

**URBAN TRANSPORTATION ADVISORY BOARD**  
**Minutes: March 3, 2026**

The Urban Transportation Advisory Board convened on Tuesday, March 3, 2026, at 1:30 p.m. in Conference Room 220, Citizens Square, Fort Wayne, Indiana.

The following attended the meeting in person:

Members (voting):

- Member Shan Gunawardena-Chair
- Member William Hartman-Vice Chair
- Member Mike Fruchey
- Member Scott Hinderman
- Member Rick Kruchten
- Member Dana Plattner
- Member Patrick Rorick
- Member Paul Spoelhof
- Member Patrick Zaharako

The following attended the meeting virtually via Teams:

- Member Hannah Walker

The following were not present:

- Member Chris Beebe
- Member Therese Brown
- Member Lindsey Hammond

- Member Stephanie Belch (non-voting)

- Member Erica Tait (non-voting)

Staff members present were Dan Avery, Executive Director; Jeff Bradtmiller, Senior Transportation Planner; Ian Lese, Principal Planner and Debbie Magsam, Administrative Assistant. Logan Gonya, Jason Kaiser, Phil LaBrash, David Lutz, Angela Nicholson, Wendy Reust, Mike Trevino and Kyle Winling were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of February 3, 2026, minutes. Mr. Hartman moved that the minutes be approved. Mr. Zaharako seconded the motion and it carried.

Mr. Kruchten gave the progress report for the City of New Haven. There have been no new updates since the last meeting.

Mr. Rorick gave the progress report for Citilink. There are no new updates with Project Summaries. Citilink is working with the FTA to get the grant obligated for

the underground storage tank project. There are three Citilink TIP amendments on the agenda today.

Mr. Zaharako gave the progress report for the City of Fort Wayne. PE is 10% for the Ardmore Avenue project, and 30% plans will be submitted this spring. Funding for the Tillman Road Bridge #550 project has switched from a grant to NIRCC INDOT funding. PE is 75% and awaiting revised ROW plans. The North Clinton Street project is in the design phase and currently working on storm sewer layout and early acquisition. PE is 35%. The right-of-way services are complete for the Hillegas Road project and currently working towards NEPA approval. PE is 90%. Four new projects have been added to the list. The Bluffton Road/St. Mary's Riverbank project is funded 80% by a PROTECT grant. The project that will stabilize ½ mile of riverbank to protect Bluffton Road. The project is in the design phase and has a cost of \$4,400,000. PE is 15%. The Broadway and Taylor Street Corridors project is funded by 80% a SS4A (safe streets for all) grant. The project includes a roundabout at the intersection and miscellaneous improvements along the corridor. PE is 30% and the project has a cost of \$7,058,000. The Southeast Corridors Planning and Design project is fund 100% by a RAISE grant. The project will study multiple corridors for future construction. PE is 5% and the project has a cost of \$3,827,250. The Airport Expressway Railroad Crossing Elimination project is funded 80% by a grant through the Federal Rail Administration. The project will elevate Airport Expressway over the Norfolk Southern railway. PE is 50% and the project has a cost of \$29,000,000. Work is scheduled to resume April 1, 2026, for the Bluffton Road Bridge #358 project and the bridge will be reopened by June 2026. The load limit of 12 tons will no longer be necessary. The Goeglein Road Bridge #113 project is expected to be completed by May 2026. The load limit of three tons will no longer be necessary.

Mr. Hartman gave the progress report for Allen County Highway. PE is 95% for the Monroeville Road-Wayne Trace project. CE services were awarded to A & Z Engineering. Due to CE-4 Approval the Highway Department is requesting the construction funding be moved to FY 28 for the Hamilton Bridge #242 and Van Zile Road Bridge #32 project. ROW funding has been moved to FY28 and construction funding moved to FY29 for the Cloverdale Road-Indianapolis Road-Winters Road Intersection project. ERI was selected for CE services for the Un-Signalized Intersection Sign & Marking Visibility Improvement project. End bents were poured and the beams were placed for the Monroeville Road Bridge #277 project.

Mr. Hinderman gave the progress report for the Fort Wayne International Airport. The Airport was awarded a grant for the West Ramp project and design on the project has started.

Mr. Plattner gave the progress report for INDOT. There was one update to the list of projects. A contract is pending award to Michiana Contracting Inc. for \$799,999 for Contract T-44798 an ITS Traffic Management Systems project.

Ms. Walker gave the progress report for Huntertown. There have been no new updates since the last meeting.

The first item of new business was the US 30 and Webster Road Proposed Improvement presented by Mr. Plattner. This is the first proposed project along the US 30 corridor since the PEL Study completion. INDOT would like to bring it before the Board for discussion before it appears as a TIP amendment. This is a safety driven project. The number and type of crashes were shown. A reduced conflict intersection and a median U-turn are the recommended improvements. It was discussed why this is a reduced conflict intersection project and not an interchange. The PEL Study gave options, and both were listed. The decision for a reduced conflict intersection came down to cost and available funding.

The next item of new business was Corridor Study of Washington Center Road presented by Mr. Bradtmiller. The study of Washington Center Road corridor, from SR 3 to County Line Road, was initiated by NIRCC in FY26 due to developments within the area and the upcoming changes for US 30. The main purpose of a corridor and impact analysis is to evaluate traffic impacts of future developments on an existing corridor. Scenario 1: Existing traffic volumes, Scenario 2: Existing volumes + traffic generated by the proposed developments (Phase I), Scenario 3: Existing volumes + traffic generated by the proposed developments in Phase I + traffic generated by the areas with a potential for development (Phase II). There are eight developments projected in Phase I and four in Phase II. The average annual growth rate was estimated to be 2% along Washington Center Road and 1.5% on the crossing roads for phase I and II. Mr. Bradtmiller went over the LOS (level of service) at each intersection for existing, Phase I existing lanes, Phase I modified lanes, Phase II – Phase I modified lanes. The following recommended improvements are listed below based on the Phase II traffic flow projections: 1) The Washington Center Road/SR 3 (Lima Road) intersection improvements; change the southbound right turn into a thru-right lane according to an existing INDOT project. 2) The Washington Center Road/Cross Creek Boulevard intersection improvements; no recommendations at this time. 3) The Washington Center Road/Huguenard Road intersection improvements; adding exclusive right turn lanes on the northbound, southbound, and westbound approaches along with the improvements in the 2045 Transportation Plan. 4) The Washington Center Road/US 33 (Goshen Road) intersection improvement; no recommendations at this time. 5) The Washington Center Road/Kroemer Road intersection improvement; no recommendations at this time. 6) The Washington Center Road/Flaugh Road intersection improvement; no recommendations at this time. 7) The Washington Center Road/O'Day Road intersection improvement; no recommendations at this time. 8) The Washington Center Road/Felger Road intersection improvement; no recommendations at this time. 9) The Washington Center Road/Leesburg Road intersection improvement; no recommendations at this time. 10) The Washington Center Road/Butt Road intersection improvement; add

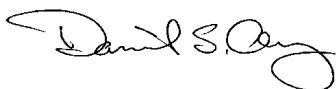
roundabout per recommendations. 11) The Washington Center Road/County Line Road intersection improvement; no recommendations at this time.

The next item of new business was the Intersection Analyses presented by Mr. Bradtmiller. The performance of 20 intersections was evaluated. Seventeen intersections were signalized and three were unsignalized. The seventeen signalized intersections include Aboite Center Road/Covington Road (AM), Aboite Center Road/Dicke Road (PM), Aboite Center Road/Engle Road/Jefferson Boulevard (AM), Jefferson Boulevard/Village of Time Corners (PM), Covington Plaza/Jefferson Boulevard (PM), Covington Road/Jefferson Boulevard (AM), Jefferson Boulevard/Time Corners (PM), Gateway Plaza/Goshen Avenue (PM), Franke Park Drive/Wells Street (PM), Goshen Avenue/Hensch Street/State Boulevard (AM), St. Mary's Avenue/Spring Street (PM), Oxford Street/Warsaw Street (PM), Hanna Street/Oxford Street (PM), Lahmeyer Road/State Boulevard (AM), Lahmeyer Road/St. Joe Center Road (PM), Lower Huntington Road/Old Trail Road (PM), and Mayhew Road/St. Joe Center (PM). The three unsignalized intersections include Georgetown North Boulevard/Maplecrest Road (PM), Airport Expressway/Coverdale Road, and Huguenard Road/Wallen Road (PM). Mr. Bradtmiller went over the LOS for each intersection. Signal warrants were run for the Georgetown North Boulevard/Maplecrest Road (PM) intersection and it met warrants. Signal warrants were run for the Airport Expressway/Coverdale Road intersection and it met warrants. All-way stop warrants were run for the Huguenard Road/Wallen Road (PM) intersection and it met all-way stop warrants.

The last item of new business was the TIP Amendment presented by Mr. Avery. There were four TIP Amendments. Three of the amendments were for Citilink and one amendment was for the removal of the Pavement Markings project on Lower Huntington Road. Mr. Zaharako moved to approve the TIP Amendments as submitted. Mr. Spoelhof seconded the motion and it carried.

At this point, Mr. Gunawardena asked for public comment. There were no comments.

There being no further business, Mr. Gunawardena adjourned the meeting.



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