



Transportation Times

Adams-Allen-DeKalb-Wells

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Traffic Incident Management (TIM)

In 2007 the Indiana Quick Clearance Working Group was created to research and develop Quick Clearance practices in the State of Indiana. In 2008 the In-TIME initiative was implemented and in 2009 the Indiana Quick Clearance Working Group was changed to IN-TIME (Indiana Traffic Incident Management Effort). The purpose of the INdiana-Traffic Incident Management Effort (IN-TIME) is to have first responders, from all disciplines follow agreed upon multi-lateral policies and procedures focusing on an "Open Roads Philosophy". The Open Roads Philosophy is "Having all First Responders, after ensuring their own personal safety and the safety and security of any incident victims, to have as their top priority reducing congestion and the increased risks of secondary incidents for public/motorist safety". The IN-TIME group also works to provide a common framework for development of traffic incident management (TIM) policies and training programs for the various responder disciplines. TIM is a planned and coordinated program process to detect, respond to, and remove traffic incidents and restore traffic capacity as safety and quickly as possible.

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So what does this mean for Northeast Indiana? In 2013 the Northeastern Indiana Regional Coordinating Council (NIRCC) assisted in forming a committee of local representatives to implement Traffic Incident Management (TIM) strategies in Northeast

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Transportation Improvement Program



NIRCC has started the process of updating the Transportation Improvement Program (TIP). The TIP is a four year program for implementing transportation projects. Due to the limited amount of local, state, and federal funding available each year for transportation improvements it is important to prioritize the projects and in some cases, implement projects through several different phases. The phases a project goes through include preliminary engineering, right-of-way engineering and acquisition, and construction. What year the phase of a project is undertaken is determined on project complexity, project cost, and available funding. The priority of projects is assessed each year when UTAB updates the TIP based on an evaluation of each project's progress and the available funding.

To see our current TIP go to our website at www.nircc.com. Also at our website you can download maps and descriptions of the projects included in the TIP. NIRCC has also scheduled an open house on March 25 for public information and input for the 2015-2018 TIP. The open house will be held in the Omni Room in Citizens Square from 4-6pm. There will be staff on hand to answer questions and take comments from individuals that attend.

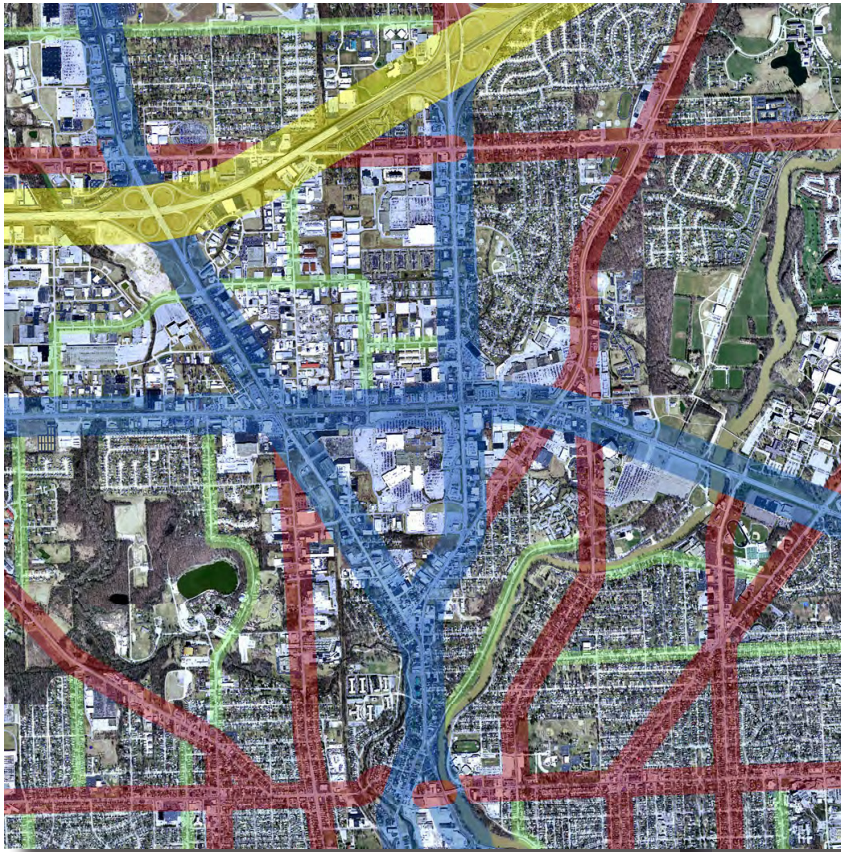


Functional Classification System Update

It's that time again... In conjunction with the Decennial Census, Federal Highway requires a complete system-wide review of the Functional Classification System. That means NIRCC will be reviewing the Federal Functional Classification System this year for Adams, Allen, DeKalb, and Wells Counties. The last time NIRCC did a system wide review of the Functional Classification System was in 2007 with approval of the new system in 2008.

What is Functional Classification you ask? It is a classification system that defines how streets and highways are grouped in the overall network of the transportation system. Their grouping depends on their operational characteristics as well as the type of service they provide. Roadways that serve long-distance passenger and freight trips are classified differently than the roadways that serve shorter trips for residential developments or connections between major roadways and various destinations.

Depending on the type of functional classification a roadway carries, there are certain expectations about the way it is designed. For example a roadway with the classification of "arterial" is designed to higher speeds



and higher capacities than a roadway defined as a “collector”. Because of these design differences and the overall importance a classification has to the entire roadway network, these classifications are also used in

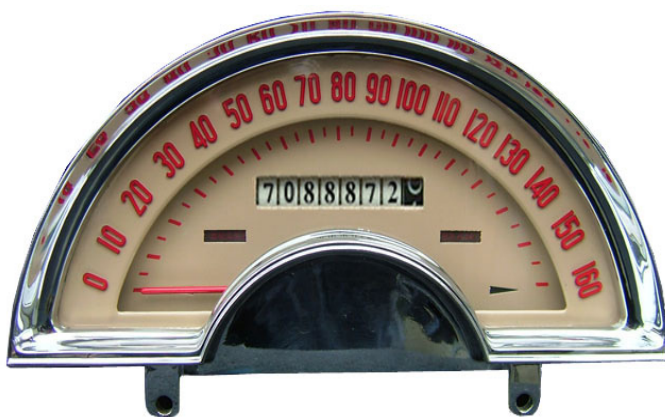
determining eligibility for funding under the Federal-aid program.

Throughout this functional classification review NIRCC will meet with multiple agencies, local governments, departments, and local officials to ensure an accurate classification review process. Once this is complete the Indiana Department of Transportation (INDOT) and the Federal Highway Administration (FHWA) will review any changes that may have been made before approval is given for the updated system.

Although there have been changes to land use throughout parts of the region and development patterns in some areas may be much different than they were during the last review process in 2007, NIRCC does not foresee any major changes to the current functional classification system at this point. Most of the changes will be a

result of changes to urban and rural development patterns, changes made to roadways that may upgrade or downgrade their classification, or significant changes to the development of an area that has changed traffic patterns.

Vehicle Miles of Travel (VMT) and the Traffic Count Program



2013 Vehicle Miles of Travel (VMT)

NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2013. In 2013 there was 7,088,872 vehicle miles traveled. This is 2.02% lower than in 2012 (7,234,999 Vehicle Miles of Travel).

To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2013, approximately 600 locations were counted throughout Allen County. NIRCC also collects count data for other counties. In 2013 NIRCC counted approximately 257 locations in Adams County and approximately 268 locations in Wells County. NIRCC plans on working in Allen County and Dekalb County for the 2014 traffic counting program.

Northeast Indiana Brownfield Coalition

The Northeast Indiana Brownfield Coalition is a partnership between the Northeastern Indiana Regional Coordinating Council (NIRCC) and Region IIIA. The Coalition is comprised of 7 area counties, including Adams, Allen (excluding Fort Wayne), LaGrange, Noble, Steuben, Wells, and Whitley (excluding Columbia City). The Coalition has received a \$900,000 Brownfield's Coalition Grant from the EPA to conduct environmental assessments of potential Brownfield properties within the coalition counties. The overall goal of the Brownfield Coalition is to promote economic development in the form of expansion, redevelopment, or development at potential Brownfield sites. Please note that the Coalition did not include all counties and communities within the 10 county north-east Indiana region due to the fact that these counties or communities either already had or were in the process of seeking their own Brownfield's Coalition Grant from the EPA and therefore were not eligible to be included in the Coalition.

A Brownfield has been defined as a parcel of real estate that is abandoned, inactive, or underutilized and on which expansion or redevelopment is complicated because of the presence or potential presence of a hazardous substance, a contaminant, petroleum, or a petroleum product that poses a risk to human health or the environment. These properties are likely not generating optimum income for their owners, but are still costing the owner in the form of taxes, maintenance, and the like. Our goal is to help these sites become more viable for economic growth.

The EPA funding must be used to assess, not remediate Brownfield sites potentially contaminated with petroleum or hazardous substances. The EPA funding

can be utilized for Phase I and / or Phase II environmental assessments, as well as Remedial Action Plans. A Phase I is an on-site survey and records check to identify potential contamination. A Phase II collects and analyzes construction materials and soil samples to confirm the existence, type, and the extent of contamination. A Remedial Action Plan (RAP) develops a plan for cleaning up and /or containing the contaminants (remediation).

These assessment opportunities will be available through

the end of 2014 and if the grant money has not been fully expended at that time, an extension will most likely be granted. To date, the Coalition has completed 13 Phase 1 assessments and 5 Phase 2 assessments throughout the 7 counties. It is anticipated that a RAP will also be completed for a few of the properties undergoing Phase 2 assessments.

The Brownfield Coalition is still seeking properties to be assessed. An informational brochure providing information on the Brownfield Coalition and this process can be

downloaded at www.nircc.com and www.region3a.org. For additional information, you can also contact the Coalition Team Leaders: NIRCC and Region III-A. For properties located in Adams, Allen (excluding Fort Wayne), and Wells, please contact Matt Vondran with NIRCC at (260) 449-7903 or matt.vondran@co.allen.in.us. For properties located in LaGrange, Noble, Steuben, and Whitley (excluding Columbia City), please contact Dave Gee with Region III-A at (260) 347-4714 or dgee@region3a.org. If you have a property you would like to submit for consideration for Brownfield assessment in one of the coalition counties and would like a submittal form, please contact the appropriate Team Leader listed above.

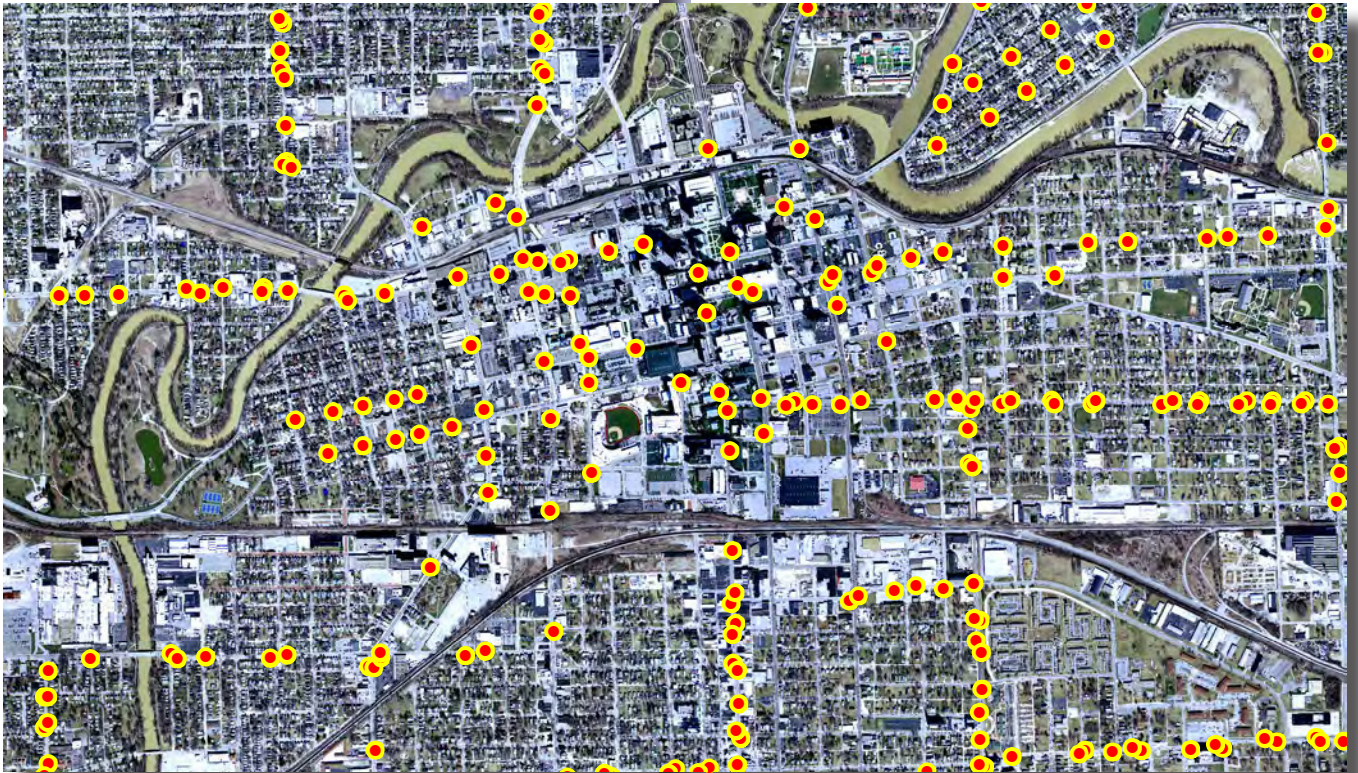
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Bus Stop Inventory

This past summer NIRCC completed a bus stop inventory using iPads and GIS (Geographic Information System) applications. Every Citilink bus stop throughout Fort Wayne and New Haven was recorded into a GIS database with spatial coordinates so that bus stops could be seen with maps and aerial photography. Below you can see a snapshot of all the bus stops located in the downtown Fort Wayne area. The inventory data included information about each

of the stop locations such as location descriptions, bus route numbers, amenities included at each stop location, ADA information, etc. Staff also took pictures of each site which you can see examples of below. These pictures are tied to each point in the map and are available by the click of a button. NIRCC is currently working with Citilink to make this available to the public.



Community Development Updates

NIRCC is most often associated with transportation planning activities within Adams, Allen, DeKalb, and Wells Counties. However, NIRCC also has a long history in community and economic development. Recent years have seen an increased emphasis on community and economic development activities. Staff has the capabilities to assist with project development and to provide grant writing, grant administration, and labor standards administration. NIRCC can assist communities with projects funded through the Indiana Office of Community and Rural Affairs (OCRA), State Revolving Fund (SRF), the United States Department of Agriculture (USDA), the Economic Development Administration (EDA) and the Environmental Protection Agency (EPA).

In recent years, NIRCC has provided grant administration services for Community Focus Fund (CFF) Grants awarded to the Town of Waterloo, Allen County Commissioners on behalf of the Community of Riverhaven, the Town of Monroeville, the City of Decatur, the City of Berne, the Town of Geneva and the Town of Huntertown for planning and/or construction activities. The funding is federal Community Development Block Grant (CDBG) money that is allocated from the U.S. Department of Housing and Urban Development (HUD) and administered by OCRA. NIRCC staff works closely with the grantees, the project engineers, and the contractors and sub-contractors to make sure that all of the federal requirements associated with the grant are followed and met.

Currently, NIRCC has several community development related projects that have just finished or are underway. In 2012, NIRCC assisted the City of Decatur in applying for and obtaining a CFF clearance grant from OCRA to assist in the demolition of the City's former street department garage. The building was originally constructed in 1897 and served as the City's original power plant until the 1960's when it was converted into the street department garage facility. The City

relocated to a new facility in 2008 due to the buildings deteriorating structural integrity. The City decided to demolish the building as a result of its poor structural integrity and safety concerns due to its residential location and proximity to a nearby park and pool. The project included the demolition of the building, the abatement and proper disposal of asbestos and lead paint materials, and site restoration. The total cost of the project was approximately \$400,000, with the City providing a local match of approximately \$80,000. The demolition began in April of 2013 and was completed in August of 2013. NIRCC provided grant and labor standards administration for this project.

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In 2013, NIRCC assisted the Town of Corunna to obtain a \$50,000 CFF Planning Grant to finance a Master Utilities Plan (MUP) for their water, sanitary sewer and storm water infrastructure. Corunna is a very small community in northern DeKalb County with

a population of 240, of which approximately 75% are considered low to moderate income individuals. The Town operates on a small budget and operates their own water and sanitary sewer utilities. Currently the Town's utility infrastructure (water, sewer, and storm water) has issues that need to be addressed, most notably a problematic water tower in need of a major upgrade or a complete replacement. Over the years, the Town has done an excellent job given their resources in keeping their infrastructure functional and staying compliant with state and federal regulations, and to date have avoided IDEM Agreed Orders. Most of the utility and infrastructure repairs and upgrades have been completed through a reactive approach, dealing with the issues as they occur. However, several of the infrastructure components are reaching the point where repairs will no longer be sufficient. The MUP will evaluate and identify problematic issues within the Town's water, sanitary sewer and storm water infrastructure and provide options to eliminate these issues. The MUP will also identify funding options for all improvements identified. The Town anticipates be-

ginning the study and MUP in March of 2014 with the final MUP completed in October 2014. Once complete, the Town plans to apply for a CFF Construction Grant in 2015 to address issues identified within the MUP. It is anticipated that it will be a project to address issues with their problematic water tower.

NIRCC is also providing labor standards services for SRF funded projects within Adams, Allen, DeKalb and Wells Counties. Recent projects include a water and a sewer project for the City of Fort Wayne and one project for the Allen County Regional Water and Sewer District (ACRWSD). Services include documentation and payroll review, jobsite interviews, and compilation and submission of monthly reports. The City of Fort Wayne's water project was a \$24,000,000 project to complete water utility improvements at various locations within the utility, including the 3 Rivers Filtration Plant, the reservoir and pump stations. The project began in March of 2012. More than 20 contractors submitted documentation and weekly payrolls prior to

the completion of the project in December 2013. The Fort Wayne sewer project was a \$10,000,000 project to complete sewer separations and sewer rehabilitation at various locations within the City. The project began in September of 2012. A total of 12 contractors submitted documentation and weekly payrolls before the completion of the project in August of 2013. The ACRWSD project was a \$7,000,000 project to install sewers in four areas of northern Allen County. The project began in January of 2013. A total of 5 contractors submitted documentation and weekly payrolls before the completion of the project in November of 2013. NIRCC staff anticipates additional SRF funded projects to begin in 2014.

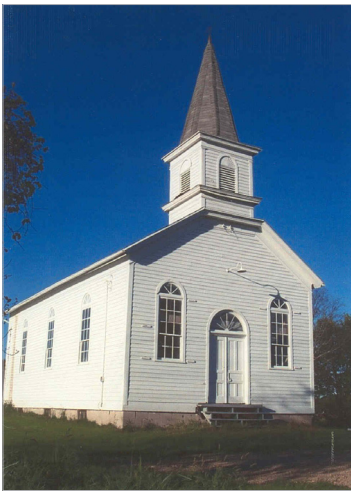
Information regarding available funding opportunities and the community development services provided by NIRCC is available by contacting our Grant Administrator, Matt Vondran at (260) 449-7309 or at Matt.Vondran@co.allen.in.us.

Decatur Officials and Grant Administrator Matt Vondran (far right) receiving grant award from Lt. Governor Becky Skillman in September 2012



Red Flag Investigations

When federal funds are used for projects, agencies are responsible for complying with certain guidelines and requirements throughout the project process. One of the requirements when there is a federal undertaking is that, by all practicable means, the action taking place will identify and either mitigate or avoid any adverse harm to the natural or cultural environment. The National Environmental Policy Act (NEPA) is what establishes these national environmental policies and goals for the protection, maintenance, and enhancement of the environment and provides a process for implementing these goals.



As part of this process agencies conduct investigations during or before the project development phase to see what kinds of environmental effects may be caused as a result. In order to identify locations and issues of concern, or “red flags”, an initial report is completed and referred to as a Red Flag Investigation (RFI). The

report identifies these red flags that may require additional study coordination in future steps of the project development process. They may also prompt creative management or design approaches which may increase right of way and construction costs. The report also identifies any “fatal flaws” in the study area which are locations that must be avoided all together.



This past year NIRCC began working on Red Flag Investigations (RFIs) for Fort Wayne and Allen County. Several projects are being analyzed to find out what types of environmental red flags may be present. To do this NIRCC utilizes GIS (Geographical Information Systems) to search areas within half a mile of the project limits to identify red flags that may fall within any of the six main sections of the report. Here is a list of the six sections in the report with examples of what is being identified within each:

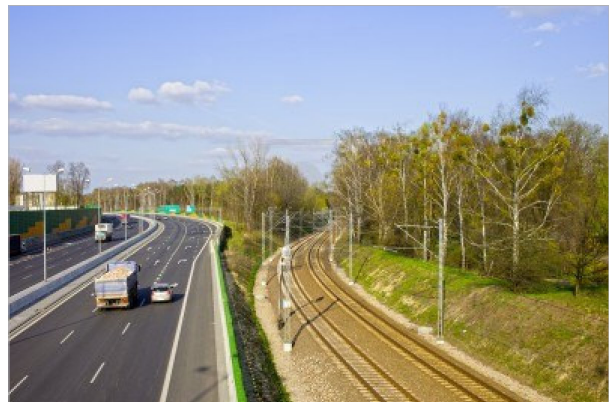
1. Infrastructure – Examples include airports, cemeteries, schools, hospitals, parks, utilities, religious facilities, etc.



2. Water Resources – Examples include rivers, streams, special interest waterways, wetlands, floodplain, etc.

3. Mining/Mineral Exploration – Examples include mines, petroleum wells, and petroleum fields.

4. Hazmat Concerns – Examples include underground



Corridor and Impact Analysis

storage tanks, different types of waste sites, cleanup sites, remediation sites, dumps, etc.



5. Ecological Information – Identifies endangered, threatened, or rare species.

6. Cultural Resources – Examples include historic sites and districts, potential historical sites and districts, select and non-select bridges, and properties identified in interim reports.



Besides the sections listed above, NIRCC also completes a section identifying bicycle and pedestrian facilities, existing and proposed, throughout the project area and specific locations that may need special consideration for ADA compliance. For each RFI there are also maps providing visuals of each project's location and individual maps for each section listed above identifying all red flags within the half mile radius.

NIRCC recently began working on a new corridor and impact analysis for the Huguenard Rd and Hillegas Rd corridor. The study stretches from the northern intersection of Till Rd and Huguenard Rd to the southern intersection of Illinois Rd and Hillegas Rd. The entire corridor is classified as an arterial and serves as a major transportation corridor on the western side of Fort Wayne. There is a large amount of developable land throughout the corridor that is expected to develop with significant amounts of commercial and industrial facilities in the near future. This corridor has already experienced an increase in traffic over the last several years and with the anticipated development along the corridor traffic volumes are projected to continue growing and potentially cause intersections to fail in the future.

The main purpose of conducting a corridor and impact analysis is to evaluate traffic impacts of future developments on an existing corridor, as well as locations that are in need of current or future infrastructure improvements. The study estimates the number of new trips from anticipated developments that will be added to an existing facility to examine the changes of service level. When service levels fall below acceptable levels, recommendations are tested to accommodate future traffic and relieve anticipated congestion problems along the corridor.

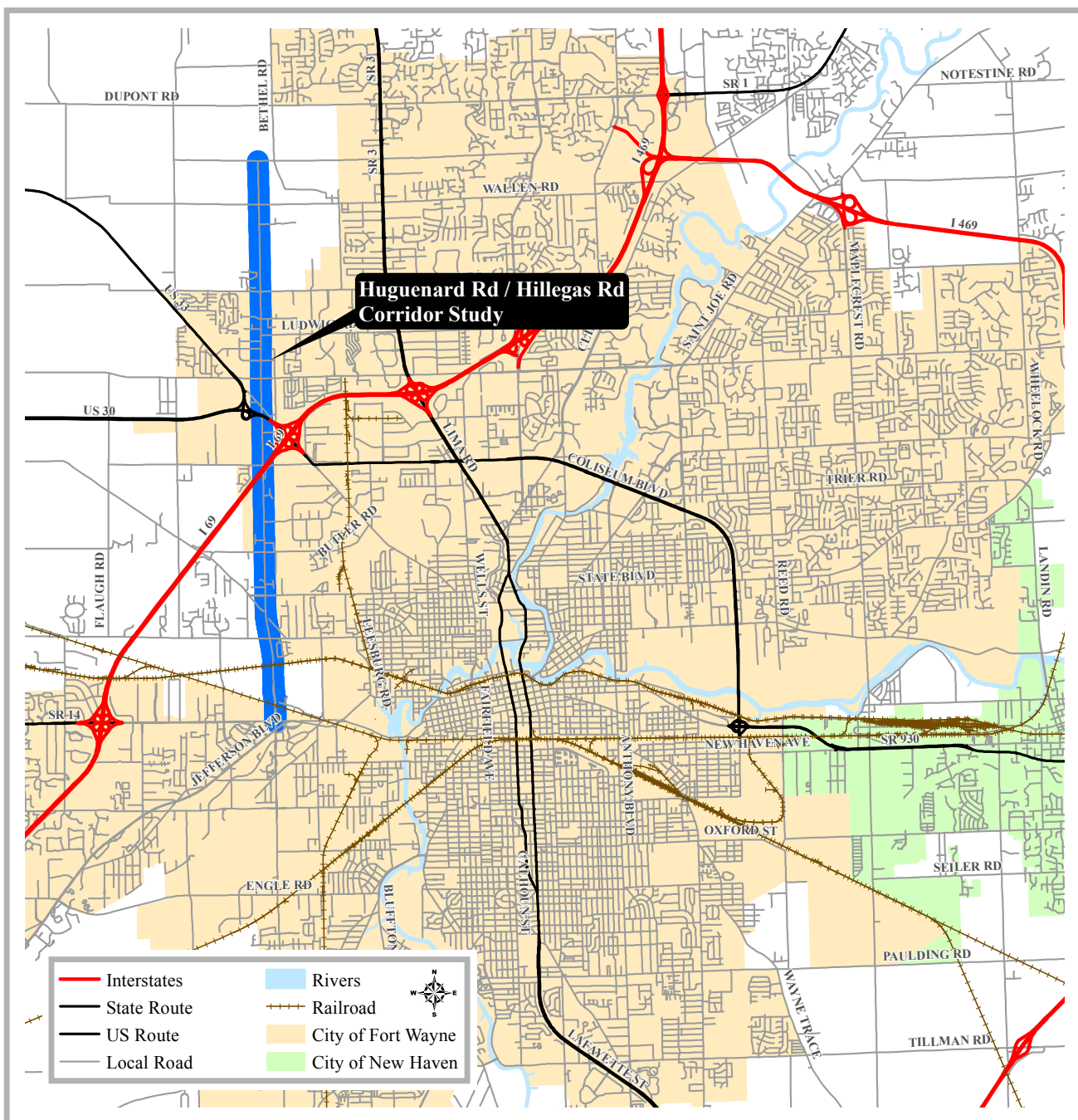
Analyses are performed for three different levels of land use development including existing conditions, phase I developments, and phase II developments. Phase I focuses on proposed/approved land use developments and phase II focuses on potential developments on currently vacant land within the defined study area. Phase I has a one to five year horizon, while phase II has a five to ten year horizon. In phase II, vacant land is reviewed for development potential, and likely future developments are assessed.

The future developments are based upon surrounding land uses, current zoning, community desires, and staff knowledge of development activity. Various maps, aerial photos, and field surveys assist in reviewing

the three phases of land use developments. For the phase I and phase II future analyses, projected traffic from future developments are forecasted from the ITE Trip Generation Manual 9th edition. The number of trips are based upon the size and type of each development. After determining the number of trips from each residential or commercial development, the trips are distributed and assigned to the adjacent roads and intersections along the corridor based upon logic and existing travel distribution patterns.

These distributions are then tested to see if levels of service fall below acceptable levels for phase I and phase II scenarios. If they fall below acceptable levels then recommendations are tested for optimizing existing traffic signal phasing, geometric improvements, and signalization testing for currently unsignalized intersections to see if acceptable levels of service are reached.

Planned improvements to the roadway are also in-



cluded with the analysis to insure an accurate interpretation of future levels of service as well. The 2035 Long Range Transportation Plan identifies the need for widening Hillegas Rd from south of Bass Rd to Washington Center Rd to four lanes within the next 10 years and widening Huguenard Rd from Washington Center Rd to Cook Rd to four lanes in the next 15 to 20 years. Also, there is a project currently being designed to reconstruct and realign Huguenard Rd and its intersection with Till Rd by constructing a new roadway that would connect Huguenard Rd with Bethel Rd and create a roundabout at the intersection. The pictures to the right show the existing alignments and a rendering of what the future alignments may look like.

Once the corridor study for the Huguenard Rd and Hillegas Rd corridor is complete, NIRCC will recommend improvements for current conditions along the corridor and conditions that will affect the corridor during the phase I and phase II development scenarios. The study will give local officials and engineers a much better understanding of how the corridor currently operates and how development will affect traffic as it develops in the future. This will help decision makers prioritize improvements along this corridor and within the overall set of projects in the transportation plan.



TIM continued...

Indiana called the Northeast Indiana Traffic Incident Management Committee (NE IN TIM). NIRCC identified local public and private sector stakeholders that were interested in the concepts and fundamental mission of the initiative. The purpose of the committee will be to develop and recommend policy and operational protocols for the safe and efficient mitigation of traffic incidents through training and education of all first responders.

For each minute that a freeway travel lane is blocked during peak use, an estimated 4 minutes of delay result after the incident is cleared.



The committee is currently comprised of 33 representatives from multiple disciplines that include both public and private agencies. Disciplines represented on the committee include:

- 911 Communications/Dispatch
- Law Enforcement
- Safety & Environmental Affairs
- Fire Departments
- Coroner's Office
- Environmental Clean Up
- Health Department

- Tow Operator
- Homeland Security
- Paramedic / Medical Transport
- Prosecutors Office
- Department of Transportation
- Transportation Planning



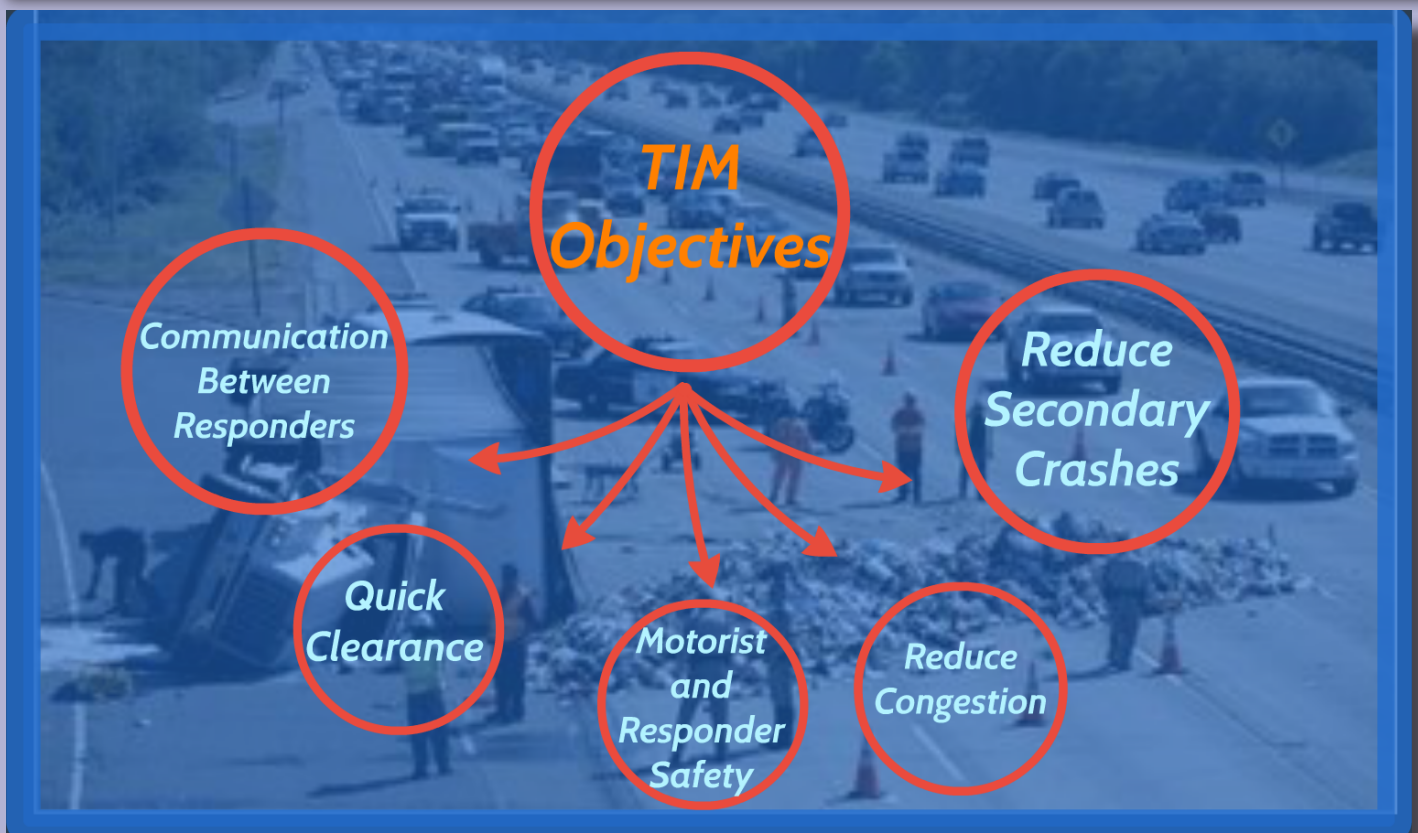
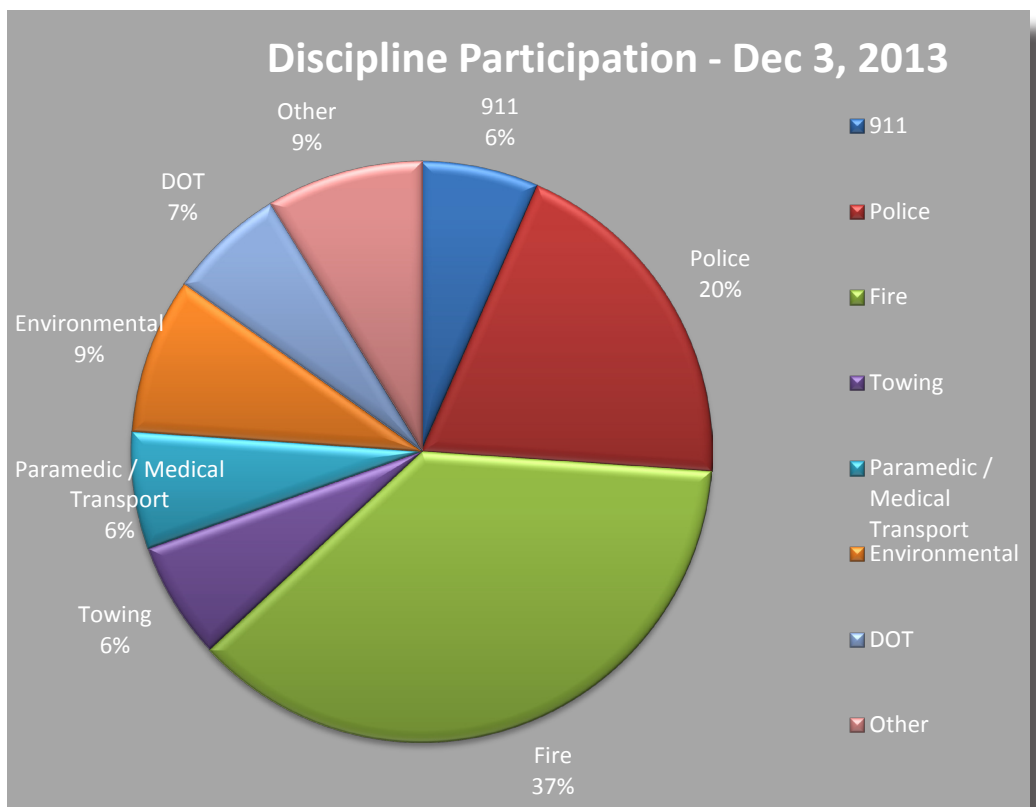
The NE IN TIM Committee has 7 local representatives certified to conduct training to first responders. The individuals are from various disciplines: two tow

FACTS:

- **Traffic incidents alone cause nearly 25% of the congestion on our roadways.** (Source: Congressional Research Service, Surface Transportation Congestion: Policy and Issues, May 10, 2007. (Original Source: Cambridge Systematic and Texas Transportation Institute.))
- **Traffic incidents are the number one cause of death of EMS/EMT responders.** (Maguire B, Hunting K, Smith G, Levick N. [2002]. Occupational fatalities in emergency medical services: a hidden crisis. Ann Emerg Med 40: 629. Benincasa, Robert. Study: Traffic Incidents Top Cause Of Police Deaths, National Public Radio, May 13, 2010. Traffic kills more officers than guns according to the National Law Enforcement Officers Memorial Fund. <http://www.npr.org/templates/story/story.php?storyId=126800395>)
- **Traffic incidents are the leading cause of death for police officers.** (http://ops.fhwa.dot.gov/congestion_report_04/chapter2.htm)
- **According to the National TIM Training Program, more tow operators are killed than any other discipline.**

operators; two firefighters; and three law enforcement officers. On December 3, 2013, the NE IN TIM Committee held their first four-hour TIM training which was well attended by local responders. The interest was so great that the committee limited registration to ensure an appropriate class size. There were 46 attendees at the December training that primarily included high level command for public agencies and owners, supervisors, or managers for private agencies.

The response from those that attended the December



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training was very positive. The training initiated additional interest from those in attendance. NIRCC has received numerous inquiries regarding when the next training session will be held so that additional staff can attend.

The NE IN TIM Committee has scheduled the next four-hour TIM training on March 24, 2014. If the level of interest warrants, there will be two sessions on this date from 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM.

The Committee has been working to establish regular meetings and training schedules to ensure that the maximum number of first responders can be informed about the objectives. The Committee will also begin working to improve communications and policies that are identified as potential problems in the management of incidents. For additional information you may visit the following websites:

<http://www.in.gov/intime/>

<http://www.fhwa.dot.gov/everydaycounts/edctwo/2012/firstresponder.cfm>