



CAPITAL IMPROVEMENTS PROGRAM: 1982 - 1986

City of Fort Wayne, Indiana

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CITY OF FORT WAYNE

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1982 - 1986 CAPITAL IMPROVEMENTS PROGRAM

TABLE OF CONTENTS

INTRODUCTION.....	1
AIRPORT.....	2
COMMUNICATIONS.....	9
COMMUNITY DEVELOPMENT & PLANNING.....	12
DATA PROCESSING.....	32
FIRE DEPARTMENT.....	35
PARKS & RECREATION.....	39
POLICE DEPARTMENT.....	46
REDEVELOPMENT COMMISSION.....	60
STREET ENGINEERING.....	64
STREET LIGHTING.....	80
TRAFFIC ENGINEERING.....	92
WATER ENGINEERING.....	98
WATER POLLUTION CONTROL ENGINEERING.....	115
FUNDING SOURCE BY DEPARTMENT FOR 1982.....	150
1981 PERFORMANCE OF IDENTIFIED 1981 CAPITAL IMPROVEMENTS PROJECTS.....	151

INTRODUCTION

In January of this year, the Department of Community Development and Planning began to prepare the 1982-1986 Capital Improvements Program (CIP) for the City of Fort Wayne. The CIP is an annual report that contains information on the costs, the funding sources, and the priorities of capital improvements as proposed by various City Departments. "Capital Improvements" are defined for the purposes of this report as substantial expenditures for items that will have a long use impact upon the City. Some of the items that can be included in a CIP are land purchases, large scale equipment, building construction, urban renewal expenses, road construction and rehabilitation, and the plans or studies relating to capital improvements. The purpose of a CIP is to forecast the needs and the resources available for capital expenditures on a comprehensive level over a five-year period.

Fort Wayne has been involved in capital programming in the past. From 1961 until 1972 the City followed a capital improvements program, but for reasons unknown this process came to a halt. The current effort is an attempt to reinstitute the program and to formalize it's continuity in future years. In 1979, Council passed a resolution which called for the preparation of an annual capital improvements program with a one year budget. However, in 1982, other measures will be initiated to insure its continued use. For one, a review system will be established to review the progress of all first year projects proposed.

Originally, guidance for compilation of the Program came from a seven-member Capital Improvement Committee. The members were: Chairman - Board of Public Works; Director - Redevelopment Commission; Superintendent - Department of Parks and Recreation;

Airport Manager; Chairman - Board of Public Safety; City Controller; and Director - Department of Community Development and Planning. The Departments submitting project information were: Community Development and Planning, Board of Aviation, Street Engineering, Traffic Engineering, Water Pollution Control Engineering, Water Engineering, Fire Department, Redevelopment Commission, and Parks and Recreation Department. A letter to each of the above departments started the process. Information was returned on prepared forms to CD&P where it was mapped and summarized. Following the data collection, each project was reviewed with its relationship to other projects. The summaries and maps showing the approximate location of each project are included in the following text. There were some improvements that could not be mapped, thus, these projects were only described in the summary.

The information summarized for each project includes:

- Departmental Priority
- Title of the project and a brief description
- Total capital cost
- Estimated start date and status
- Source of funds and amount from each source.

The data provided herein is intended to be used as a source of information about how the City proposes to spend its capital dollars. The projects are in no way final or committed unless noted as such. Further information on any particular project is available from the responsible department.

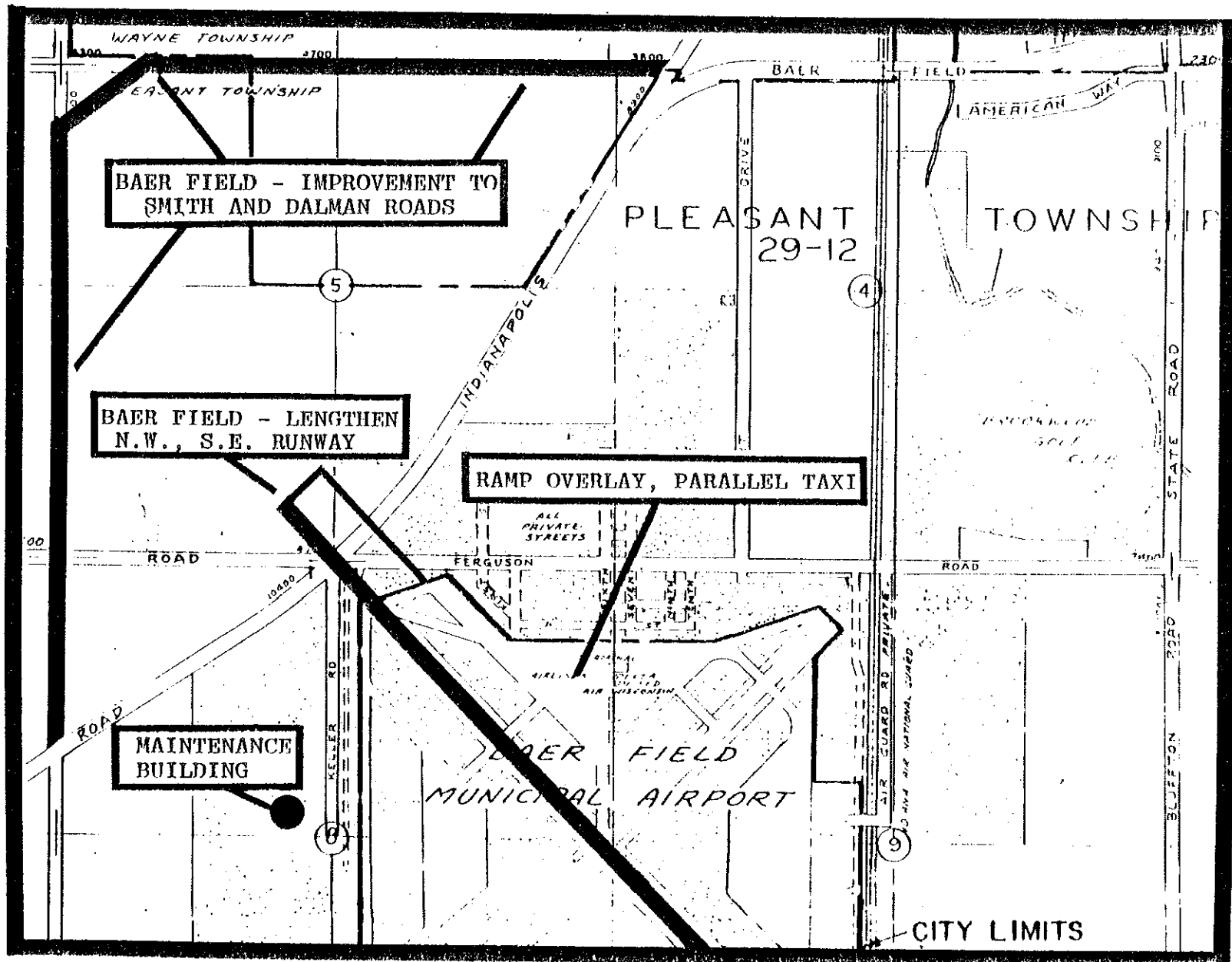
AIRPORT

For a number of years the Board of Aviation has planned to extend the southeast northwest runway (13/13). The first step in this program will necessitate the acquisition of a \$1,000,000 farm northwest of the intersection of the Indianapolis Road and Ferguson Road. This purchase will be funded with 80% Airport Development Aid Program (ADAP), 10% Aviation Funds and 10% State Funds. ADAP funds are presently available and negotiations are underway to purchase the farm.

Once the above mentioned land has been acquired, steps will be taken to complete the associated projects that are necessary to bring the final completion of the runway extension project to its completion. These steps include improvements to Smith and Dalman Road, construction of the extended runway, and relocation of the ancillary navigation aids in 1988 or 1990. The runway extension project including land, road and navaid relocations will be funded primarily from federal aviation funds and the balance from local and state sources.

These projects have been carefully planned by the Board of Aviation Commissioners and reflect the need for the necessary expansion of the Baer Field Airport facility to

adequately serve the citizens of Fort Wayne. Other more minor improvements such as additional parallel taxiways, taxiway lighting, runway and taxiway markers and airport maintenance facility are scheduled for the Summer of 1982. Half of the overlayment of the northeast 5000' of the runway (4-22) was completed in 1981, funded by the Air National Guard. The balance of this project is scheduled to be completed in 1982.



AIRPORT

DEPARTMENTAL PRIORITY	PROJECT DESCRIPTION	TOTAL CAPITAL COST	PROJECT STATUS
1	Baer Field - Land Acquisition - Acquire approximately 216 acres of land N.W. of Baer Field for the extension of the N.W.-S.W. Runway and return taxiway.	\$1,000,000	Final plans complete.
2	Maintenance building, ramp overlay, parallel taxiway	\$973,000	Plans complete. Contracts letting. Scheduled for completion summer 1982.
3	Extension of terminal ramp	\$500,000	Studies underway.
4	Baer Field - Improvements to Smith and Dalman Roads.	\$1,140,000	Studies and surveys underway.
5	Baer Field. Lengthen N.W.- S.E. Runway to the N.W. 2000'. Construct parallel taxiway 2200' to N.W.	\$5,000,000	Studies and survey underway.

RECOMMENDED PROGRAM						
1982	1983	1984	1985	1986	BEYOND PROGRAM	D
SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	P
ADAP \$800,000 Aviation Fund \$200,000						1
ADAP \$875,000 State \$48,000 Aviation Fund \$50,000						2
	ADAP \$400,000 State \$50,000 Local \$50,000					3
		***FAA \$912,000 Aviation Fund \$228,000				4
				F.A.A./ADAP \$4,000,000 Aviation Fund \$1,000,000		5

- * General Obligation Bond Issue
- ** Airport Development Aid Program
- *** Federal Aviation Administration

DEPARTMENTAL PRIORITY	PROJECT DESCRIPTION	TOTAL CAPITAL COST	PROJECT STATUS
6	Baer Field - Relocate Instrument Landing System	Not known at the present time	Studies and surveys underway.

RECOMMENDED PROGRAM						
1982	1983	1984	1985	1986	BEYOND PROGRAM	D
SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	P
					F.A.A. 80% Aviation Fund 20%	6

COMMUNICATIONS

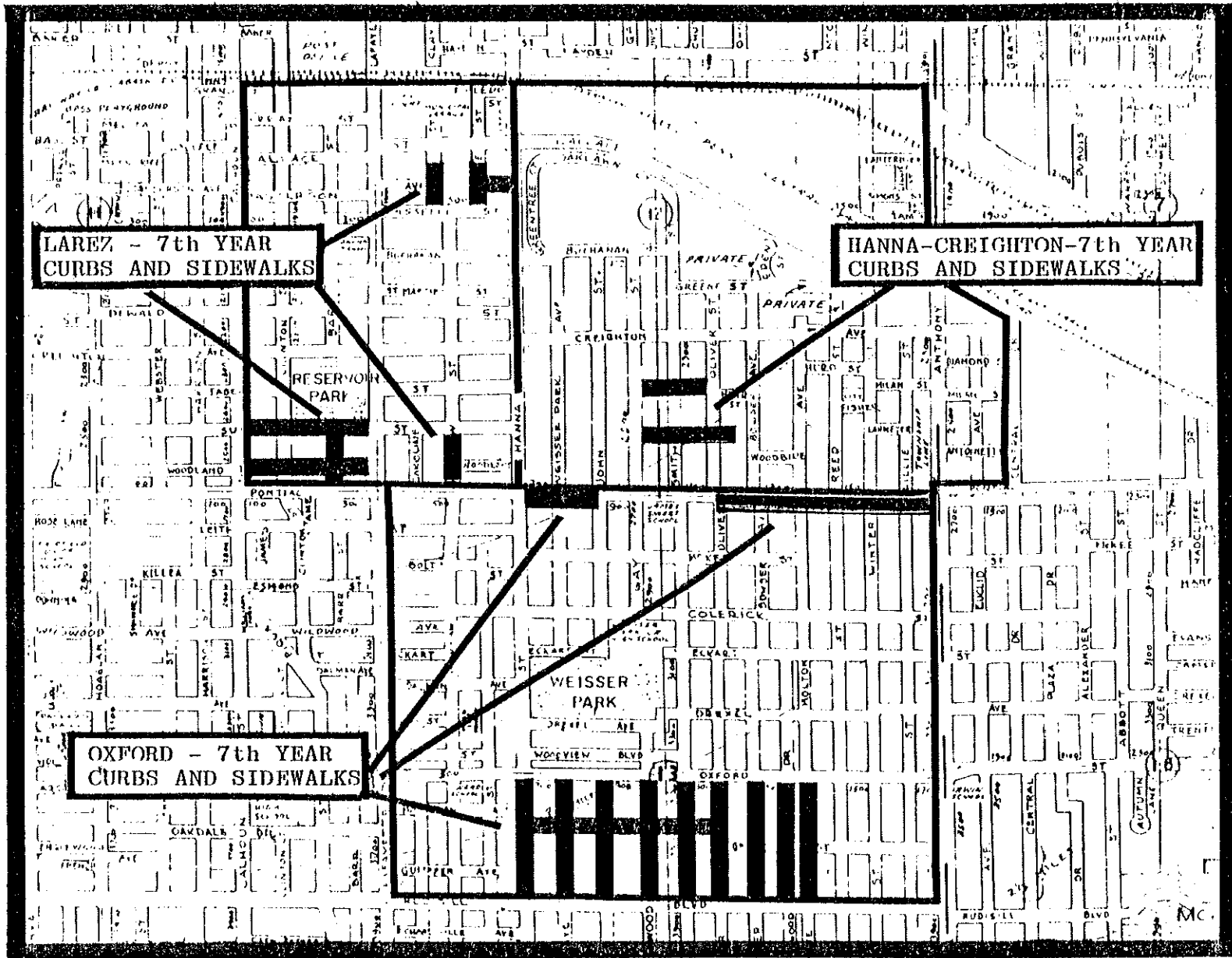
The Fort Wayne Communications Department is a complete central communications agency responsible for all electronic communications systems utilized by the City of Fort Wayne. All local 911 telephones terminate in the Communications Center where all public-safety (fire, police, EMS, local government) calls for service are received and dispatched to the appropriate agencies.

DEPARTMENTAL PRIORITY	PROJECT DESCRIPTION	TOTAL CAPITAL COST	PROJECT STATUS
1	Equipment Modernization - Console Controls	\$250,000	Begin: 1985 Completion: 1986
2	Central Transmitter Site	\$100,000	Begin: 1983 Finance through 1986
3	Add One Local Government Radio Channel	\$20,000	Begin: 1983

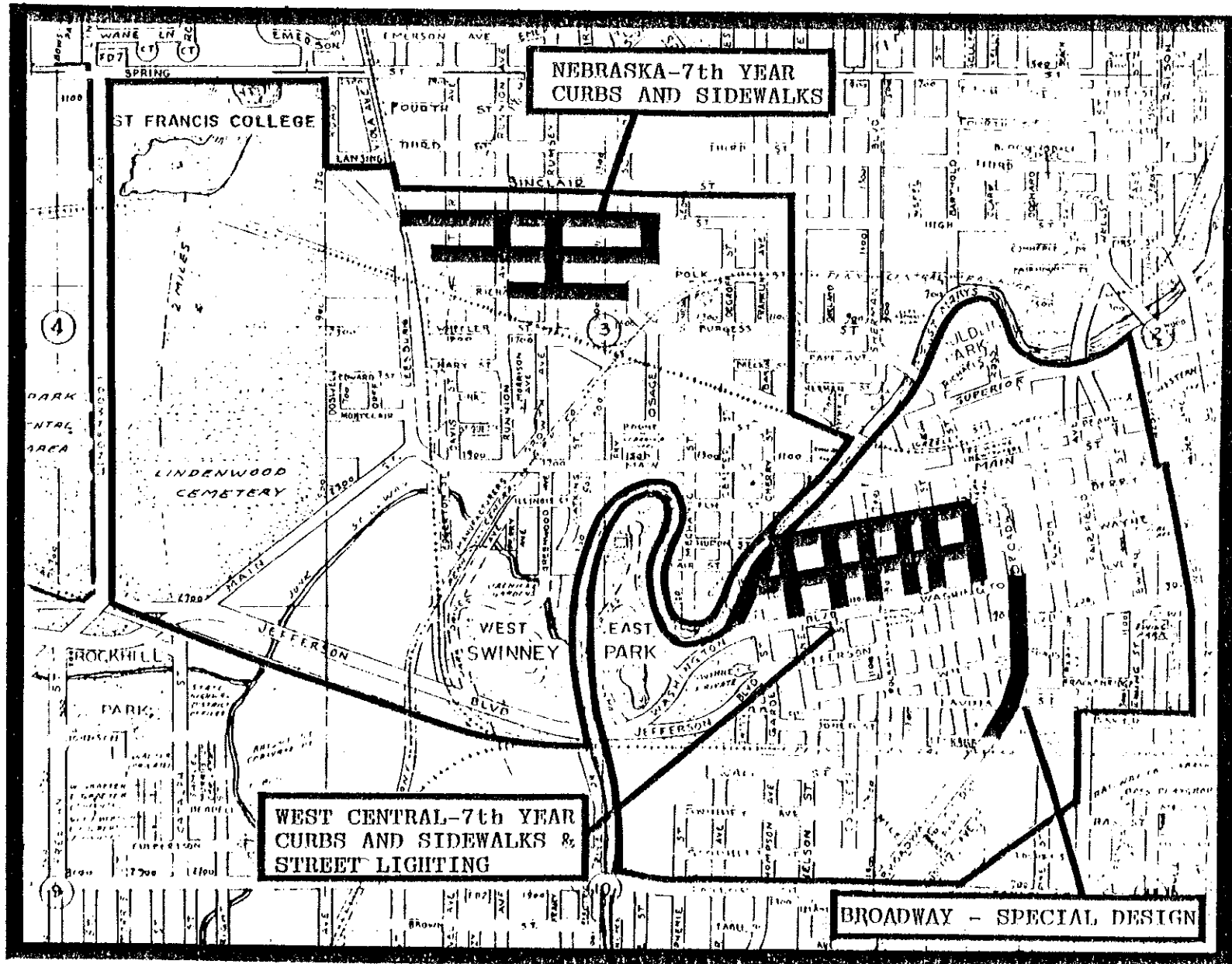
RECOMMENDED PROGRAM						
1982	1983	1984	1985	1986	BEYOND PROGRAM	D
SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	SOURCE: AMOUNT	P
			Source: Unknown \$150,000	Source: Unknown \$100,000		1
	Source: Unknown \$50,000	Source: Unknown \$20,000	Source: Unknown \$20,000	Source: Unknown \$10,000		2
	General Fund: \$20,000					3

COMMUNITY DEVELOPMENT & PLANNING

Capital improvements are a major revitalization planning activity of the Department of Community Development and Planning. In order to preserve and rehabilitate present urban housing stock, greater citizen participation is needed to restore confidence in many neighborhoods. Potentially viable housing stock is identified and capital improvements are planned as an actual public investment designed to complement and stimulate housing improvement efforts in the area. Special design projects can provide creative avenues of concentrated improvement.



CD & P



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