



# Transportation Times

## Adams-Allen-DeKalb-Wells

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### South Adams Trails Completes a Milestone

South Adams Trails (SAT) recently celebrated a major milestone in their endeavor to connect the Town of Geneva to the City of Berne with a paved multiuse trail along the former Grand

Rapids and Indiana Railroad alignment. South Adams Trails is a 501(c)3 all-volunteer not-for-profit organization that started in 2006 with the vision to build a hiking/biking trail to connect Geneva and Berne. One of the most complex, and expensive, phases of constructing this trail was to build a bridge to cross the Wabash River. SAT held a ribbon cutting on November 6 to celebrate the completion of that Wabash River pedestrian bridge, which included two 1890s iron railroad bridges, and trail extension to from the Wabash River to CR W 850 S. This milestone, achieved with federal, regional, and local financial support is a major accomplishment for the communities of Berne and Geneva, and Adams County.

To create this pedestrian walkway over the Wabash River, SAT used an old 1890s railroad bridge, which was still in place, and found another 1890s railroad bridge to replace the one that was removed back in the 1960s and scrapped. The replacement for the missing bridge, was previously used along same rail line in Decatur to cross the St. Mary's River.

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# U

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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), 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 – 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, parks, 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 some of the project updates is provided below:

Town of Leo-Cedarville Streetscape Improvements:  
Downtown construction is complete after receiving a \$750,000 Community Development Block Grant (CDBG) Main Street Revitalization Program (MSRP)

grant through the Stellar Designation in January of 2020. The Leo-Cedarville Downtown Streetscape Ribbon Cutting was on December 2, 2021. NIRCC staff had provided grant writing assistance and grant administration services for the project. The overall goal



of the project was 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 included 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 was \$1,250,157 and the work was completed in two phases.

In addition to the streetscape improvements along SR 1/Leo Road, Leo-Cedarville had 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.

#### Stellar Mural Projects:

NIRCC is proud to congratulate and acknowledge the NewAllen Alliance and five of East Allen's communities (Grabill, Hoagland, Leo-Cedarville, Monroeville and Woodburn) that have completed the installation of murals this past summer and fall as part of NewAllen's Indiana Regional Stellar Communities Designation. The mural initiative was developed by the NewAllen Alliance to help pull together their \$65M quality of place portfolio currently being implemented as part of East Allen's Rural Revival Regional Development Plan in a visible and meaningful way. By installing outdoor murals in East Allen communities within their respective Rural Revival Target areas, murals memorialize the Stellar designation, foster community pride, and will be an additional draw for backyard tourism by enticing individuals across the Northeast Indiana Region to venture into East Allen's communities and patronize their small-town businesses. The NewAllen Alliance held "Mural Celebration" on November 3rd, 2021 in Monroeville celebrating each community's completed mural. New Haven plans to complete a mural in 2022.

The mural project was funded by the Indiana Office of Community and Rural Affairs, the Indiana Arts Commission, local municipalities and donations from community groups and individuals. NewAllen hired Alexandra Hall with AH Public Spaces Consulting, LLC to assist the communities with the development of their mural projects. More information on each mural is available at <https://www.newallenalliance.net/murals>.

#### **Grabill: The Seed of Life**

Artist: Ricardo Diamante of Fort Wayne

Location: 13505 Main St, Grabill, IN 46741 Features: The mural features large draft horses, tilling soil in a nod to the area's Amish traditions and farming heritage.

Artist: Ricco Diamante



**Mural Complete:**  
13505 Main Street  
Grabill, IN

#### **Hoagland: Hoagland Mural**

Artist: John Klein of Fort Wayne

Location: 11117 English St, Hoagland, IN 46745

Features: The mural recreates vintage advertising by two businesses, Hoagland Hardware and Implement Store and the Larabee Flour Mill.

Artist: John Klein



**Mural Complete:**  
11117 English St  
Hoagland, IN 46745

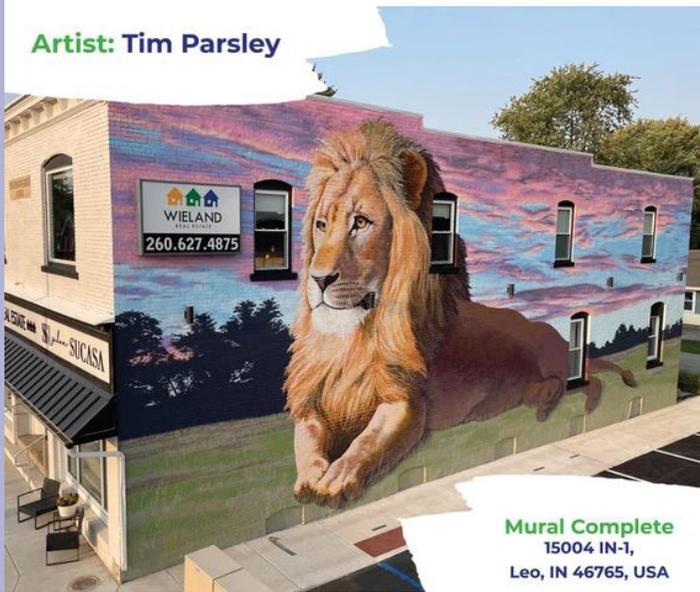
#### **Leo-Cedarville: The Pride of Leo**

Artist: Tim Parsley of Fort Wayne

Location: 15004 State Road 1, Leo, IN 46765

Features: The mural depicts a giant lion. There are numerous churches, and the city was named for Pope Leo; Leo is the Latin word for lion., the mascot of local schools.

Artist: Tim Parsley



Mural Complete  
15004 IN-1,  
Leo, IN 46765, USA

### Monroeville: Glorifying the Orange Workhorse of Yesteryear

Artist: Amy Buchs of Waterloo

Location: 100 Main St, Monroeville, IN 46773

Features: The mural features a giant, orange tractor in celebration of an Allis-Chalmers dealership once located in Monroeville.

Artist: Amy Buchs



Mural Complete  
100 Main St,  
Monroeville, IN 46773, USA

### Woodburn: Heartland

Artist: Julie Wall of Fort Wayne

Location: 4409 Bull Rapids Rd, Woodburn, IN 46797

Features: The mural depicts a buffalo slain by the rapids on the Maumee River north of Woodburn. Bull Rapids Road is named after the event.

Artist: Julie Wall



Mural Complete:  
4409 Bull Rapids Road,  
Woodburn, IN

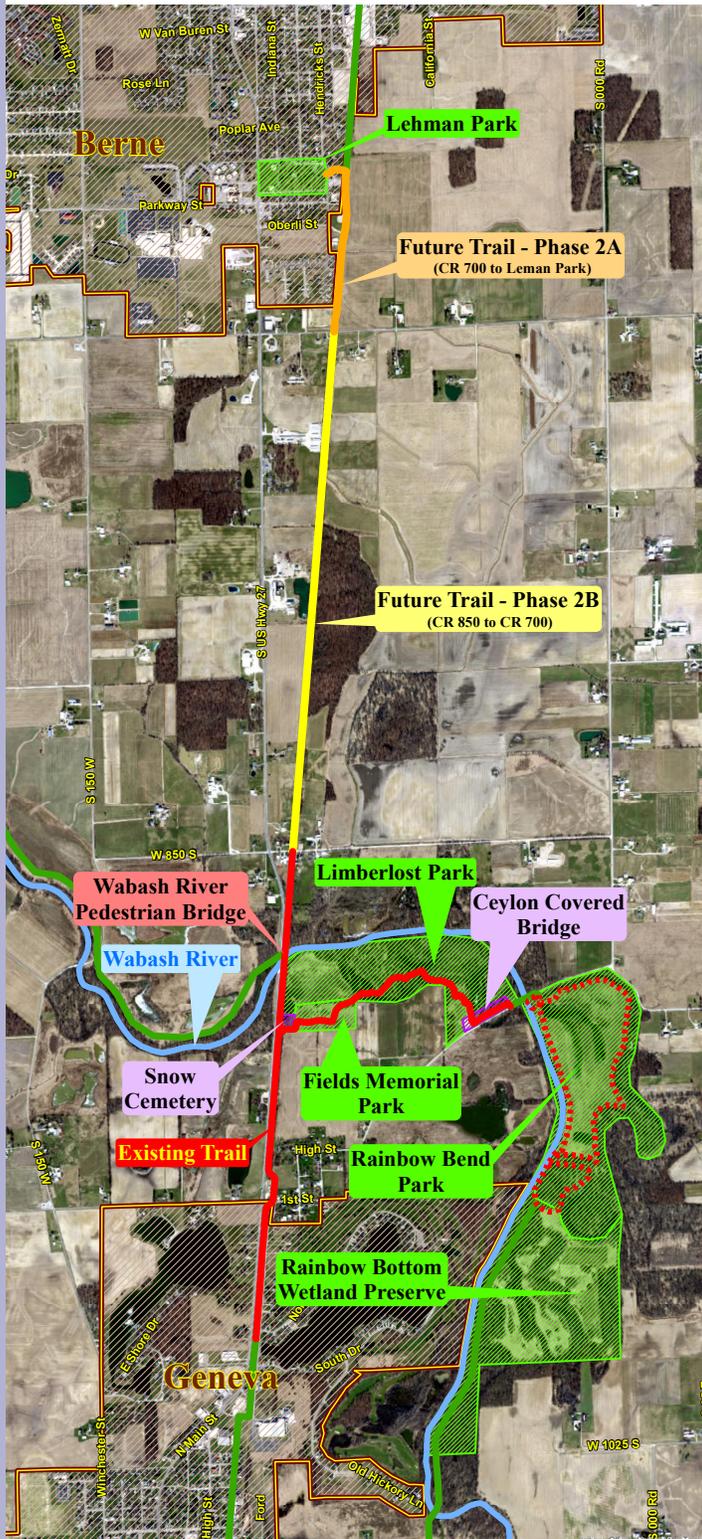
### South Adams Trails Completes a Milestone continued...

These two bridges were disassembled, sandblasted, inspected, and painted. The entire project was coordinated...



minated by PRIMCO Construction Company, located in Ft. Wayne, and engineered by Butler Fairman & Seufert, Indianapolis.

Now that the pedestrian bridges are finished and the extension to CR W 850 S is complete, almost 1.5 miles of the 3.5-mile project has been finished. Previous accomplishments included a trailhead with parking and



restrooms, a mile long trail from the Town of Geneva to the Wabash River, and a half-mile spur trail to the Ceylon Covered Bridge.

SAT is currently applying for grants and raising money to construct the trail from CR W 850 S to Lehman Park in Berne. This section would complete the 3.5-mile trail connection that began 15 years ago. If you want more information, or wish to make a donation, please contact Randy Lehman by email ([randylehman@comcast.net](mailto:randylehman@comcast.net)).

## GIS Collector App

The Northeastern Regional Coordination Council (NIRCC) is responsible for maintaining and updating railroad inventories for Adams, Allen, DeKalb, and Wells County. One of NIRCC's duties is to house and update this inventory for the Federal Railroad Administration. The database of all railroad crossings in each of the four counties is updated every 3 years so that the most current information is available. Staff uses this information to provide what the current conditions are for each railroad crossing and to evaluate if there may be a need to upgrade any safety devices.

Several years ago, NIRCC changed the way data was collected for the railroad inventory with efficiency being a priority. In the past, staff would go out to each railroad crossing with a camera and clipboard to collect and update data associated with that location. Staff would then return to the office and process the data and

update the associated database. With the advancements in technology and network securities, NIRCC was able to pursue a different way of collecting the inventory.

This is where the ArcGIS Collector App came into the equation. NIRCC has been using ArcGIS for a number of years, but did not have the capabilities to do real time data collection. This changed when the office updated to the ArcGIS version 10.0. Staff now has the opportunity to use tablets to collect the data needed for the inventory and even take pictures at each location. Detailed below is how NIRCC uses the tablets for this data collection



NIRCC started by creating a web-based map on Allen County's GIS Portal which allowed live access to the inventory's database while working in the field. The next step was to go to each location and update all the required information using the tablets which were linked directly to the database. Examples of data that needs to be updated or recorded include measurements of the roadway and track width at each crossing, updating the type of crossing safety devices and if vision is



obscured when looking down the tracks, and taking 9 photos that are required of each crossing. These photos allow staff to visualize the actual condition of the crossing and the markings on the roadway from the office. Once these items have been collected and updated on the tablet they are submitted electronically, and the



database is automatically updated with this new data. Staff is no longer required to manually update the data required once they have returned to the office. This has saved a significant amount of time for collecting the needed data.



Once NIRCC starting using this technology to update the railroad inventory, staff began utilizing it for collecting other types of data as well. Other types of data being collected include inventories of bus stops, ADA information, and bike rack locations. As time progresses, we will continue to utilize the ArcGIS Collector App for other applications that require field data collection.

## Intersection Analyses

NIRCC receives requests from the City of Fort Wayne, Allen County Highway Department, and Indiana Department of Transportation to conduct intersection analyses/evaluations. As part of the analysis NIRCC looks at determining Level of Service (LOS) and delays during the AM & PM peaks. In some instances, signal or multi-way stop warrants analyses are completed when requested. The warrant analysis is based on the criteria listed in the Manual on Uniform Traffic Control Devices (MUTCD) 2010 edition.

Level of Service (LOS) is defined in terms of delay, which is 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 the intersection. LOS is defined alphabetically, A through F, where A indicates the best LOS and F indicates the worst LOS. LOS “A” describes operations with very low delays; most vehicles do not stop at all. LOS “C” describes operations with longer delays, stopping vehicles are significant but many still pass through without stopping. LOS “F” describes operations with delays unacceptable to most drivers and that the intersection is exceeding capacity. NIRCC uses Synchro 11 software to analyze the data to get the LOS and average vehicular delay.

Intersections must meet one or more of the primary volume signal warrants or both multi-way stop warrants as described in the Manual on Uniform Traffic Control Devices to see if a signal or multi-way stop is needed. For signal warrants, the analysis conducts warrants on total vehicular volume of an intersection, the interruption of continuous traffic flow on the major street, and a combination of the two. These warrants must average the minimum volumes listed for eight hours during an average day. For multi-way stop warrants, the analysis conducts warrants that relate to an interim measure when signal warrants are met, crash history, minimum volumes and delays, and a combination of the these.

NIRCC uses MioVision camera detection system’s for collecting the turning movement data. NIRCC sets up video cameras that capture the turning movements at an intersection. The cameras can collect pedestrian/ bicycle and vehicle classification data. The video data is then sent into MioVision for processing. Once the data is processed NIRCC preforms the requested analysis.



To the right is a list of intersections that were processed in FY21 (July 1, 2020 to June 30, 2021). NIRCC evaluated 20 intersections, 14 of which are signalized intersections and 6 un-signalized intersections. Included in the 6 un-signalized intersections are 4 warrant analyses to determine if signals or multi-way stops are warranted.

Signalized Intersections
Anthony Blvd / Paulding Rd
Bluffton Rd / Ferguson Rd
Bluffton Rd / Old Trail Rd
Broadway / Jefferson Blvd
Broadway / Taylor St
Broadway / Washington Blvd
Clinton St / Mayhew Rd
Clinton St (US 27) / Washington Blvd
Decatur Rd / Paulding Rd
Hanna Rd / Paulding Rd
Lafayette St (US 27) / Jefferson Blvd
New Vision Dr / Parkview Plaza Dr
State Blvd / Wells St
Tonkel Rd / Union Chapel Rd

Unsignalized Intersections (Peak Period)
Carroll Rd / Mossy Oak Run
Carroll Rd / Coral Springs Dr
Chestnut Passway / W Hamilton Rd
Flutter Rd / Wheelock Rd
Leesburg Rd / Main St
Melbourne Dr / Woodmere Dr
State Blvd / Wells St
Tonkel Rd / Union Chapel Rd

## Signal / Multi-Way Stop Warrant Analysis

1. Carroll Road / Coral Springs Drive:

The intersection was counted for 14 hours, signal and multiway stop warrants were checked. The conclusion of the review is that the intersection does not meet at least one of the three primary warrants for a minimum of 8 hours. The intersection also does not meet warrants for a multi-way stop.

2. Chestnut Passway / W Hamilton Road:

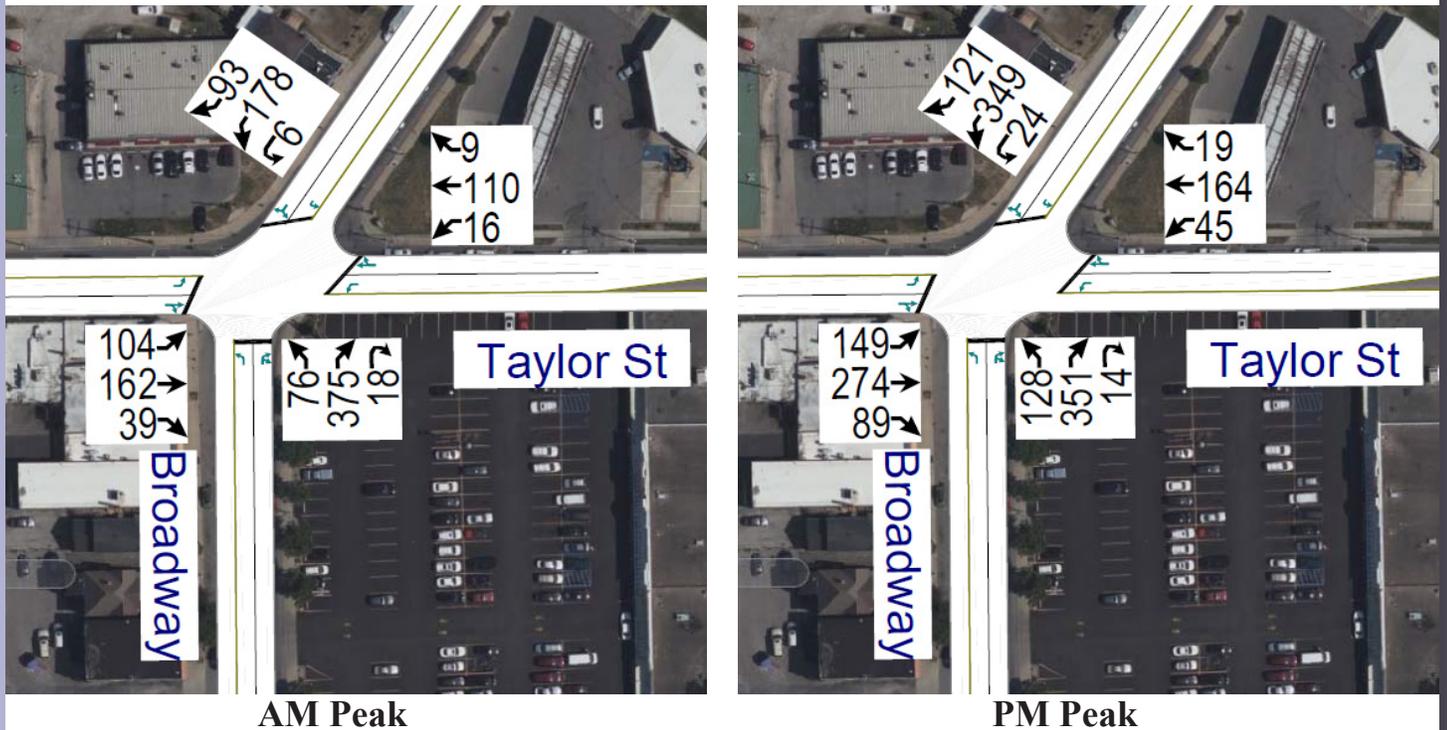
The intersection was counted for 12 hours, and multiway stop warrants were checked. The conclusion of the review is that the intersection does not meet warrants for a multi-way stop.

3. Flutter Road / Wheelock Road:

The intersection was counted for 12 hours, and signal warrants and multiway stop warrants were checked. The conclusion of the review is that the intersection does not meet signal or multi-way stop warrants.

4. Melbourne Drive / Woodmere Drive:

The intersection was counted for 12 hours, and multiway stop warrants were checked. The conclusion of the review is that the intersection does not meet warrants for a multi-way stop.



Here is an example of the Broadway @ Taylor St Intersection analysis results. The intersection was counted on 2/9/21, from 6-10AM and 3-7 PM. The LOS during the am and pm peak was a LOS of "C" with an average vehicle delay of 21.7 sec/vehicle during the am peak and 27.5 sec/vehicle during the pm peak.

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