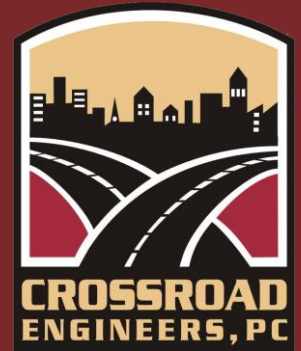
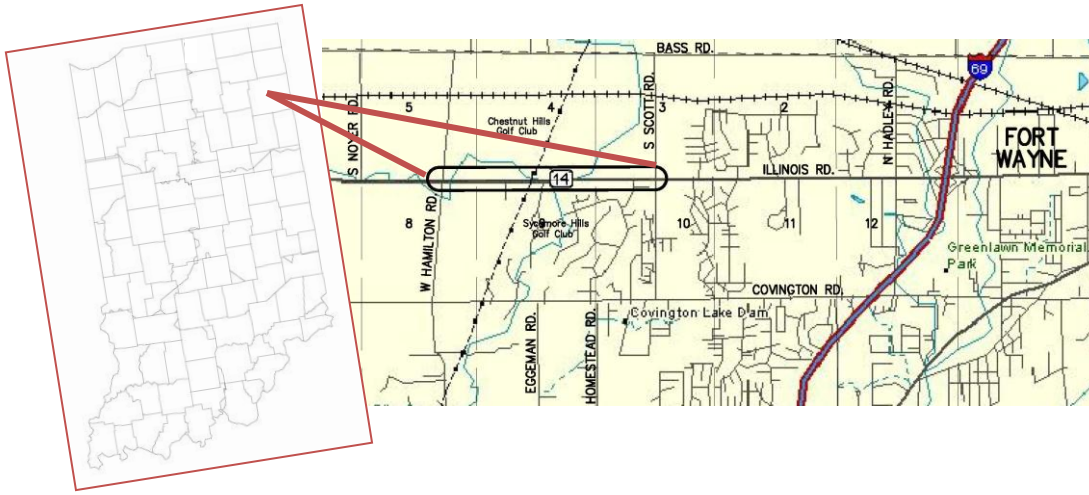


SR 14 Added Travel Lanes

West Hamilton Road to Scott Road

Located in the City of Fort Wayne, Allen County, Indiana



SR 14

Scope:

Reconstruction and widening of 2 miles of suburban arterial adding travel lanes and center turn lane.

Services Provided:

Survey
NEPA Study
Roadway Design
Bridge Design
Right of Way
Engineering & Acquisition
Utility Coordination
Permitting

Client:

INDOT

Contact:

Trevor Mills
Project Manager
317-232-5121

Constructed:

Est. 2012-2014

Construction Cost:

Est. \$10 million

Project Highlights

- This section of SR 14 serves the growing western suburban area of Fort Wayne. The adjoining land uses are primarily commercial retail and residential and includes 2 golf courses.
- A five lane controlled access roadway is proposed with curb and gutter, 2 - 12' travel lanes in each direction, a center auxiliary lane, sidewalk and multi-use trail.
- New storm sewer systems will collect surface runoff and discharge into Beal Taylor Drain and Seegar Ditch.
- Horizontal alignment was designed offset of the existing centerline in order to avoid impacting environmentally sensitive streams and keep mitigation requirements to a minimum.
- The existing bridges carrying SR 14 over Beal Taylor Drain and Seegar Ditch will be rehabilitated and widened. Grades were carefully designed to ensure compatibility with surface drainage requirements.
- Design engineers worked with Aboite New Trails to incorporate an extension of their system westward providing a safe, separated pathway on the south side of the highway for the entire project length.
- Provided on-project wetland and woodland mitigation on an otherwise undevelopable tract of land. The site also has opportunity for expansion which could prove very valuable when SR 14 is expanded further westward.
- A potential budget problem was averted when our engineers found a design alternative to the proposed electric transmission line relocation reducing costs by 50%. Working within design guidelines, a portion of the highway was narrowed and shifted slightly to allow many existing poles to remain in their current location.
- The reimbursable relocation of a water line was incorporated into the highway project so that delays and conflicts would be eliminated by having a single contractor responsible for all work involved.
- Regular status reports and telephone conferences were employed to keep right of way acquisition on an aggressive schedule. Design engineers worked directly with buying agents to address concerns and answer questions quickly.