



# Transportation Times

## Adams-Allen-DeKalb-Wells

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## Ardmore Avenue Corridor and Impact Analysis

NIRCC recently completed a new corridor and impact analysis for Ardmore Avenue. The study stretches from Illinois Road to Airport Expressway and includes the intersections at Illinois Road/Illinois Road S and Illinois Road/Jefferson Boulevard. The entire corridor is classified as an arterial and serves as a major transportation corridor on the northwest side of Fort Wayne. There is a moderate amount of developable land throughout the corridor that is expected to develop with residential, commercial, and industrial facilities in the near future. This corridor has seen increases 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. There is currently a road project listed in the 2040 Long Range Transportation Plan that starts at the Ardmore Avenue/Covington Road intersection and stretches south to the Ardmore Avenue/Lower Huntington Road intersection. The project is listed as improving the current 2-lane roadway to a 4-lane roadway.

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The purpose for this analysis is to evaluate traffic impacts of future developments, both currently proposed and with future potential, to identify problem areas and develop recommendations for roadway improvements that may be needed. The study not only takes into consideration the study area (shown in the map on page 10), but also how

**(Continued on page 9)**

# U

## Urban Transportation Advisory Board

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## 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), Kyle Quandt at [kyle.quandt@co.allen.in.us](mailto:kyle.quandt@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:

### **Green Infrastructure – Stormwater Management Cost-Share Available in Lower St. Joseph – Bear Creek Watersheds**

NIRCC is assisting the St. Joseph River Watershed Initiative with a Clean Water Act § 319(h) grant from the Indiana Department of Environmental Management to provide financial support for property owners to implement “green” stormwater management practices such as bioswales, rain gardens, shoreline stabilization, rain barrels, and tree planting to improve water quality in the Western Lake Erie Basin. The cost-share available to assist with these projects must be located within critical areas for implementation as outlined in the Lower St. Joseph River – Bear Creek Watershed Management Plan.



The grant award included \$224,000 for on the ground green infrastructure and stormwater management practices. To date the grant has funded two bioswales and a tree planting project as part of a road diet project by the City of Fort Wayne, several rain barrel and rain garden workshops and installations, a bank stabilization and goose deterrent project at Riverside Gardens in Leo-Cedarville, and tree plantings at Parkview Regional Medical Center. There is approximately \$20,000 left in the fund to assist landowners, and local government to reduce the impact of increased impervious surfaces



on our open water sources. Grant funds must be spent by December 31, 2021. To learn more about the project visit [www.sjrwi.org](http://www.sjrwi.org) or contact Kyle Quandt, the Project Manager, at [kyle.quandt@co.allen.in.us](mailto:kyle.quandt@co.allen.in.us).

**East Allen Rural Revival – STELLAR UPDATE**

In 2018, the NewAllen Alliance’s East Allen Rural Revival initiative was awarded the Regional Stellar Communities Designation from the State of Indiana. This initiative brought together seven communities of Harlan, Hoagland, Grabill, Leo-Cedarville, Monroeville, New Haven, and Woodburn under one bold vision – to connect communities through improved quality of place. The East Allen Rural Revival Plan (EARRP), totaling \$65 million, focuses on downtowns,

parcs, sidewalks, trails, housing and community health. The primary goal identified in the EARRP is to grow the region’s population by enhancing the livability of the rural areas, which will attract and retain a talented workforce that benefits all of Allen County and Northeast Indiana. The Stellar Designation had earmarked State and Federal funding from the Indiana Office of Community and Rural Affairs (OCRA), the Indiana Department of Transportation (INDOT), and other state agencies to complete Quality of Place projects for the five incorporated communities. In addition, all seven communities are completing complementary projects, either funded locally, or with State or Federal assistance outside of the Stellar Designation. Please note that the Stellar Designation only makes the State and Federal money available to each of the awarded communities; each community still must apply for the specified funding and meet all eligibility requirements; however, they do not compete against other communities for this funding. NIRCC staff, along with Sturtz Public Management and local engineering firms, have been assisting the seven communities within the EARRP with the completion of Stellar funded projects and locally funded complimentary projects. A summary of the projects that NIRCC staff has assisted with is provided below:

Town of Leo-Cedarville Streetscape Improvements: Downtown construction is currently underway after receiving a \$750,000 Community Development Block Grant (CDBG) Main Street Revitalization Program (MSRP) grant through the Stellar Designation in January of 2020. NIRCC staff had provided grant writing assistance and will continue with grant administration services throughout the completion of the project. The overall goal of the project is to provide pedestrian connectivity and improve overall safety and offer a more welcoming atmosphere for travelers along SR 1/Leo Road from Walnut Street to Hosler Road. The downtown project includes the installation of ADA compliant ramps and complete sidewalks, repaved streets with crosswalks and regulatory signage, streetlights, planter boxes, drainage upgrades, and a centrally located gathering area in the heart of the downtown. The total cost of improvements along SR1/Leo Road is \$1,250,157, and the work is scheduled to be completed in two phases: **Phase 1** construction included



### Leo-Cedarville Downtown Streetscape Improvements

new sidewalks along east side from Walnut Street to Hosler Road, and these improvements started in August 2020 and were completed the end of December 2020.

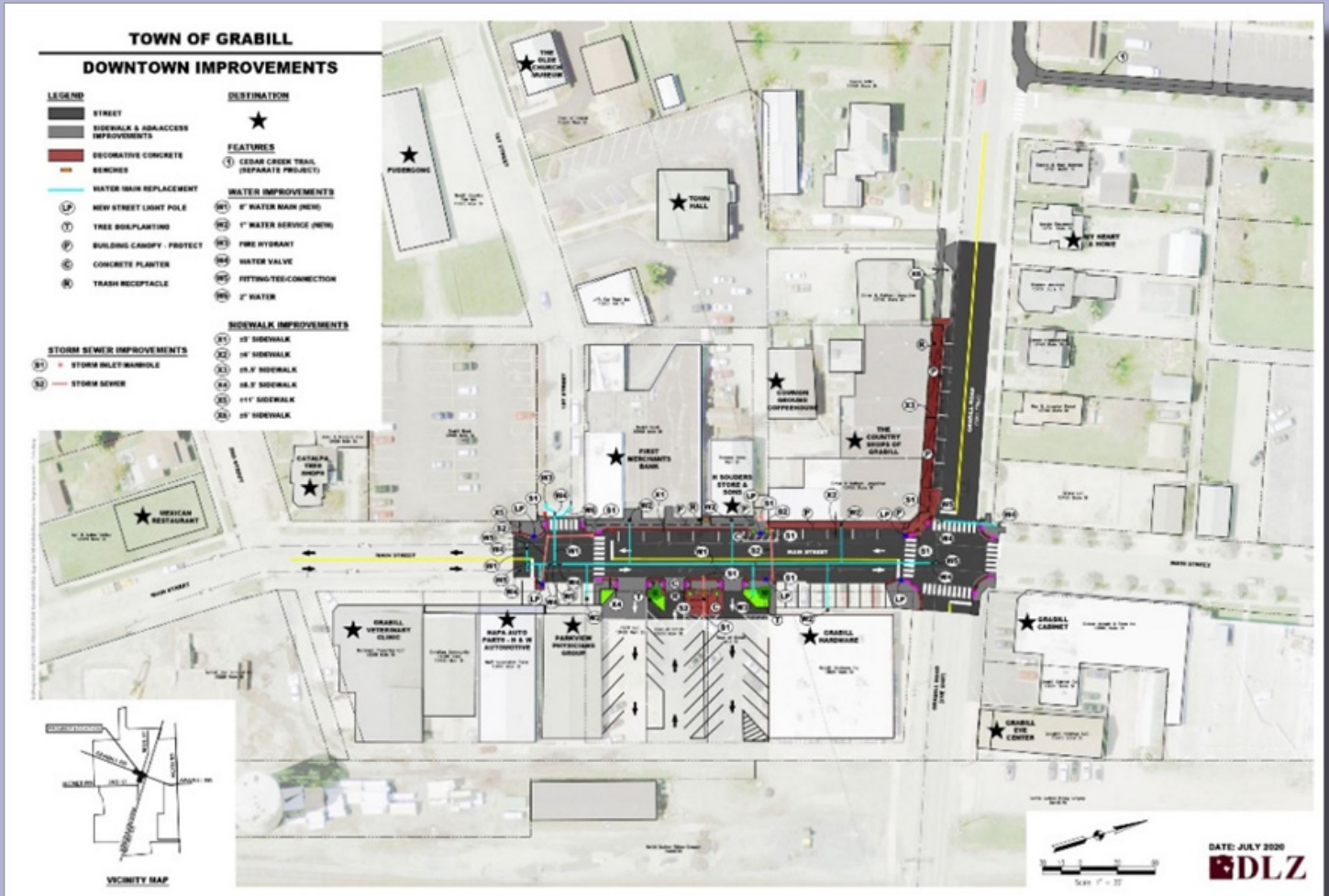
**Phase 2** sidewalk construction started in March 2021 following the winter shutdown, and improvements include the west walkways along SR1/Leo Road and a new gathering area located on the corner of Main Street and Leo Road. All roadway repaving and restriping will be completed following the conclusion of all sidewalk construction. Completion of construction activities along SR 1/Leo Road is scheduled to occur in late June 2021.

In addition to the streetscape improvements along SR 1/Leo Road, Leo-Cedarville received a \$511,419 Community Crossings Matching Grant (CCMG) from INDOT in 2020 (outside of the Stellar Designation) to assist with side street reconstruction on Walnut Street and Main Street to complement the streetscape improvement project on SR 1/Leo Road.



### Leo-Cedarville Downtown Improvements & Complementary Side Streets

The side street project is scheduled to be completed in October 2021, and a ribbon-cutting ceremony to showcase the various improvements in the downtown is anticipated to occur in late October 2021.



## Grabill Downtown Streetscape Improvement Project

### Town of Grabill Streetscape Improvements:

Since receiving a \$750,000 CDBG MSRP grant through the Stellar Designation in January 2021, the Town has continued to collaborate with engineers, NIRCC staff, and the Grabill community to complete the final design and develop the bidding schedule. Bidding documents are anticipated to be published in early June 2021 with the Open Bid public meeting to occur at the end of June 2021.

Streetscape improvements will comprise 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 ending at the intersection of First Street. This project will address current safety issues and provide continuity of the downtown corridor with uninterrupted ADA compliant sidewalks, thereby improving downtown connectivity for pedestrian access to surrounding facilities.

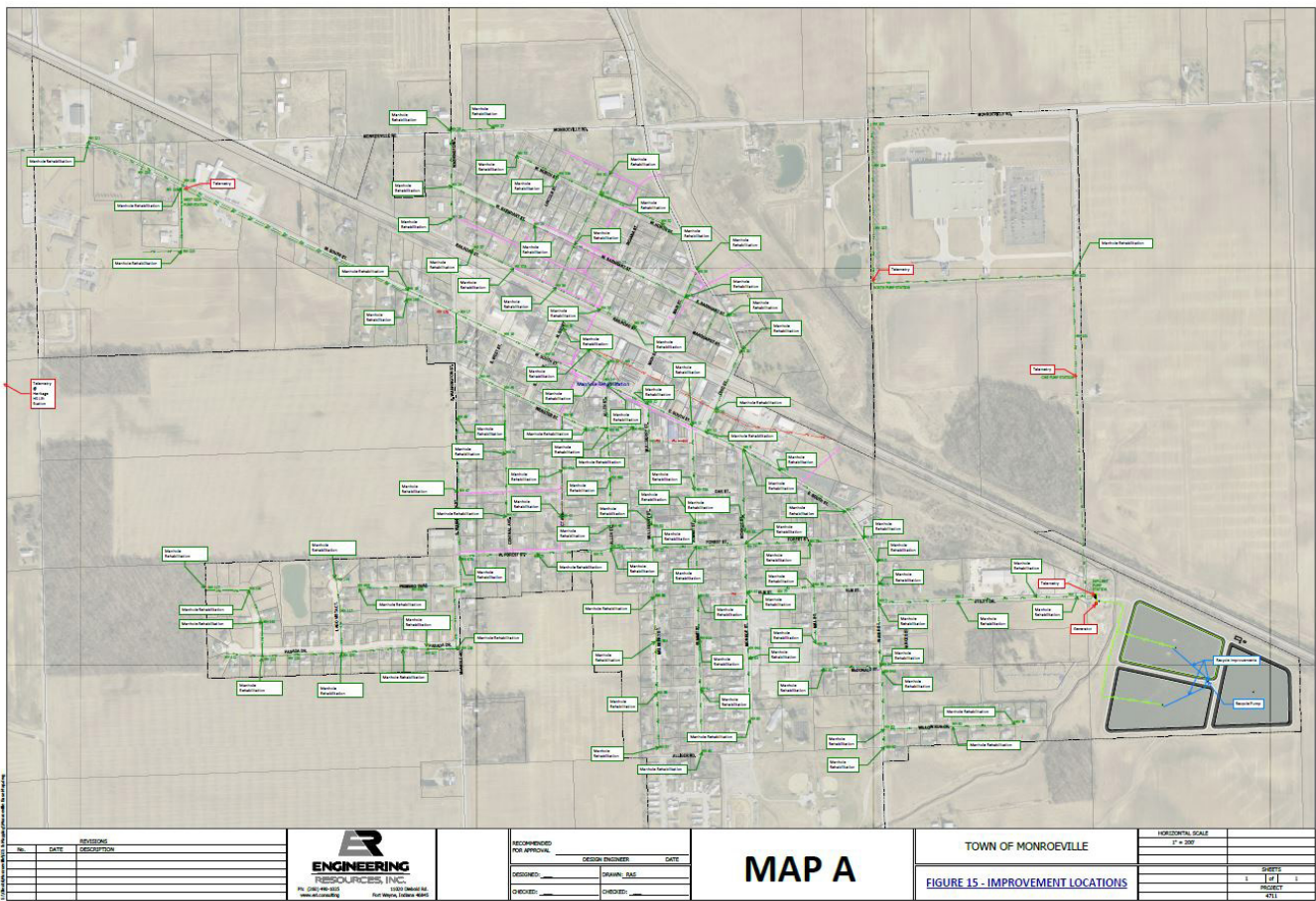
Streetscape improvements were designed to create a more visually appealing downtown area by incorporating greenspace, new lighting, and amenities to help attract visitors and foster business investment. Grabill’s downtown improvements are part of a much bigger “grass roots” revival effort to foster economic development in northeast Allen County and designed in coordination with the future Cedar Creek Parks Trails initiative, a complementary Stellar Project, to connect downtown Grabill to Leo-Cedarville and the Hurshtown Reservoir. When combined, the sum of these improvements will not only serve to improve the overall downtown experience in Grabill, but also align with regional goals to foster growth and economic sustainability well into the future.

The budget for streetscape improvements is estimated at \$932,400, with a local investment of \$182,400. NIRCC staff assisted the Town of Grabill with preparing the grant application in December 2020 and will continue to work with the Grabill community by conducting grant administration throughout the construction phase and

project completion. The timeline for construction is tentatively set to start in early September 2021 following the Grabill Country Fair, which is scheduled for Sept. 9 thru Sun, Sept. 12, 2021 to avoid construction interference with prescheduled downtown festivities. Streetscape improvements are anticipated to be finished in the Spring 2022, provided no unforeseen delays.

Town of Monroeville’s Wastewater Improvements Project:

The Town was awarded a CDBG Wastewater Drinking Water (WDW) grant through the Stellar Designation in March 2021. NIRCC staff provided grant writing assistance and will continue to provide grant administration services throughout the completion of the project. The Town is currently completing final design and preparing bidding documents. The Town anticipates bidding the project in late July 2021. The wastewater improvements 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 primary need for the project is to address infiltration and inflow (I/I) of ground water entering



**Monroeville Wastewater Improvements Project**

the wastewater system. 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 (581 existing customer households and 33 potential customer households with reasonable access to service). The total project cost is \$614,745, which will be funded with a \$368,898 CDBG grant and \$245,847 in local funds from the

Town's TIF and CEDIT Funds. Utilizing this funding combination will allow the Town to complete this project without raising wastewater rates. The Town and this project qualify 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 is anticipated to begin in September 2021 and be completed by June 2022.

**Maumee Township Park Plan & Woodburn Park Improvement Project:**

These projects are both locally funded and “complementary” to Stellar projects; however, they will not be receiving direct funding from the Stellar Designation. NIRCC staff recently assisted the Maumee Township Park Board with creating the 2020-2024 Maumee Township Five Year Park and Recreation Master Plan, which received approval from the Indiana Department of Natural Resources (IDNR) in June 2020, thus making projects contained within the Plan eligible for DNR Land and Water Conservation Funds (LWCF). The Maumee Township Park Board will work with NIRCC staff to apply for a \$250,000 LWCF 50/50 matching grant in 2022 to complete improvements at the Woodburn Community Park. The Board has developed the preliminary scope of work and



Woodburn Community Park

Preliminary Master Plan  
August 17, 2018



**Woodburn Community Park Improvement Project**

cost projections for the project. The proposed amenities include: 1) Trails, 2) Promenade at existing Overmeyer St., 3) West Drop off Cul-de-sac, 4) Basketball Court, 5) Seating Nodes, 6) Splash Pad, 7) East Drop off Cul-de-sac, 8) Multi-use Play Surface, and 9) Parking Lot Improvements. However, the project scope and budget will be refined over the next year based on the success of fundraising efforts in 2021.

NIRCC staff is also assisting the City of Woodburn and the Town of Monroeville with sidewalk and trail projects funded by INDOT through the Stellar Designation. Both projects are still under development and a summary of both projects will be presented in a future addition of the NIRCC Newsletter.

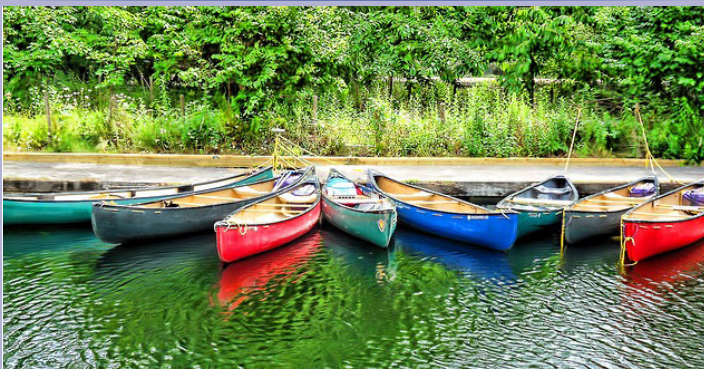
## Vehicle Miles of Travel (VMT) and the Traffic Count Program

NIRCC has completed the Vehicle Miles of Travel (VMT) report for 2020. In 2020 there was 7,820,141 vehicle miles traveled. This is 2.01% lower than in 2019 (7,980,264 Vehicle Miles of Travel).



To calculate VMT statistics NIRCC utilizes traffic count data collected throughout the year. In 2020, approximately 895 locations were counted throughout Allen County. NIRCC also collects count data for other counties. NIRCC counted approximately 447 locations in DeKalb County. NIRCC plans on working in Allen County for the 2021 traffic counting program.

## Northeast Indiana Water Trails Informational/Wayfinding Signs



In 2019 the Northeast Indiana Water Trails (NEIWTs), housed under the NIRCC, developed and installed an informational and wayfinding sign at Guldlin Park in Fort Wayne to help paddlers understand the river, proper safety precautions, and paddling etiquette.



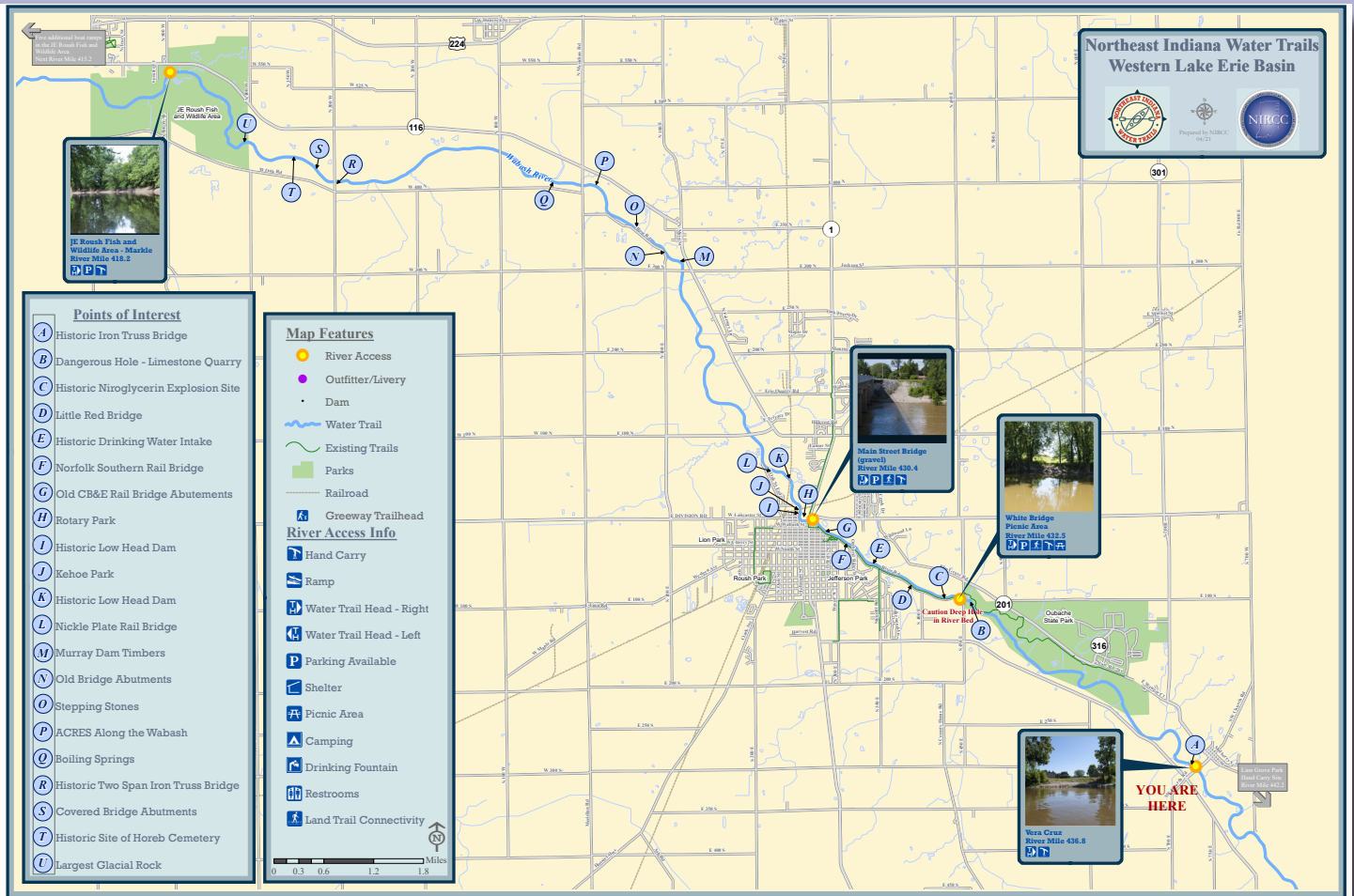
Now, the NEIWTs is working with the Wells County Trails group and Visit Wabash to develop these same types of signs at public access sites in their counties. The signs will be two-sided and include basic information about paddling and a map that includes six hours of paddling showing significant points of interest, public access sites, and local land trails on the front side. The back of the sign will include localized information which may include details on fishing and hiking opportunities and the history of the area.

Organizations interested in installing these informational trail head signs at public access sites in their jurisdiction should contact Kyle Quandt at [kyle.quandt@co.allen.in.us](mailto:kyle.quandt@co.allen.in.us).

Funds for this grant come from the NEIWTs annual







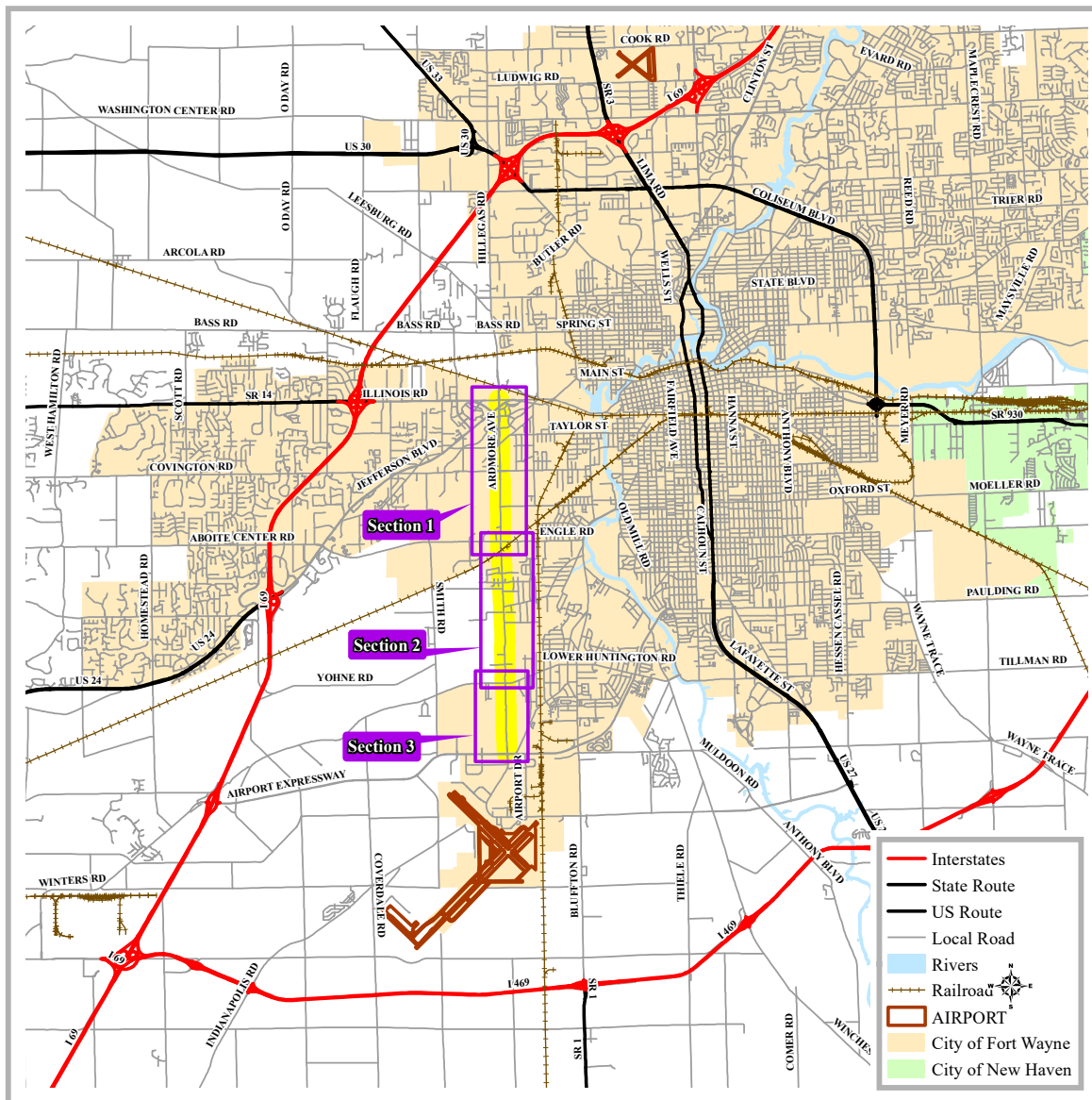
fundraiser; Pedal, Paddle, Play. The 6th annual event will be held virtually between June 1 and July 13, 2021 or in-person on July 17th at Promenade Park in Fort Wayne. Visit [www.neiwatertrails.com](http://www.neiwatertrails.com) for more information on the Pedal, Paddle, Play.

## Ardmore Avenue Corridor and Impact Analysis continued...

this area interacts with the surrounding areas and anticipated development. To complete a successful analysis NIRCC performs studies of three different levels of development in the area to see what types of traffic patterns and congestion may occur based on existing conditions. Once these traffic patterns are assigned to the system NIRCC can see where problems occur regarding traffic congestion and then test different project alternatives that could alleviate these problems. Once project alternatives are selected NIRCC makes these recommendations to the appropriate agencies or boards.

The three different levels of development used in the Corridor and Impact Analysis include an existing con-

dition level, a Phase I development level, and a Phase II development level. Using the existing condition level is just as it sounds. NIRCC analyses what developments that are currently existing and what the existing traffic patterns are in the area. The Phase I development level focuses on proposed, or already approved, developments that will be built or are currently in some stage of development. The Phase I developments are used to calculate estimates for new traffic patterns and trips added to the existing roadway infrastructure based on what will occur in the near future. Then the final phase, Phase II development, is added to the analysis. Phase II uses a five to ten-year horizon and the existing vacant land and land use patterns in the area to estimate what could potentially develop in the future.



Once the added traffic and trip patterns are determined based on this estimated growth from Phase I and Phase II, NIRCC can begin assigning Levels of Service (LOS) to existing infrastructure and determine what improvements may be needed to accommodate these development patterns. LOS is defined alphabetically A through F, A being the best LOS and F being the worst. This rating A through F represents a measure of driver discomfort, frustration, fuel consumption, and lost travel time. LOS is based upon the average stopped delay per vehicle for various movements within intersections and along corridors. For example, LOS “A” describes operations with very low delays, LOS “C” describes operations with longer delays where stopping vehicles are significant but many still pass without stopping, and LOS “F” describes operations with delays unacceptable to most drivers and roadways are exceeding capacity.

Through this study NIRCC analyzed a total of ten intersections along the corridor base on the existing infrastructure and the three levels of development previously discussed. Eight of the intersections were signalized and two of them were stop controlled intersections only. The finalized analysis found that seven of the intersections will need improved in the future based on the projected development patterns in the area:

The Hillegas Road / Illinois Road intersection improvements include adding exclusive turn lanes on the southbound and eastbound approaches. The Ardmore Avenue / Jefferson Boulevard intersection improvements consist of adding a southbound right turn lane. The Illinois Road S / Jefferson Boulevard intersection improvements

would be adding a third southbound left turn lane.

As stated in the 2040 Long Range Transportation Plan: The phase I and phase II analysis for the Ardmore Avenue / Nuttman Avenue, Ardmore Avenue / Engle Road, Ardmore Avenue / Sand Point Road, and Ardmore Avenue / Lower Huntington Road intersections included additional through lanes. Also, the Ardmore Avenue/Sand Point Road intersection already has a City of Fort Wayne project to add an exclusive southbound left turn lane.

To find out more about this study and more about specific results send a request for additional information to [Jeff.Bradtmiller@co.allen.in.us](mailto:Jeff.Bradtmiller@co.allen.in.us).

- Town of Waterloo:\_\_\_\$247,305
- Wells County:\_\_\_\_\_ \$587,907

Launched in 2016, the Community Crossings Matching Grant Program provides funding to cities, towns, and counties across Indiana to make improvements to local roads and bridges. Community Crossings is a partnership between INDOT and Hoosier communities, both urban and rural, to invest in infrastructure projects that catalyze economic development, create jobs, and strengthen local transportation networks. State lawmakers identified long-term funding for Community Crossings as part of House Enrolled Act 1002, passed by the legislature and signed into law by Governor Holcomb in April 2017.

Projects that are eligible for funding through Community Crossings include road resurfacing and preservation, bridge rehabilitation or replacement, road reconstruction with Americans with Disabilities Act (ADA) compliance in connection with a road project. Material costs for chip sealing and crack filing operations are also eligible for funding.

Projects submitted to INDOT for funding will be evaluated based on need, traffic volume, local support, impact on connectivity and mobility within the community and regional economic significance. Community Crossings is open to all local government units in the State of Indiana.

- Cities and towns with a population of fewer than 10,000 will receive funds using a 75/25% match
- Cities and towns with a population of greater than 10,000 will receive funds using a 50/50% match
- Counties with a population of fewer than 50,000 people will receive funds using a 75/25% match
- Counties with a population of greater than 50,000 people will receive funds using a 50/50% match

## 2021 Community Crossings Grant Recipients



On April 29th Governor Holcomb and INDOT Commissioner McGuinness announced the Indiana cities, towns and counties that received in state-matching funds for local road projects through the Next Level Roads: Community Crossings Initiative. Congratulations to the following grant recipients in Northeast Indiana:

- Adams County:\_\_\_\$999,719
- Allen County:\_\_\_\_\_ \$375,588
- City of Auburn:\_\_\_\_\_ \$284,716
- Town of Monroe:\_\_\_\_\_ \$81,300
- Town of Ossian:\_\_\_\_\_ \$587,658
- Town of St Joe:\_\_\_\_\_ \$156,387

## 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