### Barr Segment 3 - Feasibility Table

<table>
<thead>
<tr>
<th>Base Budget Items</th>
<th>Factor</th>
<th>Budget/Impact</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Segment Length</td>
<td>150 ft</td>
<td>$18,000</td>
<td>Includes lighting</td>
</tr>
<tr>
<td>Driveway Crossings</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Signalized Crossings</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Non-Signalized Street Crossings</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Separation Zone Reconstruction</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Street Parking Impacts</td>
<td>None</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td><strong>Total Base Budget</strong></td>
<td></td>
<td>$25,000</td>
<td>W/ fees &amp; contingencies</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Enhanced Budget Items</th>
<th>Factor</th>
<th>Budget/Impact</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Lights</td>
<td>(base)</td>
<td>(base)</td>
<td></td>
</tr>
<tr>
<td>Intersection Treatment</td>
<td>None</td>
<td>None</td>
<td>W/ private land owners</td>
</tr>
<tr>
<td>Pedestrian Activity Areas</td>
<td>1</td>
<td>TBD</td>
<td>W/ private land owners</td>
</tr>
<tr>
<td>Painting and Patching</td>
<td>1364 sf</td>
<td>$6,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Enhanced Budget</strong></td>
<td></td>
<td>$6,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Segment Budget</strong></td>
<td></td>
<td>$31,000</td>
<td></td>
</tr>
</tbody>
</table>

*Figure 3.75 Barr Segment 3 - Feasibility Table*

The above table shows the feasibility considerations and budget estimate for this segment along the Urban Greenway route. The base cost total includes Mobilization, Contingency, and Design Fees.
Section 4: Urban Greenway
Plan Detail

Overview

Western Links

Southern Link

Eastern Link

Northern link

Downtown Link

Example Intersection Details

- example intersection 1
- example intersection 2
- existing intersection
SECTION 4: URBAN GREENWAY PLAN DETAIL

THE CITY OF FORT WAYNE - BICYCLE/PEDESTRIAN CONNECTIONS
SOUTH CENTRAL AREA & DOWNTOWN CONNECTIVITY STUDY

Overview: Urban Greenway Plan Detail

Key Locations and Features:
1. Headwaters Park
2. City Hall
3. The Grand Wayne Center
4. The Botanical Conservatory (District Node)
5. Harrison Square
6. The Railroad Overpass
7. Reservoir Park
8. Renaissance Point Greenway Connection
9. CitiLink Transfer Station (District Node)

Figure 4.1
Overview: Urban Greenway Plan Detail

Key Map

The location of the plan detail within the urban greenway system
SECTION 4: URBAN GREENWAY PLAN DETAIL

Western Links: Urban Greenway Plan Detail for Corridors on the West Side North-South Link

Key Locations and Features:
1. the Botanical Conservatory (District Node)
2. Intersection Treatment at Lewis
3. Douglas Segment at Lincoln Insurance Campus
4. Harrison Square
5. Historic Train Station (Museum)
6. Railroad Overpass
7. Grand Street Promenade
8. South Calhoun Business District
9. Intersection Treatment at Creighton

Figure 4.2 Western Links: Urban Greenway Plan Detail for Corridors on the West Side North-South Link
SECTION 4: URBAN GREENWAY PLAN DETAIL

THE CITY OF FORT WAYNE - BICYCLE/PEDESTRIAN CONNECTIONS
SOUTH CENTRAL AREA & DOWNTOWN CONNECTIVITY STUDY

Southern Link: Urban Greenway Plan Detail for Creighton, the South Side East-West Link

Key Locations and Features:
1. Harrison Segment
2. Historic Williams Woodland Park
3. Calhoun Segment
4. Intersection Treatment at Calhoun
5. Engaging Reservoir Park
6. LaRez
7. Intersection Treatment at Hanna
8. Renaissance Pointe Neighborhood
9. CitiLink Transfer Station (District Node)

Figure 4.3

The location of the plan detail within the urban greenway system.
Eastern Link: Urban Greenway Plan Detail for Hanna as an East Side North-South Link

Key Locations and Features:
1. Lewis Segment
2. Intersection Treatment at Lewis
3. North Lewis Commercial Zoning
4. Railroad Underpass
5. Industrial Uses
6. Multi-Family Housing Area
7. CitiLink Transfer Station
8. Intersection Treatment at Creighton
9. Creighton Segment

The location of the plan detail within the urban greenway system

Figure 4.4
Eastern Link: Urban Greenway Plan Detail for Hanna as an East Side North-South Link
SECTION 4: URBAN GREENWAY PLAN DETAIL

THE CITY OF FORT WAYNE - BICYCLE/PEDESTRIAN CONNECTIONS
SOUTH CENTRAL AREA & DOWNTOWN CONNECTIVITY STUDY

Key Map

Key Locations and Features:
1. The Botanical Conservatory (District Node)
2. Harrison Segment
3. Douglas Segment
4. Calhoun Segment
5. Intersection Treatment at Calhoun
6. Barr Segment
7. St. Paul Church Campus
8. Intersection Treatment at Lafayette
9. Intersection Treatment at Hanna

Figure 4.5
Northern Link: Urban Greenway Plan Detail for Lewis, the North Side East-West Link

Key Map

The location of the plan detail within the urban greenway system

Intersection Treatment
RR Underpass
Paired Paths with Crossings and Trees
Multi-Use Path with Crossings and Trees
Sharrow - Alternative to Paired Path

0 300 ft
SECTION 4: URBAN GREENWAY PLAN DETAIL

Key Locations and Features:
1. Connection to Headwaters Park
2. Museum of Art
3. Feinmann Square
4. Upgraded Pedestrian Facilities
5. Barr Street Market
6. City Surface parking
7. Vacant Frontage on Barr Street
8. St. Paul's Church Campus
9. Lewis Segment

Key Map

Figure 4.6
Downtown Link: Urban Greenway Plan Detail for Barr Through Downtown
SECTION 4: URBAN GREENWAY PLAN DETAIL

Example Intersection Treatment 1: Along Creighton if Calhoun is pursued as a potential Urban Greenway

1. Calhoun Segment
2. Paired Urban Greenway Condition
3. Parking with Tree Bump-Out
4. Curb Line with Texture Transitions
5. Harrison Segment with Crossing Nodes
6. Intersection Textures and Crossings
7. Parking without Tree Bump-Out
8. Creighton Segment
9. Shared Urban Greenway Condition (2)

Urban Greenway Option Key

Calhoun Sharrow Option Key

1. Traffic Calming Island
2. Sharrow for Bikes/Cars

The location of the plan detail within the urban greenway system

Figure 4.7 Example Intersection Treatment 1: Along Creighton if Calhoun is pursued as a potential Urban Greenway

Proposed Multi-Use Path
Proposed Paired Path on Calhoun
Proposed Sharrow - Alternative to Paired Path on Calhoun
Existing Conditions Key
1. Calhoun Corridor
2. Existing Turning Lanes
3. Existing Parking Lanes
4. Creighton Corridor
5. Harrison Corridor
6. Current Intersection Configuration

Figure 4.9
Existing Intersection conditions along Creighton

The location of the plan detail within the urban greenway system