



SIX MILE CREEK TRAIL



FEASIBILITY STUDY



August 2007



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Studio A of Indianapolis, Inc.

with assistance from Kevin Parsons and Associates and Woolpert



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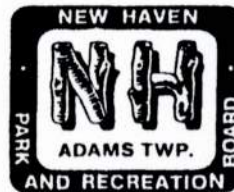
WOOLPERT



FEASIBILITY STUDY
FOR THE

SIX MILE CREEK TRAIL

IN
FORT WAYNE & NEW HAVEN, INDIANA



AUGUST 31, 2007

COMPLETED FOR

THE CITY OF FORT WAYNE, BOARD OF PUBLIC WORKS



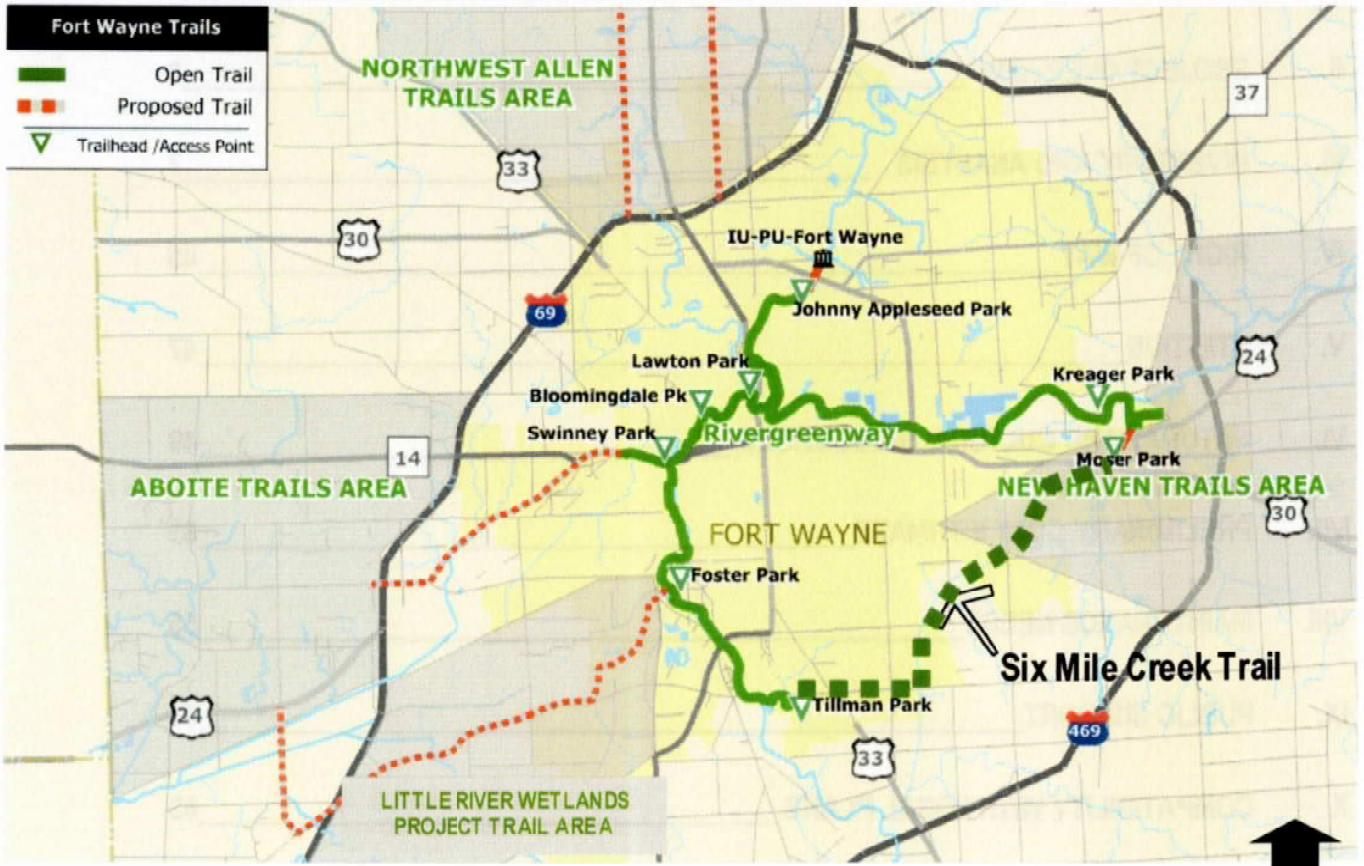
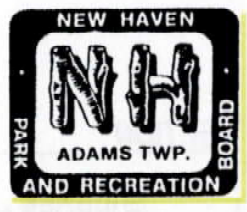
STUDIO A OF INDIANAPOLIS, INC.

IN ASSOCIATION WITH
KEVIN PARSONS AND ASSOCIATES
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Not to Scale

Figure 1. Local Trail System



I. PURPOSE AND NEED

According to the Northeastern Indiana Regional Coordinating Council (NIRCC) Draft Pedestrian and Bicycle Facility Planning and Design Manual, well-planned and designed shared use paths can provide excellent access and mobility when they complement a network of sidewalks and on-road bicycle facilities. They make connections, can go where roads do not and present a pleasant environment away from traffic including:

- Shortcuts between residential neighborhoods (i.e., between cul-de-sacs and dead-end streets), parks, schools, and business areas.
- Access to areas served only by controlled-access highways where pedestrians and bicycles are prohibited.
- Access to areas not well served by roads such as streams, lakes, rivers, greenways, abandoned or active railroad and utility rights of way, college campuses, and planned unit developments and community trail systems.
- A training ground for child and adult bicyclists.
- An attractive alternative to the street for less experienced bicyclists.

This study investigates the feasibility of creating a multi-use path from the Southtown Centre area of Fort Wayne to Moser Park in New Haven. The proposed 7.2 mile trail (approximate distance due to options & alternatives) has been identified as a top five priority within the City of Fort Wayne, as the trail is the critical final link in the creation of the 26 mile Rivergreenway Trail loop.

Multi-use paths are a valuable amenity in Fort Wayne and New Haven. Currently 19.5 miles of the Rivergreenway Trail have been developed in and around Fort Wayne. The Rivergreenway traverses a multitude of interesting places along the banks of the St. Marys, St. Joseph and the Maumee Rivers including festival areas near downtown, the confluence of rivers, Johnny Appleseed's gravesite, and a replica of the Old Fort. In New Haven, a new three-mile section of the Rivergreenway that ends in Moser Park (the northern terminus of this project) opened to rave reviews in 2006.

Recognizing the regional and local significance of this corridor, the Cities of Fort Wayne and New Haven retained the Studio A of Indianapolis, Inc. team to study the corridor from a feasibility perspective.

The development of the feasibility report for this project, the Six Mile Creek Trail, included evaluating the tasks listed below with the ultimate goal of developing a multi-use trail from the Southtown Centre to Moser Park in New Haven.

- Preliminary route location
- Orientation
- Connectivity
- Layout
- Vehicular and pedestrian conflict areas
- Alternative route considerations
- Road, railroad, and stream crossings
- Safety considerations
- Utility concerns
- Drainage concerns
- Engineering design standards
- Design elements and amenities
- Environmental and regulatory issues
- Public opinion

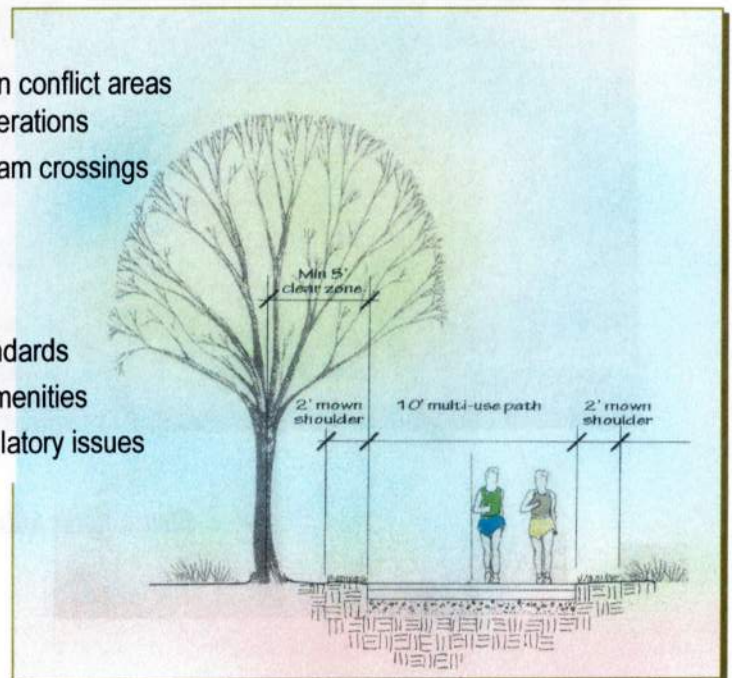
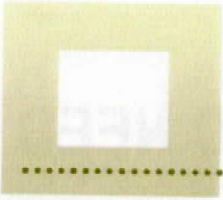


Figure 2. Typical Multi-Use Path Sketch



I. PURPOSE AND SCOPE

The study investigates the feasibility of creating a multi-use path from the Balltown Center area of Fort Wayne to Moser Park in New Haven. The proposed 3.5-mile trail route is shown in red and yellow on the aerial map. The trail begins at the Balltown Center area and ends at Moser Park. The trail route is shown in red and yellow on the aerial map. The trail begins at the Balltown Center area and ends at Moser Park.



Figure 3. Six Mile Creek Trail Location

Not to Scale





II. PROJECT OVERVIEW

Shared use path (as defined in the NIRCC Draft Pedestrian and Bicycle Facility Planning and Design Manual) – a facility for pedestrians, bicyclists and other users that is physically separated from motorized vehicular traffic by open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths are typically used by more than one type of user, such as pedestrians, joggers, people in wheelchairs, skaters, bicyclists, cross-country skiers, and where permitted equestrians and snowmobiles.

The Six Mile Creek Trail begins at the terminus of the Southtown Centre Linear Park Greenway Path which is currently under design by the City of Fort Wayne. The anticipated location is near the intersection of Verizon Drive and Anthony Boulevard. From the connection point the path goes north, across the intersection of Anthony Boulevard and US 27/US33 and into the "Southeast Study Area" redevelopment zone. The path will continue north on Anthony across Decatur Road to Tillman Road. The path will head east along the south side of Tillman Road. Two options are being considered at this location, one option is to construct a new 10' wide asphalt trail and another is to make use of the existing concrete sidewalks by adding 5 feet and converting to a multi-use path. The existing street trees will remain and eventually create an aesthetically pleasing corridor with a boulevard flair. The path will continue east, jumping across to the north side of Tillman Road at Hessen Cassel Road, providing access to many residential neighborhoods. Approximately 2300 feet east of the Hessen Cassel intersection the path will head north, paralleling the Trier Ditch (historically known as the Six Mile Creek). The trail will then follow the waterway northeast along Klotz Park to Paudling Road. Several alternatives were considered north of Paudling Road in lieu of paralleling the Trier Ditch, all due to complications including property owner concerns and an active railroad line. Alternatives are presented later in the study. The path returns to paralleling the Trier Ditch east of Adams Center Road. The path stays alongside the Ditch north of Adams Center Road, then can traverse under the Moeller Road bridge and alongside the ditch to Brookwood Boulevard. After crossing Brookwood Boulevard the path will travel through Heatherwood Park and across Hartzell Road, then back alongside the Ditch to US 930/Lincoln Highway near the car wash. The US 930/Lincoln Highway bridge is planned for rehabilitation in the near future. The path is planned to travel alongside the US 930/Lincoln Highway bridge, which is planned for rehabilitation in the near future. The trail will then head north along the Ditch to Center Street, then east along Center Street to State Street and north past the depot and to Moser Park. The State Street corridor from Lincoln Highway East offers an opportunity to create a gateway entrance and sense of place for New Haven/Rivergreenway/Depot, and the Six Mile Creek Trail (please refer to page 38 for additional information).

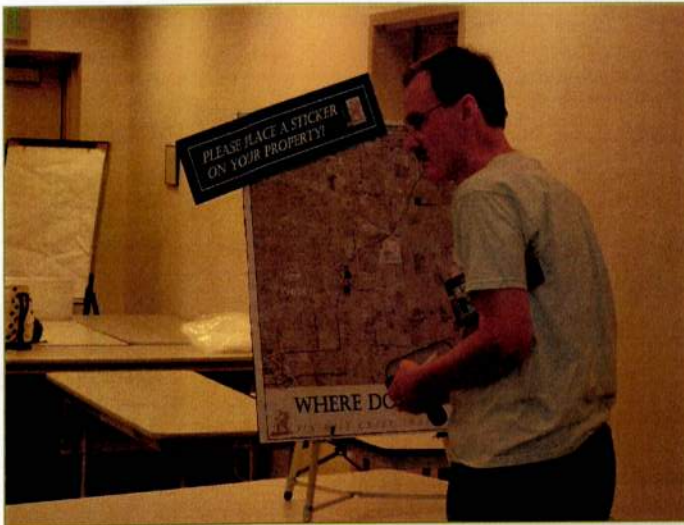


Figure 4. Stakeholder participating in the 1st public input meeting.

The intended users of the Six Mile Creek trail are pedestrians and non-motorized transportation such as bicycles, wheelchairs, and roller blades; the trail would exclude horses. The trail will primarily serve recreational users. The trail will also serve commuters to work and school sites along the trail. The trail will provide a connection for recreational users to the local parks, and also be the final link in the 26 mile Rivergreenway loop.

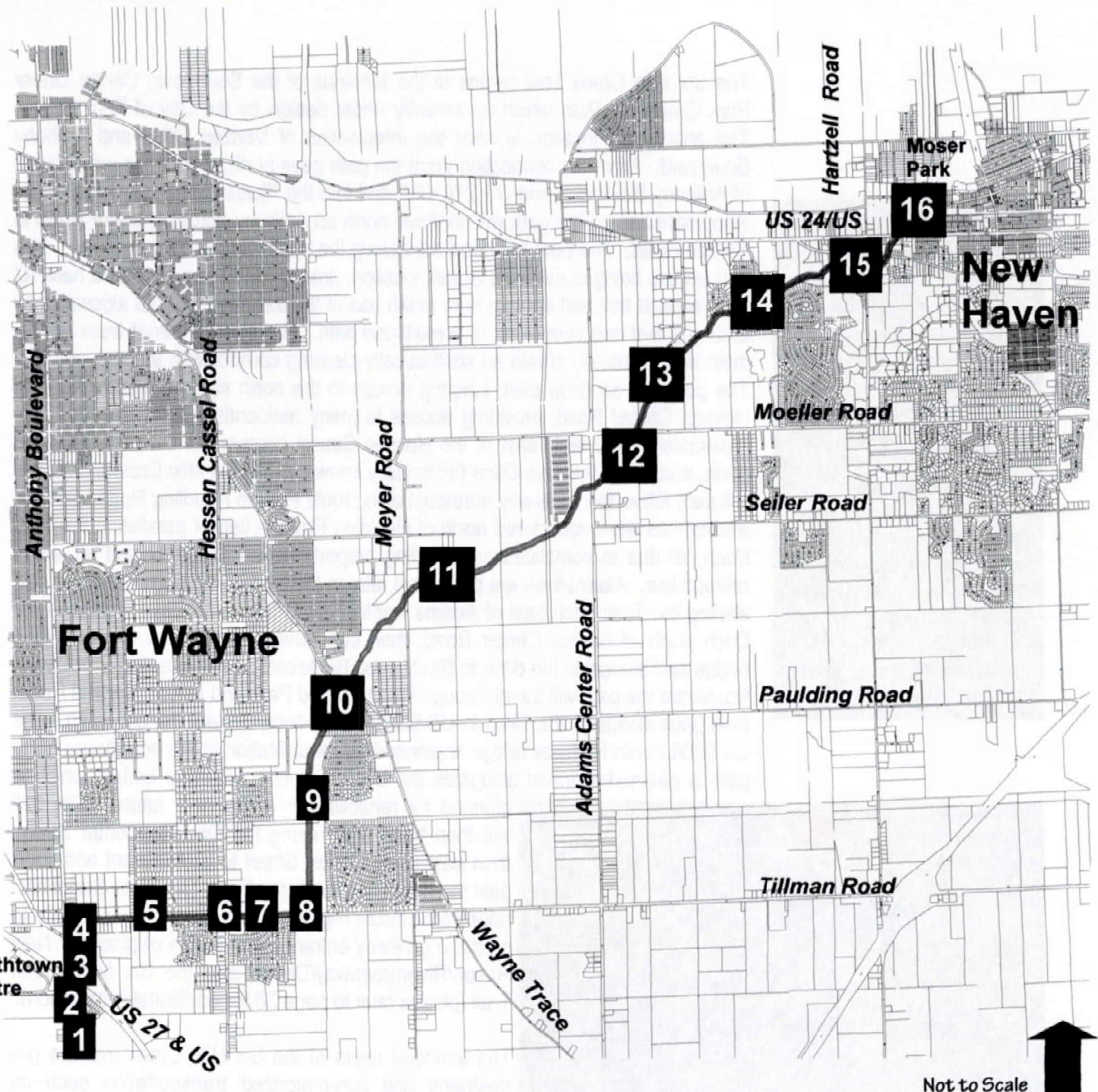
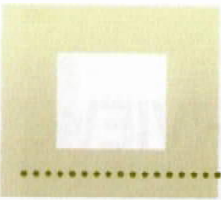


Figure 5. Project Area Map

Numbers on the map correspond with numbers in the upper right hand corner of the inventory and analysis pages.



III. INVENTORY AND ANALYSIS

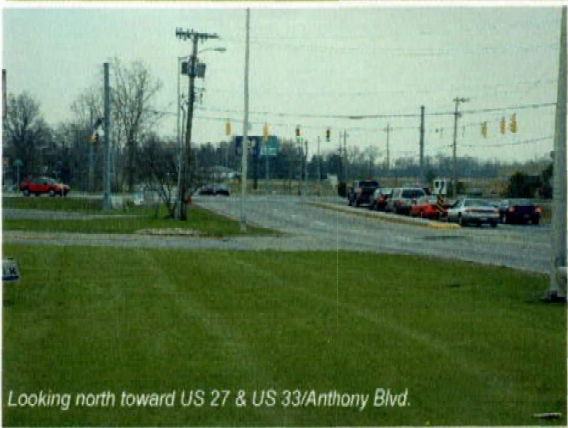
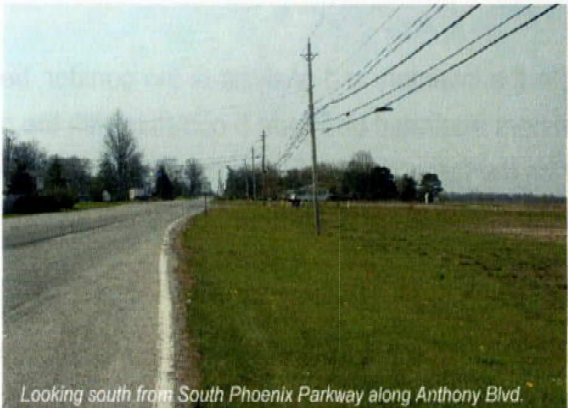
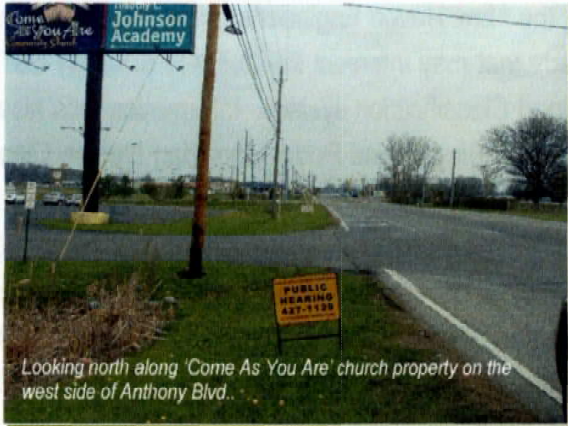
During the summer of 2007 representatives of Studio A of Indianapolis, Inc. Team conducted several field inspections of the Six Mile Creek Trail corridor. Photographs, notes and analysis information were gathered during a series of site visits. Traffic statistics data was gathered from the Allen County Highway Department, the Fort Wayne City Engineer, and the New Haven Engineer's office. Traffic information includes traffic counts on roads that may intersect the trail and roadway classifications per the Federal Highway Road Classification system. Information was also gathered from the NIRCC Comprehensive Bicycle and Pedestrian Plan Design Classifications for On Street and Off Street Routes map, the NIRCC 2030 Transportation Plan—Highway Projects Map, Fort Wayne Community Development Department (Land Use Management), City of Fort Wayne Utilities Department, the City of New Haven Comprehensive Trails and Pedestrian Walkway Master Plan, the New Haven-Adams Twp. Park & Recreation Department Five Year Master Plan (2004-2009) and the South-east Development Strategy Report.

The following pages describe the inventory and analysis of the corridor, beginning at the southern terminus. Numbers illustrated on Figure 5 correlate with the numbers in the upper right hand corner on the follow pages. Elements of record include a written description of the area, graphic depiction of the preferred trail location, existing conditions, photos, and adjacent land uses.

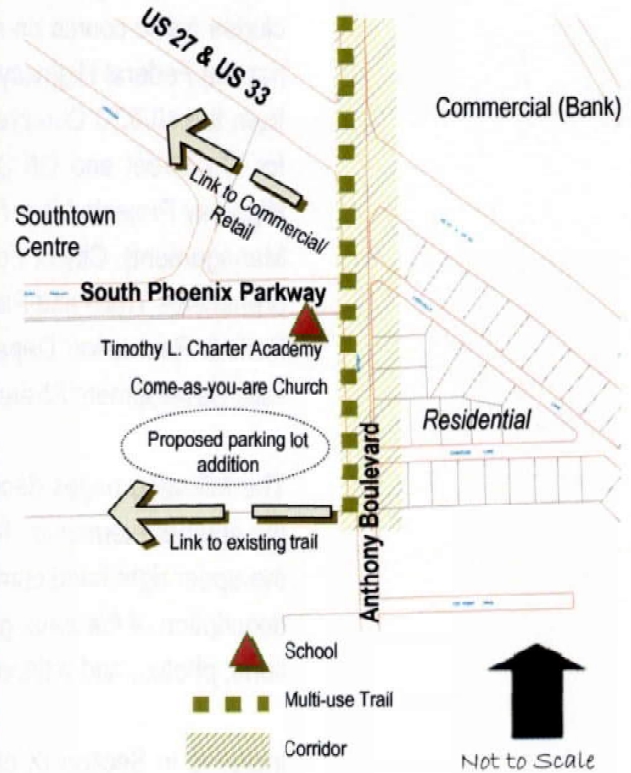
Included in Section IX of this document are illustrations of the intersection analysis, site inventory and analysis and the photo inventory boards that were used at the public information meetings.

South of US 27 & 33 / Anthony Intersection

Photographs



Existing Conditions





Analysis

Preferred location: west side of Anthony-South of US 27 & 33

The southern terminus of the Six Mile Creek Trail (SMCT) links to the Southtown Centre Linear Park Greenway Path (SCLPGP) currently under design by the City of Fort Wayne. The terminus is expected to be near the intersection of Verizon Drive and Anthony Boulevard. From the connection point with the SCLPGP, the SMCT will follow along the west side of Anthony Boulevard, crossing the Come As You Are Community Church entrance and South Phoenix Parkway to the intersection of Anthony Boulevard and US 27/US 33. Anthony Boulevard is approximately 16' wide and is classified as an Urban Collector south of US 27/US 33. This section of the path route is relatively flat and grass covered. Overhead utilities are present, but should not need to be relocated. Anthony Boulevard does not have curb and gutter in this section, nor is there a roadside ditch. The Come-As-You-Are Church has plans to construct a new parking lot at the southern end of their property. This area could potentially be used for weekday parking.

Other Location Considerations

Consideration was given to locating the trail on the east side of Anthony (crossing via a mid-block crossing on Anthony or crossing easterly over Anthony at the US 27 and US 33 intersection), because of the aesthetic values on the north side of the Anthony Boulevard and US 27/US 33 intersection, however due to safety considerations and right of way limitations, the west side was determined to be the preferred route.

Right of Way

Right of way widths in this area range from approximately 13 feet to 20 feet from the edge of pavement to right of way line. The NIRCC Draft Pedestrian and Bicycle Facility Planning and Design Manual recommends a 5 foot separation between the uncurbed roadway and a multi-use path. To meet the minimum recommendation additional right of way may be required, a barrier may need to be installed, or an exception may be made to not separate the road and path for a limited distance.

Additional Comments

This end of the trail will link to Tillman Park via the Southtown Centre Linear Park Greenway Path currently under design by the City of Fort Wayne.

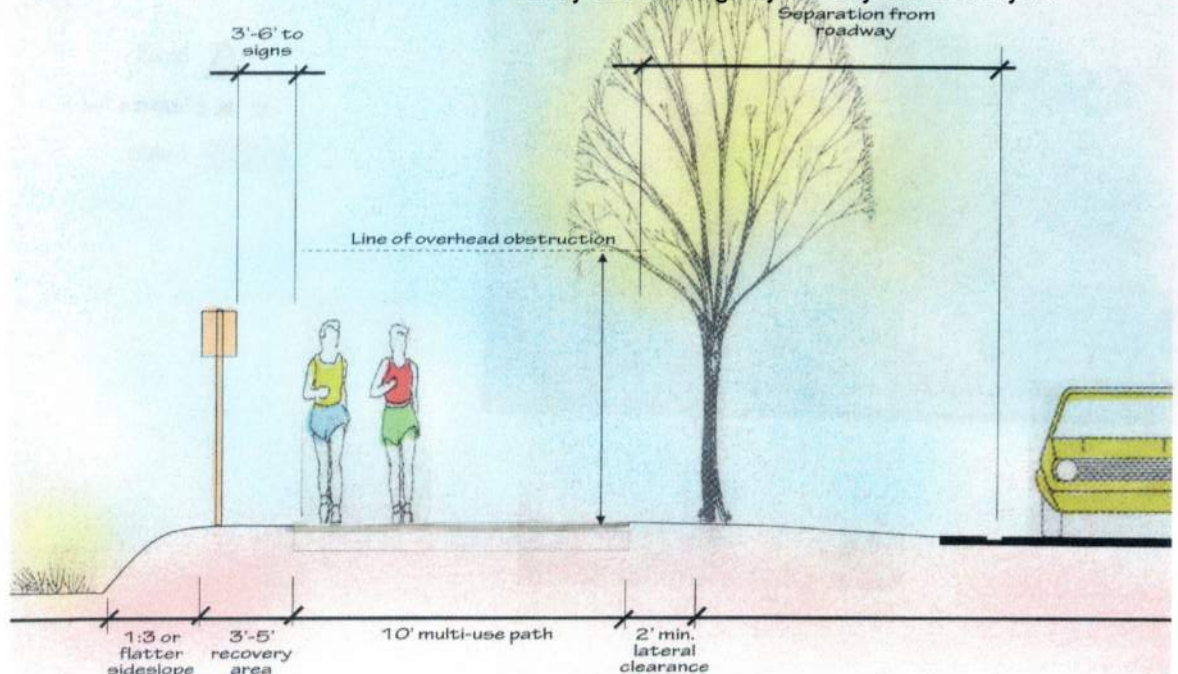


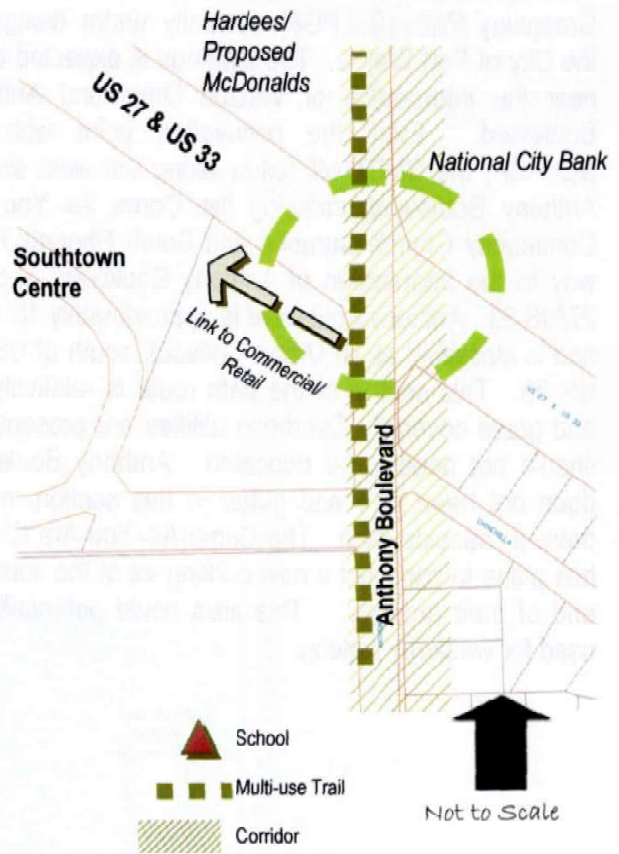
Figure 6. Shared Use Path, Typical Widths and Clearances.

Anthony Boulevard/US 27 & 33 Intersection

Photographs



Existing Conditions





Analysis

Preferred location: west side of Anthony at US 27 & US 33 Intersection

The pavement width at this intersection (approximately 132' feet wide), combined with the traffic volumes and traffic speed, will likely give it the perception as being unsafe. Since more than three lanes are to be crossed, the recommended solution is to provide a signalized crossing with a refuge island. This treatment will offer trail users the opportunity to traverse half of the busy road and wait before crossing the next section of busy road. The existing grass median is approximately 24' across and could be converted to a refuge island. A slip lane with a raised island or traffic signals for right hand movements onto Anthony from US 27 & US 33 should be considered during the design process.

This area is part of a revitalization area and at the time of preparing this report changes are taking place. The Hardees that appears in the photos is being torn down and a state-of-the-art McDonalds is planned. In recommending the location for the path, assumptions were made that the area to the west of Anthony Boulevard would be revitalized, therefore the difficult conditions that exist with regards to grade changes, utility poles, and curb cuts can be dealt with. An at-grade crossing of US 27 & US 33/Anthony Boulevard intersection would be required. The intersection is currently signalized, however it would need to be upgraded to include pedestrian crossing signals or markings. Bollards should be placed from 5-10' from the intersection to limit unauthorized vehicular access. Overhead utility poles are present on the north side of the intersection. The north side of the intersection, adjacent to the roadway has a downward slope with at least 3 feet of elevation difference from the edge of pavement of Anthony Boulevard down to a roadside ditch along US 27 & US 23. The Average Annual Daily Travel (AADT) volumes on US 27 & US 33 at Anthony Boulevard are approximately 9000. Anthony Boulevard, north of US 27 & US 33, has an AADT of 5,900.

Other Location Considerations

Consideration was also given to crossing Anthony on the south side of the US 27 & US 33 either via a mid-block crossing near Verizon Drive or at US 27 & US 33.

Right of Way

Adequate right of way appears to be available for construction of this portion of the trail.

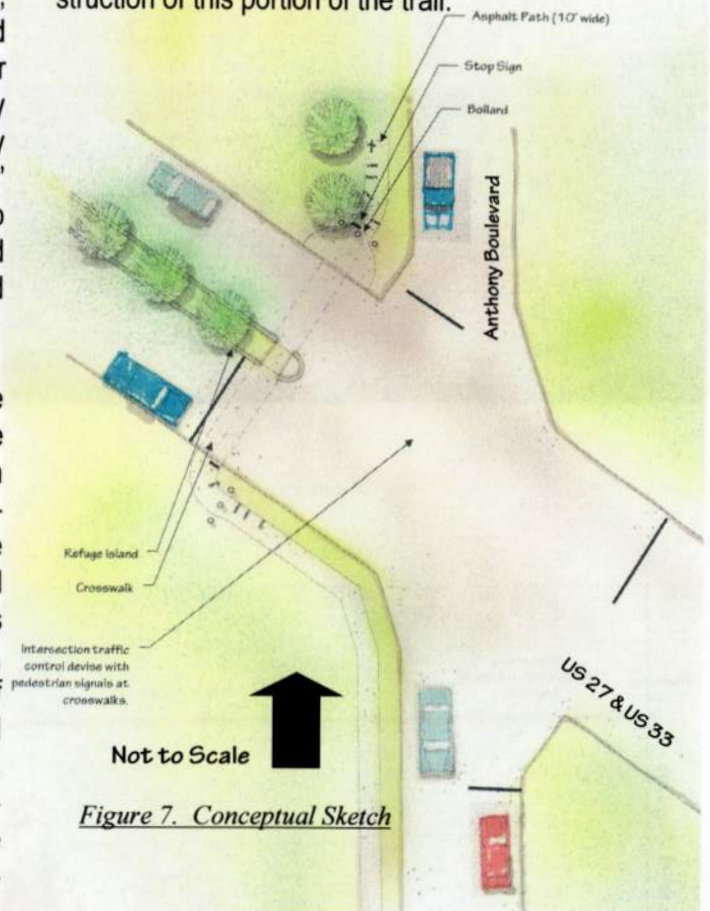


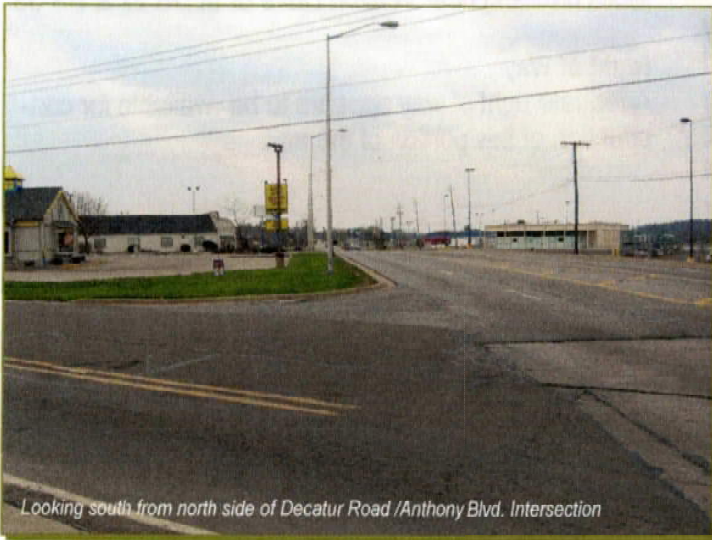
Figure 7. Conceptual Sketch



Looking at median /potential refuge island location on US 27.

Anthony Boulevard (between US 27 & US 33 and Tillman Road)

Photographs



Existing Conditions

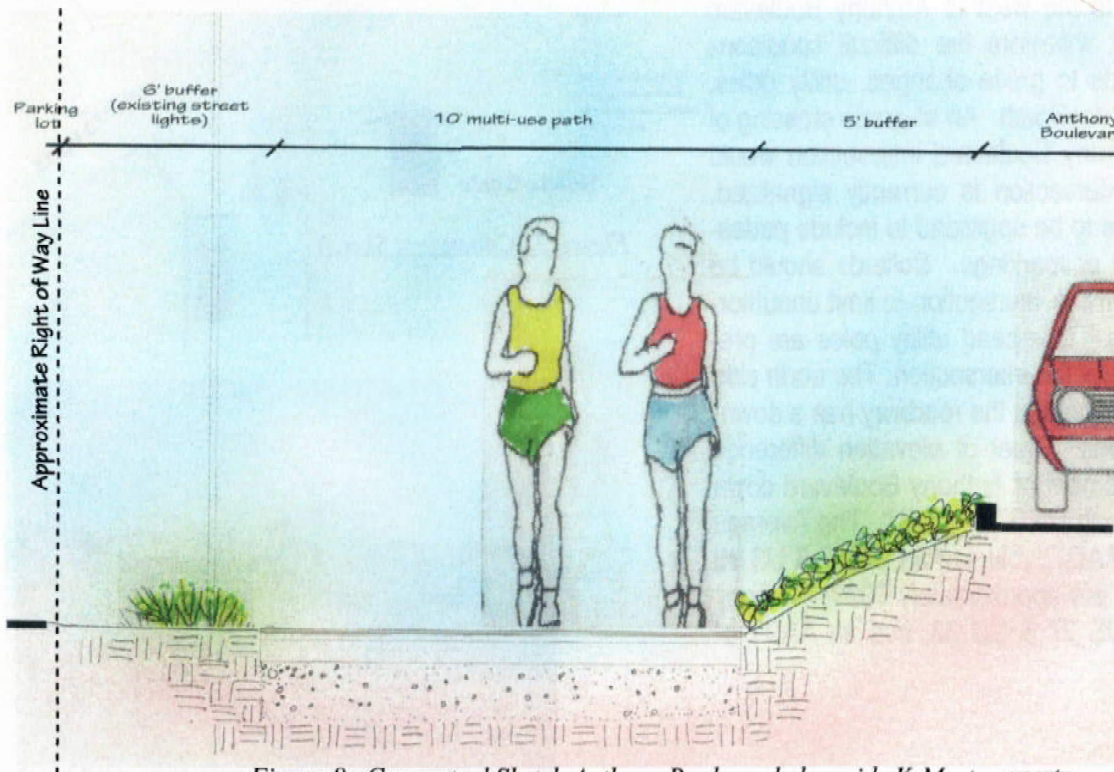
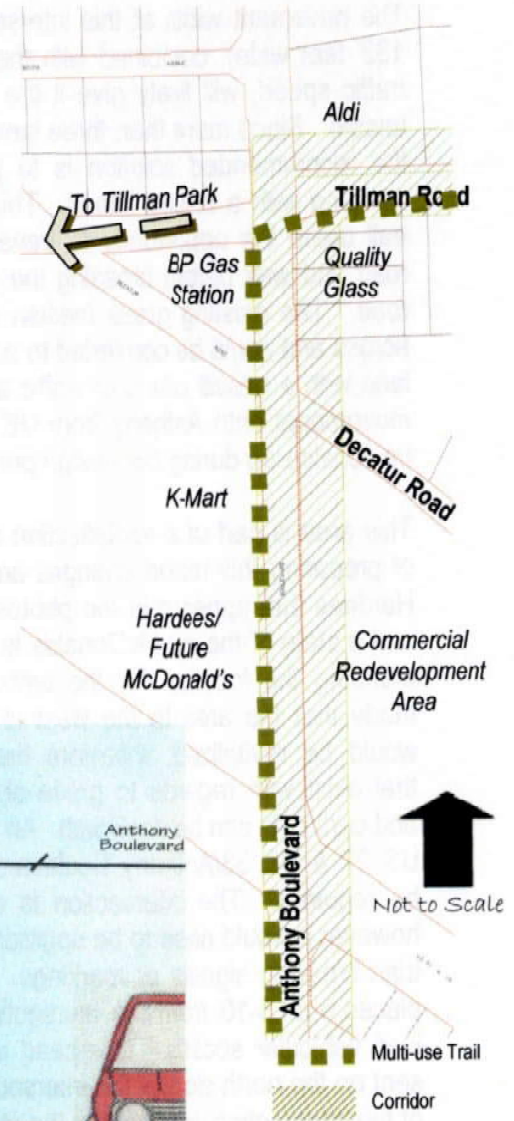


Figure 8. Conceptual Sketch Anthony Boulevard alongside K-Mart property.



Analysis

Preferred location: west side of Anthony north of US 27 & 33

North of US 27/US 33 on Anthony is a redevelopment area. Currently this is a struggling retail area with closed shops and restaurants, however the area is within the "Southeast Study Area" and the future of the area looks to be improving. The Hardees building has already been demolished and plans for a state-of the art McDonalds are being considered. Additionally, the existing K-Mart Plaza south is one of the PRISE grant recipients and has recently finished façade improvements to their buildings. The Strategic Development Scenario map dated March 2, 2007, has Anthony Boulevard listed as a Commercial Corridor. Incorporating the multi-use trail into the redevelopment of this area could help kick-start the activity and interest. There are existing overhead utilities approximately 9 feet off of the street, an underground utility, parking lots and curb cuts, however the right of way (from the edge of pavement to the right of way line is approximately 20 feet wide. Due to steep slopes to the west of the existing sidewalks, the preferred location for the trail would be at the edge of the existing parking lot/driveway at the Kmart property, separated by a barrier. An issue that should be studied further would be the requirements for a fire lane around Kmart with regards to the reduction in roadway width. The trail would need to cross Decatur Road and the BP car wash and gas station entrances. An existing 5' wide concrete sidewalk is located north of Decatur Road. The sidewalk could potentially be widened and utilized as the multi-use path. The functional classification for Anthony (north of US 27 and US 33) is Urban Minor Arterial and the roadway pavement width is approximately 56 feet. The AADT at this location is 5,900.

Other Location Considerations: East Side of Anthony

The east side of Anthony was nearly considered the preferred alternate due to the aesthetic value and presence of minimal utilities, however the lack of right of way was the factor that led to the selection of the west side location. The right of way widths from the edge of pavement to the right of way line are 10 feet, even less in some locations. According to the Southeast Study Area map the area to the east of Anthony between US 27/US 33 and Decatur Road is listed as a commercial redevelopment area. This may allow for improvements to be made that would mean the east side would be the better choice for the trail location. However, at this time the preferred location would be on the west side.

Right of Way

Adequate right of way appears to be available for construction of this portion of the trail.

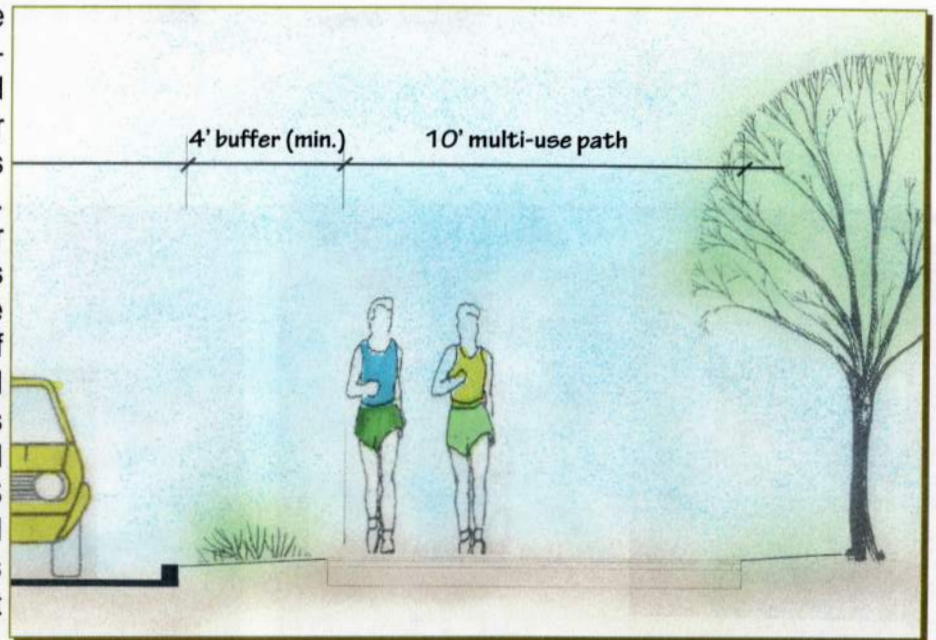
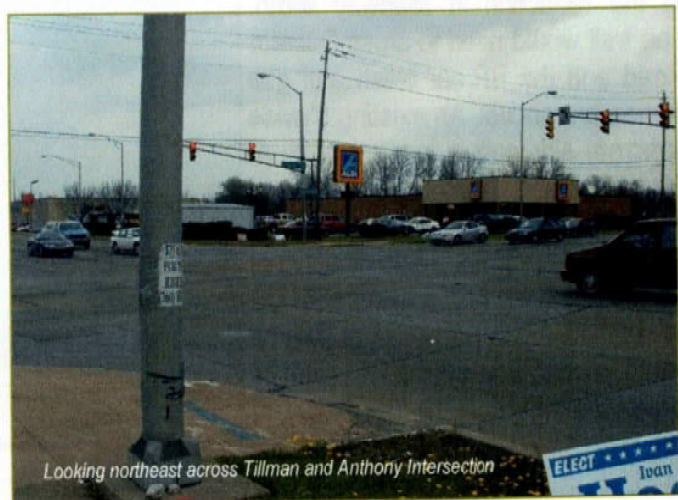
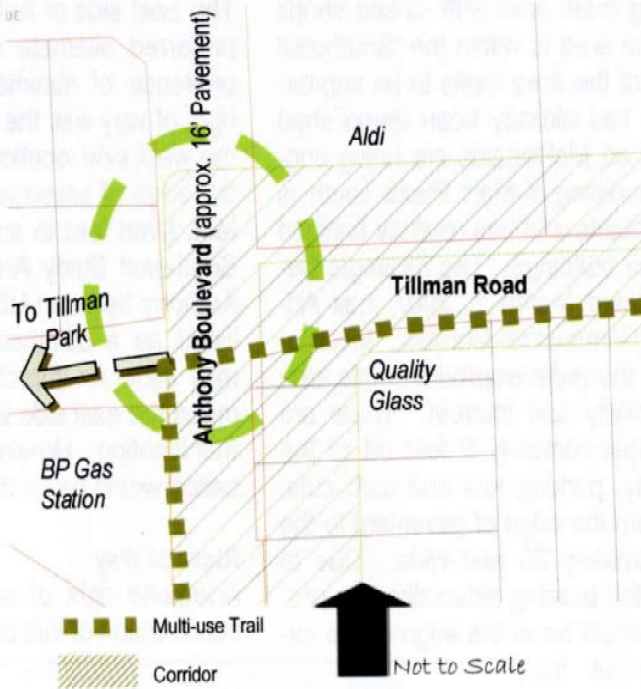


Figure 9. Shared Use Path, Separation from Roadway in Curbed Section
Conceptual Sketch

Anthony Boulevard/Tillman Road Intersection

Existing Conditions





Analysis

Preferred location: Crossing easterly over Anthony at the south side of the Tillman intersection via an at-grade crossing.

Other Location considerations: Crossing to the north side of Tillman

The existing intersection is signalized, however does not have pedestrian crossing signals. There are existing handicapped access ramps at the intersection, however they will need to be widened/aligned with the ramps on the other side of Anthony and crosswalks should be added, preferably to the same width as the multi-use trail. The BP gas station in the southwest corner has a traffic signal post, landscaping and signage near the intersection. The existing stormwater runoff along this section of Anthony and Tillman Road is collected by curb and gutter. Tillman Road is a posted truck route and has a 40 mph speed limit. According to the NIRCC Draft Pedestrian and Bicycle Facility Planning and Design Manual, Tillman Road is planned to have an on street bike route. Tillman Road is classified as an Urban Minor Arterial.

Consideration was given to crossing to the north side of Tillman. Crossing Tillman along the west side of Anthony was quickly dismissed because of the limited right of way at that location. From a feasibility perspective the trail could cross easterly over Anthony, then north over Tillman. However, you will see on the following pages that the preferred location for the multi-use path is along the south side of Tillman Road mostly due to overhead utilities and light poles.

One difference between a standard crosswalk marking and the dotted guideline is that use of the standard crosswalk marking will legally define the crossing as a crosswalk. If a standard crosswalk is used, appropriate warning and advance warning signs need to be installed.

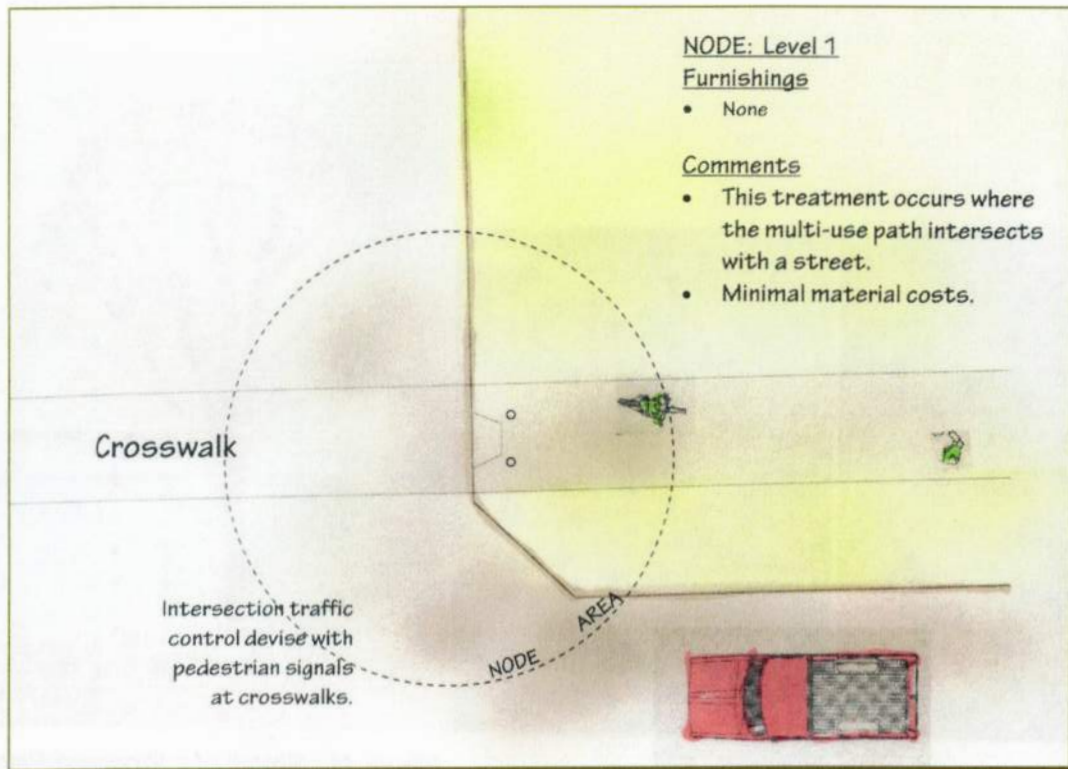


Figure 10. Sketch of a Level 1 Node

Tillman Road (between Anthony and Hessen Cassel)

Existing Conditions

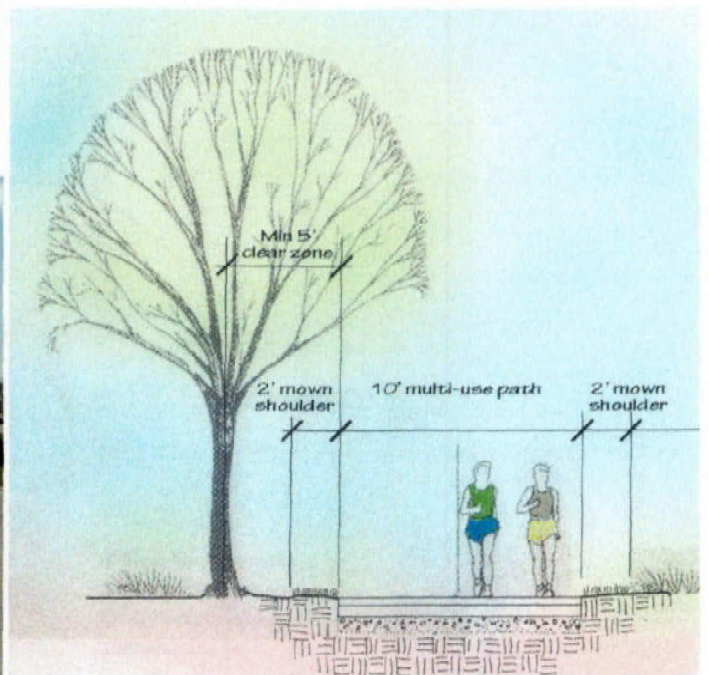
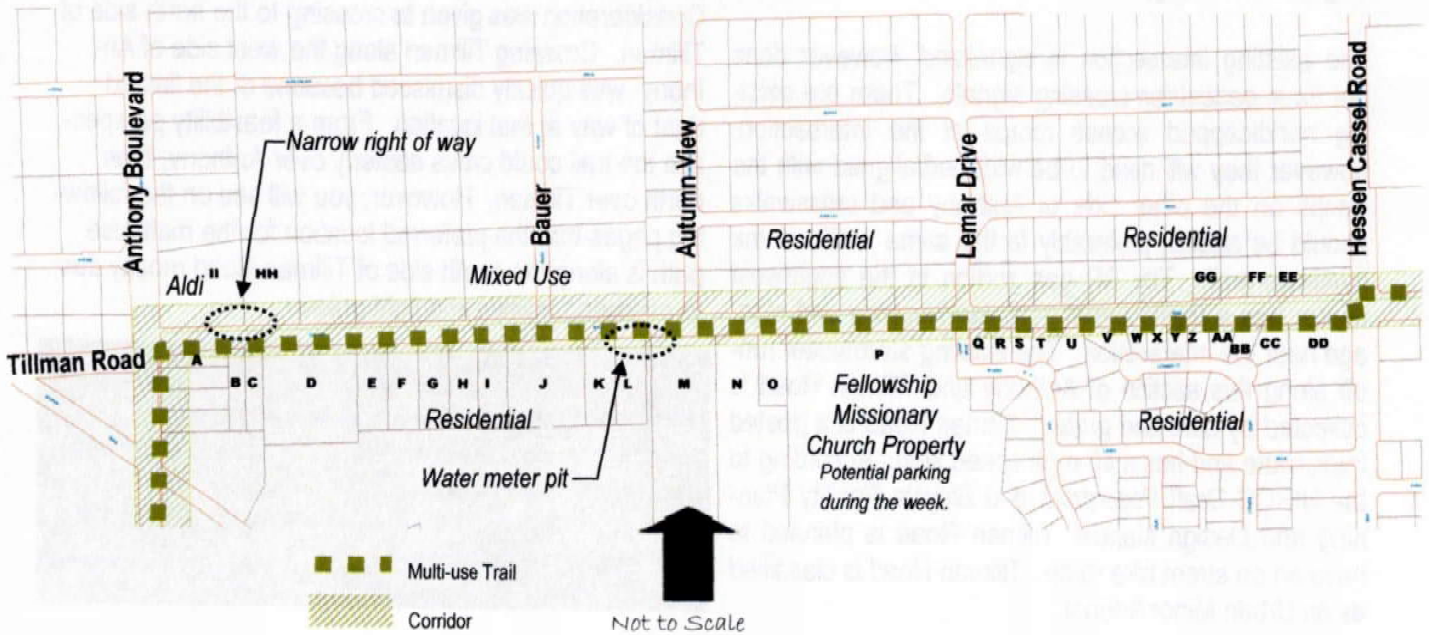


Figure 11. Sketch of a Proposed Path along Tillman Road



Analysis

Preferred location: South side of Tillman between Anthony and Hessen Cassel.

The preferred route would be along the south side of Tillman. However, this section of the corridor is challenging. The south side of Tillman impacts many residential parcels and may require additional right of way along a portion of the route. To address these issues two options are being presented: Option 1: development of a multi-use path along the south side of Tillman, and Option 2: development of a bike lane on Tillman and utilization of the existing sidewalks currently in place (with improvements where needed). The two options are described in detail on the following pages.

Other Location considerations: North side of Tillman between Anthony and Hessen Cassel.

Issues such as curb cuts, overhead utilities, light poles and narrow right of way at the Aldi entrance are issues affecting the north side of Tillman, the most critical being the overhead utility/light poles and minimal right of way in the first 250 feet east of the intersection. The sidewalks on the north side of Tillman continue all the way to Hessen Cassel Road (approx. 2000' more than on the south side), however utility poles are located directly behind the sidewalk. Several crossings would be required: Bauer Avenue, Autumn View, Lemar Drive, and 7 residential driveways. Hessen Cassel is a signalized crossing.

Right of Way

Right of way may be needed from five properties along Tillman Road. Letters on the map on page 16 coordinate with a list of property owners that may be affected. The list is included in the right of way section of this document.



Looking east on the south side of Tillman, in front of the Quality Glass property.



Looking west on the north side of Tillman from Autumn View Road

Tillman Road (between Anthony and Hessen Cassel): Option 1

Development of a multi use path along the south side of Tillman.

Sidewalks, Ash street trees, and turf currently exist along both sides of Tillman between Anthony and Hessen Cassel. The existing street trees are located between Tillman Road and the existing sidewalks and should remain to eventually provide a boulevard feel. The concrete sidewalks can be utilized and widened to 10' where they are in good condition. Stormwater runoff is collected by curb and gutter along Tillman Road. Most parcels along this section of Tillman are residential properties. The Fellowship Missionary Church parking lot is located on the south side of Tillman and could potentially be used for weekday parking.

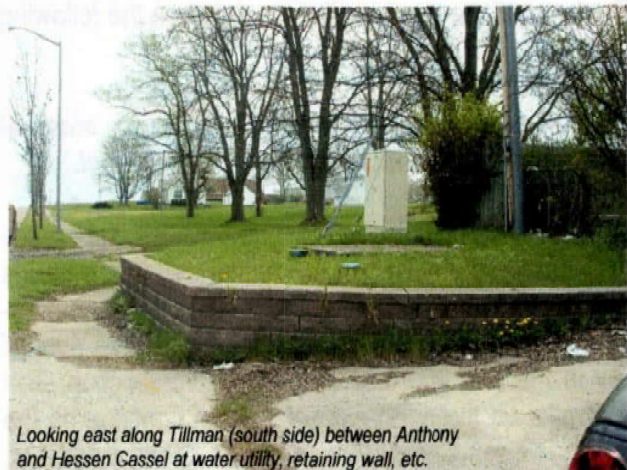
An existing sidewalk is present from Anthony to the Fellowship Missionary Church property. No sidewalks are present from the church to Hessen Cassel. It appears that the existing sidewalk could be widened to create the 10' wide multi-use path. The preferred widening plan would be to extend the sidewalks to the south which would allow the grass buffer strip, street lights and street trees to remain, however additional right of way would be needed. The first parcel (approx. 80' of frontage) to the east of Anthony has a sloped landscape area behind the sidewalk. The grade would need to be adjusted prior to developing the path. There would be approximately 10 residential curb cuts between Anthony and the church and a curb cut for Lemar Drive. Two grade crossings would be required (1 east over Hessen Cassel then 1 north over Tillman Road). The crossing at Tillman and Hessen Cassel would be an at-grade crossing, at the existing traffic signal. The signal would need to be improved to include pedestrian crossing functions. The same situation then occurs when the path crosses easterly over Hessen Cassel. Stormwater runoff for both roads is collected by curb and gutter.

A water meter pit (serving the Southtown Mobile Home Park) is located on the south side of Tillman Road approximately 1800 feet east of the Tillman/Anthony Blvd.

intersection. Discussions with the Fort Wayne Water Utility revealed that it would be a huge undertaking to try to move the meter pit and the water lines.

Right of Way

Approximately 13 feet of right of way, from the edge of pavement to the right of way line, is available to the east of Lemar Drive, however light poles are present within the right of way. A survey will need to be done to determine the exact dimensions. Letters on the map on page 16 coordinate with a list of property owners that may be affected. The list is included in the right of way section of this document.



Looking east along Tillman (south side) between Anthony and Hessen Cassel at water utility, retaining wall, etc.



Looking west along Tillman in front of Fellowship Missionary Church Property.



Tillman Road (between Anthony and Hessen Cassel): Option 2

Development of a bike lane along Tillman and utilization of existing sidewalks on both sides of Tillman.

The NIRCC Draft Pedestrian and Bicycle Facility Planning and Design Manual has Tillman Road listed as having an on street bike route. For this section of the corridor, an option to consider would be to utilize the on street bike route for bicyclists and the existing sidewalks for pedestrians, rollerbladers, and users other than bicyclists. Benefits of this option include eliminating the need to acquire additional right of way, eliminating the need to relocate utility poles, and minimizing the problematic conflict between high speed bicyclists and driveways. For this option to be viable, the following recommendations need to be considered:

- Rehabilitation of any sections of sidewalk with deficiencies.
- Installation of sidewalks on both sides of Tillman for the length of this solution (from Anthony to Hessen Cassel) to discourage pedestrians from crossing the road and bike lanes.
- Removal of any obstacles located in the sidewalk area such as poles, benches, etc.

This option could result in a valuable amenity. Pedestrian scale lighting combined with the existing street trees and sidewalks on both sides of the road would create an aesthetically pleasing boulevard.

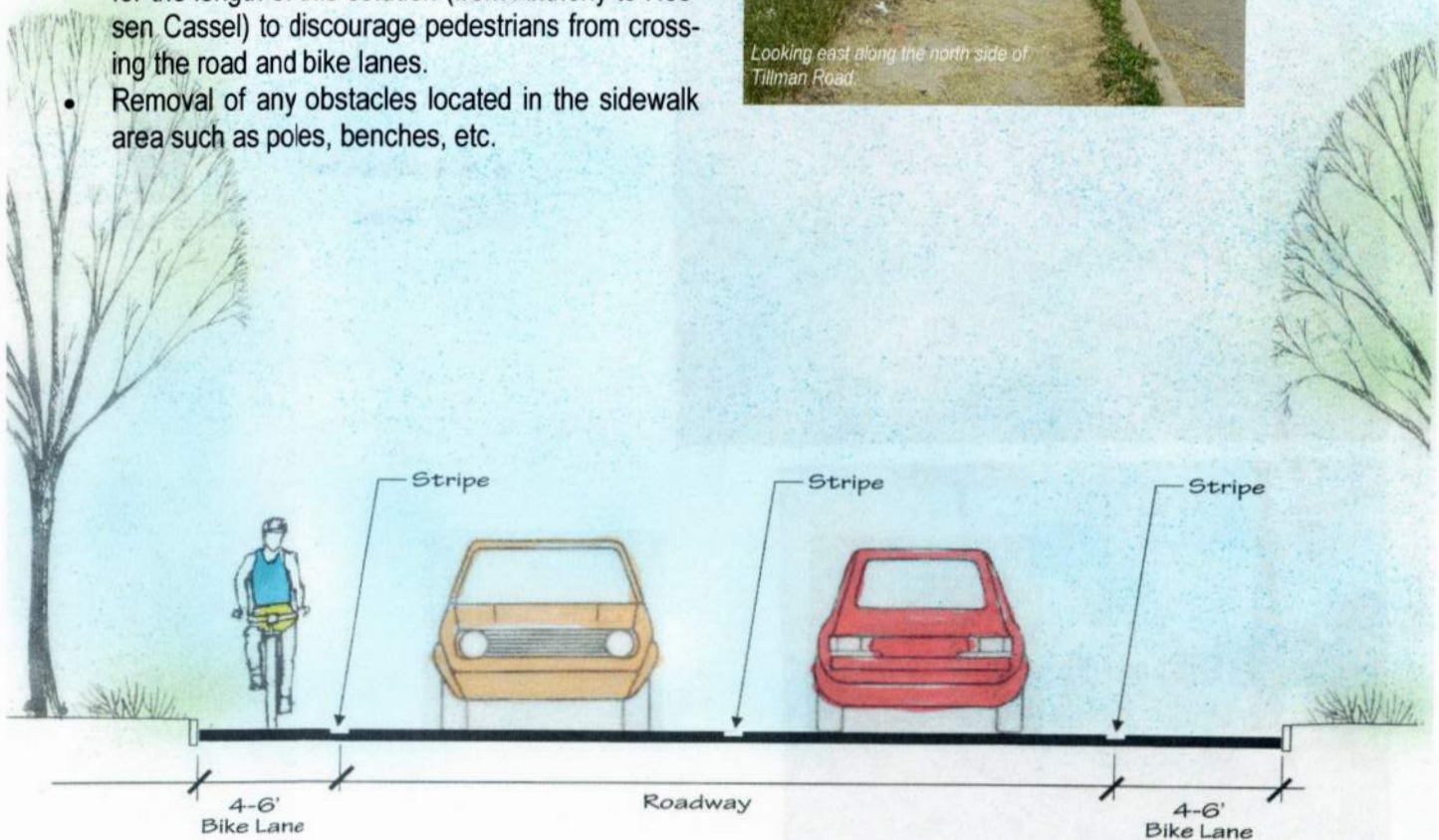
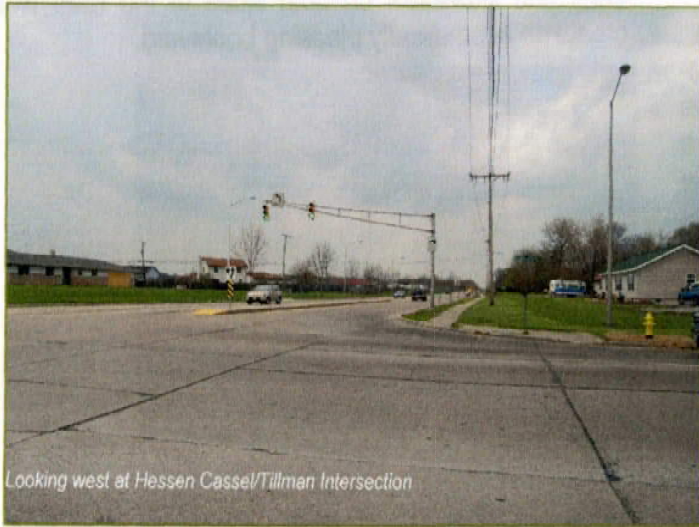


Figure 12. Typical bicycle lane section

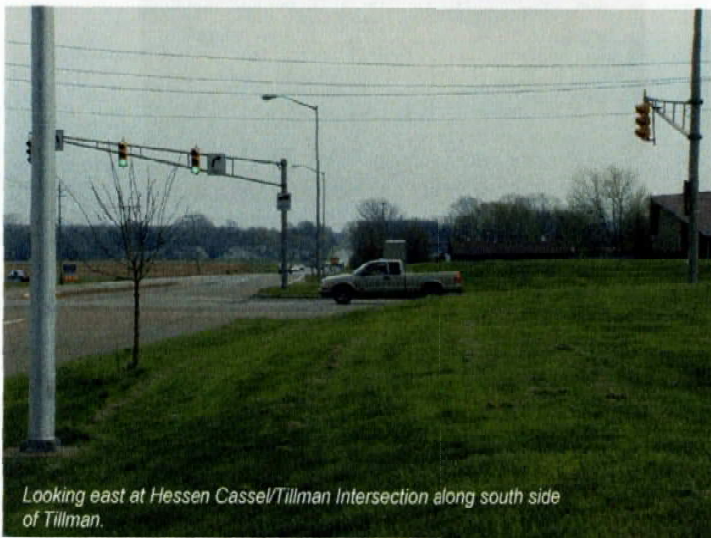


Tillman Road/Hessen Cassel Intersection

Photographs



Looking west at Hessen Cassel/Tillman Intersection

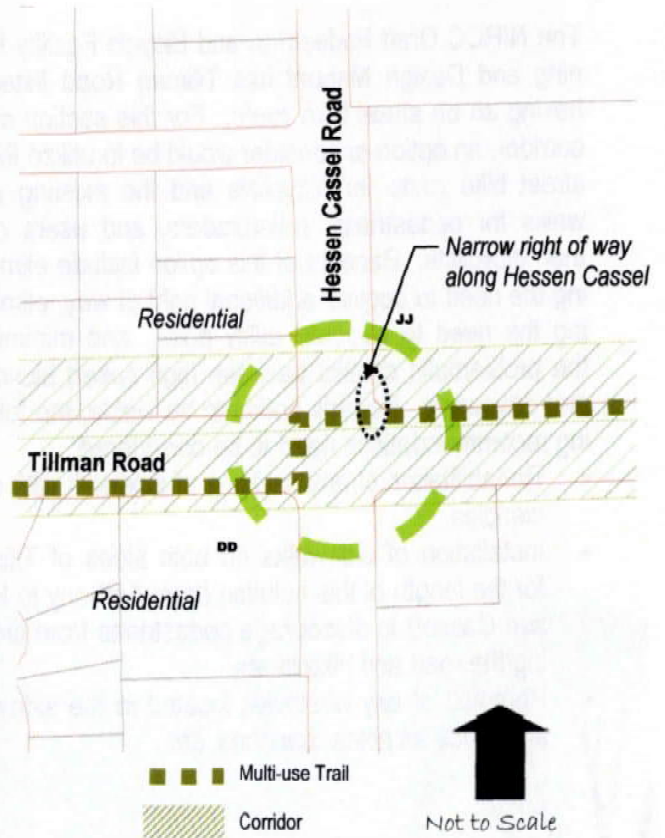


Looking east at Hessen Cassel/Tillman Intersection along south side of Tillman.



Looking west at northwest quadrant of the Hessen Cassel/Tillman Intersection.

Existing Conditions





Analysis

Crossing Hessen Cassel will require two at-grade crossings. An at-grade crossing to the north over Tillman, then east across Hessen Cassel Road should be developed. The existing intersection is signalized, however pedestrian crossing signals are not present. Hessen Cassel is classified as an Urban Minor Arterial and is posted as a truck route. There is a raised median for approximately 75 feet along Tillman, west of Hessen Cassel. Some of the existing sidewalks are cracking and have vegetation growing through. Replacing them with a new 10' wide path is recommended. At the location where the sidewalks are in good condition, the sidewalk can be widened to 10' to create the multi-use path. The AADT for Hessen Cassel ranges between 8000 (2005) to the north and 5,200 (2006) to the south.

Right of Way

Right of way lines along the first parcel to the east of Hessen Cassel (north of Tillman) appear narrow and research shall be done to determine width (see parcel JJ on page 20). Adequate right of way (approximately 18' wide from pavement to the right of way line) is available from that parcel all the way to Trier Ditch (Six Mile Creek).

Right of way on the south side of Tillman, east of Hessen Cassel appears to be too narrow for the path.

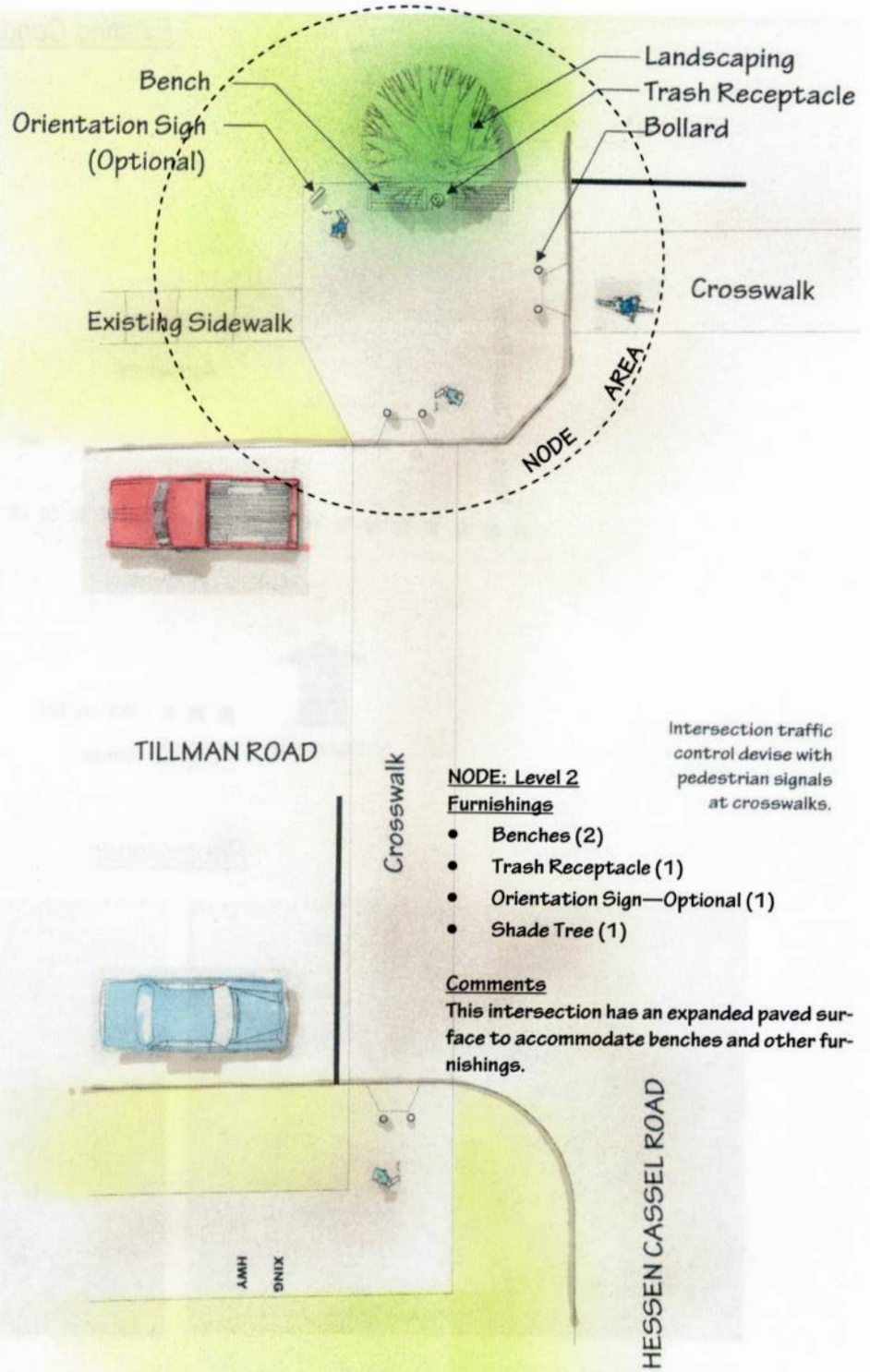
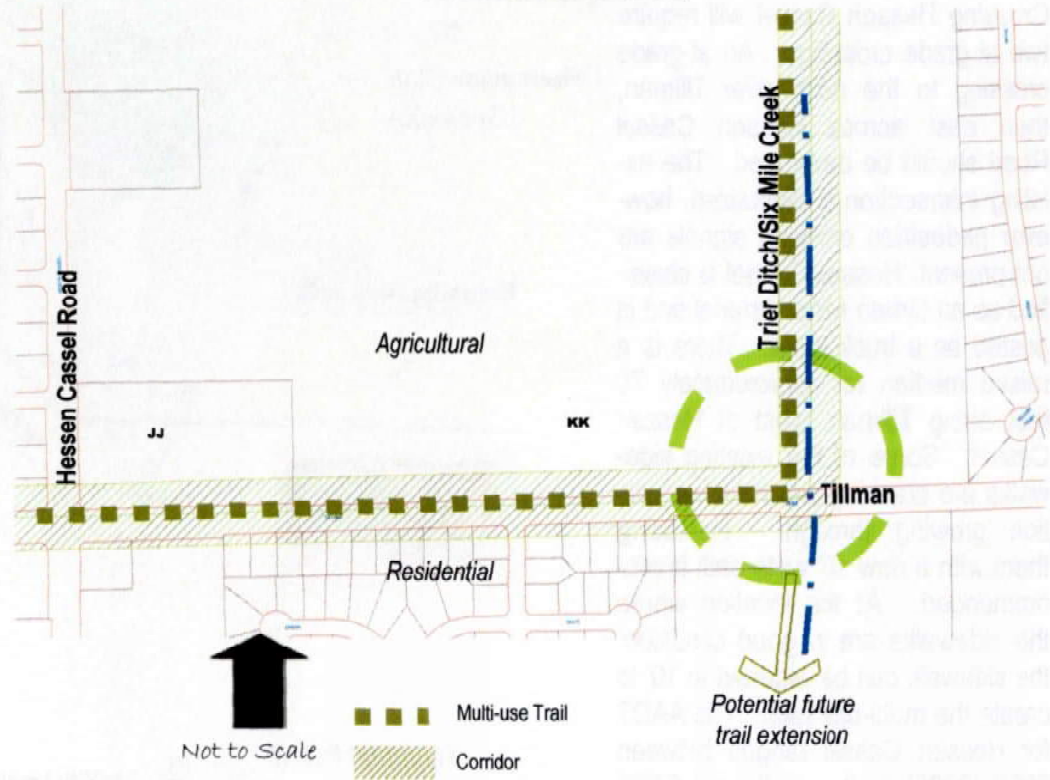


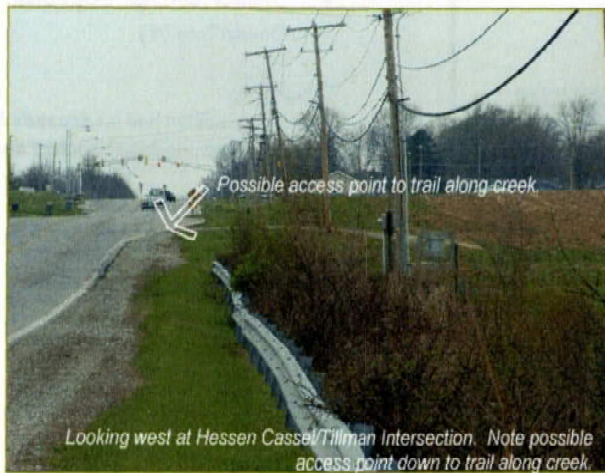
Figure 13. Sketch of a Typical Level 2 Node

Tillman Road (between Hessen Cassel and Creek)

Existing Conditions



Photographs





Analysis

This section of the corridor has an aesthetically pleasing, rural feel, and the path will transition from roadside to creekside. Agricultural properties exist along both sides of Tillman Road, as it narrows from four to two lanes east of Hessen Cassel Road. This section of Tillman Road does not have curb and gutter. The adjacent land slopes away from the road and the natural drainage leads to the Trier Ditch. A roadside ditch and guardrail is present beginning at a point approximately 485 feet to the west of the Trier Ditch. The posted speed limit is 40 mph and no sidewalks are present. The trail would most feasibly follow along the north side of Tillman between Hessen Cassel and Six Mile Creek. Overhead utilities are present, but should not interfere with the path. Approximately 500 feet to the west of the Tillman Road/Trier Ditch intersection is a dirt access road leading to the agricultural parcel. This appears to be the best location for the path to transfer from roadside to the more rural location along Trier Ditch, although it may require right of way acquisition. At the actual intersection there is a significant slope downward from Tillman Road to the roadside ditch then back up to the level of the agricultural field where the path will be located. Ramping or a pedestrian bridge would be required to provide access. According to the 2003 Floodplain map, the floodway and floodplain extends approximately 225 feet to the west of the Trier Ditch. This means that the path will be located within the floodplain of the Trier Ditch.

Right of Way

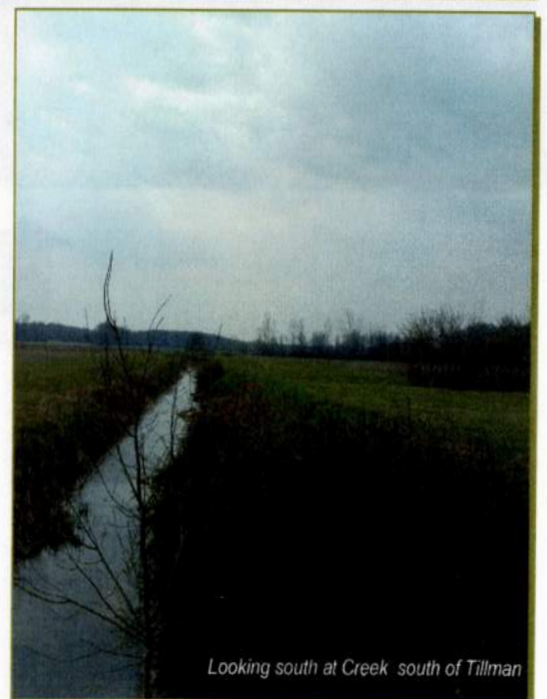
The parcel labeled JJ on the map on page 22 appears to offer minimal right of way along Hessen Cassel Road. There are utility lines and traffic signals in the parcel, however right of way lines are located near the edge of pavement. Research will need to be done to determine if right of way will be required. After the first parcel, there is plenty of right of way, open and scenic views and little impact on neighbors. Additional right of way would likely be required to allow trail to follow path of existing dirt access road to field and down to creek, however it is a better option than developing a pedestrian bridge or other means of access at creek.

Additional Comments

A potential future trail extension across or under Tillman Road then south along Trier Ditch/Six Mile Creek would be an aesthetically pleasing route that would allow trail users to view native grasses and plants. The future trail could continue south of Tillman along the creek to Maples Road, then head west to US 27, on to Anthony and north to Verizon Drive.



Looking west along Tillman.



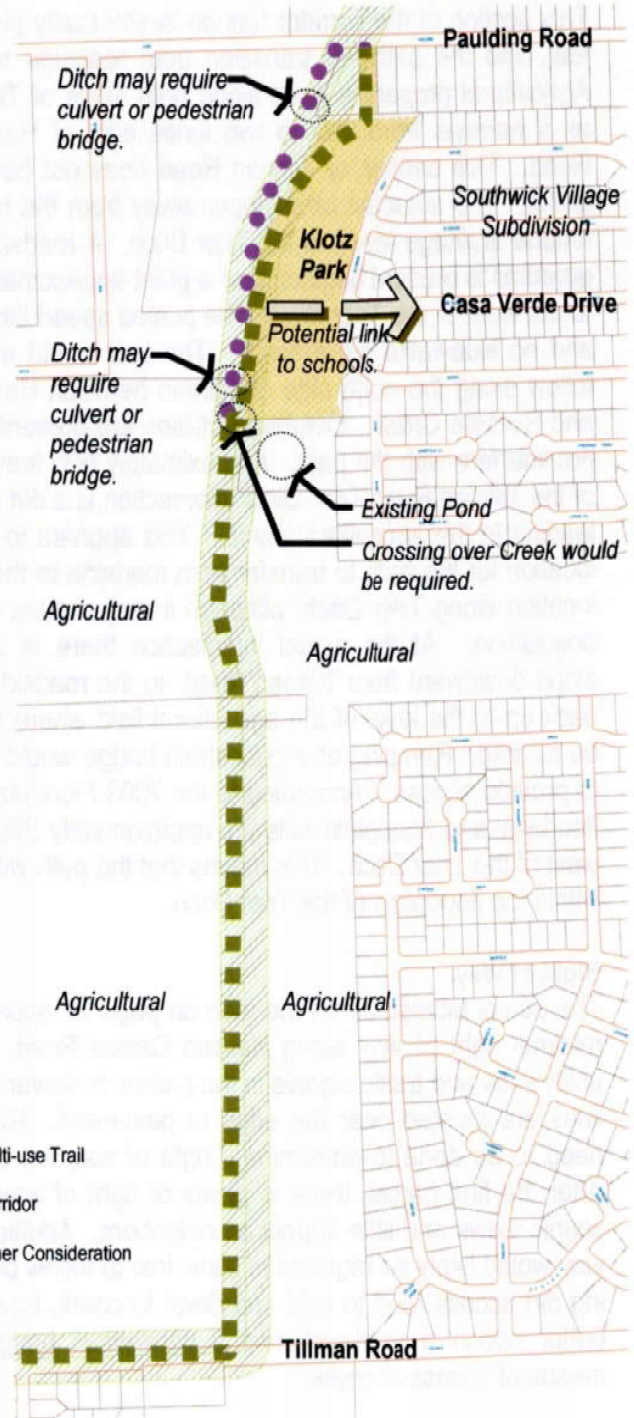
Looking south at Creek south of Tillman

Six Mile Creek Trail Corridor (between Tillman and Paulding)

Photographs



Existing Conditions (Corridor)



- ■ ■ Multi-use Trail
- ▨ Corridor
- ● ● Other Consideration



Existing Conditions (Intersection)



Analysis (See next page for sketches)

Preferred location: west side of ditch, crossing to the east approximately 1400' south of Paulding Road.

The preferred route parallels the west side of the Trier Ditch/Six Mile Creek. This section of the corridor has a flat topography that will require minimal clearing. The path will continue to a point approximately 1400' south of Paulding Road, where the path will cross easterly over the creek via a pedestrian bridge. The path will then parallel the ditch and Klotz Park (G,H), which is part of the Southwick Village subdivision. There is a residence located near the Trier Ditch in the parcel labeled F which would likely not permit the trail to be developed in that location, however, it appears that the parcel to the east, labeled H, is part of Klotz Park. If an agreement can be reached with the Southwick Village subdivision, this would be the ideal route for the trail in this location. Klotz Park offers green space, a ball field, playground and parking.

Other Location Considerations: west side of ditch to Paulding Road, then east across ditch.

Consideration was given to developing the trail on the west side of the creek all the way to Paulding, then traveling east over the ditch. An at grade crossing of Paulding would be required to get to the north side of Paulding. Paulding is approximately 24' wide with 3' shoulders, has a 35 mph speed limit and is classified as an urban minor arterial. Paulding has a proposed shoulder lane bike route. Issues with this location include:

- Approximately 30' south of Paulding a pedestrian bridge or culvert will be needed. The crossing will need to span approximately 10' across a tributary to the Trier Ditch/Six Mile Creek.
- The Paulding Road bridge is currently not wide enough for a parallel walk.
- Approximately 1400' south of Paulding along the west side of the creek is a low area that may require a small culvert to allow for the construction of the trail.

Right of Way

It appears that the path can be constructed within the flood easement, which is 75 feet from the bank of the Trier Ditch/Six Mile Creek. It appears that the parcel illustrated with the letter H is a vacant parcel owned by the Southwick Village subdivision. If research proves that to be true, it would be the ideal location for the path to intersect with Paulding Road. Research has shown that the homeowner's association is currently not active. The property could potentially be acquired by the City of New Haven and converted to a city park. This could be a win/win situation for the City and the homeowner's association.

Additional Comments

Southwick Elementary School and Paul Harding High School are both located east of the trail corridor.

According to 2003 Floodplain maps, the section of path from Tillman Road to Paulding Road will be in the floodplain of the Trier Ditch (see Floodplain maps in Section VI).

Paulding Road / Path Intersection

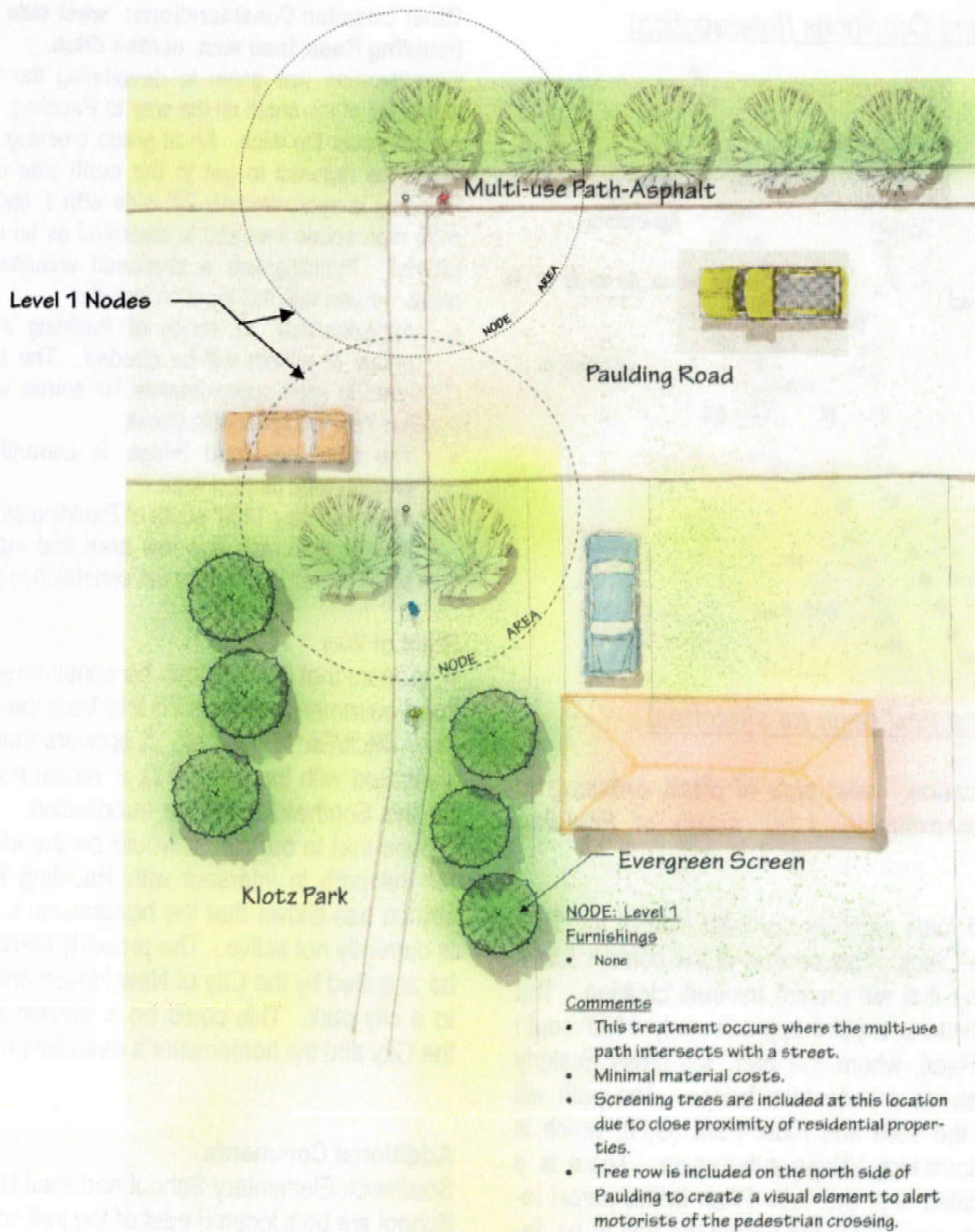


Figure 14. Conceptual Sketch—Plan View

Not to scale



Paulding Road / Path Intersection

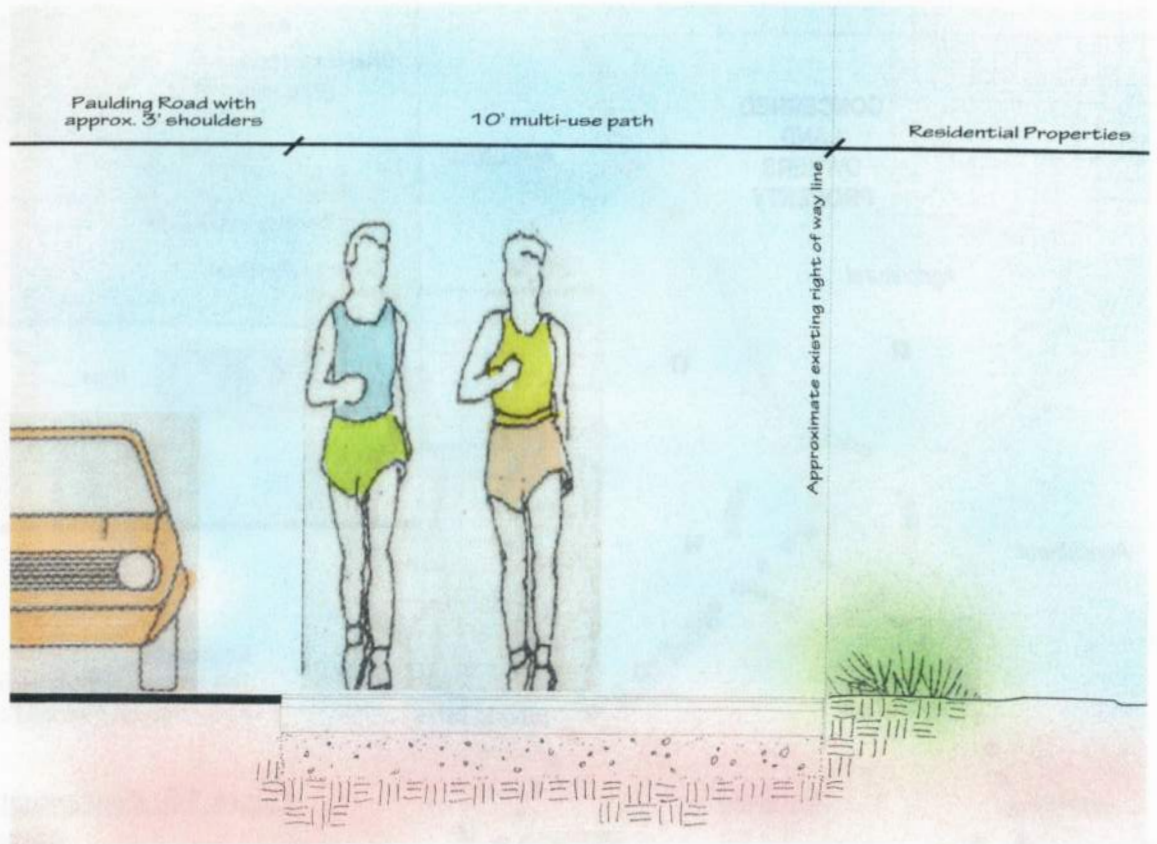
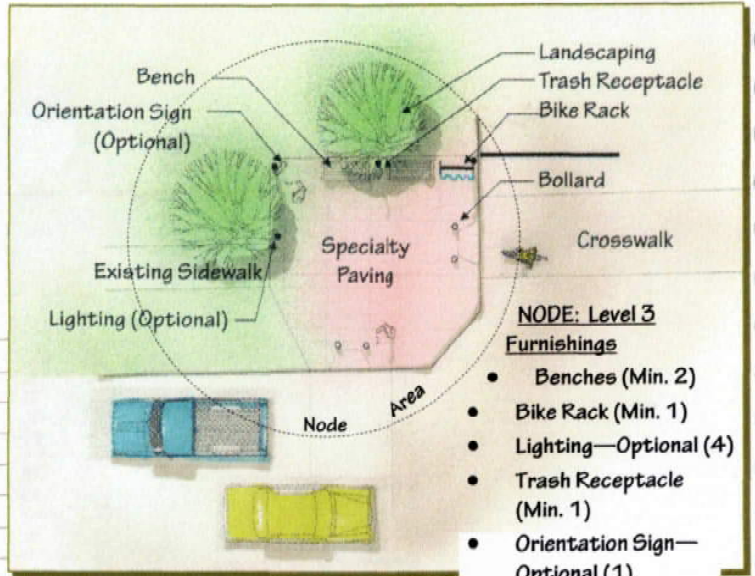
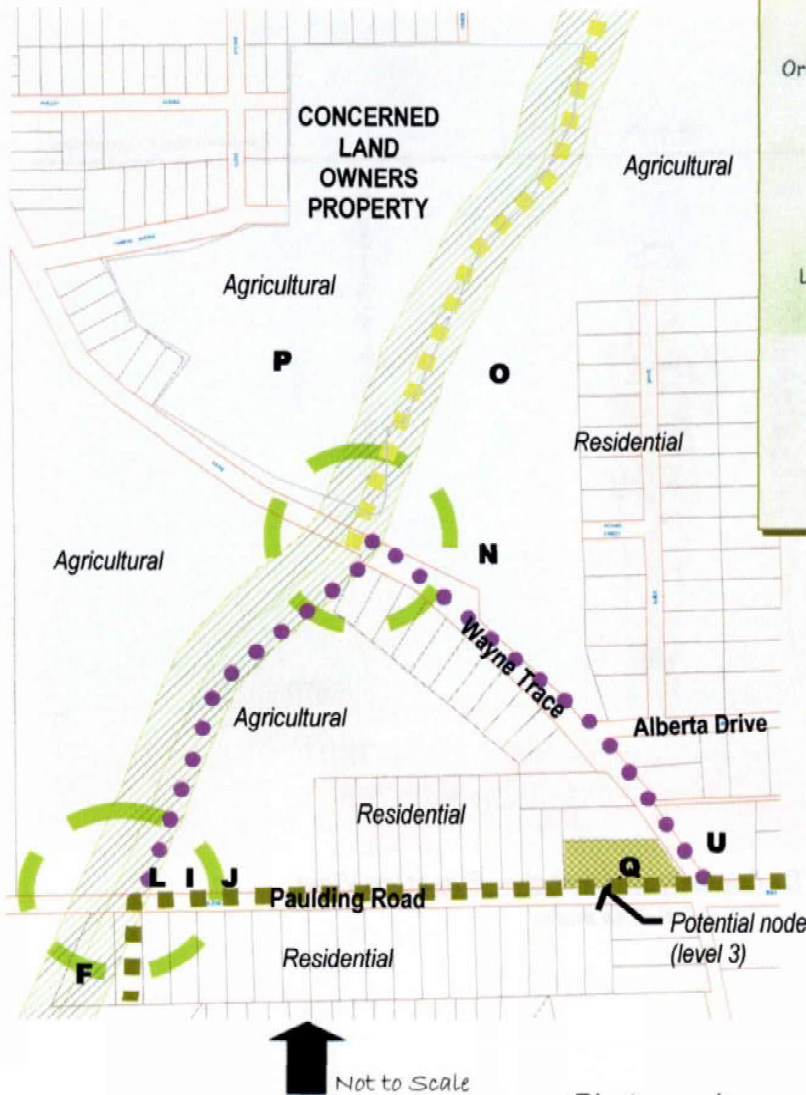


Figure 15. Conceptual Sketch—Elevation View
Not to scale

Six Mile Creek Trail Corridor (between Paulding and Wayne Trace)

Existing Conditions (Corridor)



- NODE: Level 3 Furnishings**
- Benches (Min. 2)
 - Bike Rack (Min. 1)
 - Lighting—Optional (4)
 - Trash Receptacle (Min. 1)
 - Orientation Sign—Optional (1)
 - Shade Trees (2)
 - Specialty Paving (Colored Concrete)

Comments

This intersection/node has an expanded paved surface to accommodate various amenities.

Figure 16. Conceptual Sketch—Level 3 Node

Not to scale

- Multi-use Trail (Alternate A)
- ▨ Corridor
- Other Consideration (Alternate B)
- Eliminated Alternate

Photographs



Looking south at new bridge carrying Wayne Trace over creek.



Looking at creek south of Wayne Trace.



Analysis

Three alternatives were considered for this section of the corridor. Two are discussed as Alternates A and B and one alternate was dismissed after the two public hearings. The option that was eliminated was the most straightforward approach of continuing the trail to the north paralleling the ditch. Issues that led to the dismissal of this option included:

- Concerned land owner(N,O,P) is located along the ditch and is opposed to the path going near their property.
- Conflicts with the railroad bridge, manufactured housing community, and auto salvage further north.

According to 2003 Floodplain maps, the path would be located in the floodplain of Trier Ditch if the path is adjacent to the ditch (see Floodplain maps on page 48,49). The floodplain extends approximately 75 feet to the east at the Wayne Trace intersection. The remainder of this section is not within the floodplain.

Preferred Route:

Alternate A: Path along the north side of Paulding Road to Wayne Trace.

This alternate would cross Paulding via a mid-block marked street crossing. Paulding is approximately 24' wide with 3' shoulders. The speed limit is 35 mph and Paulding is classified as an urban minor arterial. A shoulder lane bike route is proposed for Paulding. The first 500' east of Trier Ditch is an agricultural field. There are existing utility poles that appear to be set back approximately 10' from the edge of the pavement on Paulding Road. This could pose an issue, as no right of way is available and the path may need to utilize a swath of the farmland. Further east, the path would utilize the existing roadway right of way for the path. Twelve residential driveways would need to be crossed, but there appears to be adequate right of way to locate the path behind the utility poles. At the intersection of Paulding and Wayne Trace, in the northwest quadrant is a property that appears vacant, and if desired, research

could be done to potentially develop the parcel into a node.

The south side of Paulding Road was also considered for the path. There is approximately 10' of existing right of way from the edge of the pavement to the right of way line, however that would not be enough space for the trail and a buffer. There are also many residential property entrances that would require crossing.

Alternate B: Parallel the ditch to Wayne Trace, then south on the north side of Wayne Trace to Paulding, east on Paulding.

This section of the corridor has flat terrain and will require minimal clearing. Wayne Trace will require an at grade crossing and is classified as an Urban Collector. Wayne Trace has a new bridge over the creek that was opened in 2007. There is approximately 12' from edge of pavement to the right of way line on Wayne Trace just north of the Paulding/Wayne Trace Intersection. From the Wayne Trace/ditch intersection the path will parallel along the north side of Wayne Trace to Paulding, crossing Alberta Drive and three residential driveways. The Paulding Road/Wayne Trace intersection will require special design treatment. There are several driveways present and limited right of way. It appears that sufficient right of way is available along the north side of Wayne Trace to accommodate the path.

Conclusion

Alternate A would be the shorter, more direct route, however it would cross the most residential properties. Alternate B would be the cleanest route, however it is not a direct route. *A possible solution could be to utilize Alternate B for the Six Mile Creek Trail, and keep the plan of adding a shoulder lane bike route on Paulding for certain bicyclists.*

Six Mile Creek Trail Corridor (between Wayne Trace and Meyer)

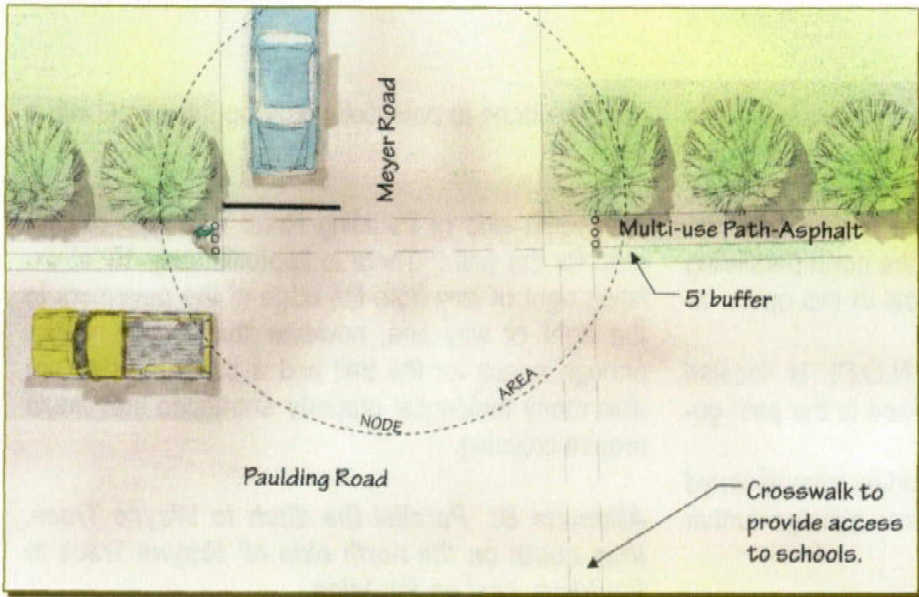
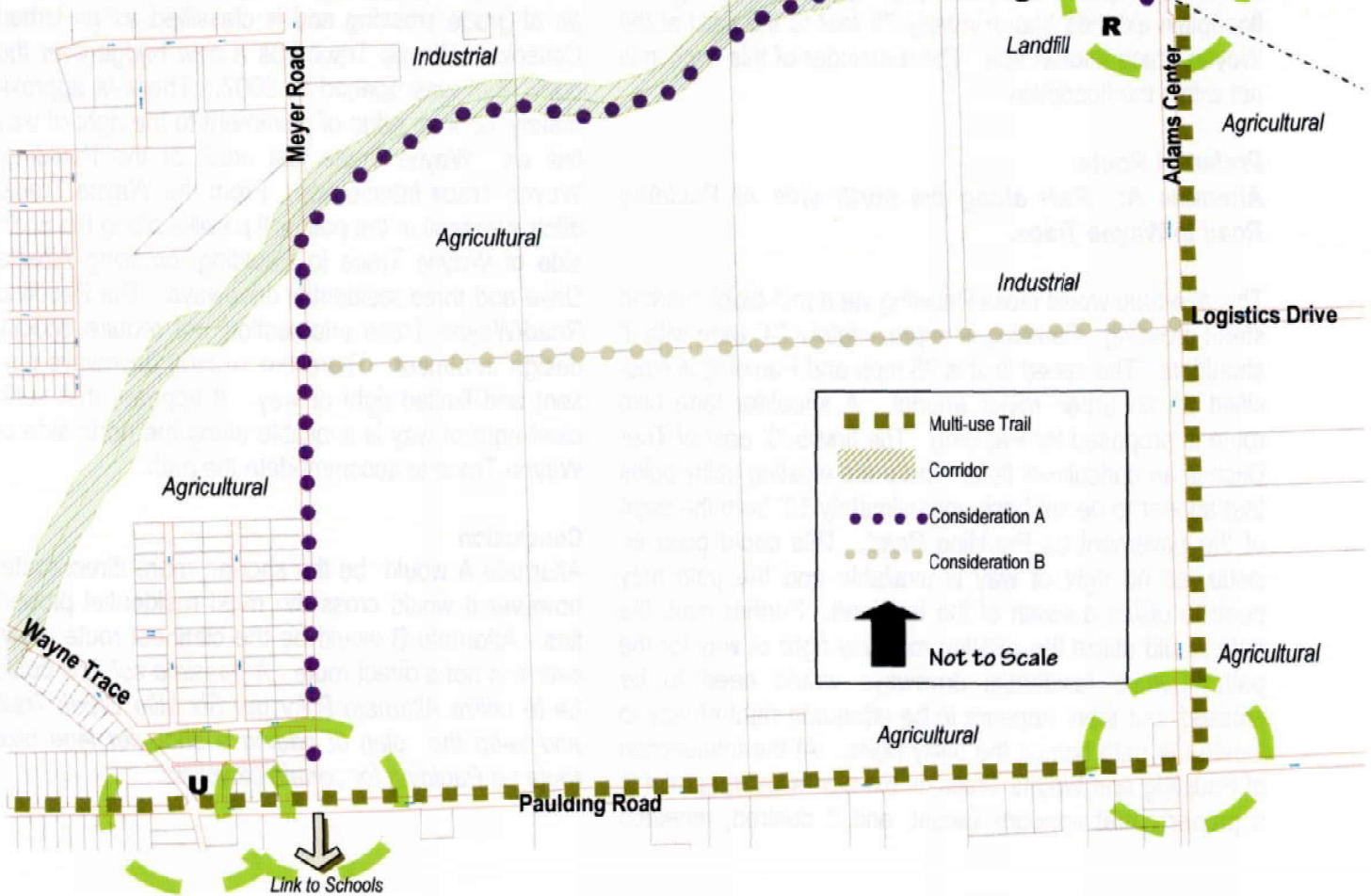


Figure 17. Conceptual Sketch—Meyer/Paulding Intersection (Node Level 1)
Not to scale





Analysis

An exhaustive analysis of this area of the corridor was done, mostly due to the inability to get past the railroad bridge, but also because of the poor views and minimal space along the ditch between the Cedarwood Trails manufactured housing development and Mills Auto Parts (salvage yard).

Preferred Route: North side of Paulding Road to Adams Center, then north on the east side of Adams Center to Trier Ditch/Six Mile Creek.

The path would follow along the north side of Paulding, across Meyer Road, and to Adams Center Road. Paulding Road reduces in size from a four-lane road to a two lane road (with wide shoulders) east of Meyer Road. Just south of the Meyer Road/Paulding Road intersection is the Paul Harding High School. Existing evergreen trees are planted on the north side of Paulding Road, approximately 55' off the edge of pavement, beginning at a point approximately 2000 feet east of Wayne Trace Road. It appears that the right of way width along this section of Paulding Road is approximately 20 feet, with utility poles located at the back edge of the right of way. The evergreen trees are located approximately 35 feet behind the right of way line and continue all the way to Adams Center then along both sides of Adams Center offering significant aesthetic value. It would be ideal if the Six Mile Creek Trail could be located between the utility poles and the evergreens, however that would require additional right of way or an agreement of shared use/easement. During public meeting regarding the

Six Mile Creek Trail this area of the corridor was discussed. Comments were made relative to the landfill property, which is along Paulding Road and Adams Center Road and owns the property with the evergreen trees. It was discussed that landfill owners may consider donating property—if that is the case, this would be the ideal solution for this segment of the corridor. Adams Center Road accommodates frequent truck traffic and it would be beneficial to have a buffer between the path and the roadway.

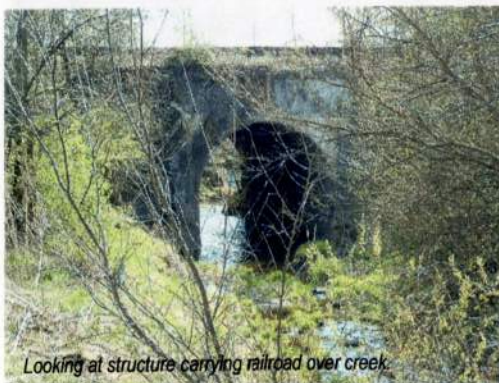
Other location considerations:

Consideration A—North on Meyer Road to the Trier Ditch/Six Mile Creek, then parallel the ditch to a point south of the railroad bridge and head easterly to Adams Center.

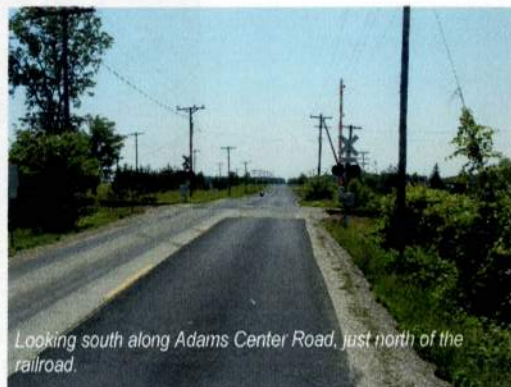
This route would be approximately 800 feet shorter in distance, however it would require acquiring property for an east/west connection from the ditch to Adams Center Road south of the railroad bridge.

Consideration B—North on Meyer Road then east at a point approximately 2600 feet north of the Meyer Road/Paulding Road Intersection

This route would be approximately 1000 feet shorter in distance than the preferred route but would require acquiring property for an east/west connection from Meyer Road to Adams Center Road.

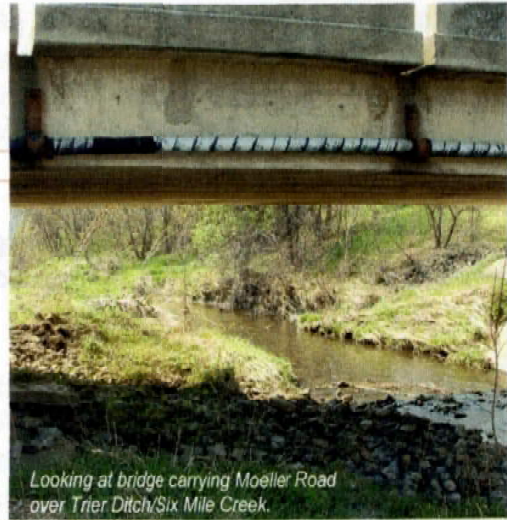
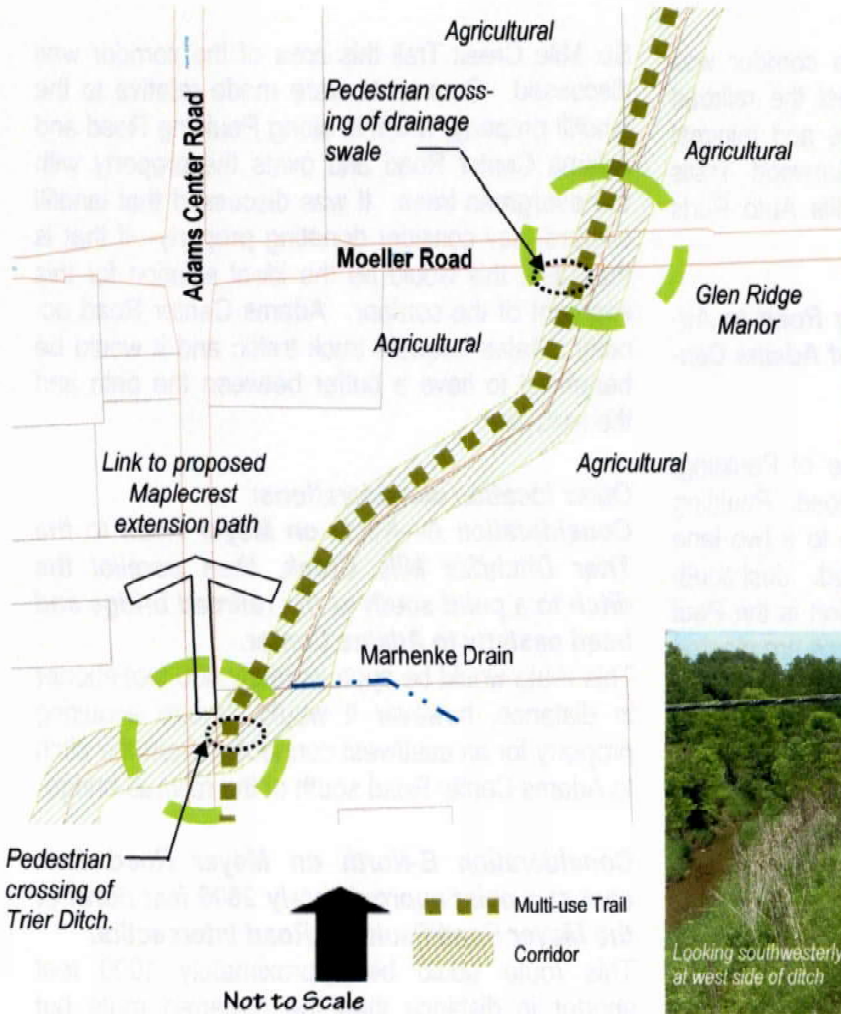


Looking at structure carrying railroad over creek.



Looking south along Adams Center Road, just north of the railroad.

Six Mile Creek Trail Corridor (between Adams Center and Moeller)





Analysis

This section of the corridor passes through rural, aesthetically pleasing, relatively flat terrain.

Preferred Route: *North/west side of creek.*

South of Moeller Road when Trier Ditch crosses under Adams Center Road the path will return creekside and back into the floodplain (see Floodplain maps in section VI). Since Adams Center Road is too narrow to accommodate the multi-use path, the path will slope down to creekside, then cross Trier Ditch via a new pedestrian bridge. The trail will then parallel the ditch on the north side. Approximately 40' south of the Moeller Road bridge the trail will need to cross an existing drainage swale. A possible solution is to install a corrugated metal arch pipe (approximately 48" dia). Approximately 40' of pipe is estimated to be needed to provide a suitable base for the trail to traverse across the drainage swale. The functional classification of Moeller Road is an Urban Minor Arterial. A sidewalk or path is planned for Moeller Road per the NIRCC Draft Pedestrian and Bicycle Facility Planning and Design Manual.

Other Considerations

The south/east side of the creek was considered, however the Marhenke Drain intersects with the Trier Ditch and would require a pedestrian crossing of some kind. Additionally there is a retention pond on the east side of the Trier Ditch near the Glen Ridge Manor Subdivision which may be hazardous to trail users.

Right of Way

The trail can be located within the 75' floodway easement along the Trier Ditch/Six Mile Creek.

Additional Comments

The New Haven Engineer's office stated that the planned Maplecrest Road extension project will include a 8-10' path. Access to the Maplecrest Road extension will be beneficial as it will provide access across the railroads and Maumee River.

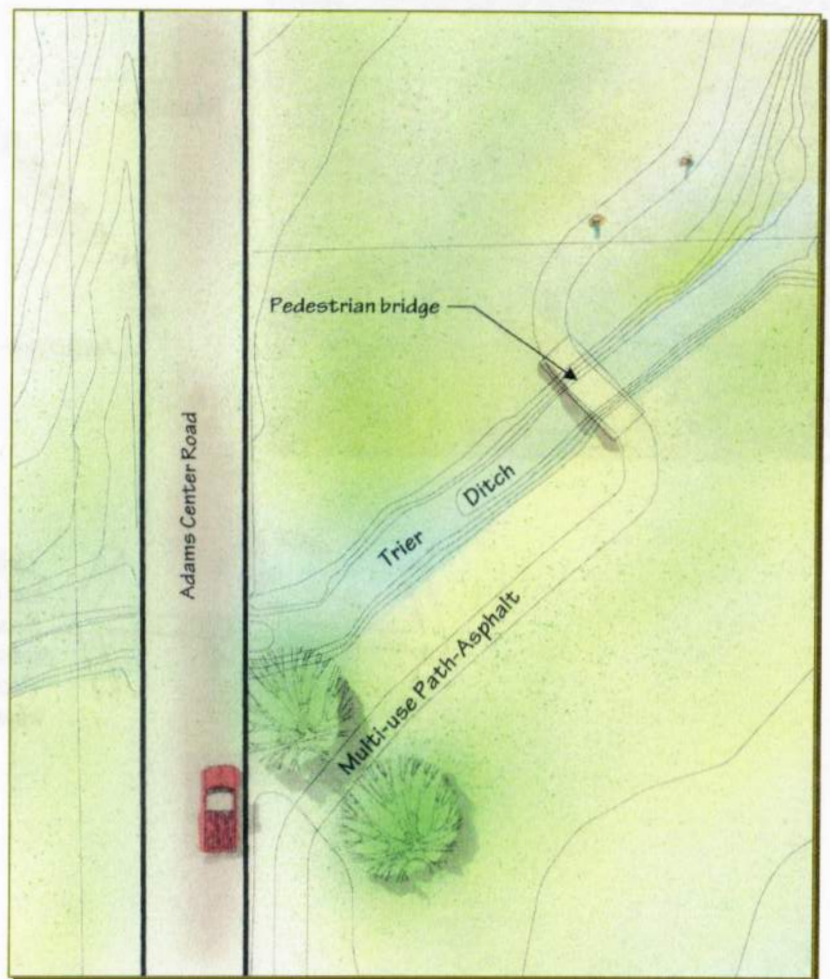
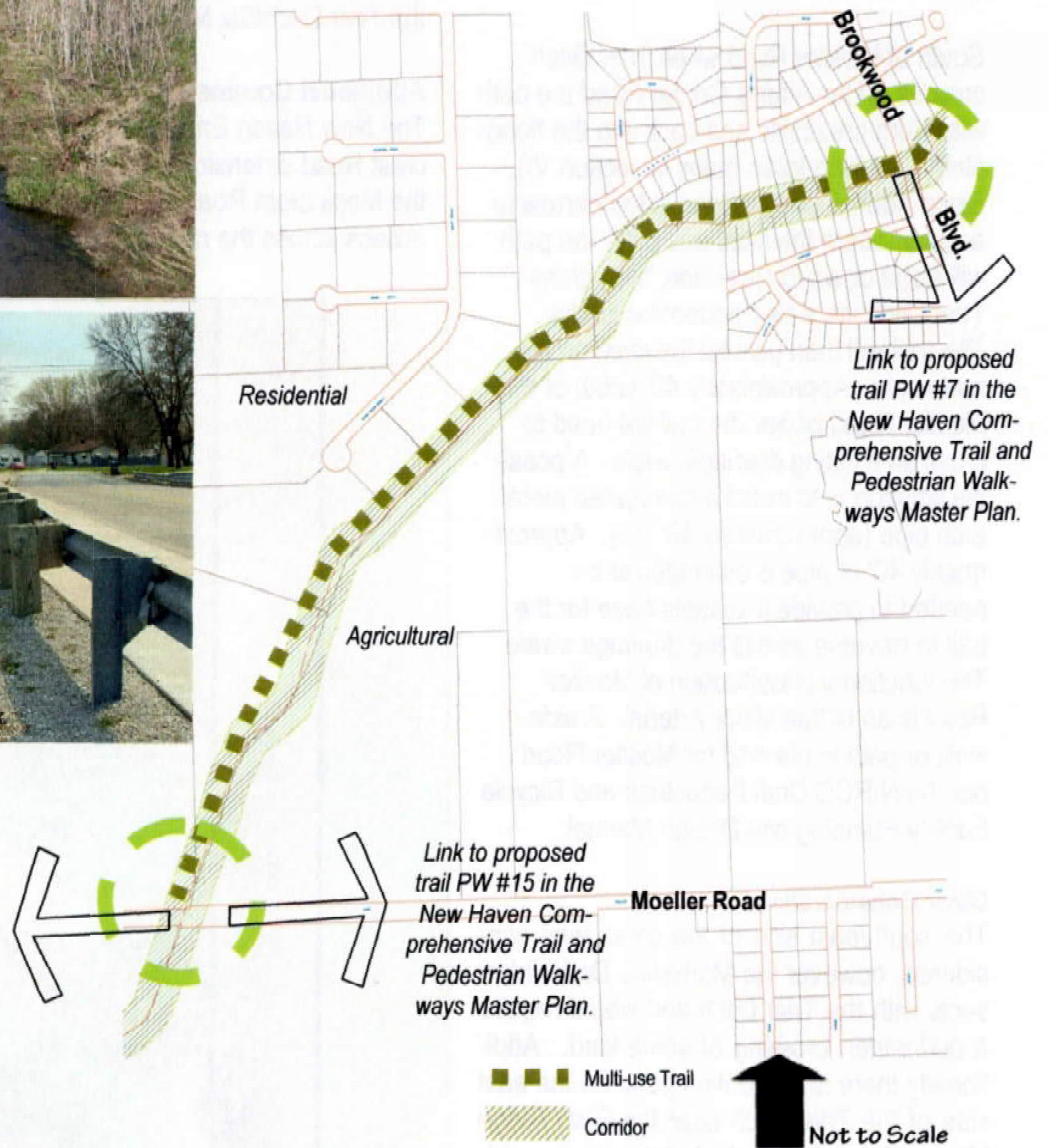


Figure 18. Conceptual Sketch

Not to scale

Six Mile Creek Trail Corridor (between Moeller Road and Brookwood Boulevard)





Analysis

This is an aesthetically pleasing section of the corridor passing through native trees and grasses.

Preferred Route: North/west side of creek.

The path will continue on the north/west side of creek between Moeller and Brookwood Boulevard. An at grade mid-block crossing of Brookwood Boulevard will be required. The functional classification of Brookwood is Local, and it has a 25 mph speed limit. The crossing should be perceived a safe due to the speed limit and good visibility. This section of the path would be within the floodplain (see Floodplain map on page 50).

Other Considerations

The south/east side of the creek was considered, however the residences near Brookwood Boulevard are located close to the ditch.

Right of Way

The trail can be located within the 75' floodway easement along the Trier Ditch/Six Mile Creek.

Additional Comments

Connectivity to the proposed PW #7 trail (Meadowbrook Subdivision to Meadow Brook Park Pedestrian Walkway) will provide Six Mile Creek Trail access to numerous stakeholders. The proposed walkway begins at the south end of the Meadowbrook subdivision at the intersection of Moeller Road and Woodmere Drive and winds its way to Courtney Drive where the walkway splits off into two directions: west along the south side of Courtney Drive to the existing sidewalks at Brookwood Drive, and east along the south side of Royalton Drive to Brookmont court then into Meadowbrook park.

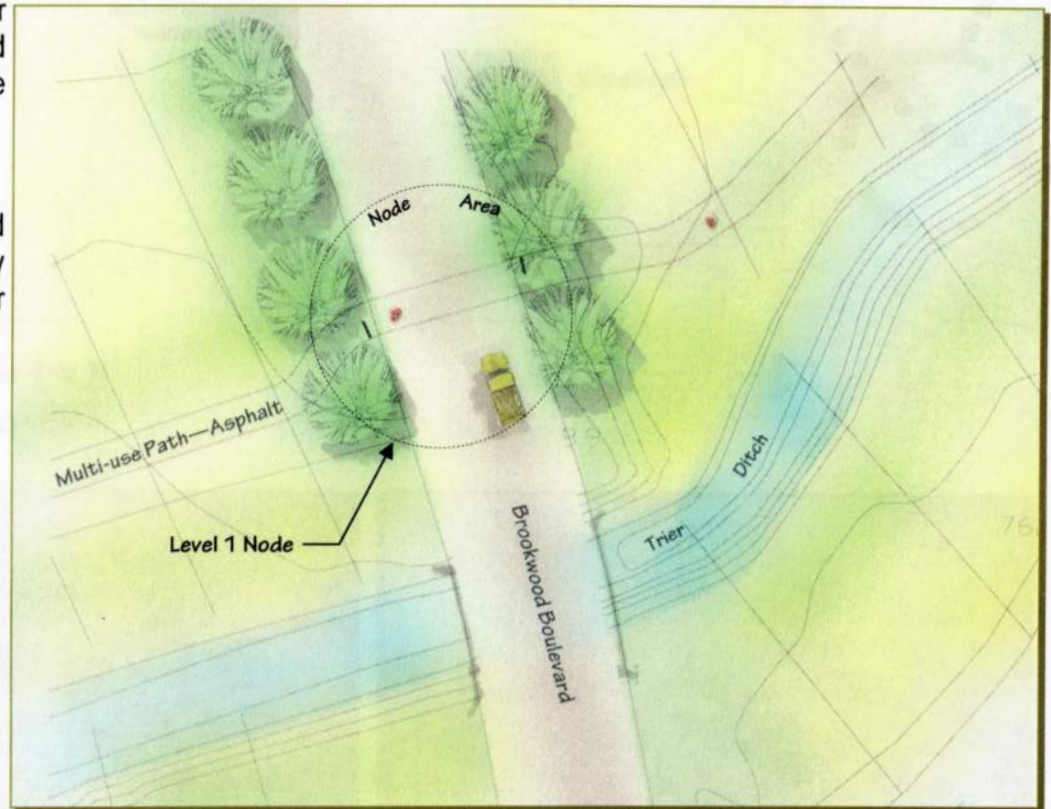
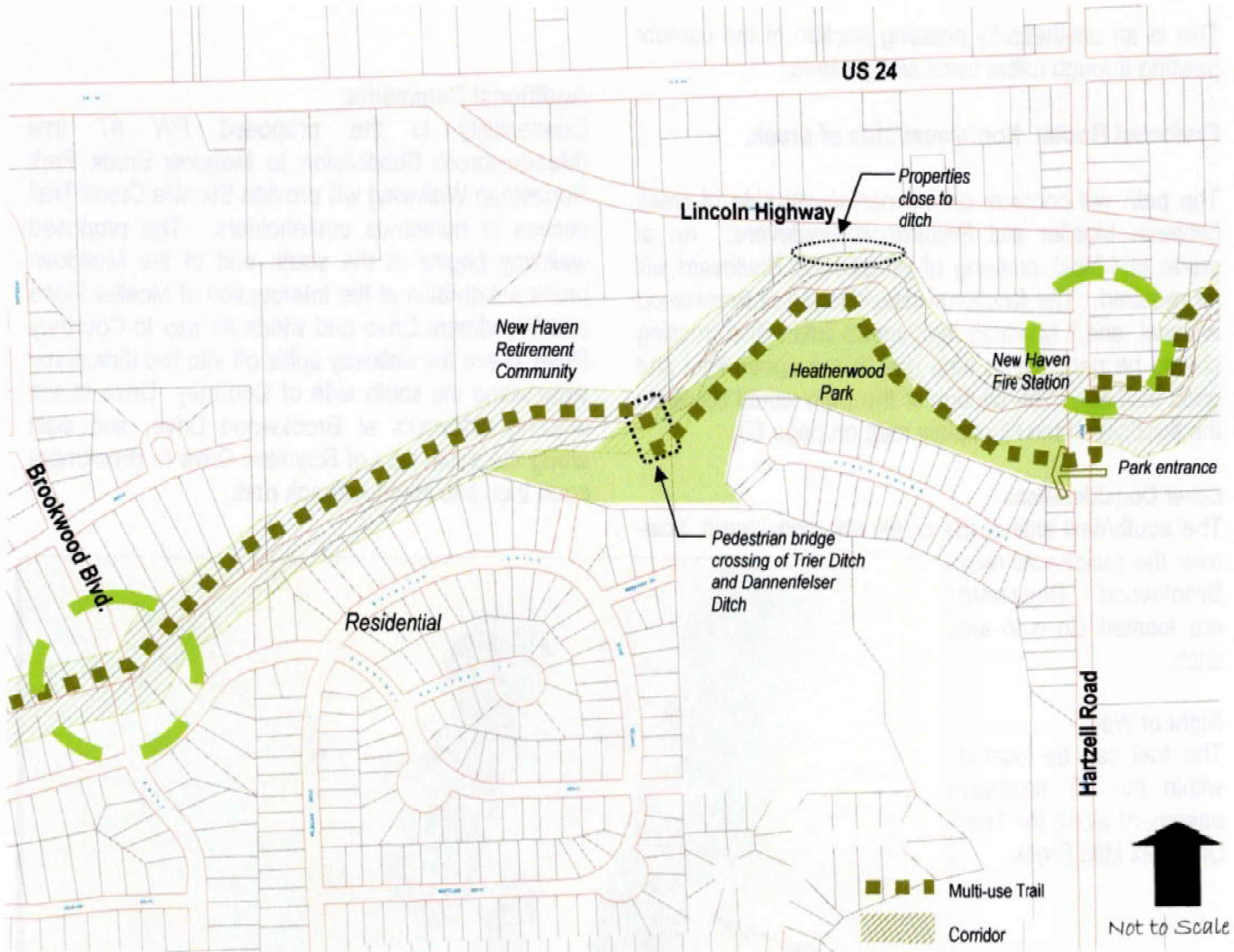


Figure 19. Conceptual Sketch of Brookwood Blvd / Trier Ditch Intersection

Six Mile Creek Trail Corridor (between Brookwood Blvd. and Hartzell Road)

Existing Conditions



View of creek from Heatherwood park



Looking north along Hartzell Road from Heatherwood Park entrance



Analysis

This is an aesthetically pleasing section of the corridor passing through residential neighborhoods and a park.

Preferred Route: North/west side of Trier Ditch/Six Mile Creek, crossing over to the south/east side.

The preferred route for the trail is on the north side of the Trier Ditch from Brookwood Boulevard to the intersection of the Trier and Dannefesler Ditches at which point a pedestrian crossing of the creek will be needed. The location of the proposed pedestrian bridge is approximately 1270' west of Hartzell Road near the confluence of the Trier and Dannefesler Ditches, behind the New Haven Retirement Community. Due to the size of the floodway in this area it may not be practical to span the entire width. If the pedestrian bridge structure and/or abutments is to be located within the floodway a hydraulic analysis would be required to determine the impact on the floodway to gain permit approval. The recommendation to cross over the Trier Ditch in this area is for several reasons including:

- Minimal space between Barkers' Import Motor Service and the ditch,
- Parking lot for the New Haven Retirement Community is near the ditch, and
- Access to Heatherwood Nature Trail and Park.

Other Considerations

Continuing on the north/west side of the ditch was considered, however the recommendation to cross to the south side was made mainly due to the limited space in the areas listed above.

Right of Way

The trail can be located within the 75' floodway easement along the Trier Ditch/Six Mile Creek. There is approximately 22' of right of way from the edge of the pavement on Hartzell to the right of way line along the east side of Hartzell.

Additional Comments

Heatherwood Park, part of the New Haven Park and Recreation system, is located in this area. The park offers parking, nature trails, playground, and a picnic area.

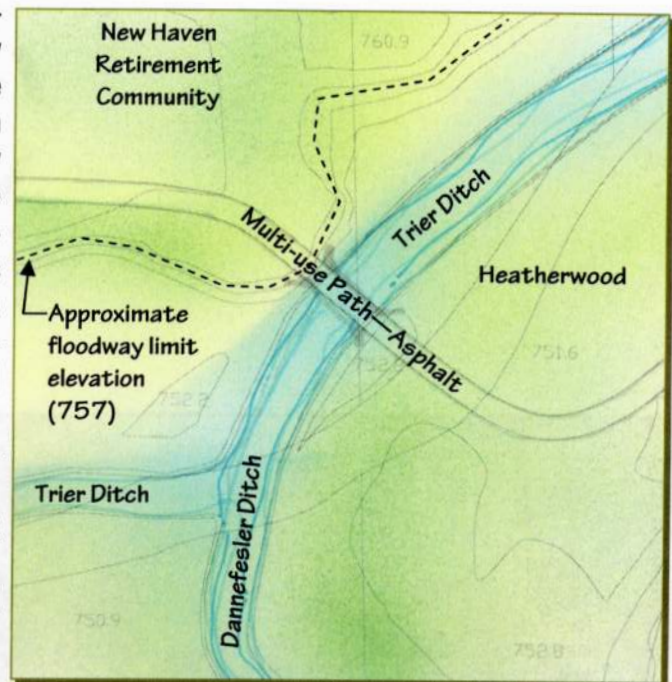
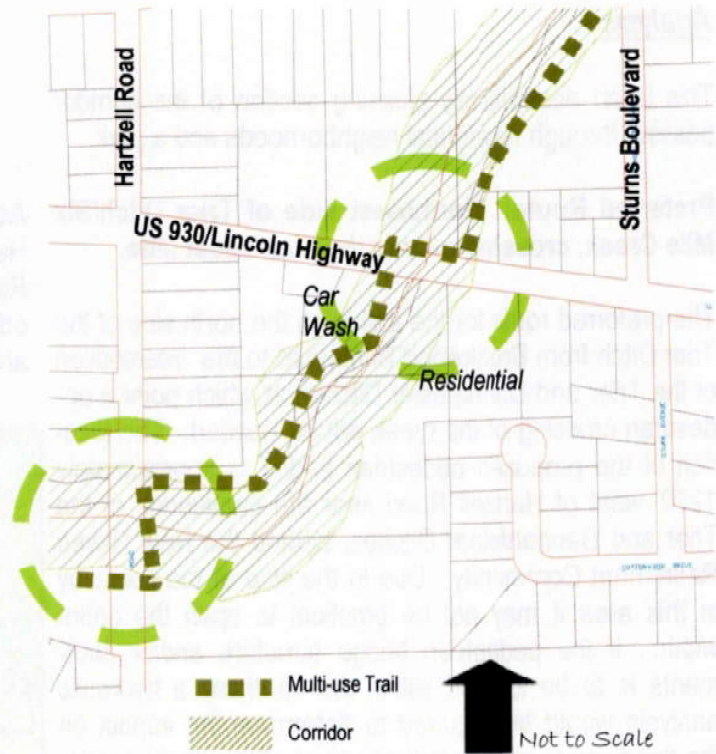


Figure 20. Conceptual Sketch of Ditch Crossing



View of structure carrying Hartzell Road over the creek from Heatherwood Park.

Six Mile Creek Trail Corridor (Between Hartzell and Lincoln Highway)



View looking west across US 930/Lincoln Highway bridge.



View of creek from just south of the car wash looking south.



Analysis

Preferred Route: North/west side of Trier Ditch/Six Mile Creek between Hartzell Road and US 930/ Lincoln Highway.

At Hartzell Road, the preferred route is to be located on the north side of the ditch. To accommodate this, the path will need to cross the ditch at Hartzell Road, however the bridge is currently not wide enough to accommodate the path. There is the potential that the traffic lanes could be shifted and the existing sidewalks that are located on each side of the bridge could be combined to form the multi-use path across the existing bridge. Further research would need to be done to determine if this is a viable solution. Alternative crossings such as a separate pedestrian bridge or widening the existing Hartzell Road bridge will need to be studied. This section of the path would be within the floodplain (see Floodplain maps in Section IV).

US 930/Lincoln Highway is an Urban Minor Arterial and has a proposed on-street bike route. US 930/Lincoln Highway is scheduled for rehabilitation within the next 2-3 years by the Allen County Highway Department. The Highway Department stated that a sidewalk/path up to 8' wide could be incorporated into the rehabilitation project. Discussions should be initiated to increase the size to 10' to accommodate the Six Mile Creek trail. The aesthetically pleasing arch structure will be kept in tact.

Other Considerations

After crossing Hartzell Road, consideration was given to locating

the path on the south side of the ditch, however there is a residence in close proximity to the ditch near the intersection with Lincoln Highway. Another factor affecting the decision to locate the trail on the north side is the slope of the ditch bank on the south side.

Continuing on the south/east side of the ditch between Hartzell Road and US 930/Lincoln Highway was considered, however the recommendation to cross to the north side was made due to the close proximity of the residence to the creek in the southeast quadrant if the US 930/Lincoln Highway and Trier Ditch intersection.

Right of Way

The trail can be located within the 75' floodway easement along the Trier Ditch/Six Mile Creek.

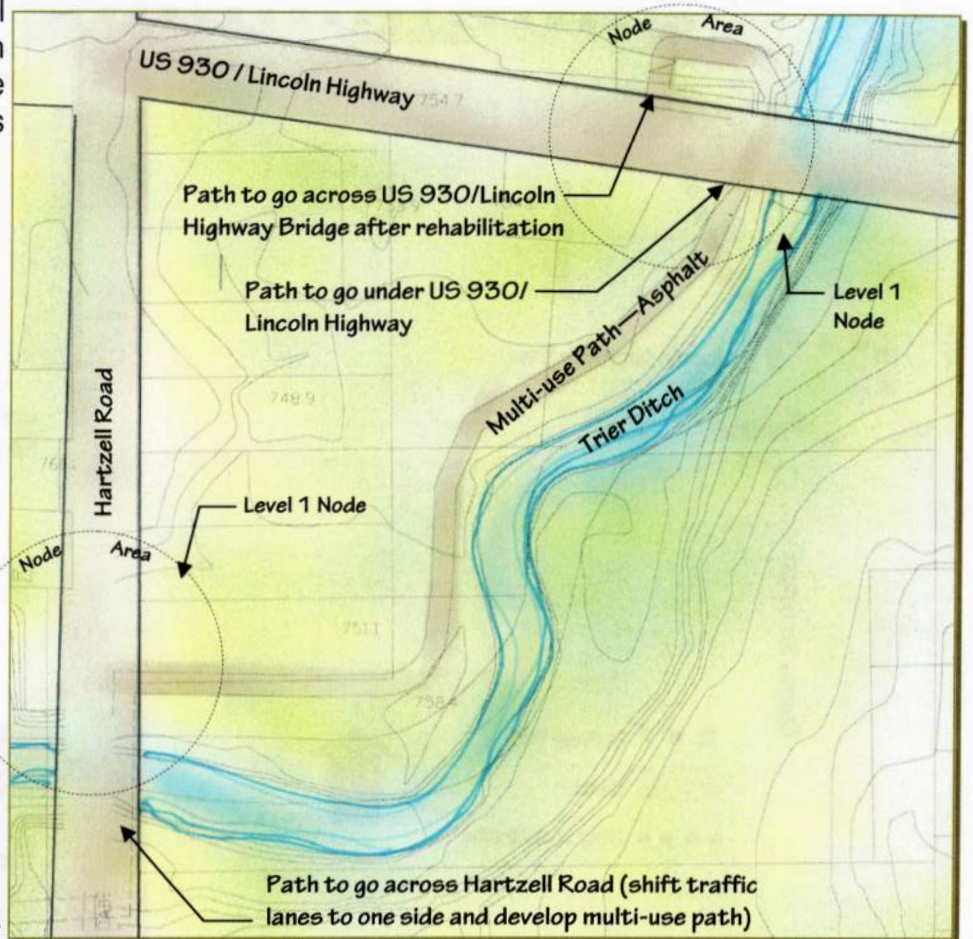
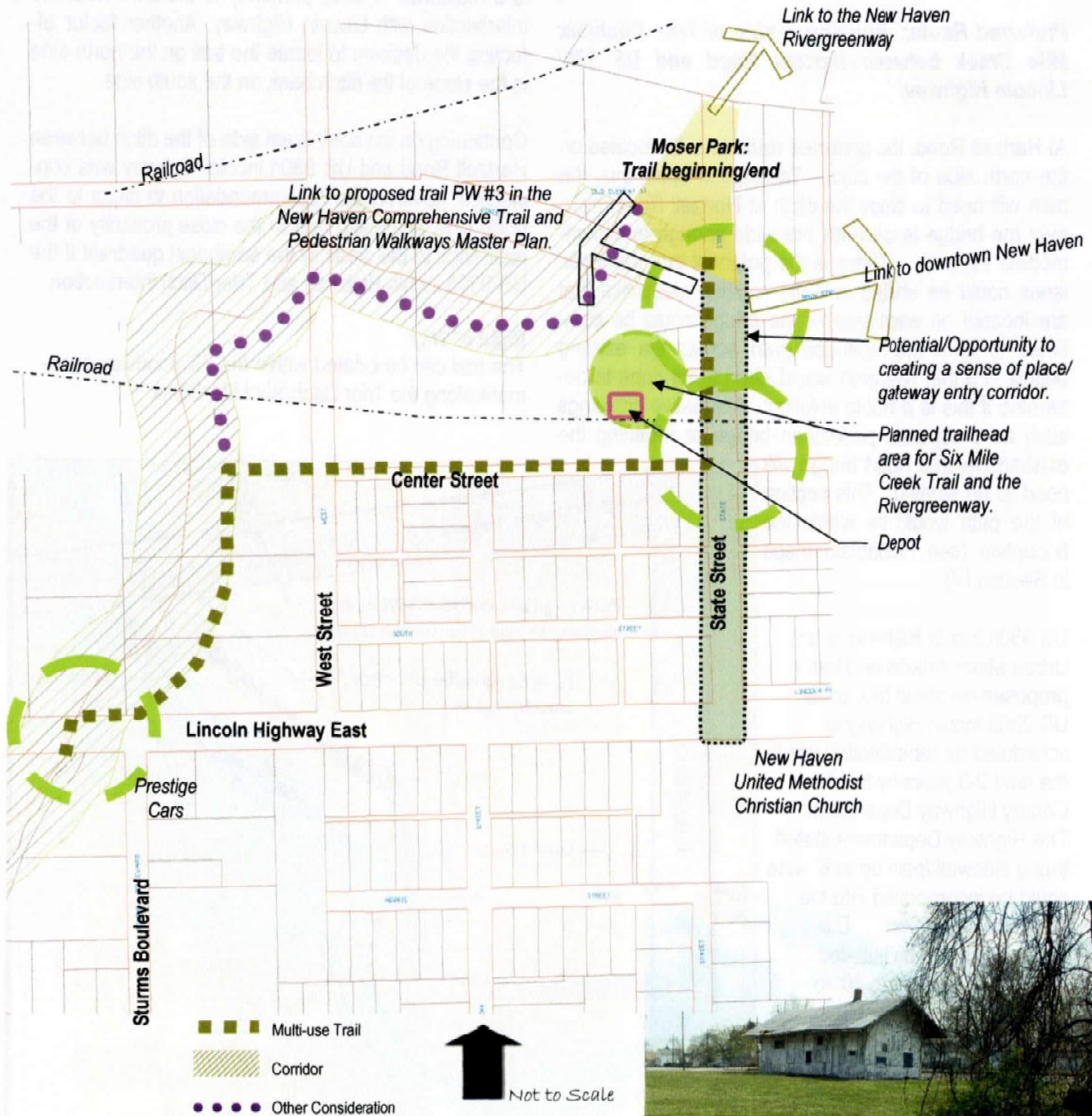


Figure 21. Conceptual Sketch of Hartzell Road and US 930/ Lincoln Highway Area

Six Mile Creek Trail Corridor (Lincoln Highway East to Moser Park)

Existing Conditions





Analysis

This section of the Six Mile Creek Trail will link to the New Haven Rivergreenway and be the final leg in the Rivergreenway loop. This particular location is full of potential and could be a destination for many trail users. The New Haven Heritage Group recently received a TE grant for the restoration of the Depot. The area will then be used as a trailhead for the Six Mile Creek trail and the Rivergreenway. This type of improvement could also provide many positive opportunities for the area such as restaurants, specialty shops, and recreation space.

Preferred Route: *across Lincoln Highway East then along east creek bank to the old Center Street alignment.*

The preferred route goes under Lincoln Highway East, then up and over the Trier Ditch via the Lincoln Highway East bridge. After crossing the bridge the trail will travel north along the east bank of the Trier Ditch to the Center Street alignment, then east along the Center Street alignment to State Street, then north to Moser Park.

Other Location Considerations

Another route studied would have followed a path parallel to the ditch all the way to Moser Park. Two issues led to the quick dismissal of that route including:

- No access over or under the active railroad, and
- Meandering creek channel creating bank stabilization challenges.

Other Considerations (See following pages)

A Transportation Enhancement Grant has been received to help fund improvements in and around the historic Depot. Consideration should be given to developing State Street as a gateway entrance to the Depot area with themed lighting, plantings, paving, and other amenities. Additional future considerations could include a small amphitheater for summertime concerts, trailhead leading to an overlook of the Trier Ditch, or educational kiosks with information regarding the native plantings, wetland animals, etc. in the area between the Depot and the Trier Ditch.

Additional Comments

Connectivity to the proposed PW #3 trail in the New Haven Comprehensive Trails and Pedestrian Walkways Master Plan would provide access to the Six Mile Creek Trail from the intersection of Rose Avenue and Bade Street.



Looking at opening from Depot toward creek.



Looking at bridge over Six Mile Creek from Moser Park.



Looking at creek and abandoned bridge abutment from the woods behind the Depot building.

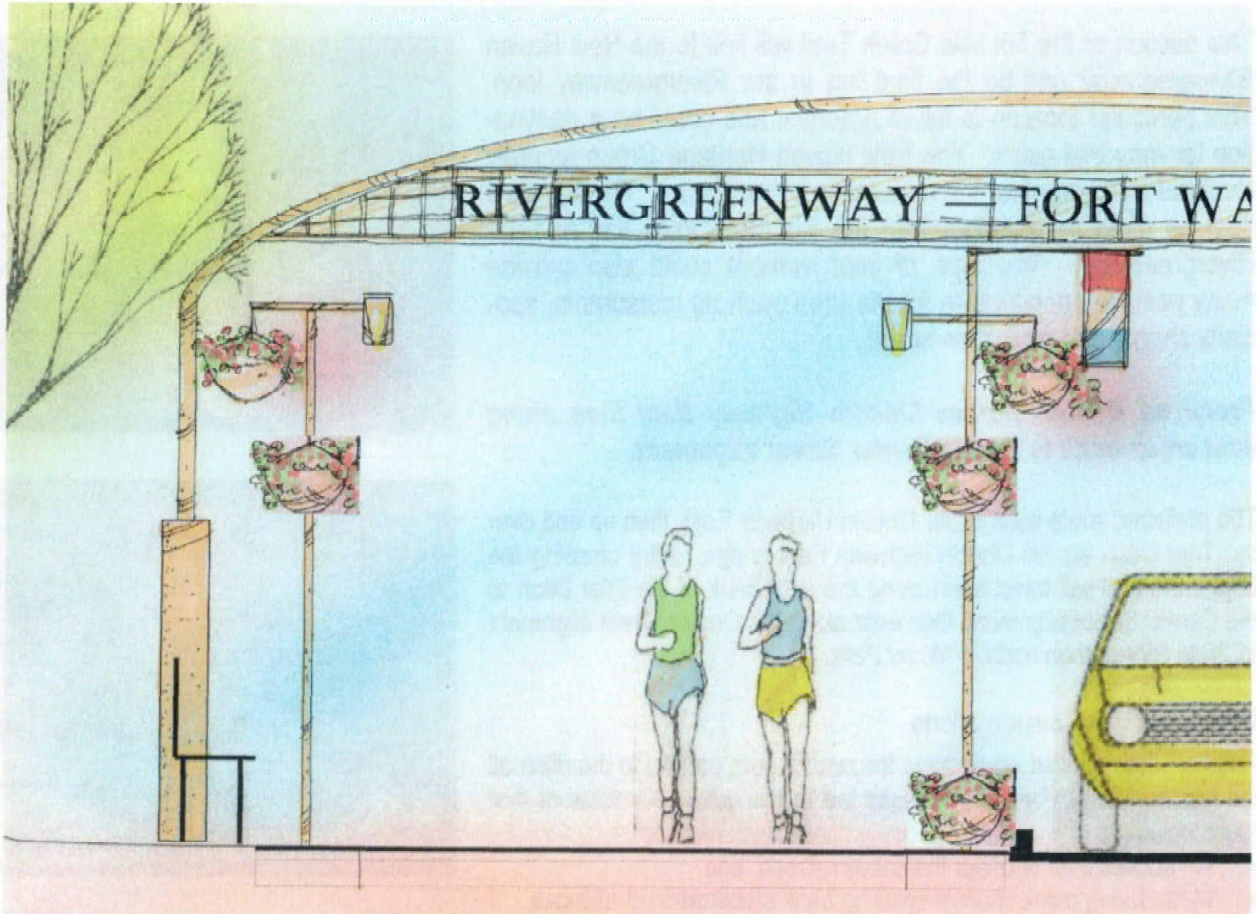


Figure 22. Conceptual Sketch—State Street Improvements
Not to scale

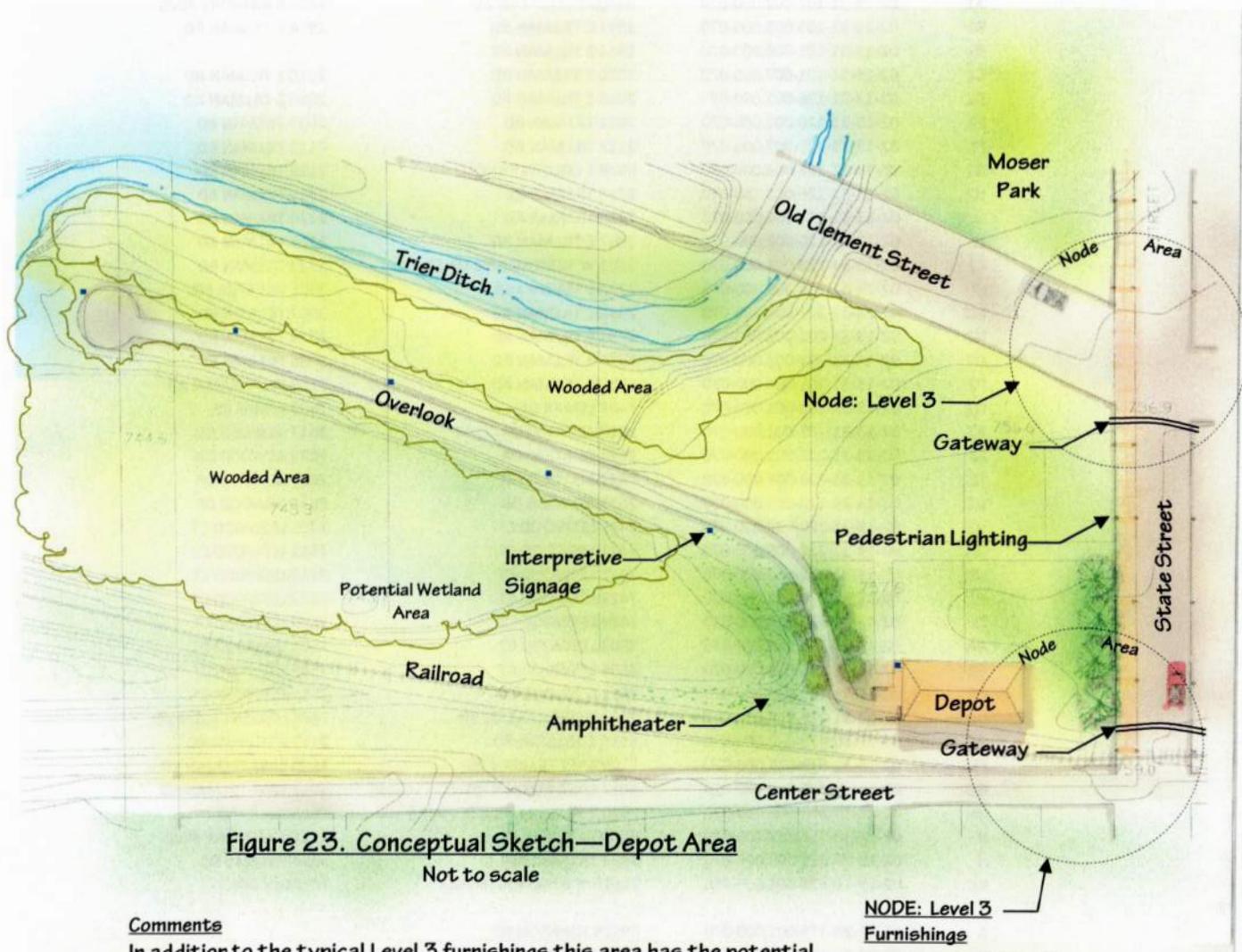
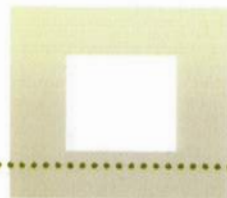


Figure 23. Conceptual Sketch—Depot Area

Not to scale

Comments

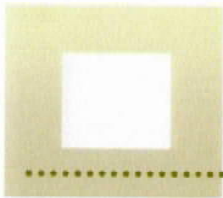
In addition to the typical Level 3 furnishings this area has the potential to be developed as a unique trailhead. Potential amenities include:

- **“Overlook Trail”**
This trail could be an interpretive trail with wetland information, descriptive tree and plant signage, railroad history information and other appropriate educational information.
- **Gateway Boulevard along State Street**
State Street could become a focal point or gateway as it provides access to the planned trailhead location, link to Moser Park, access from Lincoln Highway East, and it offers a link to downtown New Haven via Main Street. State Street could incorporate improvements such as pedestrian scaled street lighting, signage, specialty paving.
- **Community Space**
Community Gathering area are valuable assets to public spaces. The area around the Depot could possibly allow for the development of an amphitheater or other public amenity.

NODE: Level 3

Furnishings

- Benches (Min. 2)
- Bike Rack (Min. 1)
- Lighting—Optional (4)
- Trash Receptacle (Min. 1)
- Orientation Sign—Optional (1)
- Shade Trees (Min. 2)
- Specialty Paving (Colored Concrete)



	Parcel	Mailing Address	Street Address
A1	02-13-31-101-002.000-070	64409 COUNTY RD 21	7401 S ANTHONY BLVD
B1	02-13-31-101-005.000-070	1914 E TILLMAN RD	1914 E TILLMAN RD
B2	02-13-31-101-006.000-070	1914 E TILLMAN RD	
C2	02-13-31-101-007.000-070	2010 E TILLMAN RD	2010 E TILLMAN RD
D2	02-13-31-126-001.000-07	2016 E TILLMAN RD	2016 E TILLMAN RD
E2	02-13-31-126-002.000-070	2024 TILLMAN RD	2024 TILLMAN RD
F2	02-13-31-126-003.000-070	2112 TILLMAN RD	2112 TILLMAN RD
G2	02-13-31-126-004.000-070	9929 S COUNTRY KNOLL	2126 TILLMAN RD
H2	02-13-31-126-005.000-070	2210 TILLMAN RD	2210 TILLMAN RD
I2	02-13-31-126-006.000-070	2220 TILLMAN RD	2220 TILLMAN RD
J2	02-13-31-126-007.000-070	2307 E TILLMAN RD	2314 TILLMAN RD
K2	02-13-31-126-008.000-070	3101 W NORTHSHORE DR 57	2322 TILLMAN RD
L2	02-13-31-126-009.000-070	2232 S MAIN # 463	7555 DECATUR RD
M2	02-13-31-201-001.000-070	2536 E TILLMAN RD	2502 TILLMAN RD
N2	02-13-31-201-002.000-070	2536 E TILLMAN RD	2514 TILLMAN RD
O2	02-13-31-201-003.000-070	2536 E TILLMAN RD	2526 TILLMAN RD
P2	02-13-31-201-004.000-070	2536 E TILLMAN RD	2700 BLK TILLMAN RD
Q2	02-13-31-202-001.000-070	7407 LEMAR DR	7407 LEMAR DR
R2	02-13-31-202-002.000-070	2617 ALWOOD DR	2617 ALWOOD DR
S2	02-13-31-226-001.000-070	2623 ALWOOD DR	2623 ALWOOD DR
T2	02-13-31-226-002.000-070	2627 ALWOOD DR	2627 ALWOOD DR
U2	02-13-31-226-003.000-070	2635 ALWOOD DR	2635 ALWOOD DR
V2	02-13-31-226-004.000-070	7405 LESWOOD CT	7405 LESWOOD CT
W2	02-13-31-226-005.000-070	7411 LESWOOD CT	7411 LESWOOD CT
X2	02-13-31-226-006.000-070	7417 LESWOOD CT	7417 LESWOOD CT
Y2	02-13-31-226-007.000-070	7423 LESWOOD CT	7423 LESWOOD CT
Z2	02-13-31-226-008.000-070	7429 LESWOOD CT	7429 LESWOOD CT
AA	02-13-31-226-009.000-070	7503 LESWOOD CT	7503 LESWOOD CT
BB	02-13-31-226-010.000-070	7509 LESWOOD CT	7509 LESWOOD CT
CC	02-13-31-226-011.000-070	7511 LESWOOD CT	7511 LESWOOD CT
DD	02-13-31-226-016.000-070	7418 HESSEN CASSEL RD	7418 HESSEN CASSEL RD
EE	02-13-30-479-022.000-070	3115 E TILLMAN RD	3115 E TILLMAN RD
FF	02-13-30-479-021.000-070	3109 EAST TILLMAN RD	3109 EAST TILLMAN RD
GG	02-13-30-479-019.000-070	3017 EAST TILLMAN RD	3017 EAST TILLMAN RD
HH	02-13-30-352-008.000-070	2020 E WASHINGTON BLVD STE 100	TILLMAN ROAD
II	02-13-30-352-007.000-070	PO BOX 128	7321 S ANTHONY BLVD
JJ	02-13-29-351-003.000-070	3333 TILLMAN RD	3333 TILLMAN RD
KK	02-13-29-376-001.000-070	29129 JOHNSON RD # 2634	TILLMAN ROAD
A	02-13-29-376-001.000-070	29129 JOHNSON RD	
B	02-13-29-326-001.000-070	8727 PAULDING RD	
C	02-13-29-176-001.000-070	8727 PAULDING RD	
D	02-13-29-127-005.000-070	3710 EAST PAULDING RD	3603 3629 Cheviot Dr
E	02-13-29-127-003.000-070	1184 DESERT SHALE	3800 E PAULDING RD
F	02-13-29-201-001.000-070	4106 E PAULDING RD	4106 E PAULDING RD
G	02-13-29-201-015.000-070	1125 HARTZELL ST	
H	02-13-29-201-002.000-070	1125 HARTZELL ST	
I	02-13-20-453-007.000-040	4606 TAYLOR ST	4200 E PAULDING RD
J	02-13-20-451-001.000	1915 VERMONT AVE	4025 E PAULDING RD
K	02-13-20-453-005.000-040	5514 WAYNE TRCE	
L	02-13-20-451-002.000-040	4031 E PAULDING RD	4031 E PAULDING RD
M	02-13-29-201-003.000-070	4120 E PAULDING RD	4120 E PAULDING RD
N	02-13-20-452-001.000-040	PO BOX 522	
O	02-13-20-426-001.000-040	PO BOX 522	
P	02-13-20-405-005.000-040	5029 WAYNE TRACE	
Q	02-13-20-479-013.000-040	PORT HOPE ONTARIO	5734 WAYNE TRACE
R	02-13-21-200-005.000-077	PO BOX 1450	4636 ADAMS CENTER RD
S	02-13-21-200-004.000-077	PO BOX 1450	4636 ADAMS CENTER RD
T	02-13-16-400-018.000-041	4200 ADAMS CENTER RD	
U	02-13-20-480-004.000-040	5731 WAYNE TRACE	5731 WAYNE TRACE



IV. RIGHT OF WAY

A large portion of the Six Mile Creek Trail will be located within existing right of way or within the Trier Ditch floodway easement. There are areas, however that will require either a donation, permanent easement or fee simple right-of-way to be acquired by the City of Fort Wayne, New Haven, or Allen County to construct the path.

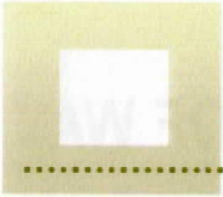
The area where most right of way issues occur is adjacent to several residential properties along Tillman Road east of Anthony (see pages 16-19) . Two options were presented in this study, one of which utilizes the existing sidewalks in combination with an on-street bike path to help eliminate the need to acquire right of way in that area.

A few properties near the Paulding and Trier Ditch intersection (pages 24-27) may be affected, one of which is Klotz Park is a 10.25 acre neighborhood park located along the Trier Ditch at 6000 Altadena Drive, New Haven. A recommendation is being made for the City of New Haven to coordinate with the subdivision (currently with no formal homeowners association) to take over the property.

Other areas of the study area where the path could potentially impact residential properties is near the Paulding, Wayne Trace and Adams Center Roads. Pages 28-30 illustrate the location of the properties that may be impacted by the path.

The table on page 44 lists the current parcel numbers along with the mailing address and street address associated with the affected properties. Graphics included in the inventory and analysis section of this study have letters included that coordinate with the letters on the facing page.

Based on comments received at the two public meetings, the only stakeholders concerned about the project are located at 5029 Wayne Trace (illustrated with a P on the map on page 28. Due to their concerns, the proposed location for the trail is routed around their property.



The right of way for the Six Mile Creek Road will be located within existing right of way or within the State Right of Way. There are areas, however, that will require either a donation, purchase or the right of way to be acquired by the City of Fort Payne, New Haven, or Allen County to protect the road.

The right of way for the Six Mile Creek Road will be located within existing right of way or within the State Right of Way. There are areas, however, that will require either a donation, purchase or the right of way to be acquired by the City of Fort Payne, New Haven, or Allen County to protect the road.

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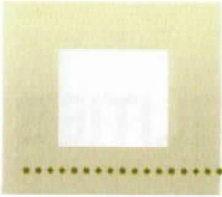


V. UTILITIES

Surface and sub-surface utilities are located within the trail corridor, impacting the location and construction of the Six Mile Creek Trail. Utilities include active railroad lines, street lighting, water and sewer lines, and telephone lines. The Six Mile Creek Trail should be designed to avoid having to move most active surface utilities, although utility poles no longer in use may be removed. The trail may be located directly over existing sub-surface utilities assuming a) adequate depth exists between the trail surface and utility to prevent damage; and b) agreements can be reached with the utility owner regarding access for repairs and impact to the trail.

Installation of lighting along the trail should be considered to provide trail users extended hours of use, particularly during the winter months, and as an additional method in deterring crime along the corridor. Existing street lights are present in the urban areas of the corridor. Light cut-offs would minimize unwanted light onto private property.





Environmental Issue	Affected Yes/No	Constraints	Design Solutions	Permits Required
<u>Natural Resources</u>				
Wetlands	No - Not at this time	None	None	No
Watercourses (lakes/ponds/streams/rivers)	Trier Ditch - 6 Mile Creek	At Bridges	Boardwalks	Yes
Threatened or endangered plant or animal species	No - Unknown	None	None	No
Deer or bear habitat	Deer - Limited	No	None	No
Floodplains	Yes (See following pages)	No	Floodable	Yes
Stormwater	Yes	At Bridges	Conveyance	Yes
Agricultural or forest land & hazardous waste	Yes - Ag.	None	Compatible	Yes
<u>Cultural Resources</u>				
Historic	Yes - Limited	No	None	No
Archaeological	Unknown	No	None	No
Architectural	No	No	None	No
Public lands	Yes	No	Surface Trail	Yes

Figure 24. Natural and Cultural Resources Matrix

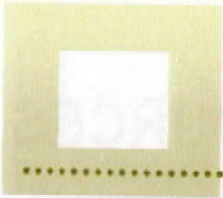


VI. NATURAL AND CULTURAL RESOURCES

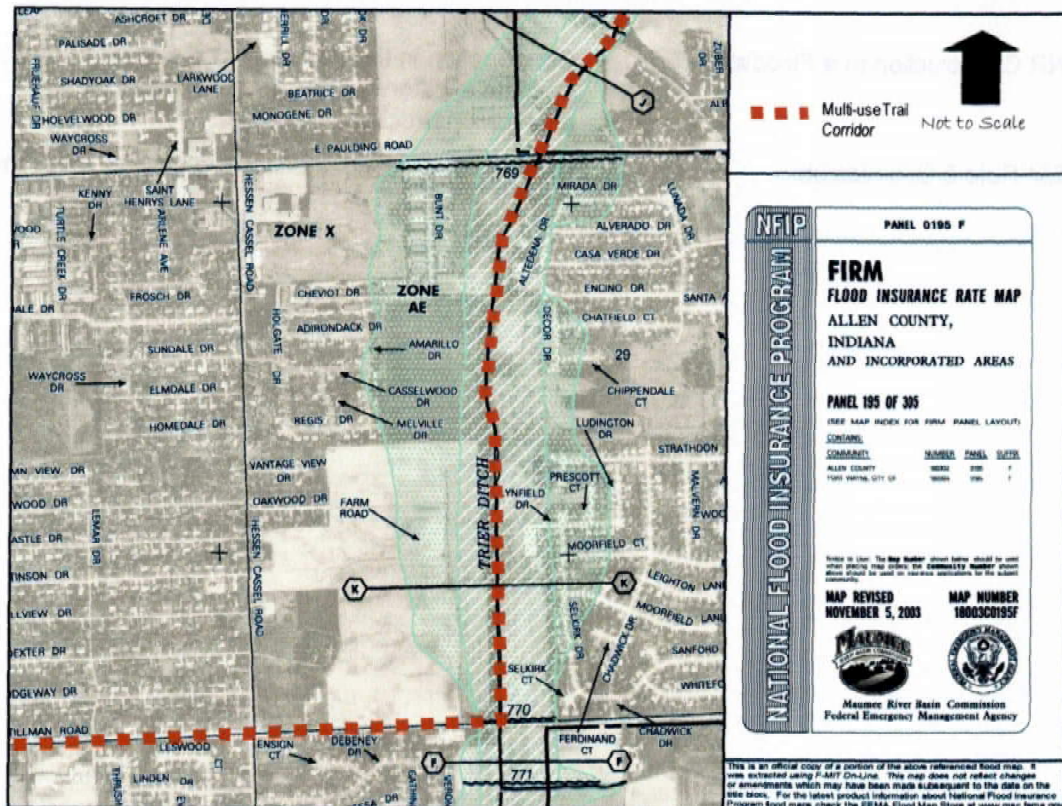
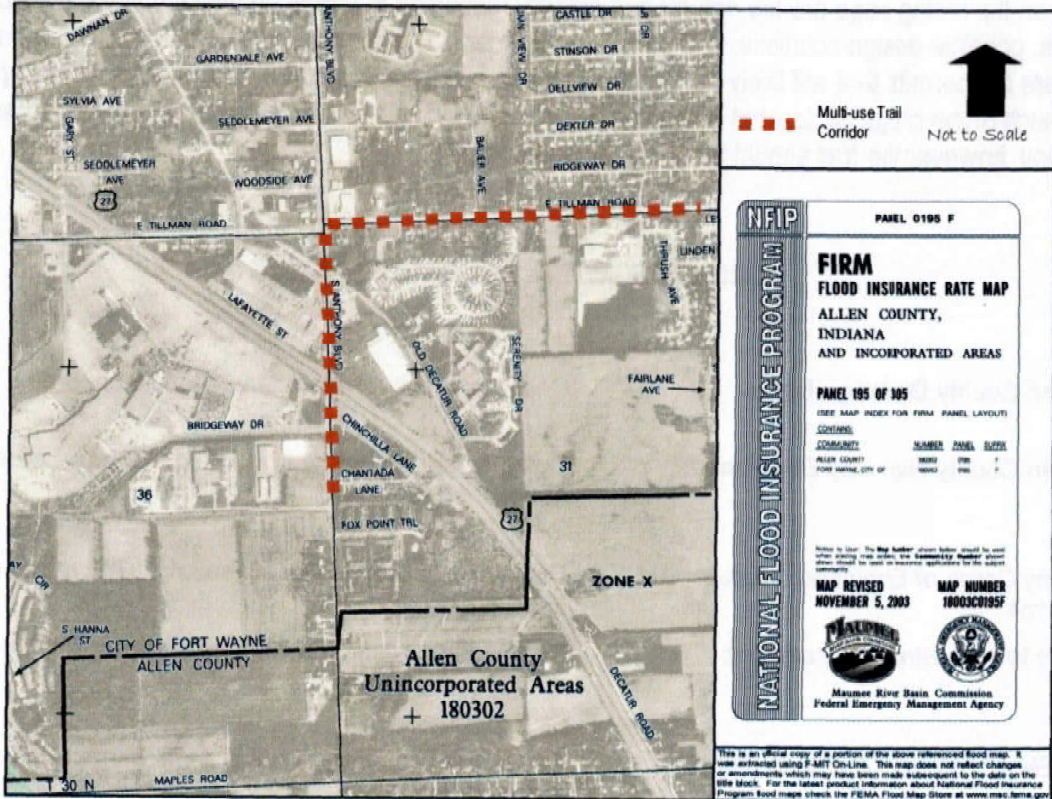
Listed on the facing page are the natural and cultural resources that may be affected in the project area. The constraints, possible design solutions, and permit requirements are identified in the matrix. Included at the bottom of the page are the permits that will likely be required. Floodplain mapping is included on the following pages. As you will see, much of the project is located in the floodplain of the Trier Ditch and a portion of the project will likely be in the floodway, however the trail should be designed as floodable.

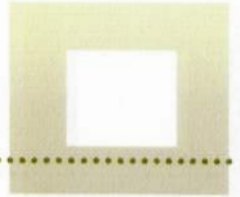
Environmental and Construction Permits

Allen County Drainage Board	Construction involving Allen County legal drains.
Allen County Highway Department	Construction within the right-of-way of any County maintained roadway.
Army Corps of Engineers, Section 104 Permit	Discharge of dredged or fill material into waters of the U.S.
Fort Wayne Street Department	Construction within the Right of way of any City maintained roadway.
IDEM 401 Water Quality Certification	Any activity that may result in a discharge into the waters of the U.S.
IDNR Construction in a Floodway	Construction in the floodway of a stream or river; navigable waterway; public fresh water lake; or ditch reconstruction.
IDEM Rule 5 Submission	Construction activities disturbing greater than one acre of land.

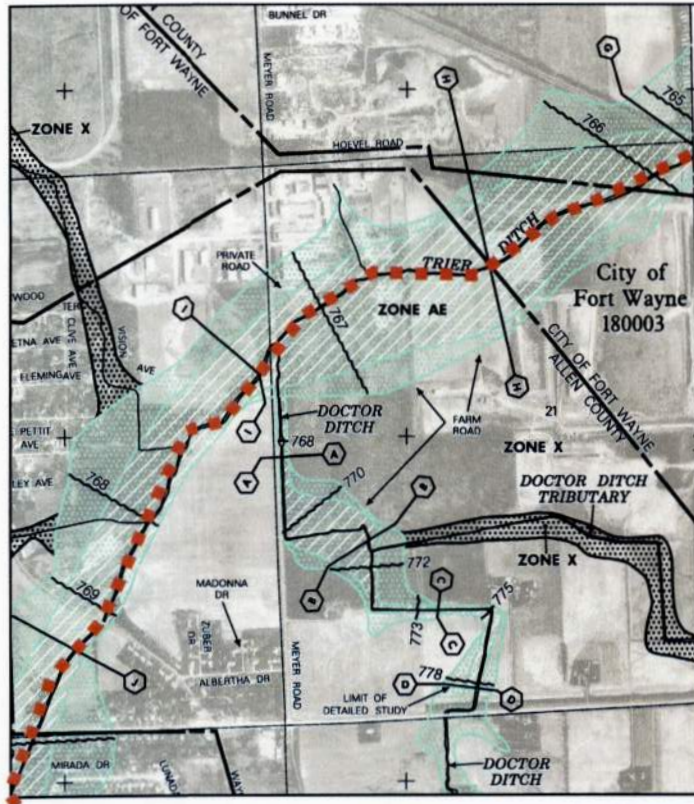


2003 Floodplain Mapping





2003 Floodplain Mapping



↑
Not to Scale

■ ■ ■ Multi-use Trail Corridor

NFIP PANEL 0195 F

FIRM FLOOD INSURANCE RATE MAP
ALLEN COUNTY, INDIANA
AND INCORPORATED AREAS

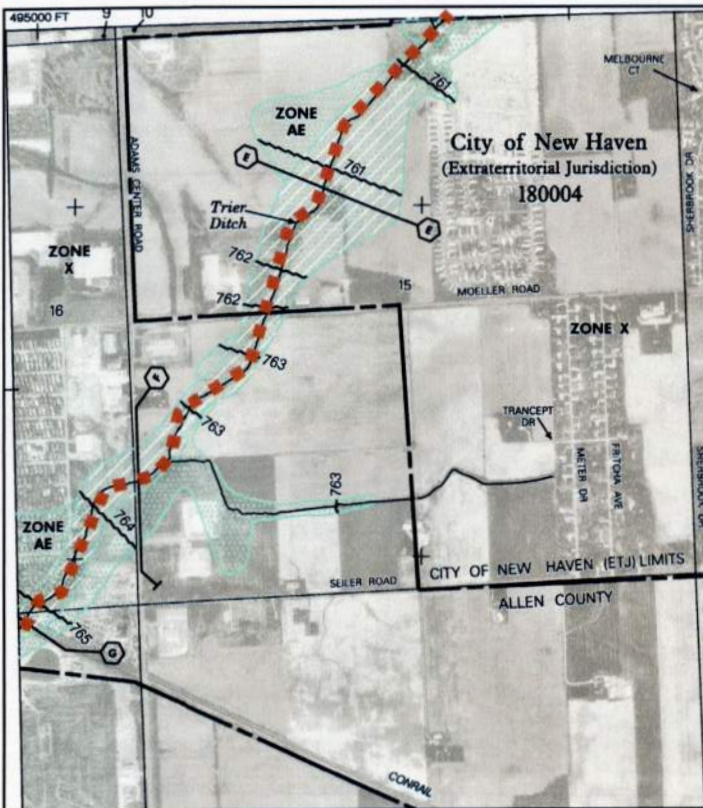
PANEL 195 OF 305
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

COMMUNITY	NUMBER	PANEL	SUFFIX
ALLEN COUNTY	195	195	F
FORT WAYNE, CITY OF	195	195	F

MAP REVISED NOVEMBER 5, 2003 MAP NUMBER 18003C0195F

Musumee River Basin Commission
Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov



↑
Not to Scale

■ ■ ■ Multi-use Trail Corridor

NFIP PANEL 0200 F

FIRM FLOOD INSURANCE RATE MAP
ALLEN COUNTY, INDIANA
AND INCORPORATED AREAS

PANEL 200 OF 305
(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

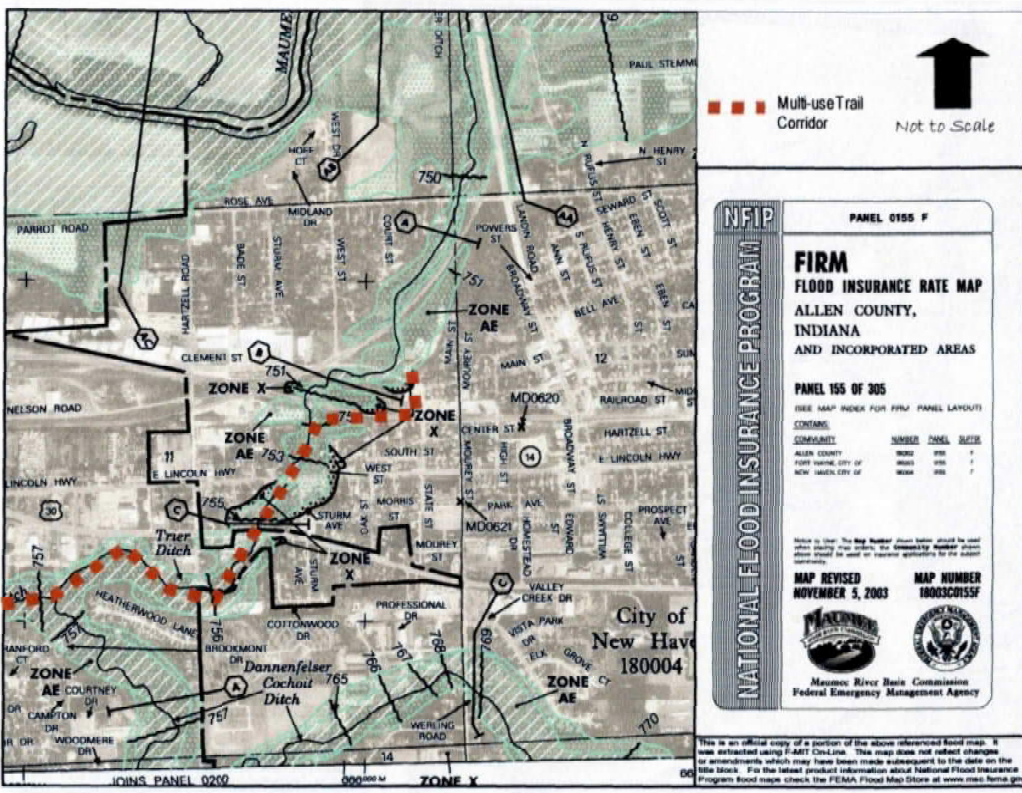
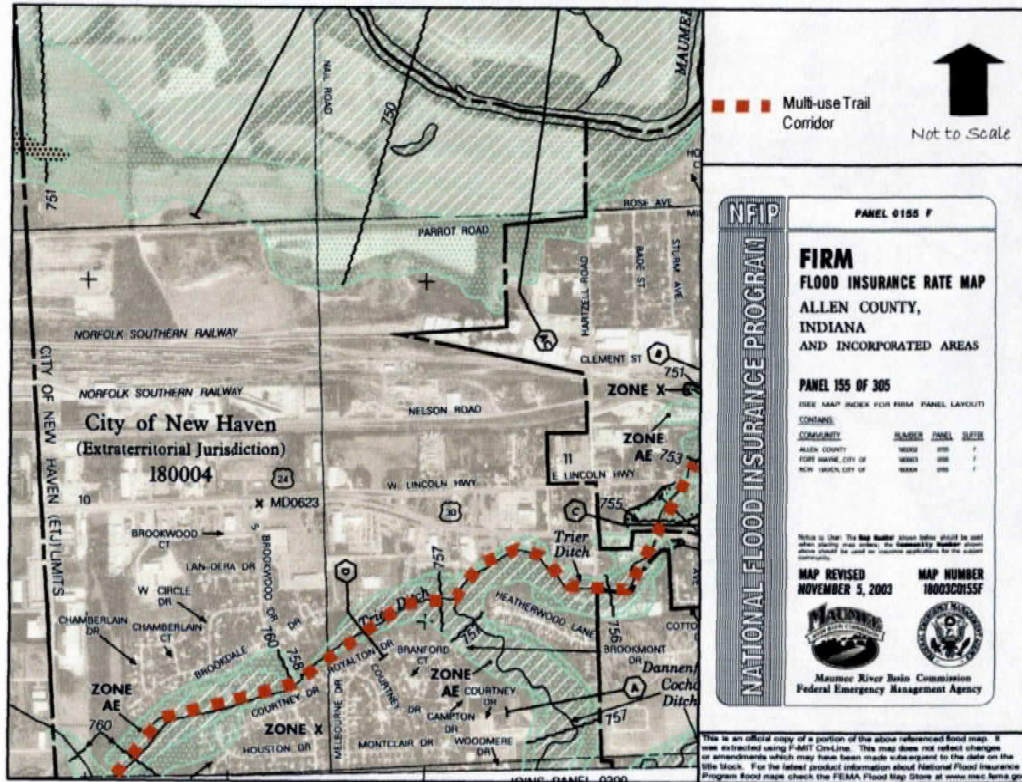
COMMUNITY	NUMBER	PANEL	SUFFIX
ALLEN COUNTY	200	200	F
FORT WAYNE, CITY OF	200	200	F
NEW HAVEN, CITY OF	200	200	F

MAP REVISED NOVEMBER 5, 2003 MAP NUMBER 18003C0200F

Musumee River Basin Commission
Federal Emergency Management Agency

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2003 Floodplain Mapping





VII. PRELIMINARY COST ESTIMATE



SIX MILE CREEK TRAIL

DATE PREPARED: 8/24/07
PREPARED BY: BJH, SP, TPK

PRELIMINARY OPINION OF PROBABLE COSTS

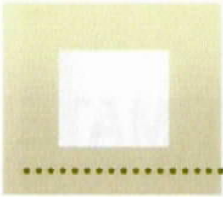
ITEM	DESCRIPTION	QTY	UNIT	UNIT PRICE	AMOUNT
1	Land Clearing	28	AC	\$1,000	\$28,000
2	Maintenance of Traffic	19	EA	\$1,500	\$28,500
3	General Grading and Earthwork	29700	CY	\$15	\$445,500
4	HMA Surface Type A	2285	TON	\$60	\$137,100
5	HMA Intermediate Type A	4570	TON	\$60	\$274,200
6	No. 53 Compacted Aggregate	14000	TON	\$15	\$210,000
7	Disabled Ramps	448	SY	\$150	\$67,200
8	Solid Yellow Paint Stripe, 4 in. (Crosswalks)	3200	LF	\$2	\$6,400
9	Pavement Markings on Trail	44	EA	\$50	\$2,200
10	Trees and Mulch	65	EA	\$300	\$19,500
11	Shrubs/Oriental Grasses and Mulch	130	EA	\$50	\$6,500
12	Perennials and Mulch	65	EA	\$5	\$325
13	Mulch Seeding	69000	SY	\$1.00	\$69,000
14	Erosion Control	40000	LF	\$2.00	\$80,000
15	Trail Signage	46	EA	\$500	\$23,000
16	Orientation Signage	2	EA	\$1,500	\$3,000
17	Wide Metal Bollard, 2541-E - Columbia Cascade	100	EA	\$440	\$44,000
18	City Outdoor Benches, 6' Inground - Barco Products	8	EA	\$750	\$6,000
19	City Commercial Waste Receptacle, 32 Gal. Black flat lid & liner - Barco Products	7	EA	\$750	\$5,250
20	Super Wave Bike Racks, 7 Bike Capacity, Inground Mount - Barco Products	5	EA	\$650	\$3,250
21	Traffic Signal Upgrades	4	EA	\$40,000	\$160,000
22	35' Pedestrian Bridge - Trier Drain @ Klotz Park crossing	350	SF	\$100	\$35,000
23	15' Pedestrian Bridge - Spillway from Pond	150	SF	\$100	\$15,000
24	20' Pedestrian Bridge - Ditch crossing	200	SF	\$100	\$20,000
25	40' Pedestrian Bridge - Herrman Trier Ditch Crossing	400	SF	\$100	\$40,000
26	60' Pedestrian Bridge - Trier Drain @ Adams Center Road	600	SF	\$100	\$60,000
27	50' Pedestrian Bridge - Trier Drain @ Moeller (Road Drainage Ditch)	500	SF	\$100	\$50,000
28	45' Pedestrian Bridge - Ditch crossing near Wayne Haren Street	450	SF	\$100	\$45,000
29	45' Pedestrian Bridge - Ditch crossing	450	SF	\$100	\$45,000
30	35' Pedestrian Bridge - Ditch crossing East of Brookwood Drive	350	SF	\$100	\$35,000
31	80' Pedestrian Bridge - Trier Drain @ Dannenfels Ditch	800	SF	\$100	\$80,000
32	80' Pedestrian Bridge - Trier Drain @ Hartzell Road	800	SF	\$100	\$80,000
33	100' Pedestrian Bridge - Trier Drain @ Lincoln Highway	1000	SF	\$100	\$100,000
SUBTOTAL					\$2,243,925

PAVEMENT ALONG TILLMAN AVE.					
ALT 1	Concrete Pavement	1500	SY	\$48	\$72,000
	No. 53 Compacted Aggregate	495	TON	\$15	\$7,425
ALT 2	Demolish the Existing 5' Sidewalk	1500	SY	\$12	\$18,000
	HMA Surface Type A (10' Asphalt Path)	160	TON	\$60	\$9,600
	HMA Intermediate Type A	320	TON	\$60	\$19,200
	No. 53 Compacted Aggregate	990	TON	\$15	\$14,850
SUBTOTAL ALT 1					\$79,425
SUBTOTAL ALT 2					\$61,650

PROFESSIONAL SERVICES					
5%	Mobilization and Demobilization	1	LS	\$115,279	\$115,279
5%	Construction Management and Inspection	1	LS	\$115,279	\$115,279
12%	Design Fees	1	LS	\$276,669	\$276,669
15%	Contingency	1	LS	\$345,836	\$345,836
SUBTOTAL					\$853,063

TOTAL ALT 1					\$3,176,413
TOTAL ALT 2					\$3,188,638

ASSUMPTIONS	
Land Clearing - 30' wide for the length of the trail (40,000 LF)	
Maintenance of Traffic - \$1500 per instance where the trail intersects a road	
General Grading and Earthwork - 1' deep times 20' wide for the length of the trail, no haul off	
Asphalt Pavement - 10' across the entire length, pavement section will be 1"110# HMA Surface Type A, 2" 220# HMA Intermediate Type A, 6" No. 53 compacted aggregate	
Disabled Ramps - Each of the 64 ramps is comprised of 7.0 SY of concrete and includes truncated domes	
Crosswalks - Striping will be comprised of two straight lines perpendicular to the road being crossed	
Pavement Markings on Trail - Warning lettering will be placed on the trail approaching major intersections	
Mulch Seeding - 10' on either side of the trail, 20' total for the length of the trail	
Erosion Control - Will be required for the length of the trail and will include sill, rock check dams, etc.	
Bollards - \$330 ea, \$2500 shipping, 20% installation	
Benches - \$388 ea, \$2000 shipping, 20% installation	
Waste Receptacles - \$338 ea, \$2000 shipping, 20% installation	
Bike Racks - \$348 ea, \$2000 shipping, 20% installation	
Traffic Signal Upgrades - Additions to existing signal systems include push buttons for pedestrian crossings, crossing heads, and new traffic signal controllers	
Concrete Sidewalk - 5' wide to match existing sidewalk (2640 LF), 4" thick with welded wire reinforcement, 6" No. 53 compacted aggregate	



SIX MILE CREEK TRAIL
Feasibility Study
August 31, 2007

VI

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AMENITY SELECTIONS

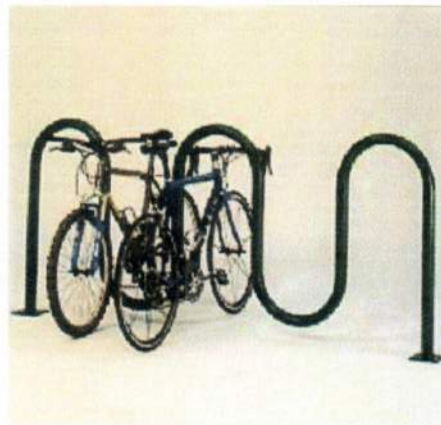
The Six Mile Creek Trail project will likely be developed in a series of sections or phases, a process which has begun with other sections of the Rivergreenway. To develop the Greenway as an identifiable destination within the City of Fort Wayne, New Haven and Allen County, it is important that a distinctive common approach be used in each of the individual projects which go towards the implementation of the whole. The choice of materials, signage and furnishings should be unified so that the visitor can easily recognize them when they are in the Greenway.

The amenities shown on this page are our recommendation for durable, aesthetically pleasing amenities that could be used throughout the corridor.



Trash Receptacle

The trash receptacles are intended to provide an attractive, durable and efficient means to dispose of litter.



Bicycle Rack

The bicycle rack is intended to provide an attractive, durable and efficient means for visitors to secure their bicycles. Typical applications for bicycle racks are in heavily used pedestrian areas.



Bench

The bench is intended to provide users with a comfortable and durable bench on which to rest and enjoy the views of the corridor.



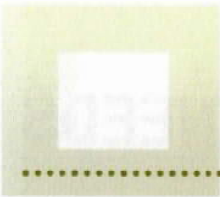
VIII. MAINTENANCE NEEDS

Volunteers are increasingly playing an important role in the stewardship of many public places. Fort Wayne and New Haven are lucky to have many trails advocacy groups that would help in increasing community awareness, encourage community involvement and provide political support. These groups should be encouraged and roles identified to solicit their assistance.

Trails are a beneficial and desirable addition to any community, but they can only be successful if the long-term maintenance and durability are considered. Minimizing maintenance through the appropriate selection of materials should be the first approach. The next step is a careful and realistic assessment of the optimal maintenance required for each design element.

The maintenance guidelines that follow are necessarily somewhat generalized and will need to be re-evaluated at such a time when a detailed capital improvement program has been defined. The maintenance implications of trail improvements should be reviewed carefully when considering capital improvements. One particular area of concern, given the existing landscape conditions, is the problem of drainage and flooding that can quickly undermine pavement structures. Money saved during the trail development process may be spent many times over if inadequate design and development creates a greater than normal maintenance burden. Trail maintenance is a major program that is related to trail safety, attractiveness, and image. Routine maintenance issues that are anticipated include the following:

- Mechanical sweeping.
- Checking for uneven or lifting sections of trail (where concrete is used).
- Saw-cutting and replacing as necessary;
- Mowing.
- Snow Removal.
- Access Control (replace damaged access control devices).
- Trail surface (resurfacing periodically, as needed).
- Drainage Structures (annually clean inlets, keep swales clear of debris).
- Fertilization, mulching, pest control, and pruning of any plants that may be installed.
- Trash collection (frequency determined by level of use).
- Graffiti Control.



VIII. MAINTENANCE

SIX MILE CREEK TRAIL

SIGN-IN SHEET

NAME	ADDRESS	E-MAIL
Alison Adams	549 Rose Ave Northham	alisonadams@comcast.net
Dawn Ritchie	7610 Fern Valley Dr FW	
Tom Mastroy	7227 Macfarlane Rd FW	tommastroy@comcast.net
Kristen Krueckberg	30291 Wayne Trace Ft Collins	
Bob Krueckberg	2029 Wayne Trace Ft Collins	
Steve Ramsey	4123 Sugarhill Rvwy NH	stromp@earthlink.net
Myra E Smith	307 Brookdale Dr NEW HAVEN IN	
Ernest Fletcher	1515 Spruce St Oregon	
Pat H Manning	1715 Mac Jagger Dr New Haven CT	
Robert J. Kelly	819 Brookdale NH	46774
Don & Linda Calkle	3115 Rocke Rd NH	46774
Rosea Goodwin	1835 Clarkes Mt	
Rogea Clayton	4292 Fenwick Dr	46774
Theresa J. Kelly	1320 Hattall Rd NH	46774

May 31st Meeting Attendees

SIX MILE CREEK TRAIL

SIGN-IN SHEET

NAME	ADDRESS	E-MAIL
Robert P. Sibrel	4126 E Paulding Rd.	rsibrel@comcast.net
Theresa Campbell	580 Royalton St	thcamp@comcast.net
BRUCE HEINE	3845 WESTPORT DR	bruce.heine@comcast.net
Cynthia McCleary	9335 Woodleaf Ct NH	cymccl@comcast.net
Judi Wiley	3002 Northside F.W.	
Carolee Fisher	602 Laurel Ln New Haven	caroleefisher@comcast.net

May 31st Meeting Attendees

SIX MILE CREEK TRAIL

SIGN-IN SHEET

NAME	ADDRESS	E-MAIL
Rogea & Susan Clayton	4292 Fenwick Dr	
Kristen & Bob Krueckberg	30291 Wayne Trace	
Christie M. Dine	4920 Roberts Dr.	christie.dine@att.net
Paul Rothmund	3722 E Radwell Blvd	herbike@verizon.net
Alison Adams	549 Rose Ave Northham	alisonadams@comcast.net
Lori Kays	804 W. Maple St	lkays@comcast.net

June 13th Meeting Attendees



IX. PUBLIC SUPPORT

Public Information and Input meetings

The Studio A of Indianapolis team, along with representatives from the City of Fort Wayne and New Haven conducted a series of 2 public information and input meetings during the summer of 2007, during the trail feasibility study process. These meetings were held in two different locations in the study area to encourage representation from stakeholders in all sections of the corridor.



Stakeholders viewing displays at 1st public meeting.

More than 15 stakeholders attended the first meeting on May 31st in the New Haven Police Training room. Less than 10 stakeholders attended the second meeting on June 13th at the McMillen park Pavilion in Fort Wayne (sign-in sheets are included on page 56). Overall, the public support for this trail was positive.

At both meetings the local representative, the New Haven Parks Director or the Fort Wayne Greenways Manager, began with a brief description of the existing trails in the area and trail benefits. The Studio A of Indianapolis, Inc. Team then spoke of their trail experience, what their roles and responsibilities were during the study, and presented an overview of the project. Several boards were displayed including photo, site, and intersection inventories (display board graphics are included on the following pages). A Powerpoint presentation was also utilized to help the stakeholders visualize specific areas of the corridor. After the presentation, stakeholders were invited to comment on the trail corridor or ask any questions they may have had. Approximately 10 comments were made, and of those only 1 was against the project.

WE WANT YOUR INPUT!

The City of Fort Wayne and the New Haven Parks and Recreation Department will be holding public information and input meetings regarding the Six Mile Creek Trail.*

Imagine walking or riding your bike without having to worry too much about the noise, distraction and danger of traffic rushing by you. Picture this corridor linking neighborhoods, businesses and parks, forming a connection through the community. Along this trail would be places to rest, attractive landscaping to enjoy and a variety of businesses to visit.

May 31st, 2007— 6:30 pm
New Haven Police Training Room
815 Lincoln Highway East
New Haven

June 13th, 2007— 6:30 pm
McMillen Park Pavilion
3900 Hessen Cassel
Fort Wayne

*The trail route will go along Tillman Road from Southtown Centre to the Trier Ditch, then north to Moser Park in New Haven.

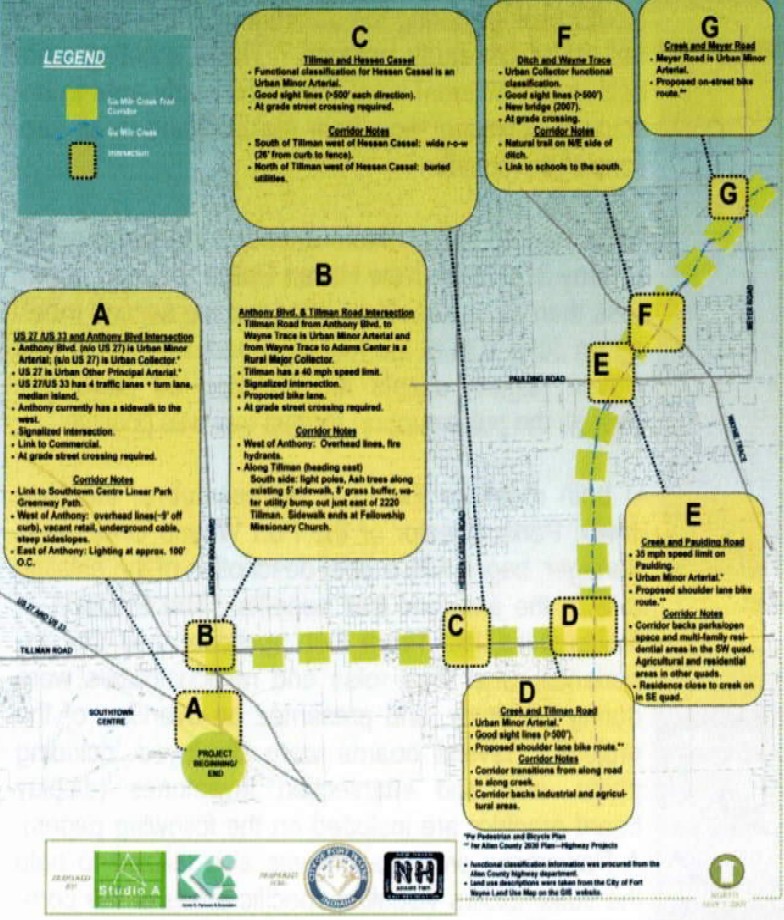
Please plan to attend! Your participation in local government helps steer the City in the direction that best reflects overall community needs, desires and values, and helps the City determine which services to provide.

Postcard invitation to stakeholders.

SIX MILE CREEK TRAIL SOUTHWEST SECTION INTERSECTION INVENTORY

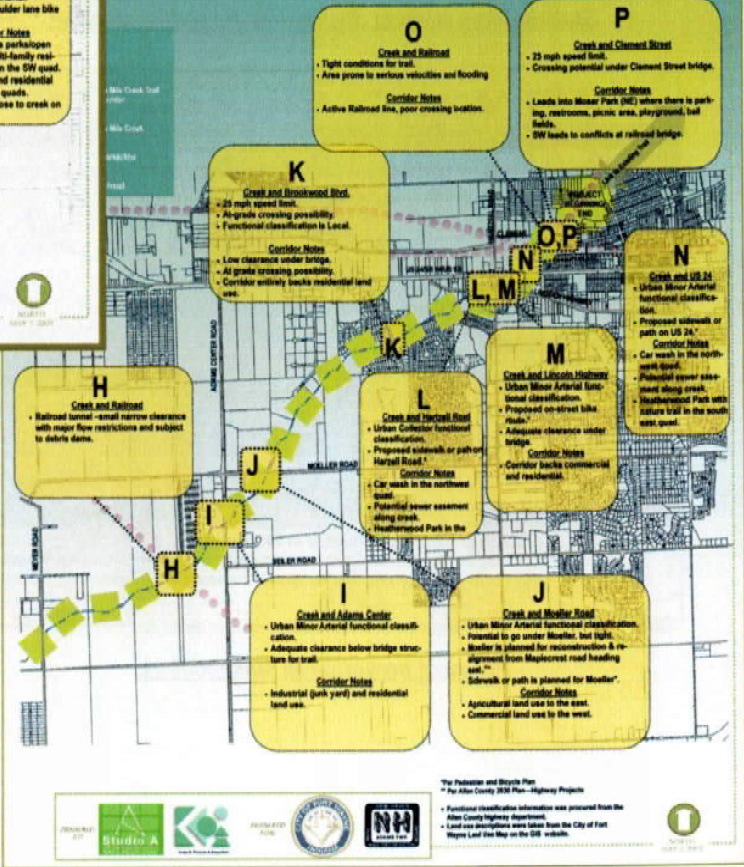
LEGEND

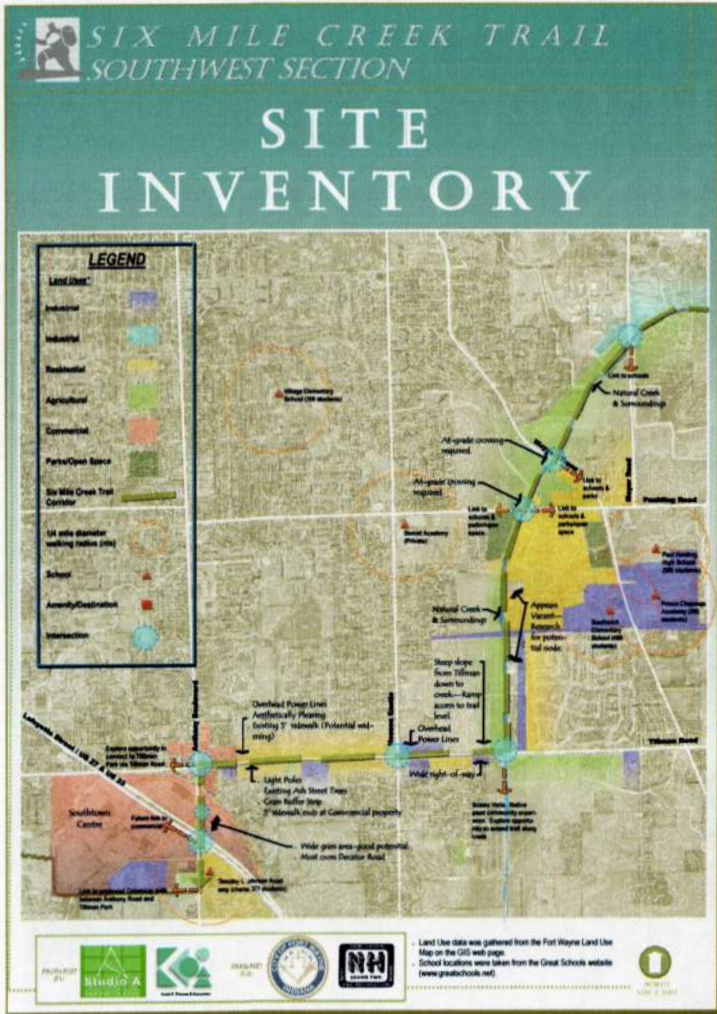
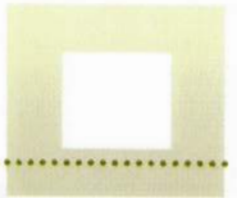
- Six Mile Creek Trail Corridor
- Intersection



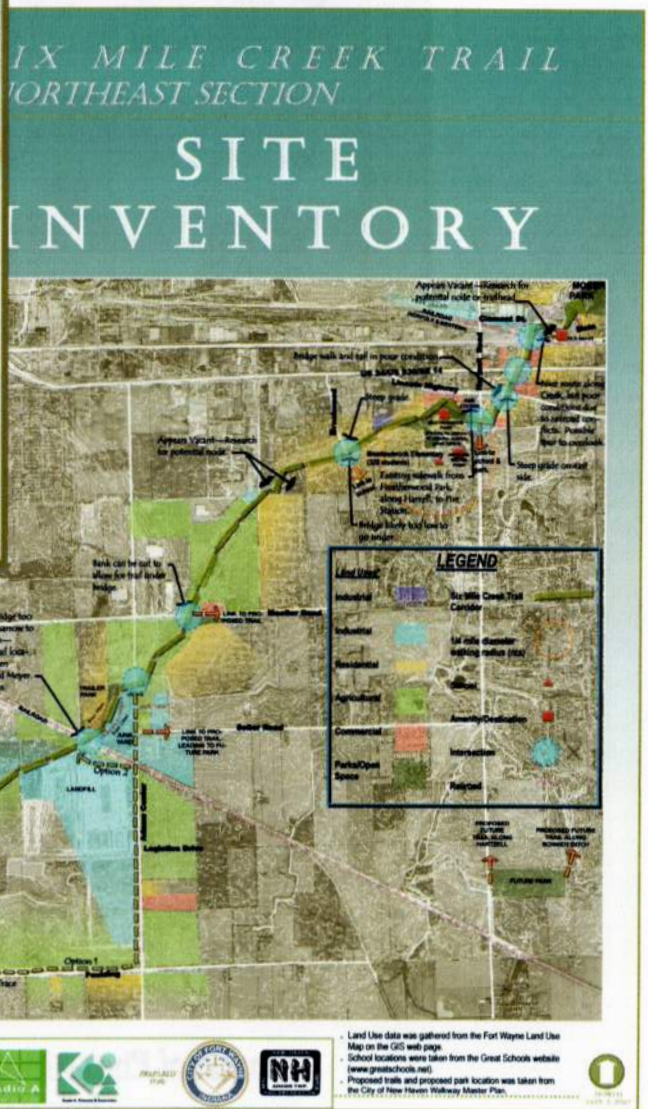
Public Information and Input Meetings Display Boards

SIX MILE CREEK TRAIL NORTHEAST SECTION INTERSECTION INVENTORY





**Public Information and Input
Meetings Display Boards**



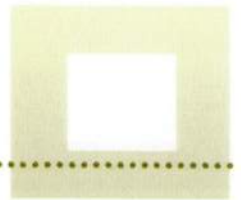


SIX MILE CREEK TRAIL SOUTHWEST SECTION

PHOTO INVENTORY



Sample of Photo Inventory Display Board used for the Public Information and Input Meetings



MEETING MINUTES

Date: May 31, 2007

Location: New Haven Police Training Room

Attendees: Ann Mouser (Studio A), Kevin Parsons (KPA), Dawn Ritchie (FL Wayne), Ken Wilkensen (New Haven), Stakeholders (20 signed-in)

Exhibits: Site Inventory (North & South), Intersection Inventory (North & South), Photo Inventory (North & South), Stakeholder Map

Meeting order:

1. Ken Wilkensen kicked it off by speaking about New Haven Parks and the benefit of trails. Ken introduced Studio A, KPA and Dawn Ritchie.
2. Dawn spoke about Fort Wayne Parks and more specifically the Six Mile Creek Trail. Dawn introduced Ann & Kevin.
3. Ann began with a story about trail benefits, stated that Studio A was hired to do a feasibility study. Ann introduced Kevin.
4. Kevin discussed our findings along the trail corridor.
5. Meeting was opened up for questions/comments.
6. Of the 10 comments that were made only 1 was against the project. Questions included:
 - Who will take care of the property along the corridor? Dan responded that New Haven will.
 - Who is responsible for injuries? Dan responded that New Haven has insurance for such issues.
 - Will there be fences along the trail? All responded "possibly". Dawn spoke of an instance in the 80's where fences were constructed on 12 properties along the River-greenway trail and now 10 of the 12 have fences to allow for trail access.
 - What about dogs? All responded with "fence".
 - Did you know that the corridor is in a floodplain near the railroad between Moeller and Paulding? Kevin responded that trails are constructed to withstand the rigors of a flood and are routinely placed in a floodway (in the past because the land is more economical).

Minutes from the May 31st, 2007 Public Information and Input Meeting

MEETING MINUTES

- How much property will be taken? Kevin responded that the route is still preliminary and we have not researched the amount. Kevin noted that per Indiana Code, there should be a 75 foot easement on either side of the legal drain. Allison (stakeholder) said that she thinks there is a 300' floodway easement, therefore nothing should be constructed within those limits.
 - Could we go completely around Meadowbrook? Stakeholder completely again the trail corridor going through her property. Ken said that would be a mistake, as research as shown that property values go up, sell faster and for more money. Stakeholder does not care and still adamant that trail should not go through her property.
 - Will it make taxes go up? Ken said he didn't think so.
 - Allison spoke about her experience with her farm (trespassing, etc.)
 - Could the trail corridor go on the south side of Brookwood and around an existing lake? All answer that the south side bank is too steep. Possibly a trail spur could connect to lake.
 - Doesn't the City work with private property owners? Dawn responded yes.
 - A comment from the Glen Ridge Property Manager: We need to protect the storm water issues effecting the Glen Ridge property. Has concerns about trespassers in the woods to the north.
7. After the presentation stakeholders viewed the displays and commented on items previously discussed.
 8. Dawn, Allison, Ann & Kevin all spoke with stakeholder against trail corridor to follow creek through her property. Solution was not found. Ann provided the stakeholder with research supporting trails and effects on property values. Stakeholder will attend the next meeting planned for June 13th.



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Minutes from the June 13th, 2007
Public Information and Input Meeting

MEETING MINUTES

Date: June 13, 2007

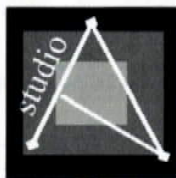
Location: McMillen Park Pavilion

Attendees: Ann Mouser (Studio A), Kevin Parsons (KPA), Dawn Ritchie (FL Wayne), Ken Wilkensen (New Haven), Stakeholders (8 signed-in)

Exhibits: Site Inventory (North & South), Intersection Inventory (North & South), Photo Inventory (North & South), Stakeholder Map

Meeting order:

1. Dawn Ritchie kicked it off by requesting that everyone in attendance introduce themselves. Dawn then spoke about Fort Wayne Trails and trail benefits, then specifically about the Six Mile Creek Trail.
2. Dawn introduced Ken Wilkensen from New Haven who discussed the New Haven Trail and that it had recently opened and he is receiving much positive response from users.
3. Dawn introduced Studio A and KPA.
4. Ann began with a story about trail benefits, stated that Studio A was hired to do a feasibility study. Ann introduced Kevin.
5. Kevin discussed our findings along the trail corridor.
6. Meeting was opened up for questions/comments.
 - Ken Wilkensen stated that he visited the remonstrators (Karlene and Steve Kruckeberg) home on June 12th. Ken spent about 1 hour with the family looking at their property (5029 Wayne Trace). After the visit, Ken recommended routing the trail around their property. It was stated that the reason public information and input meetings are held is to gain public comments.
 - Roger Clayton, City Council Member, said that the ditch has been used as a dump. Kevin stated that clean-up of the creek will happen with the development of a trail.
 - It was stated that Adams Center Road is noisy and has a high volume of truck traffic.
7. After the presentation stakeholders viewed the displays and commented on items previously discussed.



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X. COMPATIBILITY WITH LOCAL PLANS

During the course of the preparation of this feasibility study, coordination was initiated with many local representatives and many resources were studied to ensure compatibility with local plans. First and foremost this trail is listed as a top five priority project with the City of Fort Wayne. As previously stated, this trail will be the final leg in a 26 mile loop trail. To develop the most thorough plan possible, we reviewed the following resources and used them in the development of the plan.

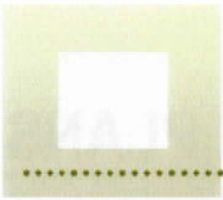
- New Haven-Adams Twp. Park & Recreation Department Five Year Master Plan (2004-2009).
- Fort Wayne and Allen County Pedestrian and Bicycle Facility Planning and Design Manual.
- Rivergreenway Brochure.
- City of Fort Wayne Website
- NIRCC (Northeastern Indiana Regional Coordination Council) website (2007 Regional Bicycle/Pedestrian Plan, 2030 Transportation Plan, Transportation Improvement Program)
- Allen County GIS Website.
- Aboite Trails Website.

Coordination with the Allen County Engineers office was important in learning about the proposed reconstruction project on the bridge carrying Lincoln Highway over the Trier Ditch. The Allen County Engineering office also provided traffic data such as traffic counts and the roadway classification.

Conversations with Greenway Consortium representatives revealed that a grant has been received for the Depot and trailhead.

Coordination with the New Haven-Adams Twp/ Park and Recreation Department, through the Five Year Master Plan(2004-2009) was important in looking at connectivity with existing and proposed parks and recreation areas.

Coordination with a Fort Wayne Redevelopment Specialist revealed the redevelopment plans for the Southeast Area through the Southeast Development Strategy—a product of a ten-month process that included the participation, collaboration and consensus of the Southeast community, area stakeholders, City staff and the Southeast Strategy Advisory Committee. The trail travels through this redevelopment area and may aid in the redevelopment efforts.



During the course of the preparation of the feasibility study, coordination was maintained with a key local authority, namely the local planning authority, to ensure that the study was carried out in a way that was consistent with the local planning authority's policies and objectives. The study was carried out in a way that was consistent with the local planning authority's policies and objectives. The study was carried out in a way that was consistent with the local planning authority's policies and objectives.

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XI. TIME OR SCHEDULING ESTIMATE

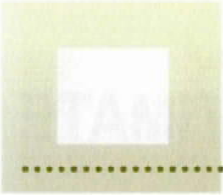
Scope: 30-45 days from Notice to Proceed.

Design*: 240-365 days from Notice to Proceed if done concurrent to the Environmental Services to complete bid documents.

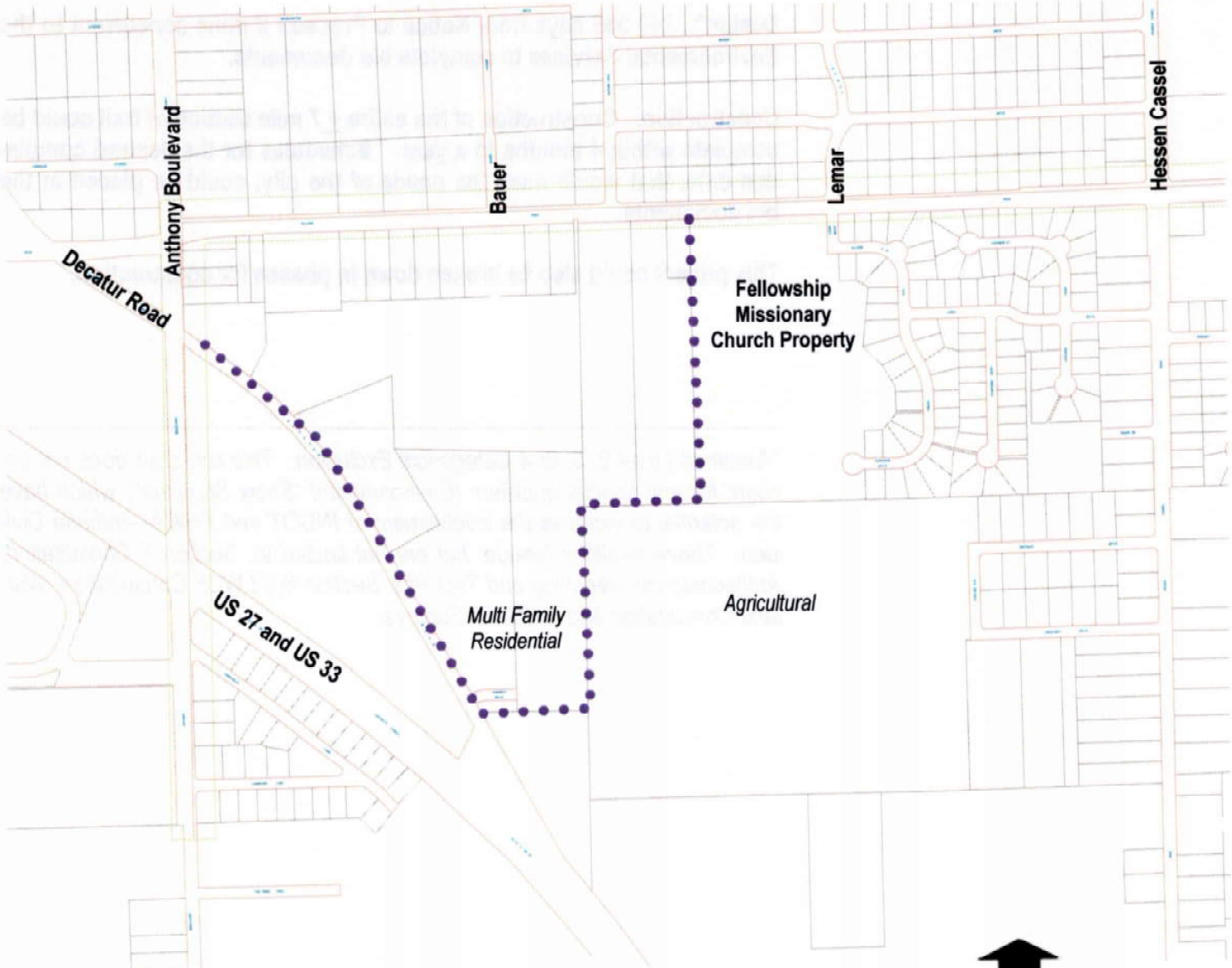
Construction: Construction of the entire +7 mile section of trail could be complete within 4 months to a year. Schedules for the desired completion date, that would meet the needs of the city, could be placed in the bid documents.

This project could also be broken down in phases for construction.

**Assumed Level 2, 3, or 4 Categorical Exclusion. This schedule does not account for any special qualifiers (Environmental "Show Stoppers") which have the potential to increase the involvement of INDOT and FHWA—Indiana Division. These qualifiers include, but are not limited to, Section 7 Consultation, Archaeological Trenching and Test Pits, Section 6(f) LWCF Consultation, Wetland Consultation and HAZMAT Surveys.*



Map of the area from Decatur to 6400



- ● ● Multi-use Trail
- ▭ Corridor





XII. PROJECT VIABILITY

The overall viability of this trail seems good. The answers to the common questions leading to a viable project include:

1. Is the project responsive to a community need and is the public good served by spending local, state and federal dollars on this alignment?

This project is responsible to a community need as it offers safe and efficient travel for the community. Each end of the trail connects populated areas to existing trails. The center portion of the trail provides recreational opportunities in a naturalized setting and offers connectivity between Fort Wayne and New Haven. This alignment utilizes a large portion of floodway easement for the trail, and will not require a large amount of additional right of way. The trail will link to several schools, a redevelopment area and several parks. The trail will also be the final link in the development of a 26 mile loop trail, the Rivergreenway.

2. Are there other considerations that should be made before this project is advanced?

The only area that might be a consideration that was not thoroughly studied is illustrated on the map on page 66. Additional research would be needed, however this option could create a viable alternative to the Anthony/Tillman Road Intersection and the concerns that were presented along the Tillman, just east of Anthony.

Listing the Six Mile Creek Trail as one of the top five priorities in the City of Fort Wayne illustrates that the leaders in municipal government are willing to provide the necessary commitment to support the trail construction and maintenance requirements. Public acceptance of the trail seems to be confirmed by the positive comments received from stakeholders attending the public information meetings and the high level of use that other sections of the Rivergreenway and New Haven trails receive.





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