



# Transportation Times

## Adams-Allen-DeKalb-Wells

**N** Northeastern Indiana Regional Coordinating Council

**Mike Ley**  
*City of Auburn  
DeKalb County*

**Chris Cloud**  
*Allen County*

**I** **Richard Ring**  
*DeKalb County*

**Paul Lagemann**  
*Allen County*

**Donald Grogg**  
*DeKalb County*

**Gene Donaghy**  
*Governor's  
Appointee*

**R** **Dan Rickord**  
*City of Decatur  
Adams County*

**Kevin Woodward**  
*Wells County*

**Larry Macklin**  
*Adams County*

**Dennis Bluhm**  
*Adams County*

**C** **Paul Spoelhof**  
*City of Fort Wayne  
Representative  
Allen County*

**John Whicker**  
*City of Bluffton  
Wells County*

**Greg Peck**  
*Allen County*

**C** **William Hartman**  
*Allen County*

**Todd Mahnensmith**  
*Wells County*



## Horse Trails Coming to Allen County/Fort Wayne



In a joint public/private partnership, the Allen County Commissioners, Three Rivers Horse Trails and the Indiana Department of Natural Resources recently announced the award of an Indiana Trails Program (ITP) grant to construct a trailhead and equestrian trails in Southeast Allen County in the 5400 block of Paulding Road. NIRCC also assisted with the process and continues to assist with the grant administration duties.

The grant awarded by the Indiana Department of Natural Resources in the amount of \$250,000 with \$62,500 in matching funds from Allen County will permit the construction of a 3-acre trailhead with parking for trucks and horse trailers along with convenience facilities. The site will also feature handicapped accessible mounting and trails appropriate for therapeutic riding. Approximately 5 miles of horse trails will

be created around farm fields and through wooded areas at the site encompassing approximately 200 acres total along with equestrian obstacles for the enjoyment of riders and the challenge of their horses. Three Rivers Horse Trails will host events and activities as well as maintain the trailhead and trails upon completion. The trails and trailhead should be open to the public sometime in the summer or fall of 2023.

**(Continued on page 6)**

### In This Issue

- Horse Trails.....pg 1,6
- Community Development.....pg 2-6
- Wells Co Road Safety Plan.....pg 7-8
- Intersection Analyses-Auburn.....pg 8-10
- EV Charging Stations.....pg 10-11
- Allen Bridge Funding.....pg 11
- VMT.....pg 12
- New NIRCC Team Member.....pg 12

# U

## Urban Transportation Advisory Board

**Paul Lagemann**  
*Allen County Council*

**Patrick Zaharako**  
*Fort Wayne Traffic Engineering*

**Shan Gunawardena**  
*Fort Wayne Board of Public Works*

**Adam Day**  
*Allen County Plan Commission*

# T

**Jason Kaiser**  
*INDOT*

**Judi Wire**  
*Fort Wayne Plan Commission*

**John Metzinger**  
*Fort Wayne Public Transportation Corp. (Citilink)*

**Therese Brown**  
*Allen County Commissioner*

# A

**Paul Spoelhof**  
*Fort Wayne Representative*

**Scott Hinderman**  
*Fort Wayne/Allen County Airport Authority*

**Mayor Steve McMichael**  
*New Haven*

**William Hartman**  
*Allen County Highway Director*

**Jay Mitchell**  
*INDOT (Non-voting members)*

# B

**Erica Tait**  
*Federal Highway Administration (Non-voting member)*

## Community Development Updates



**D**id you know that NIRCC is available to assist communities within Adams, Allen, DeKalb, and Wells Counties with community and economic development activities? We can assist communities with projects receiving funding through a myriad of sources such as grants and loans from the Indiana Office of Community and Rural Affairs (OCRA), the State Revolving Fund (SRF), the Department of Natural Resources (DNR), the Indiana Department of Environmental Management (IDEM), United States Department of Agriculture (USDA), and other State, Federal, and private programs. The NIRCC community development team has the capabilities to assist with project development and to provide grant writing, grant administration, and labor standards administration services. Information regarding available funding opportunities and the community development services provided by the NIRCC community development team is available by contacting Matt Vondran at [Matt.Vondran@co.allen.in.us](mailto:Matt.Vondran@co.allen.in.us), Kristine Christlieb at [Kristine.Christlieb@co.allen.in.us](mailto:Kristine.Christlieb@co.allen.in.us), Alexis Degitz at [Alexis.Hathaway@co.allen.in.us](mailto:Alexis.Hathaway@co.allen.in.us), or calling (260) 449-7309.

The NIRCC community development team has been working on a number of projects recently. The following provides a summary of a few projects they have been working on:

### **East Allen Rural Revival – Grabill and Monroeville Project Updates**

NIRCC has continued to assist the Town’s of Grabill and Monroeville with grant administration services associated with grants that both communities received in 2021. The grant funding comes from the U.S. Department of Housing and Urban Development’s Community Development Block Grant (CDBG) program and was awarded to the NewAllen Alliance’s East Allen Rural Revival, which was one of two regions to receive the Stellar designation. The seven communities included within the East Allen Rural Revival region are Grabill, Harlan, Hoagland, Leo-Cedarville, Monroeville, New Haven, and Woodburn.

Town of Grabill:

The Town of Grabill received a \$750,000 grant for downtown streetscape improvements in January 2021 and spent the majority of 2021 finalizing design and bidding the project. In February 2022, a groundbreaking event was held to celebrate the start of construction; however, inclement weather forced the festivities to be moved indoors at the Common Grounds Coffeehouse in Grabill.

Earlier attempts were made by the Town of Grabill to obtain grant funding for downtown improvements; however, it wasn't until collaboration with the NewAllen Alliance that finally bridged the gap from planning to actually turning ground in Grabill's downtown:



Groundbreaking 2-17-22

“We tried to get funding for this project 20 years ago and thanks to the New Allen Alliance, it's finally reality,” said Grabill's Town Council President Wilmer DeLagrange during a speech at the groundbreaking ceremony.



Private investment at The Country Shoppes of Grabill 4-16-22

The Grabill Streetscape Improvements Project was designed to create a more visually appealing downtown area by incorporating greenspace, new lighting, and amenities to help attract visitors and foster business investment. Construction activities are anticipated

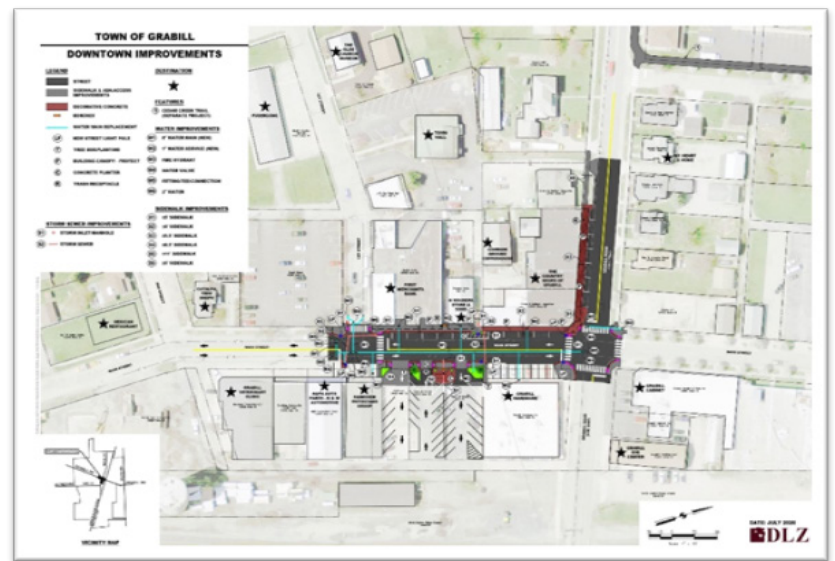


Grabill Construction 4-6-22

to continue through June 2022, with final inspection and project completion scheduled for late June early July 2022. The new

streetscapes are complementary to the businesses that have been investing in capital improvements downtown; such as extensive remodeling efforts at The Country Shoppes and Common Grounds Coffeehouse.

The project area comprises of a portion of Grabill Road/State Street along the corner block of The Country Shoppes to the intersection of Grabill Road/Main Street and south to First Street. Sidewalk improvements on Grabill Road are focused on the south side of the street to address safety issues. New pavement resurfacing is being applied throughout



the project area, and sidewalk reconstruction includes both the east and west sides of Main Street running parallel to First Street.

Initially, streetscape improvements were estimated at \$932,400, with a local investment of \$182,400; however, due to an inflationary bidding environment, project costs will be closer to \$1.29 million with an overall local investment of \$545,700. NIRCC staff will continue to assist with grant administration and labor standards services throughout the construction phase and go throughout project completion and closeout phase of the grant.

#### Town of Monroeville:

The Town of Monroeville received a \$368,898 grant for wastewater improvements in March 2021 and spent the majority of 2021 finalizing design and bidding the project. The project will complete both collection system and treatment system improvements throughout the Monroeville Wastewater Service Area to improve treatment lagoon performance and free up capacity for additional connections while improving the overall efficiency of the system, allowing the Town to meet current needs and facilitate future growth. The improvements will include manhole rehabilitation, new remote telemetry at the wastewater lift stations, a new emergency generator at the wastewater treatment plant (WWTP), and the installation of an internal recycling system at the WWTP lagoons. All work will be completed within the Monroeville Wastewater Service Area. The boundaries of the service area include the Town corporate limits, as well as both current and potential residential customers outside of Town with reasonable access to wastewater service (within 1,000 feet of the line). A total of 614 households have been identified within the service area. The total project cost is \$649,955, which will be funded with the \$368,898 CDBG grant and \$281,057 in local funds from the Town's TIF and CREDIT Funds. The Town and this project qualified for the CDBG funding per a 2020 income survey that documented that 67% of the residents within the service area are Low-and Moderate-Income Persons (LMI). Construction began in March 2022 and is anticipated to be completed in June 2022.

NIRCC staff will continue to assist both the Towns of Grabill and Monroeville with grant administration

and labor standards services through the construction completion of the projects and throughout the closeout phase of the grants.

#### City of Butler Receives \$600,000 CDBG Recovery Housing Program (RHP) Pilot Grant

##### City of Butler:

NIRCC recently assisted the City of Butler on behalf of Inspiration Ministries, Inc., with applying for a CDBG Recovery Housing Program (Pilot) application. These efforts were successful, and the city received an award announcement in February 2022. OCRA's Executive Director, Denny Spinner, presented an oversized, publicity-style \$600,000 check to Butler Mayor Mike



Photo (Left to Right): Denny Spinner, Executive Director, OCRA, Mike Hartman, Mayor of Butler, Andy Foster, President, Inspiration Ministries

Hartman and Inspiration Ministries founder, president and CEO Andy Foster.

These funds will be invested to develop three National Alliance for Recovery Residences Level 2 Certified recovery homes. The project includes site development on three adjacent lots, the purchase of three 1,450 square-foot, one-story, three bedroom and two bath modular homes, and the placement and connection of each home at the project site. Each recovery house will have five beds. The new transitional recovery homes will be owned and operated by Inspiration Ministries to

provide a total of 15 NARR Certified beds for alumni residents who have successfully completed their “Plus One” recovery program. The project will be located at 417 Depot St. in Butler. The total project cost is estimated at \$700,292 and Inspiration Ministries is to provide local match in the amount of \$95,292. In addition, a \$5,000 in-kind donation for environmental review labor has been provided by NIRCC.

Indiana statistics show that about 10% of the population struggle with substance use, or equal to 4,700 persons in DeKalb County with a population of 47,000. Recidivism (or relapse of those treated for substance use disorders) in most states is well over 40%, and usually is closer to 70% or 80% in other programs. However, as indicated in an earlier story announcing the grant, Foster said not one individual that has gone through Inspiration Ministries’ recovery program has re-engaged with the criminal justice system.

While Inspiration Ministries has been involved in recovery programs for some time, it wasn’t eligible to apply for the grant. That’s where the NIRCC and the city were engaged to assist with the grant process and application.

“When we got the application, you guys hit every mark,” Spinner remarked at the presentation. “Everything we wanted to achieve in this program was in that application. It was easy to make the decision because this project exemplifies all of those goals.”

NIRCC assisted Butler with obtaining the environmental clearance and currently is assisting engineers with the bidding process. The timeline is to advertise and receive bid in late May/early June 2022, with construc-



\*Please note that landscaping and trees on site plan are for illustrative purposes only. As far as landscaping, only grass will be included as part of the project. In addition, existing trees will be kept if possible, no new trees will be planted. Additional landscaping and trees may be added after project chosen by Inspiration Ministries at their own cost outside of the grant.



**SITE PLAN**  
1" = 20'-0"

**INSPIRATION MINISTRIES - BUTLER, IN**  
10.14.2021



tion coming up in the summer of 2022. The facility is anticipated to be operational in Winter/Spring of 2023.

### Leo-Cedarville 5 Year Master Park Plan

#### Town of Leo-Cedarville:

NIRCC assisted the Leo-Cedarville Parks and Recreation Board with updating their 5 Year Master Park Plan that expired in 2020. A current plan is important to provide park guidance in determining existing needs for capital improvements and administrative functions. It is also critical to remain eligible for grant funding opportunities provided by the Indiana Department of Natural Resources (IDNR) Division of State Parks, Community Grants and Trails to apply for Land and Water Conservation Fund (LWCF) and Recreational Trails Program (RTP) funds.



The current master plan will provide the Leo-Cedarville Parks & Recreation Board with continued guidance and offer a fresh perspective with identified goals and objectives developed in the plan's Action Register and Implementation Schedule. Since June 2021, NIRCC planners have worked with the Leo-Cedarville Park Planning Committee and conducted various planning meetings and two public input venues to identify the wants and needs of the community. In addition, an adult and youth survey were developed and distributed; both of which, were instrumental in determining park needs desired by the community of all ages. The surveys were a useful tool to help analyze park needs, usage and identify public perceptions for those unable to attend public meetings.

These combined planning efforts were used to establish the resulting Action Register and Implementation

Schedule for the Leo-Cedarville Park Board to achieve over the next five years: These actions include 1) to update their ADA Transition Plan, 2) assist the Town with multi-use trails activities, 3) boost a social media presence, and 4) staff development and volunteer coordination.

Park amenities include: 1) new pickleball courts, 2) park programming, 3) community gardens, 4) boat dock/fishing pier at Riverside Garden, and 5) adding trees at Riverside Gardens, just to name a few. This information and more can be found on NIRCC's website at <https://www.nircc.com/park-planning.html>.



The Leo-Cedarville 2022-2027 Park and Recreation Plan was submitted to IDNR Division of State Parks, Community Grants and Trails on April 15, 2022 for final review. A draft version had been submitted in January 2022 for evaluation. The development of the park Action and Implementation Plan was finalized in early April 2022. DNR approval is anticipated to occur in late April 2022.

### **Labor Standards Administration**

For several years, NIRCC has assisted communities and agencies in Northeast Indiana with the Labor Stan-

dards Administration (LSA) requirements associated with the Indiana Finance Authority's (IFA) funding programs, including SRF and SWIF. The SRF and SWIF funding is utilized to complete water, wastewater and storm water improvement projects. The LSA services provided by NIRCC include documentation and payroll review, jobsite interviews, and the compilation and submission of required reports. NIRCC staff is currently providing LSA services to the Adams County Regional Sewer District, the Allen County Regional Water and Sewer District, the City of Berne, the City of Bluffton, the Maysville Regional Water and Sewer District, the Town of Monroe, and Wells County. If you are in need of an experienced Labor Standards Administrator, please feel free to discuss your project with us.

## Horse Trails Continued...



Three Rivers Horse Trails was organized in the Spring of 2019 with the mission statement: *Three Rivers Horse Trails is dedicated to the development and economic impact of a unique resource whereby the public can enjoy safe travel by horseback for recreation, connectivity and quality of life throughout northeast Indiana.*

Allen County Indiana is home to one of the largest populations of horses in Indiana. Three Rivers Horse Trails President Lynn Sroufe states: "After 3 years of hard work we are excited to be able to realize our vision of horse trails in Allen County." On behalf of the Board of Commissioners, Rich Beck stated that this is an exciting time and another step forward in creating a quality of place for all of Allen County. Horse Trails have a positive economic impact in addition to increasing property values in the area.

## Wells County Local Road Safety Plan

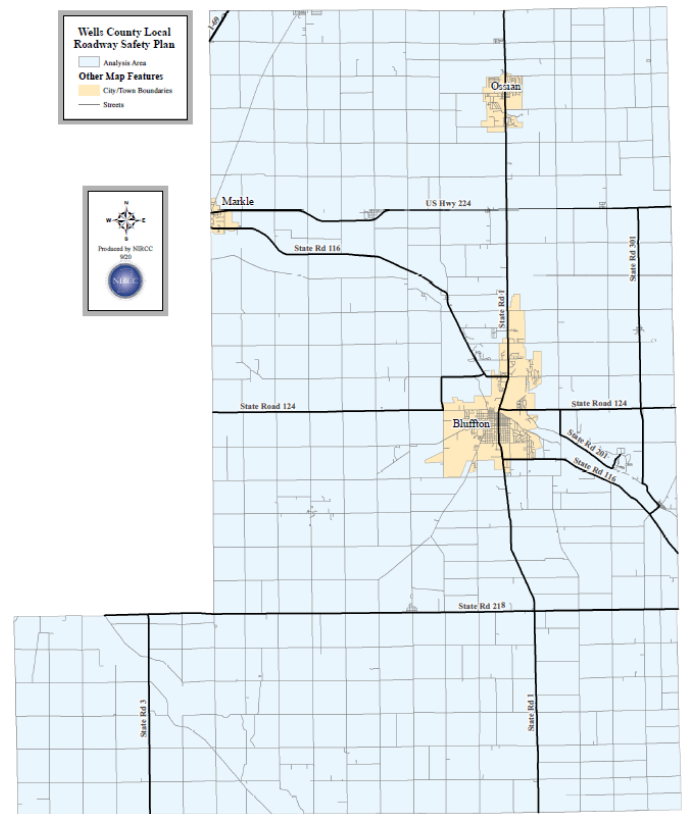
The Northeastern Indiana Regional Coordinating Council has completed a Local Road Safety Plan (LRSP) for Wells County. Local officials participated in the planning process reviewing crash data and developing action steps. The LRSP had three primary objectives. The first objective was to determine the primary crash types on roadways under the jurisdiction of the Wells County Highway Department; specifically, those resulting in fatal or serious bodily injuries. The second objective was to better understand the circumstances surrounding the identified crash type. Lastly, officials sought mitigation action steps to reduce these crash types in the future.

The plan was developed using five years of crash data that has been previously scrubbed and mapped into a GIS format. Staff summarized the reported crashes that occurred on public roadways during this period to determine the frequency for each crash type. This precursory summary provided the primary crash types for all crashes within Wells County. This included crashes that occurred on INDOT facilities and those within cities and towns.

Findings from the county-wide summary crash reports indicated that roadway departure crashes were the primary crash types identified for the entire county. The next step was to identify the same information for the locally owned roadways so that only roadways under the jurisdiction of Wells County could be analyzed. To do this, crashes were removed from the incorporated areas and from all INDOT facilities to identify the primary crash type for only the roadways under Wells County jurisdiction. The incorporated areas that were removed included Ossian, Bluffton, and Markle.

The primary crash type that was identified for the county owned roadways only was again, roadway departure type crashes, or “ran off roadway” crashes. This was also the most frequent crash type for crashes that resulted in fatal and serious injuries.

As “ran off roadway” crashes are primarily attributed to a driver leaving the lane of travel, an additional examination of the data was completed that also in-



cluded drivers leaving their lane of travel that resulted in other crash types. This analysis included head on, opposite direction sideswipe, non-collision, and ran off roadway crash types. Given that the primary causes for these crashes are similar in driver behavior, it also suggests that the corrective mitigation steps or action steps would be similar as well.

One way to analyze types of crashes to determine facility types and circumstances to produce mitigation steps, or actions steps, to a particular crash problem is to create a crash tree. This method was used for the Wells County crashes which were included in a crash tree to determine other circumstances surrounding the collisions.

The result of the crash tree showed some common circumstances with some variation between overall frequency and crashes that resulted in fatal or serious injuries. For the overall frequency of these crash types, it was determined that the circumstances included non-intersections, non-curve sections, wet pavement, and dark (no daylight). The crashes resulting in fatalities or serious injuries were also non-intersections and non-curve sections, however the pavement was dry and

daylight was more common.

Several corridors were identified as having these types of lane departure crashes from the five years of data used for the plan. However, the objective was not to identify specific improvement locations, but identify roadways with common attributes that are more prone to a lane departure crash occurring. The action steps identified are intended to be applied to all these roadways in an effort to mitigate future crashes.

This plan will be updated periodically every few years in the future to evaluate data and determine any changes in the crash frequency and severity.

### Action Plan

- County to hold annual Local Road Safety Plan, LRSP, review and stakeholder meeting to review plan and comments.
- County to adopt county highway standards of construction consistent with recommendations of the stakeholders.
- County to adopt standard right of way limits for local roads, rural minor collectors, rural major collectors and rural arterial roadways.
- County to investigate with NIRCC crash data to identify demographic distinctions and educational needs for future.
- County to use LRSP to better equip law enforcement agencies for patrol and enforcement activities.
- County to pursue road right of way acquisition via donations and acquisitions across the county consistent with the County standards and engineering need defined by specific projects.
- County will use highway department and contractors to remove permanent obstructions with the public right of way that would obstruct the clear zone.
- County will install pavement markings on roadways that meet MUTCD guidance.
- County will provide recoverable edge of pavement on identified roadways where road departure crashes are likely to result in serious injury or death.
- County will ensure curves are properly marked in accordance with MUTCD guidance and install increased measures at curves identified as having prior serious injury or fatal crashes.
- County will install centerline and edgeline rumble strips on applicable roadways identified as high risk for lane departure crashes, where the pavement width will support the installation.
- County will ensure roadway widths and paved sections are consistent with maintaining the desired speed of traffic on roadways

## Intersection Analysis Auburn, IN

### 9th Street and Main Street Intersection

In collaboration with the City of Auburn, the Northeastern Indiana Regional Coordinating Council (NIRCC) initiated an intersection analysis at the 9th Street and Main Street intersection. The intent of the study is to evaluate if signal warrants are currently met and to review the current intersection design/configuration for deficiencies. Signal warrants were evaluated using PC-Warrants 2 software and the criteria listed in the Manual on Uniform Traffic Control Devices (MUTCD), 2009 edition. Traffic cameras were temporarily installed to collect traffic volume and flow data. The data was processed utilizing Miovision technology. The intersection assessments utilized “signal warrants” as the primary evaluation tools.

### General Information

Currently, the intersection of 9th Street and Main Street is an all-way stop intersection. The primary concerns with this intersection are safety related. Observations indicate that northbound motorist sometimes ignore the all-way stop control. To alleviate the problem there have been requests to signalize the intersection.

On three of the approaches the stop signs are attached to old traffic signal posts that have mounted signal heads which continuously flash red. The fourth approach, the eastbound approach, has a stop sign mounted on a separate light pole, but the old signal head is still present and flashing red. The stop signs are all located on the side of the roadway. Parking is allowed on both sides on all approaches. Parallel parking is used on the





northbound and eastbound approaches while angled parking is used on the southbound and westbound approaches. Pavement widths vary by approach and can be seen in the table below. Other observations indicate that pavement markings are faded on all the approaches and the northbound approach is the narrowest in width and has the most potential distractions including parked cars on both sides and a tree that obstructs the view of motorists near the stop bar.

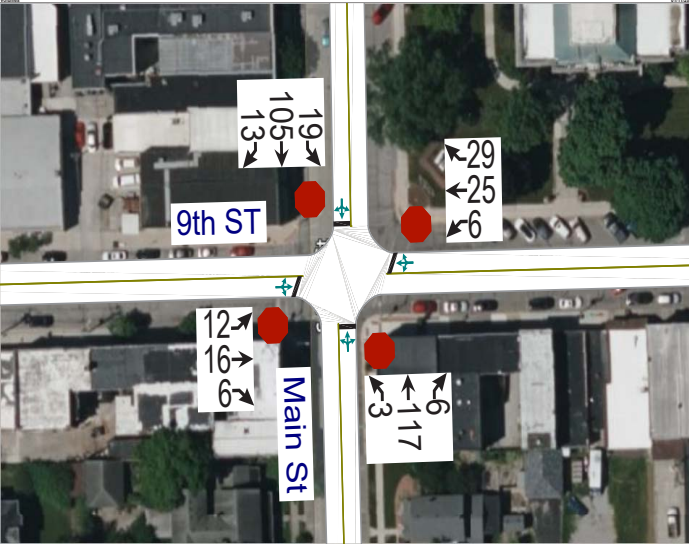
Roadway Widths and Parking Data			
Approaches	Roadway Width	Parking Spaces - Feet from stop bar	
		Inbound	Outbound
Northbound	42'	25'	18'
Southbound	67'	22'	32'
Eastbound	44'	23'	14'
Westbound	53'	31'	17'

**Traffic Data**

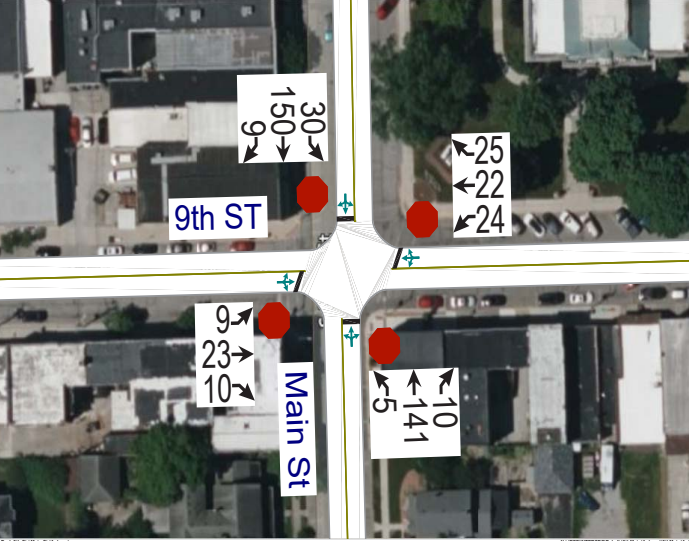
To conduct the intersection analysis, NIRCC used Mio-Vision video equipment to collect turning movement counts on 10/19/2021 from 7am to 7pm. The analysis shows that the intersection is operating at a Level of Service (LOS) “A” with an average vehicle delay of 8.5 seconds per vehicle during the morning peak (11am-12pm). During the afternoon peak (3:30pm- 4:30pm) a LOS “A” is observed with an average delay of 9.3 seconds per vehicle. The heaviest traffic movements were northbound and southbound through movements for both the morning and afternoon peaks which rep-

resented approximately 65% of the total intersection volume. Figures below show the current peak hour turning movement volumes.

**Morning Peak Volumes**



**Afternoon Peak Volumes**



**Signal Warrant Analysis**

NIRCC analyzed signal warrants applicable to this particular intersect which included warrants 1, 2, 4, and 7. Intersections must meet one or more of the signal warrants as described in the Manual on Uniform Traffic Control Devices 2009 Edition to warrant signalization. Warrant 1 relates to the eight hour vehicle volumes and is broken down into 3 sub-warrants that analyze minimum vehicle volumes, interruption of vehicular traffic, and a combination of two. Warrant 2 uses four-hour vehicle volumes and signal warrant conditions are intended to be applied where the volume of intersecting

traffic is the principal reason to consider installing a traffic control signal. Warrant 4 relates to pedestrian volumes. Warrant 7 relates to crash experience and must meet the minimum of 5 correctable crashes in a 12-month period and have 80% of warrant 1 volumes. A correctable crash is defined as a crash that once an intersection improvement is completed, that type of crash would likely be reduced or eliminated.

### **Recommendations**

The analysis indicated that a traffic signal is not warranted at this time. NIRCC recommended to maintain the all-way stop for traffic control with the addition of the following short-term and long-term recommendations for consideration.

#### **Short-Term Recommendations:**

- Repaint all pavement markings. Consider installing high-visibility crosswalks such as the piano key style that serves as an additional cue to motorists.
- Install 36" stop signs to improve the sign visibility.
- Remove flashing signal heads as they may be creating confusion to motorists.
- Periodically trim tree branches to ensure stop signs remain highly visible.

#### **Long-Term Recommendations:**

Consider adding curb bump-outs, also referred to as curb extensions, on all four approaches. Bump-outs extend the curb into the street on both sides at the pedestrian crossing. There are a number of ways that bump-outs can improve this intersection for motorists and pedestrians. The following points describe the benefits to adding bump-outs:

- Bump-outs shorten the distance pedestrians must cover to cross the street which reduces the time a pedestrian is in the street and vulnerable to being hit.
- By reducing the time it takes for a pedestrians to clear the intersection, it can improve traffic flow.
- Bump-outs narrow the intersection approaches to better channelize and slow traffic, including right-turns that often conflict with pedestrian movements.
- Bump-outs provide motorists improved visibility of pedestrians waiting to cross the street.
- Bump-outs allow for stop signs to be relocated

for improved visibility.

- Bump-out installations prevent vehicles from parking near the intersection which often obscures both the motorist's and pedestrian's vision when navigating the intersection.

## **Electric Vehicle Charging Stations**

The City of Fort Wayne has been installing electric vehicle charging stations around the city. As of April 2022, there have been 28 ChargePoint charging stations installed and so far, there are 3 additional charging locations that are planned to be installed in the future.

The current cost to use these stations is \$1.50 per hour with a maximum charging time of 4 hours. The amount of charge provided by these stations ranges from 30 to 40 miles per hour of charge. This number varies depending on the electric vehicle. There is currently no charge for a vehicle that remains in the space after the 4-hour charge limit. The costs and time limits are subject to change.



Below is a list of existing and planned locations of charging stations located around Fort Wayne.

Planned or installed locations and number of level 2 dual charging stations:

- Allen County Public Library, downtown branch, 2
- Allen County War Memorial Coliseum, 4
- Downtown Civic Garage, 1
- Foster Park, near the golf clubhouse, 2
- Jefferson Pointe along Jefferson Boulevard, 2
- Meijer at Dupont and Diebold roads (future location of store), 2
- Meijer on Lima Road, 2

- Meijer on Maysville Road, 5
- Renaissance Point YMCA, 1
- Skyline Garage at Ash Skyline Plaza, 1

Location and number of level 2 single chargers:

- Berry Street parking, 3
- Wayne Street parking, 3

Locations of future vehicle stations and number of stations

- Public Safety Academy in Southtown Centre, 2
- Indiana Tech Campus, 2
- Quimby Village near Clyde Theater, 2

\*Sources:

List is from Wane.com: <https://www.wane.com/news/charge-it-up-downtown-ev-stations-now-operational/>

Kyle Winling – City of Fort Wayne Traffic Engineer

## Allen County Awarded Funding for Bridges

Allen County recently was awarded federal transportation funds from the Indiana Department of Transportation (INDOT) for bridge improvements on four rural bridges. The Allen County awards were part of the Next Level Roads funding that awarded more than \$162 million to 50 cities, towns, and counties across Indiana. The funding will help these communities to invest in local road and bridge improvements and sidewalk projects.

For this latest round of funding, rural communities will design, develop and purchase land for projects that would be bid during the fiscal year beginning July 2027. While the funds awarded now are dedicated to construction, INDOT will also be financially participating in design, engineering, and right of way acquisition components of these projects. The following information pertains to the four Allen County bridges.

- The Cuba Road bridge #24 over Oberhaltzer Ditch is a two-lane bridge that will be replaced. Preliminary Engineering (PE), the design of the project, will start in fiscal year 2023 (July 1 2022 to June 30,

2023) with \$240,000 of federal funds and \$60,000 local funding. The Right of Way phase is schedule for fiscal year 2025 with \$24,000 in federal funds and \$6,000 local funds. The construction of the project will begin in fiscal year 2027 and has been awarded \$1,085,000 federal funds along with local funding of \$271,400.

- The Hamilton Road bridge #242 over Rebecca Knight Drain is a bridge rehabilitation or repair for a two-lane bridge. Construction is scheduled in fiscal year (FY) 2027 with \$1,945,600 federal funds awarded with a 20% match of \$486,400 local funds. The PE is in FY23 with \$228,000 federal funds and \$57,000 local, and RW scheduled in FY26 with \$48,000 federal funds and \$12,000 local funding.
- The Van Zile Road bridge #32 over the St Joseph River is a two-lane bridge that will be rehabilitated. Preliminary Engineering will start in FY23 with \$244,000 of federal funds and \$61,000 of local funding. The Right of Way (RW) phase is schedule for fiscal year 2025 with \$48,000 in federal funds and \$12,000 local funding. The construction of the project will begin in fiscal year 2027 and has been awarded \$2,732,000 federal funds with \$683,000 in local funding.
- The Woodburn Road bridge #51 over the Grover Drain #2 is a bridge replacement project for a two-lane bridge. Construction is scheduled in fiscal year (FY) 2027 with \$1,945,600 federal funds awarded and \$342,800 in local funding. The PE is in FY23 with \$300,000 federal funds and local funding of 75,000. The RW is scheduled in FY26 with \$30,400 in federal funds and a 20% match of local funds at \$7,600.

INDOT dedicates approximately 25 percent of its federal highway funds to supporting local projects each year. Metropolitan Planning Organizations distribute those funds to cities, towns, and counties within the state's larger urbanized areas while INDOT distributes funds outside MPO areas. Communities must contribute at least 20 percent in local matching funds and meet other federal requirements to receive federal funding.

## Vehicle Miles of Travel

**N**IRCC has completed the Vehicle Miles of Travel (VMT) report for 2021. In 2021 there was 7,660,286 vehicle miles traveled. This is 2.04% lower than in 2020 (7,820,141 Vehicle Miles of Travel).



To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2021, approximately 994 locations were counted throughout Allen County. NIRCC also collects count data for other counties. NIRCC plans on working in Adams County, Allen County, and Wells County for the 2022 traffic counting program.

## Welcome to the NIRCC Team Alexis!



**A**lexis Hathaway Degitz comes to NIRCC with experience and commitment to serving the community and the land she has built her roots in. Alexis found her passion for public work when she wrote her first successful grant in high school. Alexis graduated from Purdue Fort Wayne in 2020 with dual Bachelor of Arts degrees in Political Science and Organizational Leadership. Alexis has experience working with municipal utilities in fund development for stormwater projects, assisting with property acquisition and assisted with the development of the City of Fort Wayne's Lead Service Line Replacement Program. Alexis wrote various grants funded by the Indiana Department of Natural Resources (IDNR), the Great Lakes Commission (GLC), and the Indiana Office of Energy Development (IOED). Working with the local utility has given Alexis a greater appreciation for air, water, and land uses in northeast Indiana.

Alexis was recently married and is settling into her first home with her husband, Ean, and their greyhound, Ginny. She enjoys traveling, hiking, and kayaking in her free time. Alexis holds positions on a few of Fort Wayne's watershed boards with a focus on improving the quality of local rivers including The Saint Joseph River Watershed

Initiative and the Maumee Watershed Alliance. Alexis' role with NIRCC will be to assist with environmental planning and grant administration to assist our four counties in their community development. Growing up in rural Wells County, Alexis shares NIRCC's vision for community development and transportation improvements that assure healthy and orderly growth in northeast Indiana.

## NIRCC

200 East Berry Street Suite 230  
Fort Wayne, IN 46802-2735

[www.nircc.com](http://www.nircc.com)

Telephone: (260) 449-7309  
Fax: (260) 449-8652