RESOLUTION 2026-12

A RESOLUTION BY THE COLUMBUS AREA METROPOLITAN PLANNING ORGANIZATION (CAMPO) POLICY BOARD FOR THE PURPOSE OF

AMENDING THE FISCAL YEAR 2026-2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Columbus Area Metropolitan Planning Organization (CAMPO) is the designated Metropolitan Planning Organization responsible for transportation planning in the City of Columbus and Bartholomew County; and

WHEREAS, the development of a Transportation Improvement Program (TIP), which includes local and state projects requesting federal funding, is a requirement of the U.S. Department of Transportation and part of the comprehension planning process; and

WHEREAS, the TIP is developed by CAMPO staff for the Policy Board; and

WHEREAS, the City of Columbus has requested the inclusion of a traffic signal safety project for fiscal year 2029 using CAMPO Funds; and

WHEREAS, CAMPO has available funds in fiscal year 2029 to cover the requested project and remain fiscally constrained.

NOW THEREFORE BE IT RESOLVED by the CAMPO Policy Board that the amendments to the FY 2026-2030 TIP are hereby approved, this the 14th day of September, 2026.

_____ _____

Tom R. Finke, Chair

Attest: Ashley E. Beckort, CAMPO Manager

Transportation Improvement Program
Project Request Form

INSTRUCTIONS AND SCHEDULE

Please use this form to request that a project be considered for inclusion in the FY 2026-2030 Transportation Improvement Program (TIP). Complete all parts of the form and attach any requested materials. Return the form and materials by mail or email. If questions, please call 812-376-2553.

Address: Columbus Area MPO, 123 Washington Street, Columbus, IN 47201
Email: ashleybeckort@columbus.in.gov

Oct. 28, 2024	Applications available	Feb 2025	Project Review by Technical Committee
Dec. 13, 2024	Applications due	Feb 2025	Project Review / approval by Policy Board

BACKGROUND AND FUNDING

Each year, CAMPO receives an allocation of Federal funding for transportation projects. CAMPO's allocation varies each year, depending on funding approved by Congress. Funding categories and estimated allocations are given below. The Federal allocation for FY 2025 is estimated as $2,489,742.

Funding Category	Link to More Information	Fed/Local Share	Est. FY 2025
Surface Transportation Block Grant Program (STBG)	https://www.fhwa.dot.gov/specialfunding/stp/	80% / 20%	$1,681,968
Highway Safety Improvement Program (HSIP)	https://highways.dot.gov/safety/hsip	90% / 10%	$302,784
Transportation Alternatives (TA)	https://www.fhwa.dot.gov/bipartisan-infrastructure-law/ta.cfm	80% / 20%	$211,254

INFORMATION ABOUT THE PROJECT BEING PROPOSED

1. Project Sponsor/Public Agency:

Eligible sponsors may include local governments, regional transportation authorities and transit agencies. Project sponsors must have a certified Local Public Agency Employee in Responsible Charge (LPA ERC). In most cases, non-profits or advocacy groups are not eligible to be direct grant recipients, but may work with an eligible agency to apply. (For more information, see INDOT's LPA Program Guidance at http://www.in.gov/indot/2390.htm.)

☒ City of Columbus	☐ Bartholomew County	☐ ColumBUS Transit	☐ Other _____
Contact Name (ERC): Andrew Beckort		Phone #: (812) 376-2540	
Address: 123 Washington Street, Columbus		Email: abeckort@columbus.in.gov	

2. Project Information:

Name: Columbus Traffic Signal Modernization
Location: Various Throughout the City of Columbus
Related projects, if any:

3. State the purpose of the project:

See Attached

4. Estimated project costs and funding source for each phase / fiscal year:

Phase	Funding source	FY 2026*	FY 2027*	FY 2028	FY 2029	FY 2030
PE						
RW						
CN					$1,857,110	
CE					$340,000	
Totals					$2,197,110	

***The TIP is fully programmed for FY 2026 and 2027.*

5. Describe the project and attach a map showing the location (attach additional pages if needed):

See Attached

6. Provide additional information as appropriate to support the need for the project (e.g. traffic/bicycle counts, accident report, land-use changes, etc.).:

See Attached

7. Project Criteria/Scoring: *Explain why the criterion is met. Attach or provide links to maps, adopted plans, data, or other information to support your request (attach additional pages if needed):*

Project Criteria	Max. Points	Explanation
Supported by the Metropolitan Transportation Plan (Long-Range Transportation Plan)	20	
Located in the Urban Area Boundary (UAB)	10	
Supports economic vitality	10	
Increases accessibility & improves quality of life	10	
Encourages transportation choices / multi-modal connectivity	10	See Attached
Improves safety and efficiency	10	
Prioritizes existing system preservation and maintenance	10	
Provides significant opportunities for public and stakeholder involvement in the planning process	10	
Benefits people with disabilities or low-income, minority, and older populations	10	
Other phases of the project have been in the TIP	10	

CERTIFICATION

I hereby certify that the information in this form is accurate.

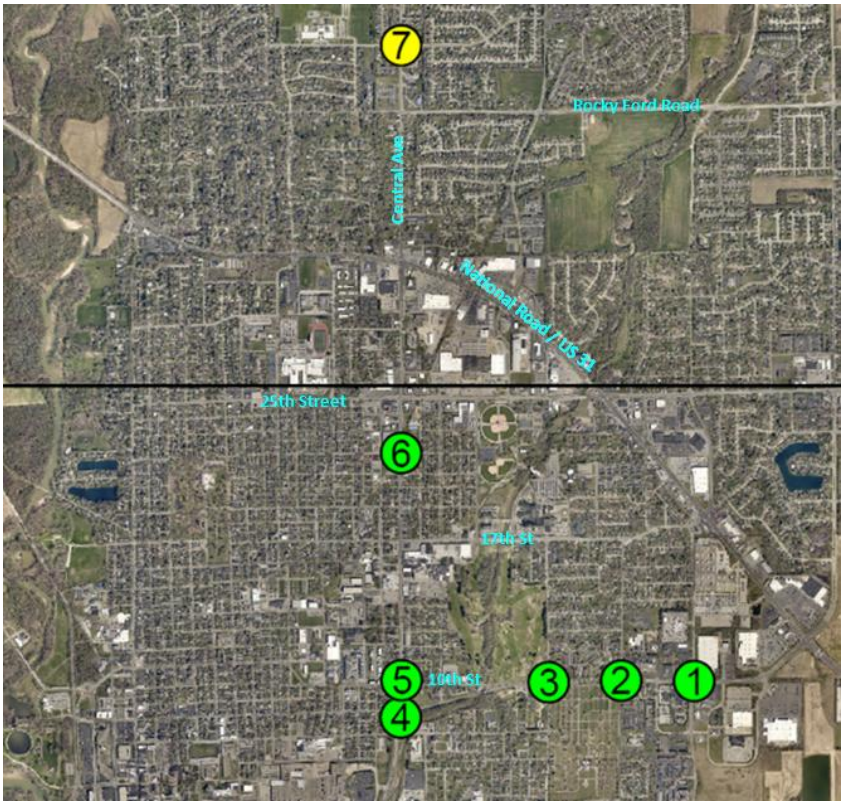
Andrew Beckort 8/21/26

Print Name Signature Date

Columbus Traffic Signal Modernization Supporting Documentation

Describe the project and attach a map showing the location:

The project will modernize six existing traffic signals and convert one existing HAWK signal into a full four-way signalized intersection. The six signal modernizations will include the complete removal and replacement of all existing signal equipment. The current cantilever-style poles will be replaced with new strain poles, allowing installation of additional signal heads and signage to meet all requirements of the Manual on Uniform Traffic Control Devices (MUTCD). Each modernization will also include replacement of the traffic signal cabinet and controller, providing updated equipment capable of coordination and dynamic timing plans. All signals included in the project will be upgraded to comply with current Public Right-of-Way Accessibility Guidelines (PROWAG).



No.	Intersection	Current Status	Proposed Work		Final Build-out Pedestrian Signals	Est. Cost
1	10th & Marr	Signal with cantaliver arms	Full replacement with new cabinet and new signal with strain poles	Add Left Turn Signals	0 Ramps, 8 Buttons	$ 325,000
2	10th & McClure				2 Ramps, 2 Buttons	$ 350,000
3	10th & Gladstone				None	$ 320,000
4	8th & Central			NA	None	$ 325,000
5	10th & Central				6 Ramps, 6 Buttons	$ 400,000
6	22nd & Central				8 Ramps, 8 Buttons	$ 425,000
7	Parkside & Central	Hawk signal	Convert to 4-way full signal		8 Ramps, 8 Buttons	$ 180,000
					Total:	**$2,325,000**

Provide additional information as appropriate to support the need for the project:

This project will bring all signals included up to MUTCD standards, there are signal in the project that do not have the required number of signal heads, and they cannot be added due to the length of the cantilever arms.

Funding Breakdown:

Phase	FY	Local	Federal	Total	% Federal (80% Max)
PE	2027	$ 400,000	$ -	$ 400,000	0%
CE	2029	$ 85,000	$ 340,000	$ 425,000	80%
CN	2029	$ 467,890	$ 1,857,110	$2,325,000	79.9%
Totals		**$ 952,890**	**$ 2,197,110**	**$3,150,000**	**70%**
CAMPO FY29 Funds Available			*$ 2,197,110*		

Columbus Traffic Signal Modernization Supporting Documentation

Purpose of the Project (Including why this project over another)

Why this signal project instead of a road construction project: Due to the short delivery timeframe for this project, a roadway project would not be feasible. Roadway design is more complex and requires significantly more time than signal design. In addition, a roadway project would likely require a more extensive environmental permitting process, adding months to the overall schedule.

Why these 6 intersections: These six intersections were selected for several reasons: they feature older-style cantilever arm designs, are not compliant with the current Manual on Uniform Traffic Control Devices, and require no additional right-of-way acquisition. In addition, several of the intersections lack pedestrian signals and have non-compliant ADA ramps, both of which will be addressed as part of the project.

Why Hawk signal becoming full signal: Parkside and Central will be converted to a full signal for two primary reasons. First, the existing HAWK signal is confusing to the public because it is located at a four-way intersection, and drivers are sometimes unsure about who has the right of way. Second, this intersection is part of a broader Central Avenue corridor project aimed at reducing vehicle speeds north of Rocky Ford Road. By converting the HAWK to a full signal and adding a new signal at Central and Poshard, the City will be able to coordinate the signals at or below the posted speed limit, encouraging drivers to slow down.

Project Criteria:

Supported by the Metropolitan Transportation Plan: Supported by Chapter 6: Spot Safety. Project will install signal backplates, flashing yellow arrows, and may include leading pedestrian intervals.

Located in the Urban Area Boundary (UAB): Yes, project is located within the corporate boundary of the City of Columbus.

Supports Economic Vitality: Replacing the existing signals will reduce downtime and lower long-term maintenance costs. The new equipment will operate more efficiently, improving the orderly movement of vehicles along the 10th Street and Central Avenue corridors and reducing travel-time delays and fuel consumption.

Increases Accessibility & Improves Quality of Life: The new equipment will comply with MUTCD and PROWAG standards, providing improved visibility and more reliable signal operations that are expected to reduce crashes. Updated pedestrian signal equipment will also be installed, ensuring the safe movement of pedestrians and bicyclists.

Encourages Transportation Choices/Multi-Modal Connectivity: Updated pedestrian signal equipment will also be installed, ensuring the safe movement of pedestrians and bicyclists.

Improves Safety and Efficiency: The upgraded signals will meet all MUTCD and PROWAG standards and will include flashing yellow arrows or protected left-turn phases as appropriate. The new controllers will support coordination and dynamic time-of-day timing plans. Leading pedestrian intervals will also be installed where warranted.

Prioritizes Existing System Preservation: The project will replace six aging traffic signals will brand new signals, the conversion of the HAWK to a full signal will be the only expansion of the city's traffic signal network.

Provides significant Opportunities for Public & Stakeholder Involvement in the Planning Process: Due to the nature of this project little public involvement will be required, the city may have a public meeting if required for environmental permit compliance.

Benefits People with Disabilities or Low-Income, Minority, and Older Populations: Updated pedestrian signal equipment will be installed, ensuring the safe movement of pedestrians and bicyclists. The new equipment will operate more efficiently, improving the orderly flow of vehicles along the 10th Street and Central Avenue corridors while reducing travel-time delays and fuel consumption.

Other Phases of the Project have Been in the TIP: No