

URBAN TRANSPORTATION ADVISORY BOARD

Minutes: July 1, 2025

The Urban Transportation Advisory Board convened on Tuesday, July 1 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 Chris Beebe
- Member Therese Brown
- Member Mike Fruchey
- Member Scott Hinderman
- Member Jason Kaiser/Dana Plattner
- Member Rick Kruchten
- Member Hannah Walker
- Member Patrick Zaharako

The following attended the meeting virtually via Teams:

The following were not present:

- Member Lindsey Hammond
- Member Patrick Rorick
- Member Paul Spoelhof

- Member Stephanie Belch (non-voting)
- Member Erica Tait (non-voting)

Staff members present were Jeff Bradtmiller, Senior Transportation Planner, Stacey Gorsuch, Principal Planner and Debbie Magsam, Administrative Assistant. Tim Ehlerding, Mason Gamble, Phil LaBrash, Wendy Reust, LaTasha Thompson and Tinisha Weigelt were also present.

Mr. Kaiser introduced Mr. Plattner. Mr. Plattner is the new Technical Service Director for INDOT - Fort Wayne District. Mr. Plattner will be INDOT's UTAB representative.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of May 6, 2025 minutes. Mr. Hartman moved that the minutes be approved. Mr. Kaiser seconded the motion and it carried.

Mr. Kaiser gave the progress report for INDOT. Contract R-41079 for multiple projects along US 30 was awarded to Milestone Contractors, LP on May 16, 2025. It

was approximately 22 million under the engineer's estimate. Contract B-46187 to repair or replace joints on I-469 over Tillman Road was added to the list and will have a contract letting date of December 2026. Contract B-45640 for debris removal from channel on SR 930 over St. Joseph River was added to the list and will have a contract letting date of January 2027. Contract R-44543 for small structure pipe lining on SR 101 was added to the list and will have a contract letting date of January 2027.

Mr. Kruchten gave the progress report for the City of New Haven. A preliminary field check was held on June 24, 2025 for the Rose Avenue and Linden Road Roundabout project. There were no changes for the Maplecrest Road project.

Mr. Hinderman gave the progress report for the Fort Wayne International Airport. Multiple bids were open for mill overlay and lighting on the James E. Kelley Commerce Road. The terminal exit road is being reconfigured to exit on Ferguson Road. The parking lot will also be expanded. Bids will be open soon and much of the work is expected to be done in 2025. The Taxiway Golf project should be completed soon. The terminal project is behind schedule. A pavement project is underway at Smith Field. The Air Show will be on July 12 and July 13, 2025.

Mr. Zaharako gave the progress report for the City of Fort Wayne. PE is 3% for the Ardmore Avenue project. The survey is complete and a kickoff meeting will be held soon. PE is 65% for the Tillman Road Bridge #550 project. The construction estimate for this project is \$2,500,000. The city is waiting for the BIP grant application results. The field review is complete for the North Clinton Road project and currently working on storm sewer layout. The letting date is November 15, 2028 and PE is 25%. RW services are complete for the Hillegas Road Project and they are working toward NEPA approval process. PE is at 83% and RW is 99%. PE is 100% for the Goeglein Road Bridge #113 project and the letting date is scheduled for August 6, 2025. The Bluffton Road Bridge #358 project is scheduled to be completed on August 28, 2026. They are currently finishing up phase I and will be starting phase II around July 7, 2025.

Mr. Hartman gave the progress report for Allen County Highway. PE is at 90% and RW at 85% for the Monroeville Road-Wayne Trace project. Three NOI (notice of intent) for inspection were received and are under review. A review meeting with BF & S was held for the Hamilton Road Bridge #242 project and the Van Zile Road Bridge #32 project. Three NOI for inspection were received and are under review. The LPA RW agreement was signed on June 27, 2025, for the Coverdale Road-Indianapolis Road-Winters Road intersection project. A RFP for CE services is due in July. There was an increase in the estimated overall project cost of \$72,000. A draft Project Management Plan is being developed for the C.R.O.S.S Scott Road Rail Road Crossing study and is due August 31, 2025. Concrete pavement installation began in June for the Bass Road Phase 3B and 3C project. Beams have been placed for the Grabill Road Bridge #29 project. The deck is scheduled to be poured on July

2, 2025 for the Antwerp Road Bridge #15 project and there was an increase in estimated overall cost of \$8,263.25. Piling is being installed for the Amber Road Bridge #226 project. Work is scheduled to begin the week of July 7, 2025 for the Slusher Road Bridge #141 project. An LPA agreement was signed on May 30, 2025 for the 2026-2029 NBIS Bridge Inventory & Inspections and currently waiting on INDOT NOA.

Ms. Walker gave the progress report for Huntertown. The Kell Road Bridge is now open. The project was ahead of schedule and under budget. The Carroll Road reconstruction project is nearly complete. E & B Paving needs to repair some of the asphalt. The LPA consultant contract for construction inspection for the Carroll Road Roundabout project has been submitted to INDOT.

There was no progress report for Citilink.

The first item of new business was the Airport Expressway/Lower Huntington Road/Interstate 69 Subarea Analysis presented by Mr. Bradtmiller. The study of the Airport Expressway/Lower Huntington Road/Interstate 69 Subarea was initiated by NIRCC due to the IU Health developments within the area. IU Health currently has a clinic and is in the process of building a hospital in the subarea. 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). The average annual growth rate was estimated to be 3% for phase I and II. The study focused on one signalized and five stop controlled intersections.

The Homestead Road at Ernst Road intersection is currently operating at a LOS (level of service) of A for the AM and PM peak. The intersection in phase I operates at a LOS of B or better for the AM and PM peak. The intersection in phase II in the AM peak operates at a LOS of C for northbound, F for southbound, B for eastbound and westbound, E for total. The intersection in phase II in the PM peak operates at a LOS of C for northbound, southbound, and eastbound, F for westbound, and F for total. The intersection in phase II modified with signalization operates at a LOS of B or better during the AM and PM peak.

The Lower Huntington Road at Homestead Road intersection is currently operating at a LOS of B or better during the AM and PM peak. The intersection in phase I is operating at a LOS of C for southbound and an A for eastbound and westbound during the AM and PM peak. The intersection in phase II operates at a LOS F for northbound and southbound, A for eastbound and westbound for the AM peak. The intersection in phase II is operating at a LOS E for northbound, F for southbound, A for eastbound, westbound for the PM peak. The intersection in phase II modified with signalization operates at a LOS of B or better during the AM and PM peak

The Lower Huntington Road at IU Health Access intersection is currently operating at a LOS of C for eastbound and A for northeast bound and southwest bound during the AM peak. The intersection is currently operating at a LOS of B for eastbound and A for northeast bound and southwest bound during the PM peak. The intersection in phase I operates at a LOS of D for eastbound and A for northeast bound and southwest bound during the AM peak. The intersection in phase I is operating at a LOS of C for eastbound and A for eastbound and westbound during the PM peak. The intersection in phase II operates at a LOS of D for westbound, F for eastbound, A for northeast bound, and A for southwest bound during the AM peak. The intersection in phase II operates at a LOS of C for westbound, F for eastbound, A for northeast bound, and A for southwest bound in the PM peak. The intersection in phase II modified with signalization operates at a LOS of C for westbound, E for eastbound, D for northeast bound, C for southwest bound, and D for total in the AM peak. The intersection in phase II modified with signalization operates at a LOS of E for westbound, F for eastbound, E for northeast bound, F for southwest bound, and F for total in the PM peak. The intersection in phase II modified with signalization and an additional northeast bound thru lane operates at a LOS of C for westbound, E for eastbound, C for northeast bound, C for southwest bound, and D for total in the AM peak. The intersection in phase II modified with signalization and an additional northeast bound thru lane operates at a LOS of E for westbound, F for eastbound, E for northeast bound, F for southwest bound, and F for total in the PM peak. The intersection in phase II modified with signalization, an additional northeast bound thru lane, and an eastbound left turn lane operates at a LOS of C for all approaches and the total in the AM peak. The intersection in phase II modified with signalization, an additional northeast bound thru lane, and an eastbound left turn lane operates at a LOS of D for westbound, D for eastbound, C for northeast bound, E for southwest bound, and D for total in the PM peak.

The Lower Huntington Road at I-69 Ramp C/D is currently operating at a LOS of C for southbound, eastbound and total and a LOS of B for westbound during the AM peak. The intersection is currently operating at a LOS of C for southbound, B for eastbound and total and A for westbound for the PM peak. The intersection in phase I operates at a LOS of D for southbound and eastbound, B for westbound, and D for total during the AM peak. The intersection in phase I operates at a LOS of C for southbound, B for eastbound, A for westbound and B for total during the PM peak. The intersection in phase II operates at a LOS of E for southbound, F for eastbound, C for westbound and E for total during the AM peak. The intersection in phase II operates at a LOS of D for southbound, F for eastbound, B for westbound, and F for total during the PM peak. The intersection in phase II modified with a 5-lane bridge and a southbound left turn lane operates at a LOS of D for southbound, B for eastbound, A for westbound and B for total during the AM peak. The intersection in phase II modified with a 5-lane bridge and a southbound left turn lane operates at a LOS of D for southbound, A for eastbound, A for westbound and B for total during the

PM peak. The intersection in phase II modified with a diverging diamond interchange operates at a LOS of B for eastbound, A for westbound, and B for total during the AM peak. The intersection in phase II modified with a diverging diamond interchange operates at a LOS of B for eastbound, B for westbound, and B for total during the PM peak.

The Lower Huntington Road at I-69 Ramp A/B is currently operating at a LOS of E for northbound, and A for eastbound and westbound during the AM peak. The intersection is currently operating at a LOS of D for northbound and A for eastbound and westbound during the PM peak. The intersection in phase I operates at a LOS of F for northbound and A for eastbound and westbound during the AM peak. The intersection in phase I operates at a LOS of F for northbound and A for eastbound and westbound during the PM peak. The intersection in phase II operates at a LOS of F for northbound and A eastbound and westbound during the AM and PM peak. The intersection in phase II modified with a five-lane bridge and signal operates at a LOS of C for northbound, B for eastbound, A for westbound and B total during the AM peak. The intersection in phase II modified with a five-lane bridge and signal operates at a LOS of C for northbound, C for eastbound, D for westbound and C total during the PM peak. The intersection in phase II modified with a diverging diamond is operating at a LOS of C for eastbound, B for westbound and total during the AM and PM peak.

The Lower Huntington Road/Ernst Road at Airport Expressway intersection is currently operating at a LOS of E for northbound, B for southbound, A for eastbound and westbound for the AM peak. The intersection operates at a LOS of D for northbound, B for southbound, A for eastbound and westbound for the PM peak. The intersection in phase I operates at a LOS of F for northbound, B for southbound, A for eastbound and westbound during the AM peak. The intersection in phase I operates at a LOS of E for northbound, C for southbound, A for eastbound and westbound during the PM peak. The intersection in phase II operates at a LOS of F for northbound, C for southbound, A for eastbound and westbound during the AM peak. The intersection in phase II operates at a LOS of F for northbound, C for southbound, A for eastbound and westbound during the PM peak.

The following recommended improvements are based on phase II traffic flow projections: Ernst Road at Homestead Road add signalization, Homestead Road at Lower Huntington Road add signalization and added turn lanes, Ernst Road at Lower Huntington Road add signalization and added turn lanes, Lower Huntington Road at I-69 Ramps C/D add five-lane bridge or two-lane diverging diamond interchange, Lower Huntington Road at I-69 Ramps A/B add five-lane bridge or two-lane diverging diamond interchange. Ms. Brown moved to approve the Airport Expressway/Lower Huntington Road/Interstate 69 Subarea Analysis. Mr. Zaharako seconded the motion and it carried.

The next item of new business was the Intersection Studies presented by Mr. Bradtmiller. The performance of five intersections was evaluated. Four intersections were un-signalized and one was signalized. The four un-signalized intersections include Amstutz Road/Schlatter Road (AM), Cedar Canyons Road/Coldwater Road (AM), Covington Road/Covington Commons Drive (PM), and Lima Road/Woods Road (AM). The signalized intersection was Maplecrest Road/State Boulevard (PM). The Maplecrest Road/State Boulevard intersection had a LOS of C. The Amstutz Road/Schlatter Road intersection had a LOS of B for eastbound and westbound and a LOS of A for north and southbound. All Way Stop warrants were run on this intersection and at this time it does not meet warrants. The Cedar Canyons Road/Coldwater Road intersection had a LOS of B for eastbound, C for westbound, and A for northbound and southbound. All Way Stop warrants were run on this intersection and at this time it does not meet warrants. Mr. Kaiser asked when the warrants were run if the crash data was cross-referenced. Mr. Bradtmiller answered yes. Ms. Brown asked if the analyses were done during the school year. Mr. Bradtmiller answered yes. Mr. Kaiser asked if directional splits in terms of traffic volume are looked at. Mr. Bradtmiller responded yes, it is part of the traffic counting program. The Covington Road/Covington Commons Drive intersection had a LOS of A for eastbound and westbound, F for northbound, and D for southbound. Signal warrants were run on this intersection and at this time it does not meet warrants. The Lima Road/Wood Road intersection had a LOS of B for eastbound and A for northbound and southbound. All Way Stop warrants were run on this intersection and at this time it does not meet warrants. Ms. Brown moved to approve the Intersection Studies. Mr. Kaiser seconded the motion and it carried.

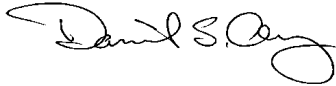
The next item of new business was the Fort Wayne Infrastructure Update presented by Mr. Gunawardena. Fort Wayne City Council and the Administration made some changes in 2013 that resulted in a significant increase in infrastructure funding starting in 2014. Every street in the City of Fort Wayne is scored annually using PASER (Pavement Surface Evaluation and Rating). The ratings determine where investments will be made. Mr. Gunawardena went over the PASER ratings from 2020 to 2025 and the type of street. The rating increased in each category. A table showed the six districts with the number of addresses in each district, the type of street, the average PASER rating, alley miles, trails, sidewalks, and streetlights. The city also maintains 120 miles of alleys. When the Riverfront LIT was increased a third of it was to be used for sidewalks and alleys. Since 2016, the city has invested in 16.2 miles of alleys. A breakdown of the funding and cost per centerline mile from 2020-2024 was shown. Mr. Gunawardena went over the cost to fix all streets that have a PASER rating of 3 or worse in 2025.

The last item of new business was the TIP Amendment presented by Ms. Gorsuch. The first amendment is a small structure pipe lining project on US 30. This project was in the TIP due to the increase in the construction phase an amendment was necessary. The next amendment was the Allen County Bridge Inspection project. It

is in the TIP however FY 2026 was not included in the 2024-2028 TIP. The last amendment was moving the PE phase from FY 2025 to FY 2026 for the SR 3 auxiliary lanes project. There was also an increase in cost of \$510,111. Ms. Brown moved to approve the TIP Amendments as submitted. Mr. Hartman 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.

A handwritten signature in black ink, appearing to read "Daniel S. Avery". The signature is fluid and cursive, with a large, stylized initial "D".

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