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1 STATE OF INDIANA                    )  
                                  )SS:

2 COUNTY OF ALLEN                    )

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7           BOARD OF COMMISSIONERS  
          OF THE COUNTY OF ALLEN

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9           RE: LEGISLATIVE SESSION OF  
10                 AUGUST 31, 2005

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14

DATE:     August 31, 2005

15

TIME:     10:06 a.m.

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LOCATION:  Room 200  
          Commissioners Courtroom  
          City-County Building  
          1 East Main Street  
          Fort Wayne, Indiana 46802

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18  
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REPORTER: Kimberlee M. Adams

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22  
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24  
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1 PRESENT:  
2 Linda K. Bloom           Allen County Commissioner  
3 Marla J. Irving         Allen County Commissioner  
4 Nelson Peters           Allen County Commissioner  
5 Susan Elser             Allen County Board of  
                          Commissioners' Office

6

- John McGauley          Allen County Public  
7                            Information Department
- 8 Mary Hitchens          Allen County Public  
                              Information Department
- 9
- Michelle Wood          Allen County Department of  
10                            Planning Services
- 11 Dan Avery                NIRCC
- 12 Joe Brita                Allen County Juvenile Center
- 13 Jim DeRose             Allen County Communications
- 14 Steve Smith            Fort Wayne Communications
- 15 Mike Reichard          Allen County Radio Shop
- 16 Bill Hartman            Allen County Highway  
                              Department
- 17
- G. William Fishering   Allen County Attorney
- 18
- Chandra Reichert        Allen County Juvenile Center
- 19
- Lisa Blosser            Allen County Auditor
- 20
- Ron Smith                GAI
- 21
- 22 Kimberlee M. Adams    Rolf Reporting, Inc.
- 23 Cindy Larson            News-Sentinel
- 24 Ben Lanka              Journal-Gazette
- 25

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11 Bill Hartman ..... 51-54

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2. Rezoning Petition 1555/05: Petition  
5 to rezone property to allow for the  
6 development of a 31-lot single-family  
7 residential subdivision. The 16.38  
8 acre site is located on the east side  
9 between the 15700 and 15900 blocks of  
10 Dunton Road. Present zoning is A-1/  
11 Agricultural and RSP-1/(Planned Single-  
12 Family Residential). Proposed zoning  
13 is RSP-1/Planned Single Family Residential  
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11 3. Rezoning Petition 1556/05: Petition to  
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13 plat and development plan for the  
14 development of a 156-lot single-family  
15 residential subdivision. The 47.30  
16 acre site is located on the west side  
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9 11. Approve Warranty Deed for additional  
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Project #04-254 from:

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11 a) Parcel 11 - Northwest Allen County  
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13 12. Approve Warranty Deeds for additional

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- a) Parcel 31 - Edward and Judith Myers
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1 13. Approve traffic posting changes at the following locations:

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- b) Brandon Way @ Calaway Drive - Post STOP
- c) Freshwater Trail @ Union Chapel Road - Post STOP
- d) Millennium Crossing @ Union Chapel Road - Post STOP

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15. Approval to waive the 2nd Reading on any matter approved today and for which it may be deemed necessary for the Legislative Session of August 31, 2005

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1 BLOOM: Good morning and welcome to the Commissioners  
2 Legislative Session, August 31st. First, we're going  
3 to honor our country and then a silent moment,

4 (At this time, the Pledge of Allegiance is  
5 recited followed by a moment of silence.)

6 BLOOM: Thank you. Approval of the minutes of August  
7 24th.

8 PETERS: I make a motion to approve the minutes of  
9 August 24th.

10 IRVING: Seconded.

11 BLOOM: All in favor signify by saying "aye."

12 IRVING: Aye.

13 PETERS: Aye.

14 BLOOM: Aye. Rezoning Petition 1555, to allow for  
15 development, 31-lots, single residential, on Dunton  
16 Road. Good morning.

17 WOOD: Good morning.

18 PETERS: Good morning.

19 WOOD: Michelle Wood, Department of Planning  
20 Services. The first petition in front of you is  
21 1555/05 for Twin Eagles Extended. This is part of  
22 the overall Twin Eagles plat that's been developing  
23 for the last few years. Originally, this was  
24 approved in 2001, with 411 single family lots, on  
25 about 300 acres, and they had a density of 1.3.

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1 This is additional land that the applicant  
2 has purchased. It will eventually go out to Dunton  
3 Road. This doesn't quite get them there, it's--it's  
4 more or less in the middle of the development.  
5 There's more Twin Eagles to develop, and it will  
6 eventually reach Dunton Road. And, so they will have  
7 access off of Cedar Canyons, Coldwater, and Dunton.

8 But, this is just a small parcel. Overall,  
9 it's about 16 acres. For the rezoning it's only,  
10 roughly 13, because a part of it was already rezoned  
11 with the initial Twin Eagles. It is for villa lots,  
12 so they did ask for some waivers for side yards.  
13 And, other than that, it's very typical and routine.  
14 There was no remonstrance.

15 There was a little bit of discussion about a

16 railroad right of way, an abandoned right of way that  
17 runs along the west side of this property. It also  
18 is part of the rest of the Twin Eagles development.  
19 There was question of whether or not that could be  
20 dedicated as a public use area. It will be common  
21 area for this development. Plan Commission and staff  
22 decided that at this time there are too many  
23 questions about trails, and the liability, that sort  
24 of thing. So, the development is very willing to--to  
25 dedicate it maybe at a future time, but parts of it  
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1 are already in other plats that have associations, so  
2 at this time it will be common area and we're just  
3 going to leave it at that at this time.

4 So, other than that there was really no  
5 controversy or remonstrance, and Plan Commission  
6 extended a "do pass" recommendation unanimously, and  
7 I can answer any questions.

8 IRVING: Commissioner Peters, when the Northwest  
9 Trails group came in and talked to us, was this area  
10 part of the abandoned rail area that they are talking  
11 about?

12 PETERS: I believe so.

13 IRVING: I make a motion we approve.

14 PETERS: I'll second it.

15 BLOOM: All in favor signify by saying "aye."

16 IRVING: Aye.

17 PETERS: Aye.

18 BLOOM: Aye. Rezoning Petition 1556, 156 lot on  
19 47.30, on Huguenard.

20 WOOD: 1556/05 is for Colonial Heights. This is for,  
21 as you said, 156 lots. This is off of Huguenard  
22 Road, on the west side, north of Cook. And, you've  
23 seen some development here recently with Ravens Cove,  
24 at Huguenard and Cook Road. There are a couple of  
25 agricultural rezoned subdivisions in the area.

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1 Plantation Park is immediately east of this site, and  
2 Quarry Lake Estates is a little bit to the south.  
3 And, then, of course, you have Colonial Oaks Golf  
4 Course on the east side of the road as well.

5 This is a typical subdivision at 3.3 units  
6 per acre, and--which is compatible with the other

7 subdivisions in the area. And, there are a couple  
8 waivers for a villa section, typical side yard  
9 waivers, and for lengths of--amount of lots on the  
10 cul-de-sac, but not out of the ordinary. Again there  
11 was some discussion, with this project, with the  
12 neighbors. You might recall last week, with the  
13 project we talked about, in the southwest area of  
14 town, questions about screening from other  
15 residential uses.

16 BLOOM: Right. Right.

17 WOOD: And, as we talked about last week, it's not  
18 something that the Plan Commission typically  
19 requires. In this case, the developer did come  
20 before the hearing, did meet with the neighbors, and  
21 had a plan for different types of screening around  
22 the subdivision. And, the Plan Commission felt that  
23 that was--it was great that he met with them ahead of  
24 time, and it--and it was sufficient. There's no  
25 additional condition to have them screen. It would

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1 be a private agreement between the developer and  
2 those residents around the subdivision as to what he  
3 puts in. He did actually increase the size of the  
4 homes, because there was some question about the size  
5 and cost of the homes immediately adjacent, and--

6 BLOOM: Right.

7 WOOD: --he did actually raise the minimum square  
8 footage, especially near those particular homes. So,  
9 with that, Plan Commission did approve the plan and  
10 recommends "do pass" on the rezoning at 3.3 units per  
11 acre.

12 PETERS: And, there were a couple of people, as I  
13 recall, that came out in opposition to this. What  
14 was their rationale?

15 WOOD: I think, just in general, it was that they  
16 felt they had more of a country--

17 PETERS: Atmosphere.

18 WOOD: --living atmosphere--

19 PETERS: Right.

20 WOOD: --and the size of the homes versus what they  
21 have on their--their lots. Of course, they have much  
22 larger acreage lots--

23 PETERS: Right.

24 WOOD: --and have put in a lot of time and money  
25 invested in their homes, and I think the developer  
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1 felt that they were extending buffering that they  
2 wouldn't normally do to help those neighbors, and  
3 that that is not something we typically require, so  
4 it's--I guess we can look at it as a bonus that  
5 they've offered to do that.

6 PETERS: Right.

7 BLOOM: Uh-huh (affirmative).

8 WOOD: So, that--that was the--that was really the  
9 gist of the remonstrance.

10 PETERS: And, there were two, I think, that--

11 WOOD: Two in particular, yes, one on the north, and  
12 one on the south.

13 PETERS: Right. I'd make a motion to approve  
14 Rezoning Petition 1556/05.

15 IRVING: Seconded.

16 BLOOM: All in favor signify by saying "aye."

17 IRVING: Aye.

18 PETERS: Aye.

19 BLOOM: Aye.

20 WOOD: Thank you, Michelle.

21 BLOOM: Presentation of the 2030 Transportation Plan.

22 Hi, Dan.

23 PETERS: Okay.

24 IRVING: 2030.

25 BLOOM: Uh-huh (affirmative).

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1 IRVING: And, who says we don't plan ahead, right?

2 PETERS: That's planning ahead.

3 IRVING: How are you today, Dan?

4 AVERY: Just fine. Thank you.

5 IRVING: Great.

6 AVERY: Good morning.

7 BLOOM: Good morning.

8 AVERY: My name is Dan Avery, with the Northeastern  
9 Indiana Regional Coordinating Council. Everyone has  
10 a copy, I believe, of the summary report for the 2030  
11 Transportation Plan. First, I want to thank you for  
12 allowing me the opportunity to come and present this,  
13 and ask both for your consideration of this plan, and  
14 adoption of the plan, as the Transportation Plan for

15 Allen County, the Metropolitan Planning Area within  
16 Allen County.

17 I'll briefly go through the process a little  
18 bit, and then open it up for questions and--and  
19 comments. MERC is the Metropolitan Planning  
20 organization for the Fort Wayne/Allen County/New  
21 Haven Metropolitan Area charged with the  
22 responsibility of doing the transportation planning  
23 for that--that area. The transportation planning  
24 process, or the development of the transportation  
25 plan is really a process of refining the previous

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1 plan, which was the 2025 Transportation Plan, looking  
2 at how the area has changed, what are our new  
3 challenges, in terms of--of transportation within  
4 the--the region, and refining that plan and coming  
5 up--extending it another five years out, to the--to  
6 the horizon year of 2030, and coming up with a  
7 transportation plan that we feel meets the--the  
8 transportation demands of the region at that horizon  
9 year.

10 This process started back in the early '70s.  
11 The first plan that was developed was the 1990  
12 Transportation Plan, then we moved to the 2000, and  
13 virtually every five years after that a plan has been  
14 developed. We skipped the 2020 plan, and went to the  
15 2025 due to federal regulations requiring, at a  
16 minimum, a 20 year plan out into the future.

17 The transportation plan focuses on three  
18 major areas, the highway network, the transit system,  
19 and the bicycle/pedestrian system, but it also  
20 considers access to air, the airports, access to rail  
21 and rail terminals, and with some of the specific  
22 projects, especially the port project, also access to  
23 water ports outside of--of course, outside of our  
24 region.

25 The plan's developed through a collaborative

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1 effort involving Allen County representatives, the  
2 City of Fort Wayne, the City of New Haven, and the  
3 Indiana Department of Transportation. It is also--  
4 the process is also reviewed and monitored by the  
5 U.S. Department of Transportation, through the

6 Federal Highway Administration, and the Federal  
7 Transit Administration, to make sure that the process  
8 complies with all the rules, and regulations, and  
9 laws that pertain to the development of such a  
10 document.

11 The process also accommodates and encourages  
12 citizen participation. We have a number of citizen  
13 meetings that we go out early to get their input and  
14 consider that as the in--throughout the development  
15 of the transportation plan, as well as we held a  
16 meeting in May to bring out the plan that's been  
17 approved by the Urban Transportation Advisory Board  
18 and the Northeastern Indiana Regional Coordinating  
19 Council.

20 The planning process operates under two major  
21 constraints, one is a fiscal constraint. The plan--  
22 the projects included in the plan must be reasonable,  
23 in terms of the amount of money that the area  
24 receives, in terms of federal assistance for the  
25 projects, as well as what is typically spent by local  
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1 governments on highway improvement projects. So, we  
2 evaluate the--the amount of resources that are  
3 available through the life of the plan, and then  
4 provide some documentation on the cost of those  
5 projects, and ensure that we have enough money to  
6 build the projects that we are proposing.

7 We also, because of Allen County's recently  
8 being designated as a non-attainment area, for the  
9 pollutant ozone, we also operate under some of the  
10 air quality guidelines, which means that the  
11 transportation plan has to meet air quality  
12 conformity determination which very simply means we  
13 had to calculate what the vehicle emissions were for  
14 the region, for Allen County specifically, in 2002,  
15 and we--at this time, that is our baseline budget for  
16 which we cannot exceed any subsequent years of the  
17 plan. So, we look at the projects that are being  
18 developed and how the travel will occur within the  
19 region, and we have to ensure that the emissions  
20 generated, typically based on vehicle miles of  
21 travel, the BMT, will not exceed the 2002 amount of--  
22 of pollutants that have been calculated for--for this

23 region, or for Allen County. A lot of the benefits,  
24 of course, for the reduction in emissions, come  
25 through new rules and regulations on the types of  
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1 fuels that are being put into the vehicles, as well  
2 as the emission equipment and the reduction of  
3 emissions that are being gradually implemented on the  
4 vehicles themselves. And, this plan both meets the  
5 fiscal constraint requirements, and the airport--air  
6 quality conformity analysis indicates that we will be  
7 well below the 2002 levels at various points  
8 throughout the development of this plan.

9 The plan, in the past, has--was--has been  
10 updated every five years. The new Transportation  
11 Bill that was just passed several weeks ago, it  
12 appears that because of our non-attainment status we  
13 will now move to a four year cycle on a  
14 transportation plan. The previous bill for non-  
15 attainment areas required a three year cycle, but  
16 that--it looks like that's been changed, and we will  
17 wait until the complete rules and regulations are--  
18 are written on that, but that's what we anticipate.

19 The--the process, essentially, includes  
20 identifying our existing problems, that we have on  
21 our system, in terms of congestion, safety, mobility,  
22 as well as projecting how the area is going to--going  
23 to develop over the next 30 years, and evaluating  
24 what the demands on the transportation system will be  
25 at the horizon year of 2030. We do that by having  
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1 discussions with the land use folks on where  
2 residential, commercial development is likely to  
3 occur, we meet with the economic development planners  
4 and experts in the area to assess where they are  
5 targeting economic development activities, where we  
6 are likely to see new growth in industry, the types  
7 of industry, the types of employment that we  
8 anticipate. We also look at how the various  
9 communities in the area are developing, such as  
10 Grabill, Hometown, how's the downtown Fort Wayne  
11 plan going to play out, how is--what is New Haven  
12 anticipating for their area, all that gets funneled  
13 into a modeling process that helps us to evaluate

14 what those future demands would be, identify where  
15 those deficient areas are, where the problem areas  
16 are, where we have safety congestion mobility issues,  
17 and then start to design projects to address those--  
18 those issues. Those include--those include widening  
19 projects, new road projects, include transit--  
20 enhanced transit, new transit service,  
21 intersection/interchange improvements, and sometimes  
22 turn lanes, and that type of thing, as well as we've  
23 also developed a conceptual bicycle plan. And, again  
24 the three major components, the highway, and the  
25 transit, and the bicycle, and if you'd like, I could

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1 show you to those.

2 BLOOM: Please, yeah.

3 AVERY: The first one I'll put up--I don't know if  
4 it's better up here, or if you can see it back here.

5 IRVING: Let's put it right there.

6 BLOOM: Maybe up here.

7 IRVING: Oh--

8 AVERY: This is the highway plan, lists all the  
9 projects, it should be exactly like what you've got  
10 in your brochure.

11 BLOOM: Uh-huh (affirmative).

12 AVERY: Identifies the different types of projects,  
13 new construction, reconstruction, realignment,  
14 widening projects, bridge interchange, intersection,  
15 ITS is Intelligent Transportation System types of  
16 projects for which we're really just looking at the  
17 dynamic message signs--

18 IRVING: Right.

19 AVERY: --you see like on the interstate, some  
20 addition of those in the perimeter of the metro area,  
21 and then railroad/bridge separations.

22 BLOOM: Who determines the messages on those roads,  
23 strictly the State, or does the County have some  
24 input, because I see so few messages on there--

25 AVERY: Uh-huh (affirmative).

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1 BLOOM: --that--when are they going to start--I mean,  
2 shouldn't they be telling us about "Construction  
3 Ahead," or "Lanes Closed," or--

4 AVERY: INDOT--INDOT is the agency that determines

5 what messages could be put up there, but local  
6 government and local transportation agencies have the  
7 ability to post messages on there. Things--for  
8 instance, like the four--I-69 widening, they tend not  
9 to want to use it for those projects that are going  
10 to be spread over several years, essentially that  
11 would be up there every day--

12 BLOOM: Oh--

13 AVERY: --and the studies have indicated that people  
14 will start to ignore the messages--

15 BLOOM: Right.

16 AVERY: --if they put them up too often.

17 BLOOM: Right.

18 AVERY: So, they use the big placards, the permanent  
19 orange signs telling you that if you're going through  
20 you might want to consider to 469, or whatnot, or for  
21 type of thing. When there is an incident, a crash--

22 BLOOM: Right. Right.

23 AVERY: --or something that turns up, there is a  
24 process that the Allen County Sheriff knows about,  
25 the City Police, the various law enforcement agencies

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1 know about, how to contact INDOT and ask that a  
2 message be--there's a protocol, that essentially they  
3 have to ask certain questions. We were also, for  
4 instance, working with them to be able to have a  
5 message go up on ozone action days--

6 IRVING: Right.

7 AVERY: --to be able to at least notify people--

8 IRVING: That'd be great.

9 BLOOM: Oh, yeah.

10 AVERY: --in the affected area, those of us that  
11 travel and, you know, you'll know at least the next  
12 day, those types of things you can put up. But,  
13 again, they try to save it just for the--the really  
14 serious--

15 IRVING: Amber Alerts.

16 AVERY: --alerts, sure, Amber Alerts is another one,  
17 crashes that are going to shut down parts of the--the  
18 interstate, you know, maybe three or four hours, if  
19 it's going to be cleaned up in a half hour, you know,  
20 the duration of--of the incident plays a role in  
21 whether they will post something or not.

22 IRVING: Dan, what is your definition, I'm not  
23 familiar with it, of--what does "collector" mean?  
24 The dotted line collector?  
25 AVERY: We--we break the highway system into four or  
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1 five different classifications, kind of--of a  
2 hierarchy of roads, freeways, of course, are on the  
3 highest--  
4 IRVING: Uh-huh (affirmative).  
5 AVERY: --and then what we consider expressways--  
6 IRVING: Uh-huh (affirmative).  
7 AVERY: --(indiscernible) airport expressway, some  
8 parts of US 30 where we don't have any direct access  
9 other than a signalized intersection. Then arterials  
10 represents the next tier. These serve long purpose  
11 trips more so than--and then a "collector" is  
12 designed to generally take residential, and some  
13 commercial, some industrial trips, and feed those  
14 into the arterials. They generally don't serve long  
15 trip purposes, they're more to get people into a--  
16 BLOOM: (Indiscernible).

17 IRVING: I know.  
18 BLOOM: They're the collectors into the main roads.  
19 AVERY: --a particular area. And, then the lowest on  
20 the hierarchy is--is local roads, the things that  
21 don't show up.  
22 IRVING: And, that's what I thought the definition  
23 was, but I wanted you to verify it. And, I'm really  
24 kind of surprised, knowing how the northwest is  
25 growing so much, and what the projections are through  
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1 2022, that why just that one little section between  
2 Coldwater and 69, especially with maybe even the  
3 Hursh Road/69 projects exit getting put on there, why  
4 that just one little couple miles would just be  
5 considered a collector and why you would not want to  
6 make that, you know, right up there, you know what  
7 I'm talking about?

8 AVERY: I don't know what you're talking about.

9 IRVING: We're talking Union Chapel.

10 AVERY: Union Chapel?

11 IRVING: Uh-huh (affirmative).

12 AVERY: There's a process that we go through about

13 every 10 years of evaluating the highway system,

14 and--

15 IRVING: Uh-huh (affirmative).

16 AVERY: --what we use is what is referred to as the  
17 Federal Functional Classification System.

18 IRVING: Uh-huh (affirmative).

19 AVERY: And, there are some guidelines on how many  
20 miles of each of those types of roadways--

21 IRVING: Oh, okay.

22 AVERY: --you're allowed to have within the area.

23 And, we're just--

24 IRVING: It makes sense.

25 AVERY: --gearing up to do that again for--with the

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1 redefined urban area, with the expanded metropolitan  
2 planning area, within the next year or so, we will be  
3 going back through and looking at that hierarchy and  
4 making sure that it makes sense. And, that--

5 IRVING: Okay.

6 AVERY: --will be generally sent down to the Highway  
7 Director--

8 IRVING: Right. Okay.

9 AVERY: --and the City of Fort Wayne, the City  
10 Engineer, and he will approve that. I believe Union  
11 Chapel was at one time in--completely across, and for  
12 whatever reason it was recommended that--

13 IRVING: Okay.

14 AVERY: --piece be removed. But, any concerns,  
15 considerations for that we'd be happy to hear those.

16 IRVING: Well, it's just because of--of what  
17 expansions we know that are going out there, and  
18 being able to have the improvement that our Highway  
19 Department has done by straightening out the Tonkel  
20 Road intersection, and that now becomes a straight  
21 shot over to Coldwater--or over to State Road 3.

22 BLOOM: Right.

23 IRVING: I--

24 BLOOM: Well, sort of.

25 IRVING: --I just question why that wasn't--

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1 AVERY: I think that's a valid question  
2 (indiscernible)--

3 BLOOM: Well, that was sort of.

4 PETERS: Uh-huh (affirmative). Big time.  
5 IRVING: Okay. I mean, there's several of them, when  
6 I'm--when I'm looking down here, and I'm thinking,  
7 "Gee, you know, the driving patterns, and with the  
8 road improvements"--so, it's interesting to--to see.  
9 I know you spend a lot of time and--and--on  
10 information gathering, but I guess another one, if I  
11 --if I was to ask, would be, you know, the--the new  
12 corridor of what Bass Road is going to be, and then  
13 with the amount of traffic we have on Hadley Road  
14 with Vicksburg Pike area, you know that that's--I  
15 think that that's even going to become a more  
16 prominent, I hate to say cut-through, but until State  
17 Road 14 gets completed I think you're going to see  
18 more pressure on Hadley Road and that intersection  
19 there.

20 AVERY: And--and, Bass Road--

21 BLOOM: Absolutely.

22 AVERY: --is--Bass Road is classified as an arterial  
23 --

24 IRVING: See, right here is where I'm talking about.

25 AVERY: --for your information, and Hadley is

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1 classified as a collector. The--

2 BLOOM: Well, yeah.

3 AVERY: --designation of it does not directly tie to  
4 the amount of traffic that we anticipate using that  
5 facility. As I mentioned, Hadley Road is a fairly  
6 short section, that's why we classify it as a  
7 collector, it does take traffic from--

8 IRVING: Uh-huh (affirmative).

9 AVERY: --Vicksburg Pike and--

10 IRVING: We've had a lot of truck traffic.

11 AVERY: --and we know that there's room for expansion  
12 in there.

13 IRVING: Uh-huh (affirmative).

14 AVERY: But, it--typically, its function is to get it  
15 to Bass Road, which is an arterial, to State Road 14,  
16 which is an arterial, and then--you know, so that--

17 IRVING: 14's not a collector road? I'm just  
18 kidding.

19 AVERY: We could make--

20 IRVING: It's a parking lot. No, I'm just kidding.

21 Sorry. I'm done. I'm done.  
22 PETERS: Dan, what do you see as major differences  
23 between the 2025 plan and the--and the 2030  
24 transportation plan, what are we seeing now that we  
25 didn't see in the last plan?

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1 AVERY: Oh, I have a map that actually showed the  
2 differences. There are not a lot of new additions,  
3 but as you would anticipate, you're seeing, for  
4 instance, the extension--the widening of State Road  
5 3, we used to stop it at Dupont Road--

6 PETERS: Right.

7 BLOOM: Right.

8 AVERY: --and now we're seeing--

9 BLOOM: Now it's going, yeah.

10 AVERY: --we need to extend that out. Because,  
11 typically, in the areas where we anticipate  
12 development, or areas where we're going to see  
13 economic development, that, you know, any shifts in  
14 the--what we anticipate the landscape to kind of look  
15 like--

16 PETERS: Uh-huh (affirmative).

17 AVERY: --and, so typically--State Road 14 is another  
18 one, it used to go just to West Hamilton Road, now  
19 we're saying we're going to need to extend that out--

20 BLOOM: Absolutely.

21 AVERY: --the--the county line.

22 BLOOM: County line.

23 AVERY: County Line Road is one, that we know,  
24 because development is going to push into the county.

25 BLOOM: Yeah.

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1 AVERY: But, that is--you do not have a lot of good  
2 north/south arterials in that part of the county.

3 PETERS: Uh-huh (affirmative).

4 AVERY: That's one of the best ones that's for--  
5 shared between Allen County, Whitley County, and has  
6 --as to the jurisdiction on that--

7 IRVING: Hasn't a big change come too because of  
8 adding--

9 BLOOM: Thirty [30] to 24.

10 IRVING: --I guess we should all pray at night--  
11 adding the exit here at Hursh Road, because it had

12 been kind of a shuffling on whether it was going to  
13 go--what's that other road, Valdo--Valdo--  
14 BLOOM: Valdosta Road.  
15 IRVING: --whatever it was.  
16 BLOOM: Van--  
17 IRVING: I mean by--by them concentrating more on the  
18 Hursh Road too, and with the expansion out that way,  
19 has that not caused Gump Road--  
20 AVERY: That was--  
21 IRVING: --I don't ever remember Gump Road being that  
22 prominent of a road for your plans. Was that in your  
23 2020 plan too?  
24 AVERY: The 2025 plan did identify Hursh as the  
25 location, and I believe Gump Road was--  
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1 IRVING: Has it--  
2 AVERY: --stated for improvement. But, you know  
3 what's happened in that area--  
4 BLOOM: Yeah, the school--  
5 IRVING: Uh-huh (affirmative).  
6 BLOOM: --all the development, oh, yeah.  
7 AVERY: --the two thous--the 2025 plan was prepared  
8 in 2000, and just in those five years we've seen a  
9 lot more development. So, it has impacted that area.  
10 You see there's--we hope that the Hursh Road  
11 interchange stays as more of a rural residential and  
12 we would hope that the comprehensive plan kind of  
13 sets that--that area aside. We'd prefer not to see a  
14 commercialized interchange at that location. It will  
15 not be used just for limitations, it will probably  
16 not be designed as a huge free flow type of  
17 interchange, it will be a smaller--  
18 IRVING: Uh-huh (affirmative).  
19 AVERY: --(indiscernible)--  
20 IRVING: But, isn't that the last intersection that  
21 can be added on 69 through Allen County?  
22 AVERY: It's probably the--in terms of feasible--  
23 IRVING: Uh-huh (affirmative).  
24 AVERY: --interchanges right now, yeah.  
25 IRVING: Okay. I thought that's what INDOT had said  
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1 when we talked about it.  
2 PETERS: There's no where more north to go.

3 IRVING: No.

4 BLOOM: Boy, that one would bring commercial--

5 IRVING: Dan, you do a wonderful, great job. It's  
6 always very informative to think we're working on  
7 roads when--than looking at cemetery plots, I don't  
8 know, it's--you know, to go out that far and--and to  
9 be able to be right on target as well as you are,  
10 it's great.

11 AVERY: And, I do have the transit system. We'll go  
12 through that just briefly. Most of this is based off  
13 of the existing system, and where they're really  
14 looking at--the main areas that they're looking at is  
15 where they are likely to expand transit service, of  
16 course in the areas that are being developed--

17 PETERS: Uh-huh (affirmative).

18 AVERY: --as well as identifying some corridors that  
19 are--become what they--what we are calling "primary  
20 transit corridors." In order to serve the areas  
21 further out we need to be able to get the vehicles in  
22 and out of the downtown efficiently, set up some  
23 corridors, I've talked to you a little bit about it,  
24 at UTAB, areas where the buses can pull off, get out  
25 of the flow of traffic, load and unload safely, get

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1 back in, keeps the traffic moving efficiently and  
2 allows the transit system to operate efficiently.

3 PETERS: What about, Dan, high speed rail? How does  
4 that figure into what you're doing?

5 AVERY: High speed rail also plays into the  
6 consideration, especially of where we anticipate  
7 grade separations to occur, because as--as the high  
8 speed rail comes through the area we're gonna need to  
9 separate the highway traffic from the rail traffic,  
10 to make safe crossings.

11 PETERS: I'm not sure I understand, when you talk  
12 about separation, what do you mean?

13 AVERY: It means a bridge, taking either the rail, or  
14 separating--when you talk about grade separating,  
15 you're physically separating the grade of the road  
16 from the grade of the rail.

17 PETERS: Okay.

18 AVERY: Sometimes you go under with the highway  
19 traffic, sometimes you go over. Typically, you don't

20 interfere with the rail line because of the cost, and  
21 the extent of the project--

22 PETERS: Right.

23 AVERY: --you typically work with the highway side,  
24 the road. The high speed rail, we monitor that,  
25 it's--you know, right now it--there's not a lot of

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1 money to be allocated to it, so we know it's--it's  
2 out probably at least 10 years, but it is something  
3 that we stay aware of and evaluate, you know, it  
4 enters into the evaluation process of the projects.

5 PETERS: Okay.

6 AVERY: Then in addition to the transit we've got the  
7 bicycle/pedestrian component. This particular plan  
8 we started several years ago because we hadn't really  
9 engaged in a comprehensive plan. In the 2025 plan we  
10 identified what we knew at that time to be some of  
11 the trail enhancements that were--were planned, the  
12 proposed trail expansions, for instance the River  
13 Greenway system from Johnny Appleseed Park, up to  
14 Shoaff Park, and that's been ongoing for--for a  
15 while. But, kind of a comprehensive one that also  
16 looked at an on-street system plan, as well as the  
17 trails, hadn't really been undertaken, and so through  
18 some discussions with the Highway Department, as well  
19 as, you know, the need to know when we're improving a  
20 bridge, for instance, should we include a sufficient  
21 bridge deck to accommodate pedestrian--bicycle and  
22 pedestrian growth. We came up with this plan, we  
23 call it a conceptual plan because unlike the highway  
24 or the transit we don't--this really isn't a fiscally  
25 constrained plan.

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1 PETERS: Uh-huh (affirmative).

2 AVERY: It's really--it's conceptual, it's to use as  
3 a tool for when highway improvements come in, is it  
4 feasible to include bicycle and pedestrian treatments  
5 as part of that project, does it fit within the plan.

6 It also helps when the various groups that are  
7 seeking funding, especially State and Federal funds,  
8 for trail and bicycle improvements, that they can say  
9 it fits into the overall plan that's been identified

10 --

11 IRVING: Right.

12 AVERY: --for the area. And, this is--because it was  
13 the first time, it's probably more dynamic than some  
14 of the other plans that we've come up with. We will  
15 continue to review this and refine it, and--but, it--  
16 it kind of represents a compilation of all of the  
17 different groups that are current right now, what  
18 their ideas are, as well as identifying what--some of  
19 the on-street systems, where we feel it would be--  
20 that some bicycle and pedestrian treatments would be  
21 prudent to do.

22 PETERS: Are there distinctions that can be made  
23 between various phases of that plan and, say, what  
24 Aboite Trails, or Northwest Trails, or New Haven are  
25 asking for, or--or can you superimpose that over  
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1 theirs and they're gonna look pretty much the same?

2 AVERY: In terms of phasing, we do not identify any  
3 prior--priority or--you know, each group kind of has  
4 their own prioritization process for what they're  
5 going to go after. But, if we would take their plans  
6 and superimpose it, it should line up exactly--

7 PETERS: Okay.

8 AVERY: --because we based the development of this on  
9 what their plan was--

10 PETERS: Okay.

11 AVERY: --what is Northwest Allen Trails trying to  
12 do, what is the New Haven--

13 PETERS: Right.

14 AVERY: --plan, try to bring those all in. So--

15 PETERS: Okay.

16 AVERY: --you know, and those plans are also dynamic,  
17 so we will continue to meet with them and--and try to  
18 consolidate and keep those--you know, this one  
19 current. They probably are--and this is now about  
20 six, eight months old, so there probably have already  
21 been a few changes, but we'll continue to look at  
22 those groups and try to keep this as kind of the--the  
23 master plan, if you will, for--for all of the trails.

24 BLOOM: Of course, their efforts are amazing, they're  
25 out fundraising as new development comes in, as we do

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1 new road and bridge projects we're adding the paths

2 and the trails, it's--what a small group has done is  
3 simply amazing, as far as projecting this out in  
4 their own way with all this financial backing, it--  
5 it's great. You know, a couple of questions I have,  
6 we just took RFPs for Flutter and Bass, and I see on  
7 here that Flutter is the project time period 2010 to  
8 2019, and Bass is 2020 to 2030. Exactly how do we  
9 prioritize these when we--I mean, how--how would we  
10 ever know that Flutter and Bass were going to have to  
11 be moved up, what, 20 years, 10 years, five years at  
12 least, because of--of exciting development going up  
13 in those areas?

14 AVERY: Well, it is a--it's a dynamic process, first  
15 of all, and it is subject to change. These--these--

16 BLOOM: Daily.

17 AVERY: That's true. These--the time frames were  
18 developed for the air quality analysis purposes, and  
19 the time indicates when that project will actually be  
20 completed, not when it will be started. So, even  
21 starting Flutter Road now, in--in all likelihood the  
22 actual construction, because we know the time it  
23 takes to get the engineering completed--

24 BLOOM: Of course.

25 AVERY: --the right of way acquisition, and then get  
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1 the federal funds programs, and the construction, we  
2 will--we will probably, you know, not see that until  
3 2010, 2011. So, that's what those time frames apply  
4 to. Bass Road--actually, there are two projects for  
5 Bass Road, one is--the--the first project is really  
6 just a reconstruction and the addition of turn lanes  
7 at some of the critical intersections--

8 BLOOM: Right. Right.

9 AVERY: --but because of the growth and development  
10 anticipated along that corridor, at some point in the  
11 future years out, that's then a widening project  
12 where we would actually add additional lanes, add  
13 some capacity to that, and that's the--when we do the  
14 air quality analysis we don't--we're only really  
15 concerned about those projects where we're adding  
16 capacity, those are the ones that have to be  
17 analyzed. If we're reconstructing and putting some  
18 turn lanes, those are not--

19 BLOOM: Right. That--  
20 AVERY: --they don't carry that regionally  
21 significant designation. So, that's why that one has  
22 that particular time frame assigned.  
23 BLOOM: And, of course, this one, Hillegas Road--  
24 Hillegas to Scott Road is--of course, now we're even  
25 thinking of going way far--much farther too because  
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1 Scott Road seems like that's certainly not the end of  
2 the new development going on.  
3 AVERY: Yeah. It's the end today, but--  
4 BLOOM: Yeah.  
5 AVERY: Right.  
6 IRVING: Dan--  
7 BLOOM: Thank you.  
8 IRVING: --you did a great job. Thank you.  
9 PETERS: Appreciate it.  
10 BLOOM: He's an amazing person.  
11 IRVING: Yeah, I know.  
12 BLOOM: You ought to sit through meetings with him,  
13 he's great. Thank you. Juvenile Center Inspection  
14 Report. Joe Brita?  
15 BRITA: Good morning Commissioners.  
16 BLOOM: Hi Joe.  
17 FISHERING: Thank you.  
18 BLOOM: Looking real trim.  
19 BRITA: Well, thank you.  
20 IRVING: Good morning, Joe.  
21 BRITA: Good morning.  
22 IRVING: Thank you.  
23 BRITA: Commissioners, I'm Joe Brita with the Allen  
24 County Juvenile Center. I'm here to share a bit of  
25 good news with you because Judge Sims and I felt it  
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1 very important that we all share in this. If I could  
2 direct your attention to paragraph four of that  
3 letter, it pretty much tells the story. Counselor,  
4 did I sound like an attorney when I said that?  
5 FISHERING: You did.  
6 BRITA: Okay.  
7 IRVING: Oh, Joe.  
8 BRITA: He taught me. Commissioners, in 1996, the  
9 State of Indiana promulgated standards for detention

10 facilities. They gave us till 1998 to come into  
11 compliance with those standards. Unless you've ever  
12 been a part of it, it's a grueling process that--that  
13 you don't get ready for in 10 minutes, it--as soon as  
14 you finish one accreditation inspection you start for  
15 the following year. There are some 400 standards,  
16 but that's really not the whole story because  
17 enveloped into those standards there might be 20  
18 different criteria that you have to meet just to pass  
19 one standard. They deal in everything from physical  
20 plant, to the fat content of the food in the kitchen,  
21 to the--the nursing--medical, everything that we have  
22 to do with juveniles, and it's a three day process  
23 that--I mean, they'll--they'll come in and say, "You  
24 got an alternate source of power," "Yes, we do," and  
25 we have to document that, "Where is it," "It's out

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1 here," "Kill the power in the building, we want to  
2 see it work," so we--you know, those are the types of  
3 things that you go through every year.

4       Although we've always been able to pass the  
5 inspection, we've never been able to be in 100%  
6 compliance, and a lot of that was because of the  
7 physical plant that we suffered with in the old  
8 building. I--I certainly don't want to misspeak  
9 here, but to the very best of my knowledge there has  
10 only ever been one juvenile detention center in the  
11 State of Indiana that's ever been 100% compliant, and  
12 that was St. Joe County, on one occasion. And, I  
13 think we became the second.

14       I'm very, very proud of the staff. My staff  
15 did a wonderful job. But, I'm also very proud of--of  
16 the Commissioners who helped us get that place built.  
17 If you read paragraph five, if--any doubt in  
18 anybody's mind that it was the right thing to do for  
19 kids, that should clear that up. So, on behalf of  
20 Judge Sims, I certainly want to thank Attorney  
21 Fishing for his guidance through all this, the  
22 Commissioners, but especially--

23 PETERS: He taught you well.

24 BRITA: --but especially Commissioner Irving who--who  
25 stood shoulder to shoulder with us and fought the

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1 good fight to get this thing built. Without her,  
2 there's no question, there wouldn't be a facility.  
3 So, the Judge thought it was very important that we  
4 share this with you because you were a big part of  
5 it, and--

6 BLOOM: Absolutely.

7 PETERS: Great--great job.

8 IRVING: If I can do this without--because when Joe  
9 called me and--and told me this, it--I was pretty  
10 excited, because we--

11 BRITA: You should be, Commissioner.

12 IRVING: --we've come a long way--

13 BRITA: You should be.

14 IRVING: --in five years, haven't we?

15 BRITA: Yes, we have.

16 IRVING: Not only is the 100%, but it--I--I want to  
17 read this, it's also the sixth paragraph, which also  
18 --I think that it needs to be put in the record. It  
19 says, "The tour of the center was conducted,  
20 detention staff and juveniles were interviewed,"  
21 which they always are, and they take--they just pick  
22 randomly, they put them in a room, there isn't  
23 anybody else but the Department of Corrections in  
24 there. And, it says, "Detention staff was well  
25 versed on policy and procedures and were supportive

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1 of management." But, this is what I think is so key,  
2 "Juveniles interviewed offered no incidents of abuse,  
3 juveniles were chatty and relayed that they felt they  
4 were in the right place to receive support and  
5 guidance."

6 BRITA: We don't--we have no say into what juveniles,  
7 they'll just take a--a resident selection, say, "I  
8 want to talk to this kid, this kid, this kid, and  
9 this kid," and we put them in a room and they talk to  
10 them, same way with staff. But, it--but, it's  
11 important that you understand what 100% means. If  
12 you have--if the State rates your rated bed capacity  
13 at 100, and on the day they come in to inspect, if  
14 you have 101 kids in there, you fail that standard,  
15 it's just--there's no--that's it. So, I don't know  
16 if we can ever--ever do it again. I wanted to do it  
17 once in my career, and we got it done, but--but it

18 was a team effort and I want to thank especially you,  
19 Marla.

20 IRVING: Oh, well, thank you, because, you know, we  
21 had--we did have fun doing it too--

22 BRITA: Yeah, we did.

23 IRVING: --though, Joe, you know.

24 BRITA: It was fun.

25 IRVING: It--we couldn't have done it without each  
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1 other, by any means, and the Judge. The second part  
2 of that, after a--a huge congratulations, and if you  
3 stay around I want to give you another great big hug  
4 over this, but yesterday--and, I know you weren't  
5 there, but yesterday just another step that--that--  
6 towards more success was that we did the video-  
7 conferencing for the dads with their DNA testing. We  
8 had four individuals--I know I have to talk very  
9 general about this, in the past we've always had to  
10 bring the adult male prisoners to the juvenile center  
11 to Judge Sims, and had the DNA testing done, and--

12 BRITA: Establishing paternity.

13 IRVING: --the four that were yesterday, there were  
14 some really--ones with some severe offenses getting  
15 ready to go to the Department of Corrections. In the  
16 past we always had to transport them, you've got  
17 flight risk, you've got the time--well, with--the  
18 first time that our video-conferencing, it went 100%  
19 successful, let me knock on--on wood here, they could  
20 hear us, they could see us, visa versa from the jail,  
21 that is a huge, huge step, again, towards more  
22 efficiency, better communications. To be able to  
23 handle these people in a more efficient manner is--is  
24 huge, and my hat off, again not only to I think the  
25 coordination between the Commissioners and the

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1 judicial system, but also to our IT Department, Ed  
2 Steenman to be able to do this with the existing--  
3 we've got a couple things to add, without counsel  
4 will be hearing from, but I mean this--this was a  
5 huge step--

6 BRITA: Tremendous.

7 IRVING: --that I--the general public--

8 BLOOM: Absolutely.

9 BRITA: Tremendous. The exciting thing for me,  
10 through all that, was to see all the departments come  
11 together and work together to make that happen. You  
12 know, you had the Sheriff, you had us, you had the  
13 Commissioners, and--and the computer people, and  
14 everything, it was really--really was neat.

15 BLOOM: Now, we're going to have the Superior and  
16 Circuit Courts too--

17 BRITA: Good.

18 BLOOM: --because all four court rooms--I think the  
19 big deal on this is different systems are being used,  
20 and between the IT Department, and the interaction,  
21 we're able to use what we have to interact and  
22 communicate with each other, and so not only will we  
23 have the Juvenile Center and the Justice Center,  
24 we'll have all four courtrooms over at the Courthouse  
25 able to do the same thing. With gas prices and

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1 everything, and--

2 BRITA: Well, Commissioner Bloom, the--

3 BLOOM: --manpower, and--

4 BRITA: --the scary thing to me always, since we  
5 moved in there, is, like Commissioner Irving said, we  
6 get some--some pretty tough customers--

7 IRVING: Oh, yeah.

8 BRITA: --over there coming over--

9 BLOOM: Of course you do.

10 BRITA: --for paternity and stuff. Those happen--you  
11 know if we had a ruckus in the courtroom we're fully  
12 prepared to handle that, but those happen in the non-  
13 secure side of the building. So, if somebody gets out  
14 of there I guess that's kind of on me, and I--I  
15 didn't want to see that happen. So, you know, I  
16 mean, it's--it's--it goes on and on, it's a  
17 tremendous step that we took.

18 IRVING: A couple weeks ago we had--we transported 16  
19 of them over there for that. That--that's a lot. I  
20 am so pleased, and I know it's just another step that  
21 we will continue to fine tune, but I think--I had a  
22 meeting with Judge Sims afterwards, and he was--he  
23 was pretty happy. It was--it was good to see a big  
24 smile on his face too. Joe, congratulations.

25 BRITA: Thank you Commissioner.

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1 PETERS: Nice job.

2 BLOOM: Thank you.

3 PETERS: Nice job. Bill, you taught him well.

4 FISHERING: It was slow--a slow process.

5 BRITA: You've got to give some of the credit to--

6 IRVING: Yeah. Yeah, and you know what, Joe's taught

7 me well, so I guess it's kind of, you know, rubbing

8 off.

9 BLOOM: Award of contract for Paging System. Good

10 morning.

11 DEROSE: Good morning Commissioners.

12 PETERS: Good morning.

13 DEROSE: I saved him a chair. I'm Jim DeRose,

14 Director of Communications for the Sheriff's

15 Department. Along with me, I brought Steve Smith,

16 he's the Director of Communications for the City

17 Communications, and Mike Reichard, the Technician

18 Supervisor for the Radio Shop. We've been working on

19 this project for quite a long time, very extensive,

20 and we managed to get from--Homeland Security

21 dedicated about \$400,000.00 towards this project.

22 And, we sent out proposals and had two vendors bid on

23 this, and we had specifications they had to try to

24 come up with, or accommodate us, and that was

25 Emergency Radio Service and J&K Communications. Both

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1 of 'em, they were well represented, they had met our

2 --or goals as far as specifications are concerned.

3 And, Mike went over all the technical side of it in

4 the bid, that he needed, and I'll let him go over

5 that with you, his side of it. Do you want to go

6 ahead, Mike?

7 REICHARD: Basically, in all reality, the bids were

8 --were pretty much the same. As Jim said, the

9 equipment met our needs for the City and County.

10 Looking at the bids themselves, the only difference

11 really is in--in the base pricing, and those

12 themselves were actually pretty close as well. J&K's

13 base pricing was \$233,985.91; ERS's pricing was

14 \$229,324.70. However, in the bid that we had issued

15 to the vendors, we did ask for some--some extra--

16 extra equipment per se, a--spare modules for some

17 transmitters specifically. J&K had those items  
18 listed in their base price of the bid, however ERS  
19 had listed those items as an option, which is okay,  
20 however when we add that price into the ERS base  
21 price the overall ERS price then is \$237,468.70, thus  
22 making J&K the lowest overall bidder for the paging  
23 project.

24 PETERS: Great. Good.

25 DEROSE: And, that's who we'd--with your permission,  
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1 we'd like to award the project to, J&K

2 Communications.

3 PETERS: Now, we've got--some of those pagers are  
4 going to be coming the Commissioners' way, right?

5 DEROSE: That is correct, sir.

6 PETERS: About 30 of them?

7 DEROSE: Yes.

8 PETERS: Yeah. I--I think that's great because we're  
9 going to kill two birds with one stone in this

10 process; one, we're going to be able to enhance our  
11 Homeland Security operations--

12 DEROSE: That's correct.

13 PETERS: --but, two, we're going to use those pagers  
14 so that we can--we can equip department heads with  
15 them during County Council meetings to--rather than  
16 have everybody sitting here in the--in the room at  
17 once, we'll be able to page them when they--when it's  
18 their turn to come to the table.

19 DEROSE: That's correct. And, they also have  
20 messaging, that you'll be able to read.

21 PETERS: Right.

22 DEROSE: So, it's very good. We also brought in--New  
23 Haven into this project--

24 PETERS: Right.

25 BLOOM: Great.

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1 DEROSE: --so they're very happy.

2 REICHARD: And, also, we just got word--actually, the  
3 IPFW Police Department, and even possibly TRAA, are  
4 looking at coming on to the backbone of the system as  
5 well.

6 PETERS: Super. Good.

7 BLOOM: Oh, great. Fabulous.

8 PETERS: Good.

9 IRVING: Great.

10 DEROSE: It's been a long ordeal.

11 BLOOM: It sure has.

12 IRVING: This is wonderful.

13 DEROSE: The FCC, that was kind of a--it takes--very

14 time-consuming getting the licensing, you know, for

15 that project--

16 BLOOM: That's great.

17 DEROSE: --and we do have our handle on that, we do

18 have the license now. The one thing we don't have

19 with us today, which is separate from this, and I've

20 faxed over to John Feighner, a lease for WBTU tower,

21 which is up in Huntertown, and we're talking about a

22 one-time, I think it's seven year--

23 REICHARD: For a seven year lease, right around

24 \$70,000.00, which those funds also will come out of

25 the initial--

0049

1 PETERS: Homeland Security.

2 REICHARD: --400,000 [\$400,000.00] as well.

3 PETERS: Right.

4 BLOOM: Great.

5 DEROSE: There's a few addendums we want to make, but

6 WBTU is very cooperative and willing to help in every

7 regard. So, we don't anticipate any problem.

8 PETERS: When will you guys have these pages in hand?

9 SMITH: If the board--the bid is awarded today, I

10 would assume by the time that the vendor gets the

11 equipment in, probably four to six weeks. We have to

12 build the backbone out. But, while the backbone is

13 being built out by the vendor, the City radio shop,

14 along with the County radio shop will be programming

15 those pagers, probably contacting your individual

16 departments to see what their needs are, so on and so

17 forth. So, hopefully, not too long after the

18 backbone is built we want to do some initial testing.

19 We are actually--the City--we've owned our own paging

20 system for the last 18 years. It's met its capacity

21 a long time ago. Range is a big thing that we're

22 improving on. But, the City technicians, along with

23 the winning vendor will cut that system over

24 essentially one morning, and then the County, as

25 well, will be there with us when the system goes up.

0050

1 BLOOM: Terrific.

2 IRVING: That's great.

3 PETERS: I say, let's don't waste any more time.

4 And, with that I would move to award the contract for

5 the paging systems to J&K Communications.

6 IRVING: I'll second it.

7 BLOOM: All in favor signify by saying "aye."

8 IRVING: Aye.

9 PETERS: Aye.

10 BLOOM: Aye. Thank you very much.

11 DEROSE: Thank you.

12 SMITH: Thank you.

13 BLOOM: Renewal of a contract between Allen County

14 and Ken and Pam Arthur for operation of the

15 cafeteria.

16 IRVING: So moved.

17 PETERS: I'll second it.

18 BLOOM: All in favor signify by saying "aye."

19 IRVING: Aye.

20 PETERS: Aye.

21 BLOOM: Aye.

22 IRVING: We had read it--

23 BLOOM: Appointment to the Three Rivers--

24 IRVING: --wait a minute--wait a minute--Mr.

25 Fishing, was there anything you were going to add?

0051

1 We had all read the contract--

2 FISHERING: You were brilliant.

3 IRVING: --it was basically the--

4 FISHERING: Absolutely.

5 IRVING: --I apologize.

6 FISHERING: It's not a problem.

7 IRVING: Okay.

8 BLOOM: Appointment to the Three Rivers Ambulance

9 Authority.

10 ELSER: The name before you today is James Witmer.

11 This appointment will run September 1st, 2005 to

12 August 31st, 2008.

13 IRVING: I'm scared to make another motion, but I

14 guess I will. I'll make a motion we approve.

15 PETERS: I'll second it.

16 BLOOM: All in favor signify by saying "aye."

17 IRVING: Aye.

18 PETERS: Aye.

19 BLOOM: Aye. Approve professional engineers services  
20 proposal between A&Z and Allen County for Auburn Road  
21 Structures Crossing Replacement Project.

22 HARTMAN: Good morning. I'm Bill Hartman, sitting in  
23 for Mike Fitch, for the--

24 BLOOM: Good morning.

25 PETERS: Good morning.

0052

1 IRVING: Hi, how are you?

2 HARTMAN: --Allen County Highway Department. Quite  
3 good, and you?

4 IRVING: Fine.

5 BLOOM: Okay, three structures crossing the  
6 Delagrang and Belot Ditch, 11,400 [\$11,400.00].  
7 I've reviewed this and it's fine.

8 IRVING: I make a motion we approve.

9 PETERS: I'll second it.

10 BLOOM: All in favor signify by saying "aye."

11 PETERS: Aye.

12 IRVING: Aye.

13 BLOOM: Aye. Approve and award Quotation Bid Project  
14 for 2005 Concrete Pavement Repair Package #6,  
15 Northwest (Old Auburn Place Addition) to G.E. Minear  
16 Construction. Total award 28,570 [\$28,570.00]. How  
17 many bids did we have on this, Bill?

18 HARTMAN: Three.

19 BLOOM: Okay.

20 HARTMAN: We invited four--sent out four proposals  
21 and got three quotes.

22 BLOOM: All right. And, this was the low one?

23 HARTMAN: Yes.

24 IRVING: I make a motion we approve.

25 PETERS: I'll second it.

0053

1 BLOOM: All in favor signify by saying "aye."

2 IRVING: Aye.

3 BLOOM: Aye.

4 PETERS: Aye.

5 BLOOM: A Warranty Deed for additional right of way  
6 on Coldwater Road, Parcel 11.

7 PETERS: I make a motion on approval of Warranty Deed  
8 for Parcel 11.

9 BLOOM: Thank you.

10 IRVING: Commissioner Bloom, I may have to abstain on  
11 this, so I would ask for my exemption.

12 BLOOM: I'll second that motion. All in favor  
13 signify by saying "aye."

14 PETERS: Aye.

15 BLOOM: Aye. Approve Warranty Deeds for additional  
16 right of way on Coldwater Road, Phase II, for parcels  
17 31 and 60.

18 IRVING: I make a motion we approve.

19 BLOOM: Maybe you should not vote--

20 IRVING: No. No.

21 BLOOM: --on this one too.

22 IRVING: No.

23 BLOOM: This one's okay?

24 PETERS: I'll second it.

25 IRVING: Yeah.

0054

1 BLOOM: All in favor signify by saying "aye."

2 PETERS: Aye.

3 IRVING: Aye.

4 BLOOM: Aye. Approve traffic posting changes at the  
5 following location, Flatrock at Grotrian Road,  
6 temporary STOP; Brandon Way at Calaway Drive, STOP;  
7 Freshwater Trail at Union Chapel Road, post a STOP  
8 sign; Millennium Crossing at Union Chapel Road, post  
9 a STOP sign.

10 IRVING: I make a motion we approve.

11 PETERS: Second it.

12 BLOOM: All in favor signify by saying "aye."

13 PETERS: Aye.

14 IRVING: Aye.

15 BLOOM: Aye. Any other business this morning?

16 HARTMAN: That's--excuse me--

17 IRVING: No, go ahead. Bill, you got anything else?

18 HARTMAN: --that's all I have.

19 BLOOM: Do you have more?

20 HARTMAN: No.

21 BLOOM: Okay.

22 HARTMAN: Thank you.

23 IRVING: The only thing I would--

24 BLOOM: Thank you.

25 IRVING: --like to add is that, as our news release  
0055

1 said, and as we've been able to determine through the  
2 news media of the last couple days, that we've had a  
3 steady stream of people in to make their  
4 contributions in our cans that are in the lobby, the  
5 American Red Cross is getting us more to make the  
6 donations--

7 BLOOM: Thanks, Bill.

8 IRVING: --and--

9 PETERS: And, Commissioner Irving, just so you know,  
10 we have now started collecting bottled water, and  
11 that bottled water will be taken out to Snider High  
12 School by noon on Friday.

13 IRVING: Oh--oh, okay.

14 PETERS: So, we're working in conjunction with Snider  
15 High School to provide water for those folks too.

16 BLOOM: Great.

17 IRVING: Great. Well, I--I want to add too that if  
18 anybody has any questions on--on how, it is up and  
19 running on our website as of late yesterday  
20 afternoon, so you can to [www.allencounty.us](http://www.allencounty.us) or you  
21 can just come down to the City-County Building, Room  
22 200, and bring your cash or checks to put into the  
23 cans, and the American Red Cross will be giving us a  
24 summary that, as we all know, that the devastation  
25 there is a lot worse, so they'll take any

0056

1 collections.

2 BLOOM: Aren't they, though, bringing more containers  
3 for us for the other floors, for the other offices?

4 IRVING: Yes, ma'am, they are--

5 BLOOM: So--

6 IRVING: --because they did not have enough disaster  
7 relief cans--

8 BLOOM: Uh-huh (affirmative).

9 IRVING: --and they are bringing us more as soon as  
10 they get them from the manufacturer.

11 BLOOM: Great.

12 PETERS: So, what you're saying is that people can  
13 pay over the internet, is that correct?

14 IRVING: No. I'm saying that if they need to get an

15 address for the City-County--  
 16 PETERS: They can get that over the internet.  
 17 IRVING: --Building, and/or the American Red Cross,  
 18 or any information, it is on our website.  
 19 PETERS: Okay.  
 20 BLOOM: Great.  
 21 IRVING: I'll make a motion that we approve the  
 22 second reading of anything that was voted on today  
 23 that it may deem necessary.  
 24 PETERS: Approve to waive the second reading. All  
 25 right?

0057

1 IRVING: Or Waive, yes.  
 2 PETERS: I'll second that.  
 3 BLOOM: All in favor signify by saying "aye."  
 4 PETERS: Aye.  
 5 BLOOM: Aye.  
 6 IRVING: Aye.  
 7 BLOOM: Any comments from the public this morning?  
 8 Hearing none, meeting adjourned. Thank you.  
 9 IRVING: Thank you.

(Adjourned 11:05 a.m.)

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1 1 STATE OF INDIANA        )  
                                   ) SS:  
 2 2 COUNTY OF ALLEN        )  
 3 3                REPORTER'S CERTIFICATE  
 4 4                I, Kimberlee M. Adams, a Notary Public in and

5 5 for the State of Indiana, County of Allen, do hereby  
6 6 certify that the above and foregoing is a true and  
7 7 accurate transcript of the Board of Commissioners' of  
8 8 the County of Allen, Legislative Session, held before  
9 9 me on August 31, 2005, in the Allen County  
10 10 Commissioners' Courtroom, Room 200, City-County  
11 11 Building, 1 East Main Street, Fort Wayne, Allen  
12 12 County, Indiana; that I am not related to, employed  
13 13 by or interested in any of the parties to this cause  
14 14 of action.

15 15 IN WITNESS WHEREOF, I have hereto affixed my  
16 16 hand and seal this 6th day of September, 2005.

17 17

18 18

---

Kimberlee M. Adams, Notary Public

19 19 Residing in Allen County, Indiana

20 20

My Commission Expires:

21 21 December 2, 2011

22 22

23

24

25