

URBAN TRANSPORTATION ADVISORY BOARD

Minutes: October 1, 2024

The Urban Transportation Advisory Board convened on Tuesday, October 1, 2024, 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 Hannah Walker for Patricia Freck
- Member Mike Fruchey
- Member Scott Hinderman
- Member Jason Kaiser
- Member John Metzinger
- Member Paul Spoelhof
- Member Patrick Zaharako

Member La’Kesha Stewart (non-voting)

The following attended the meeting virtually:

The following were not present:

- Member Paul Lagemann
- Member Steve McMichael
- Member Stephanie Belch (non-voting)

Staff members present were Dan Avery, Executive Director; Jeff Bradtmiller, Senior Transportation Planner; Ian Lese, Principal Planner; and Debbie Magsam, Administrative Assistant. Tim Ehlerding, Mason Gamble, Mark Jesse, Phil LaBrash, Wendy Reust, Eli Samaan, Jay Stankiewicz and Tinisha Weigelt were also present.

Mr. Gunawardena brought the meeting to order. The first item of business was the approval of the August 6, 2024, minutes. Ms. Brown moved that the minutes be approved. Mr. Kaiser seconded the motion and it carried.

Mr. Kaiser gave the progress report for INDOT. The contract for several projects along I-469 near SR 37 was awarded to Brooks Construction Company, Inc. on August 21, 2024. These projects include an Interchange Modification I-469 SB off-ramp at SR 37, Bridge Replacement with a Small Structure over Grice Ditch, and Pavement Replacement from US 24 to SR 37. The contract for several projects along I-69 was awarded to Brooks Construction Company, Inc. on August 27, 2024.

These projects include HMA Overlay from SR 3 to Coldwater Road, Small Structure Pipe Lining, Structure over Pleasant Run Ditch, and Small Structure Replacement. The contract letting date for several US 30 projects has moved from November 2024 to March 2025. The contract letting date for the HMA Overlay project on SR 14 was moved from October 2025 to July 2025. Several pipe lining projects along I-469 were added to the list and have a contract letting date of March 2026.

Mr. Metzinger gave the progress report for Citilink. The roof replacement project is underway. A purchase order will be placed soon for three replacement hybrid battery electric buses.

Mr. Zaharako gave the progress report for the City of Fort Wayne. The Hillegas Road project is in right of way (RW) acquisition. The bid letting will be Fall 2025 for Phase I. The Bluffton Road Bridge project is out to bid. The project is set to start Spring 2025 and be completed in Summer 2026. The North Clinton Road project from Auburn Road to Mayhew Road is in preliminary design. The Tillman Road Bridge project is 90% design. The Ardmore Avenue project is in the contract signing phase. The grant agreement has been signed for the Broadway and Taylor Street Corridor project and American Structurepoint has received the notice to proceed.

Mr. Hartman gave the progress report for Allen County Highway. Miller Brothers Inc. was awarded the contract for the Grabill Road Bridge #29 project. The project is scheduled to be completed on June 1, 2026. There was a decrease in the estimated overall project cost and construction estimate of approximately 2.6 million. E & B Paving was awarded the contract for the Fogwell Parkway project. The project has an increase in the estimated overall project cost and construction estimate of \$123,000. The letting date was moved from November 14, 2024 to December 11, 2024 for the Amber Road Bridge #226 project due to RW acquisition. The letting date was moved from December 11, 2024 to February 12, 2025 for the Monroeville Road Bridge #277 project due to RW acquisition. PE is at 100% for the Slusher Road Bridge #141 project and the estimated overall project cost and construction estimate decreased by \$375,475. The letting date was moved from January 14, 2026 to July 8, 2026 for the Monroeville Road-Wayne Trace project and the estimated overall project cost was corrected to reflect the PE costs. The estimated overall project cost was corrected to reflect the PE costs for the Coverdale Road-Indianapolis Road-Winters Road Intersection project. The letting date was moved from December 9, 2026 to July 14, 2027 for the Cuba Road Bridge #24 project and PE is at 40%. The letting date was moved from January 13, 2027 to July 14, 2027 for the Woodburn Road Bridge #51 project.

Ms. Walker gave the progress report for Huntertown. The Carroll Road Reconstruction project is underway and anticipated to be complete in 2024. The Kell Road Bridge Reconstruction project will have an October 9, 2024 letting. The Carroll Road roundabout project is in RW acquisition.

Mr. Hinderman gave the progress report for the airport. The terminal project is going well and scheduled to be complete in 2025. Funds were received for the taxiway golf extension and removal of Charlie 2 project. This project will start in the Spring 2025. The design work for a new road from the terminal building to the exit will start soon. Design work will begin for pavement and stormwater to support a new hangar at Smith Field. Design work has begun on 12 acres near the Ardmore Avenue and Airport Expressway intersection for a future development.

There was no progress report for the City of New Haven.

Ms. Stewart read a statement regarding Safety Updates from the Federal Highway Administration.

The first item of new business was the Allen County Functional Classification System Update presented by Mr. Avery. NIRCC has met with all the LPAs (local public agencies) in Allen County to review the functional classification system. Mr. Avery showed a map with the proposed updates to the Allen County Functional Classification System. Ms. Brown moved to approve the Allen County Functional Classification System updates. Mr. Zaharako seconded the motion and it carried.

The next item of new business was the Dupont Road Corridor Study presented by Mr. Bradtmiller. The study of the Dupont Road corridor was initiated by NIRCC in FY24 due to the developments within the area. This study starts at SR 3 (Lima Road) and ends at Valentine Road. The study examines the following scenarios: Scenario 1: Existing traffic volumes, Scenario 2: Existing volumes + traffic generated by the proposed developments (Phase I, 0-5 years), 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, 5-10 years). The study focused on one signalized and five stop controlled intersections along the corridor. The average annual growth rate was estimated to be 1.5% along the corridor for Phase I and 1.0% for Phase II. The LOS (level of service) listed in the study is for the AM and PM peak. The Dupont Road at SR 3 (Lima Road) intersection is currently operating at LOS (level of service) of D and F. The intersection in Phase I will operate at a LOS of E and F. The intersection in Phase I with the addition of a third northbound through lane and signal optimization will improve the LOS to D and E. The intersection in Phase II will operate at a LOS of E and F. The intersection in Phase II with the addition of an eastbound and southbound approach dedicated right turn lane will improve the LOS to D and E. The Dupont Road at Bethel Road intersection is currently operating at LOS of F and E. The intersection in Phase I will operate at a LOS of F and F. The intersection can be improved to a LOS of A with the addition of a single lane roundabout in Phase I. The intersection in Phase II with the single lane roundabout will be a LOS of B and C. The Dupont Road at Fritz Road/Hand Road intersection is currently operating at LOS of B. The intersection in Phase I will operate at a LOS of B and C. The intersection in Phase II will operate at a LOS of

B and D. The Dupont Road at Johnson Road (E) intersection is currently operating at LOS of B northbound and LOS of A for east and westbound. The LOS did not change for Phase I and Phase II. The Dupont Road at Johnson Road (W) intersection is currently operating at LOS of A. The LOS did not change for the AM peak with Phase I and Phase II but did change to a LOS of B for the southbound in the PM peak for Phase II. The Dupont Road at Valentine Road intersection is currently operating at LOS of A and did not change with Phase I and Phase II.

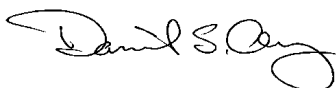
The next item of new business was the 2025 Statewide Safety Targets presented by Mr. Avery. The State is required to set targets for five safety measures including the 5-year average of fatalities, fatality rate, serious injuries, serious injury rate, and non-motorized fatalities and serious injuries. The State Safety Performance Data for 2018-2023 was presented. Mr. Avery showed the 2021 – 2023 targets and actual data. The 2025 targets set by the State are fatalities 812.4 (5-year average), fatality rate 1.009 (5-year average), serious injuries 3,031.9 (5-year average), serious injury rate. 3.402 (5-year average), and non-motorized fatalities and serious injuries 363.4 (5-year average). Mr. Spoelhof moved to adopt the 2025 Statewide Safety Targets set by the State. Mr. Kaiser seconded the motion and it carried.

The next item of new business was the Electronic Meeting Policy presented by Mr. Avery. Mr. Avery emailed the Board a copy of the Electronic Meeting Policy on September 27, 2024 for their review. The Electronic Meeting Policy was adopted by NIRCC at the August 28, 2024 meeting. Ms. Brown moved to adopt the Electronic Meeting Policy. Mr. Spoelhof seconded the motion and it carried.

The last item of new business was the FY 2024-2028 TIP Amendments. There were four amendments. The first amendment was the removal of safety projects at various locations. This project was not eliminated it was combined with another project. The Pavement Marking project and the Slusher Road Bridge #141 project are in the 2024-2028 TIP. The amendments are due to an increase in project cost. The amendment for the Southeast Corridor Planning Project was to add the project to the 2024-2028 TIP. 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. Mr. Samaan asked if there was a way to educate the public about roundabouts.

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



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