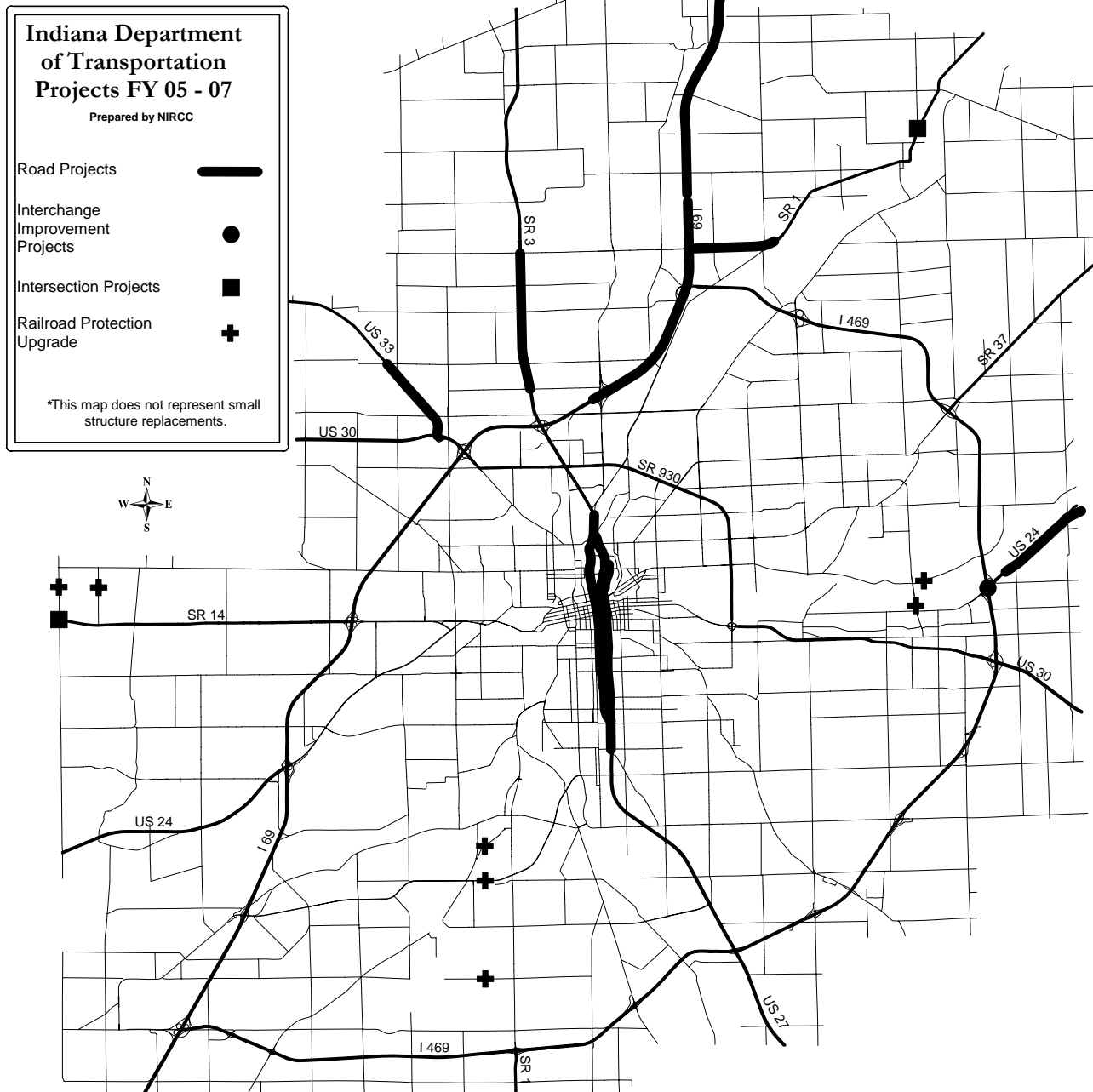
State Projects	Phase	State Projects	Phase
SR 1: from I-69 to 0.21 mi e/o Tonkel Rd <i>Added Travel Lanes (includes small structure, signals & signs)</i>	CN	I-69: from .83 mi N/o SR 1 to 9.51 mi N/o SR 1 <i>Road Rehabilitation (includes 7 bridges)</i>	PE
US 33: over S branch of Benward Ditch, 2.85 mi n/o US 30 <i>Small Structure Replacement</i>	CN	I-69: from 0.48 mi. s/o Coldwater Rd to 0.86 mi. n/o SR 1/Dupont Rd (includes 2 bridges, signs and lights) <i>Added Travel Lanes</i>	CN
SR 37: over Bottem Ditch & Grice Ditch, n/o I-469 <i>Small Structure Replacement</i>	CN		
SR 37: @ Antwerp Rd / Water St <i>Intersection Improvement</i>	CN		



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Federally / State Funded Projects



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VMT from page 3 continued...

The changes in VMT from year to year can be attributed to a number of possibilities. The most evident reason for VMT changes can be accredited to the increase or decrease in the amount of travel. Economic factors also increase/decrease VMT. The price of gasoline, unemployment rates, and automobile operating costs are a few examples of economic effects. Weather conditions also increase/decrease VMT, for example, if there is a winter with significant snowfall, there will be less travel.

The graph on page 6 displays the annual VMT estimates from 1989 to 2003 in the Fort Wayne-New Haven-Allen County Metropolitan Planning Area. The VMT is anticipated to continue to grow, in part by an

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VMT from page 5 continued...

increase in automobile ownership per family, the spread of development, suburb to suburb travel, a rise in the percentage of two-income families, and other lifestyle changes.

