The primary mission of the Street Department is to provide the citizens of Fort Wayne with a well-maintained and safe transportation system. We strive to render cost effective, competent service including snow removal, street resurfacing, leaf pick-up, street sweeping and overall street maintenance.

**Goals and Objectives**

Pothole response time remains a top priority for the department, maintaining an average response time of less than three hours. The department continues to restore all backlogged asphalt utility cut restorations for Water Maintenance Service and WPCM that occur during the winter months, in addition those that occur throughout the rest of the year.

Paving, and chip and seal resurfacing are still our top objectives where our summer construction season is concerned. In 2010 we were able to pave 15 miles of city streets while completing 14 miles of chip and seal. Budget increases may become necessary in order for the department to continue to produce at this level as bituminous liquids become more expensive. Throughout the summer months, we provide several other city services such as street sweeping, alley maintenance, right of way mowing, and crack sealing 75 miles to help preserve our past resurfacing investments.

Our revised leaf program is working well as we continue to collect more than 5,000 truckloads of leaves each year. In 2008, we implemented two, as opposed to three, collection cycles which effectively reduced the process period by three weeks. The reduced time committed to picking up leaves allows for a longer summer construction season, while also allowing for additional snow-fighting preparation leading into the winter months. We also pick up all bagged leaves reported to the 311 call center within 2 business days.

Throughout the winter, we strive to keep the city streets clear of snow and ice to ensure safe travel for all. Another point of concern with respect to our budget is the cost of road salt used in our plowing efforts. Like bituminous liquids, it is another commodity that has risen dramatically over the past few years. Over this period we have realized a 100% increase in the cost per ton which is going to necessarily be reflected in our proposed budget for 2011.

<table>
<thead>
<tr>
<th>Miles of Maintenance</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
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<td><strong>Chip and Seal</strong></td>
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<td>$ INCREASE (DECREASE) FROM 2010 APPR</td>
<td>% CHANGE FROM 2010 APPR TO 2011</td>
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<td>311,326</td>
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<td>120,512</td>
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<td>5299 OTHER MATERIALS &amp; SUPPLIES</td>
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<td>Item Description</td>
<td>2009 ACTUAL</td>
<td>2010 ACTUAL THRU 30-Jun-2010</td>
<td>2010 REVISED BUDGET</td>
<td>2011 SUBMITTED</td>
<td>$ INCREASE (DECREASE) FROM 2010 APPR</td>
<td>% CHANGE FROM 2010 TO 2011</td>
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<td>5354 SEWAGE</td>
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<td>136,000</td>
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<td>539B MASTER LEASE</td>
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<td>701,987</td>
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<td>$358</td>
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<td>$15,000</td>
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<td>$6,630,126</td>
<td>$11,908,576</td>
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<td>Project Title &amp; Description</td>
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<td>2012</td>
<td>2013</td>
<td>2014</td>
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<td>1</td>
<td>Tandem axle truck - replacement 2011 (1); 2012 (1); 2013 (1)</td>
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<td>170,000</td>
<td>170,000</td>
<td>175,000</td>
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<td>180,000</td>
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<td>2</td>
<td>Heavy Duty two-ton crew cabs - replacements 2013 (2)</td>
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<td>-</td>
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<td>170,000</td>
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<td>Street Sweepers - replacement - 2011 (1); 2014 (1)</td>
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<td>Single Axle dump trucks - replacement 2011 (3); 2012 (3); 2013 (2)</td>
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<td>375,000</td>
<td>375,000</td>
<td>250,000</td>
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<td>5</td>
<td>Replacement and purchase of misc. equipment (radios, lawn mowers, power tamps, etc.)</td>
<td>MVH</td>
<td>15,000</td>
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<td>Front-end loader - replacement - 2011 (1); 2012 (1)</td>
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<td>7</td>
<td>Backhoe - replacement - 2011 (1)</td>
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<td>8</td>
<td>Tractor - replacement - 2013 (1)</td>
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<td>Leaf Vac - replacement - 2012 (2); 2014 (2)</td>
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<td>-</td>
<td>40,000</td>
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</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td><strong>910,000</strong></td>
<td><strong>725,000</strong></td>
<td><strong>650,000</strong></td>
<td><strong>185,000</strong></td>
<td><strong>325,000</strong></td>
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