

## Project Time Periods

Time Period 1 - 2010-2019

Time Period 2 - 2020-2030

### New Construction

- 1 Columbus Street - Maumee Avenue to Wayne Street
- 1 Maplecrest Road - Lake Avenue to State Road 930
- 1 Paul Shaffer Drive - California Road to Clinton Street
- 1 Spring Street - Wells Street to Spy Run Avenue

### Widening Projects - six lanes

- 2 Clinton Street - Parnell Avenue to Auburn Road
- 1 Crescent Avenue - Sirlin Drive to Coliseum Boulevard
- 2 Illinois Road - Getz Road to Thomas Road
- 1 Jefferson Boulevard - Illinois Road South to Main Street
- 2 Jefferson Boulevard - Interstate 69 to Illinois Road South
- 1 State Road 3/Lima Road - Ludwig Road to Dupont Road
- 1 State Road 930/Coliseum Boulevard - Parnell Avenue to Crescent Avenue

### Widening Projects - four lanes

- 2 Adams Center Road - State Road 930 to Moeller Road
- 1 Aboite Center Road - Coventry Lane to Jefferson Boulevard
- 1 Ardmore Avenue - Jefferson Boulevard to Taylor Street
- 1 Ardmore Avenue - Covington Road to Engle Road
- 2 Ardmore Avenue - Engle Road to Lower Huntington Road
- 1 Bass Road - Hillegas Road to Scott Road
- 2 Bluffton Road - Winchester Road to Old Trail Road
- 1 Clinton Street - Auburn Road to Wallen Road
- 2 Clinton Street - Wallen Road to Dupont Road/State Road 1
- 1 Dupont Road - Coldwater Road to Lima Road/State Road 3
- 2 Goshen Avenue - State Boulevard to Coliseum Boulevard/State Road 930
- 1 Hillegas Road - s/o Bass Road to Washington Center Road
- 2 Huguenard Road - Washington Center Road to Cook Road
- 2 Lake Avenue - Reed Road to Maysville Road
- 1 Maplecrest Road - Lake Avenue to State Boulevard
- 1 Maysville Road/Stellhorn Road - Maplecrest Road to Koester Ditch
- 2 State Boulevard - Maysville Road to Georgetown North Boulevard
- 1 State Boulevard - Spy Run Avenue to Clinton Street
- 1 State Boulevard - Clinton Street to Cass Street
- 1 State Road 1/Dupont Road - Interstate 69 to Tonkell Road
- 1 State Road 14/Illinois Road - Scott Road to West Hamilton Road
- 1 State Road 930 - Minnich Road to Brookwood Drive
- 2 Tonkell Road - Dupont Road/State Road 1 to Union Chapel Road
- 1 Washington Center Road - Lima Road/State Road 3 to US 33
- 2 Wells Street - State Boulevard to Fernhill Avenue

### Center Turn Lane Improvement

- 1 Auburn Road - Cook Road to Interstate 469 Exit Ramp
- 1 Auburn Road - Dupont Road to Hursh Road
- 1 Coldwater Road - Mill Lake Road to Union Chapel Road
- 1 Cook Road - Auburn Road to Coldwater Road
- 1 Covington Road - Scott Road to Homestead Road
- 2 Covington Road - Interstate 69 to Scott Road
- 2 Engle Road - Bluffton Road to Smith Road
- 1 Gump Road - State Road 3 to Coldwater Road
- 1 Gump Road - Coldwater Road to Auburn Road
- 1 Hadley Road - Illinois Road/State Road 14 to Bass Road
- 2 Hadley Road - Illinois Road/State Road 14 to Covington Road
- 2 Liberty Mills Road - Falls Drive to Homestead Road
- 1 Maysville Road - State Boulevard to Stellhorn Road
- 1 Saint Joe Center Road - Clinton Street to River Run Trail
- 2 Saint Joe Road - Evard Road to Mayhew Road
- 2 Saint Joe Road - Maplecrest Road to Eby Road
- 1 Union Chapel Road - Auburn Road to Tonkell Road
- 1 Wayne Trace - Oxford Street to Pontiac Street

### Turn Lane Extension

- 1 Jefferson Boulevard - Interstate 69 Ramp to Lutheran Hospital Entrance

### Bridge Reconstruction/Modification

- 1 Covington Road over Interstate 69
- 1 Spring Street Bridge over Norfolk Southern Railroad
- 1 US 27/Clinton Street Bridge over Saint Mary's River w/Pedestrian Treatment

### Intersection Reconstruction

- 1 Auburn Road and Cook Road/Auburn Road and Clinton Street
- 1 Clinton Street and Washington Center/Saint Joe Center Road
- 1 Coliseum Boulevard and Pontiac Street Intersection
- 1 Coverdale Road, Winters Road and Indianapolis Road
- 1 Covington Road and Dicke Road/Covington Road and Hadley Road
- 1 Dartmouth Drive and Washington Center Road
- 1 Flaugh Road and Leesburg Road
- 1 Hadley Road, Bass Road and Yellow River Road
- 2 Homestead Road and US 24
- 2 Ryan Road and Dawkins Road
- 1 State Road 1/Leo Road and Amstutz Road
- 1 State Road 14/Illinois Road and Allen/Whitley County Line Road

### Reconstruction and Realignment

- 1 Adams Center Road - State Road 930 to Interstate 469
- 2 Allen County/Whitley County Line Road - US 24 to State Road 14
- 1 Amstutz Road - Hosler Road to State Road 1/Leo Road
- 1 Carroll Road - w/o Corbin Road to Corbin Road
- 2 Cook Road - Friz Road to O'Day Road
- 1 Coverdale Road - Indianapolis Road to Airport Expressway
- 1 Flatter Road - Schwartz Road to Saint Joe Road
- 2 Lake Avenue - Anthony Boulevard to Coliseum Boulevard
- 1 Landin Road - North River Road to Maysville Road
- 1 Maplecrest Road - State Boulevard to s/o Stellhorn Road
- 1 Moeller Road - Green Road to Hartzell Road
- 2 Moeller Road - Hartzell Road to Adams Center Road
- 2 Ryan Road - Harper Road to Bremer Road
- 2 Saint Joe Center Road - Reed Road to Maplecrest Road
- 1 Till Road - Lima Road to Dawson Creek Boulevard
- 2 Wallen Road - Hanauer Road to Auburn Road
- 1 Wilmer Road/Second Street - Page Road to Main Street
- 1 Wilmer Road - Schwartz Road to Page Road
- 1 US 27/Clinton Street - State Boulevard to Elizabeth Street

### New Railroad Grade Separation

- 2 Airport Expressway and Norfolk Southern Railroad
- 1 Anthony Boulevard and Norfolk Southern Railroad

### Reconstruct Railroad Grade Separation

- 1 Anthony Boulevard and CSX Railroad
- 2 US 27/Lafayette Street and Norfolk Southern/CSX Railroads

### Congressional High Priority Corridor Improvement

- 1 US 24 - Interstate 469 to Brick Road/Ryan Road
- 1 US 24 - State Road 101 to Indiana/Ohio State Line including interchange (outside MPA)
- 1 US 24 - Brick Road/Ryan Road to Webster Road including interchange (outside MPA)
- 1 US 24 - Webster Road to State Road 101 (outside MPA)

### Interchange - New Construction

- 2 Interstate 69 and Hursh Road
- 1 Interstate 69 and Union Chapel Road (Includes Intersections at Auburn Road and Diebold Road)

### Interchange - Modification

- 1 Interstate 69 and SR 1/Dupont Rd
- 1 Interstate 469 and US 30 Interchange
- 1 US 30 and US 33 Interchange

## Adopted Future Improvements

The recommended plan is a comprehensive list of transportation projects and policies carefully developed to meet future travel demands. The policies and projects were selected on their potential for mitigating congestion and improving mobility throughout the metropolitan area. A safe and efficient transportation system is the primary goal of the recommended plan.

In accordance with the federal regulations, the projects included in the plan have to be financially feasible. Instead of a wish list of projects, the 2030-II Transportation Plan represents what the cities/counties can afford to build in the next 20 years.

## Additional State Projects

\*Projects are for illustrative purposes only

### Widening Projects - six lanes

- Interstate 69 - Interstate 469 to US 24
- Interstate 69 - Dupont Road/State Road 1 to Hursh Road
- Interstate 469 - Maplecrest Road to Interstate 69
- State Road 3 - Dupont Road to Gump Road
- State Road 3 - Gump Road to Allen County Line
- US 24 - Interstate 69 to Homestead Road
- US 30 - Interstate 69 to US 33
- US 30 - US 33 to Flaugh Road
- US 30 - Flaugh Road to O'Day Road

### Widening Projects - four lanes

- State Road 1/Leo Road - Tonkell Road to Union Chapel Road
- State Road 1/Leo Road - Union Chapel Road to Grabill Road
- State Road 1/Bluffton Road - Interstate 469 to State Road 116/124
- State Road 14/Illinois Road - West Hamilton Road to Allen/Whitley County Line
- State Road 37 - Doty Road to Interstate 469
- US 33 - Cook Road to O'Day Road
- US 33 - O'Day Road to State Road 205

### Turn Lane Extension

- State Road 3 - Interstate 69 to Washington Center Road (south bound)

### Reconstruction and Realignment

- State Road 37 - Doty Road to Cuba Road

### Interchange - New Construction

- US 24 and Brick Road/Ryan Road

### Interchange - Modification

- Interstate 69 and Coldwater Road Interchange - Ludwig Road
- Interstate 69 and State Road 1/Dupont Rd Interchange
- Interstate 69 and US 30/33/SR 930 Interchange
- Interstate 469 and State Road 1/Bluffton Road Interchange
- Interstate 469 and US 27 Interchange
- Interstate 469 and US 24 Interchange US 30 and US 33 Interchange

### Bridge Reconstruction/Modification

- Bass Road over Interstate 69
- Hillegas Road over Interstate 69
- US 27/Spy Run Avenue Bridge over Saint Mary's River w/Pedestrian Treatment

## STREETS, HIGHWAYS, & OTHER MAP FEATURES

- Freeways
- Expressways
- Arterials
- Collectors
- Local Streets
- Railroads
- Rivers
- County Boundary
- MPA Boundary

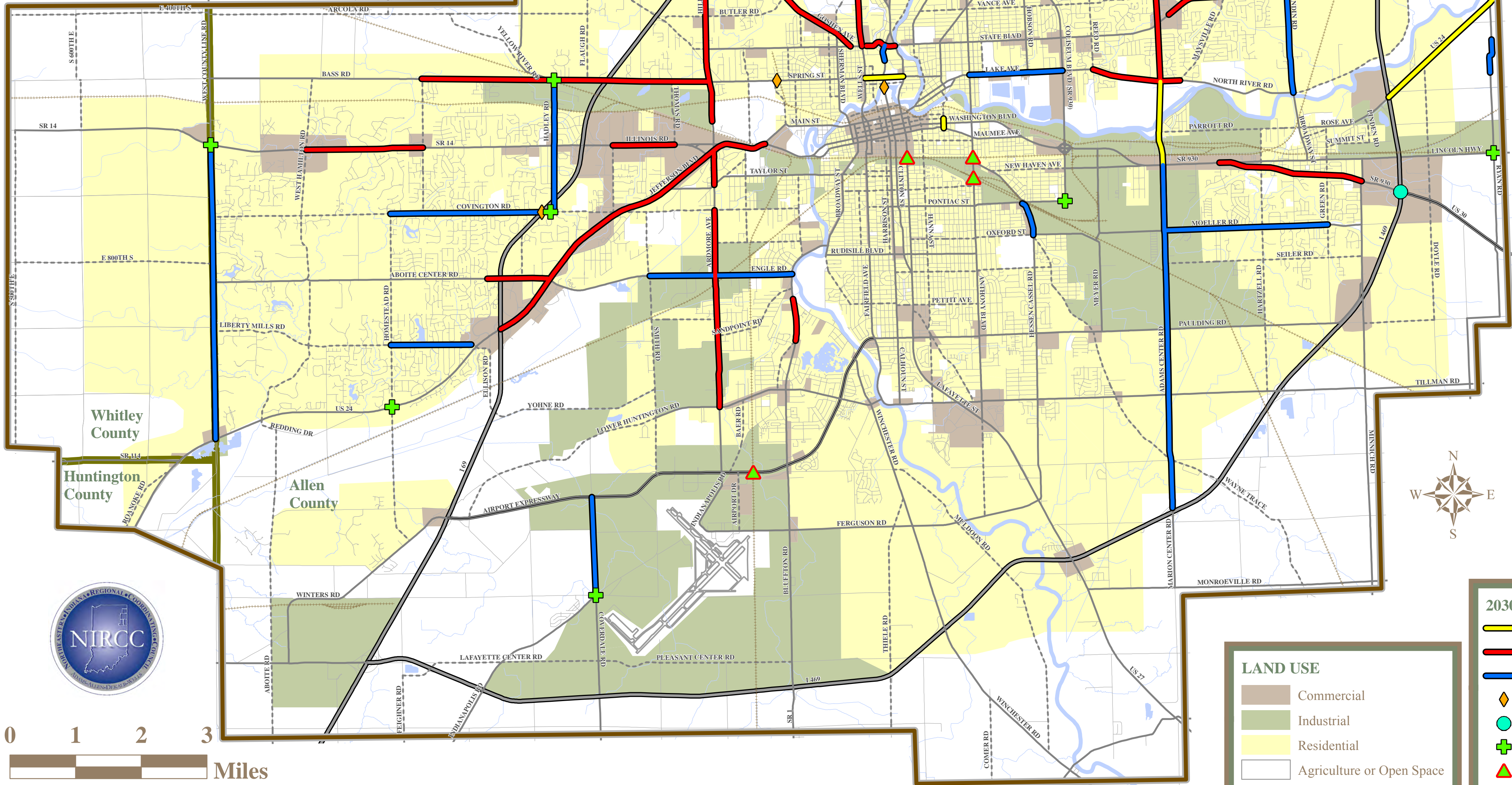


### LAND USE

- Commercial
- Industrial
- Residential
- Agriculture or Open Space

### 2030-II PROJECTS

- New Construction
- Widening
- Reconstruction and Realignment
- Bridge
- Interchange
- Intersection
- Railroad Grade Separation



# 2030-II TRANSPORTATION PLAN



Illustrations of the transportation network within the Metropolitan Planning Area. Areas include Allen County, City of Fort Wayne, City of New Haven, and small portions of Whitley and Huntington Counties.

For Additional Information Contact NIRCC  
One E. Main Street Rm 830  
Fort Wayne, IN 46802  
(260) 449-7309

## 2030-II TRANSPORTATION PLAN

There are many phases a transportation project goes through before construction begins. Inclusion in the 2030-II Transportation Plan is the first step in a long process before implementation. Information about the 2030-II Transportation Plan and an explanation of how a project goes from being included in the 2030-II Transportation Plan to completion are described below.

### What is the 2030-II Transportation Plan?

The 2030-II long-range transportation plan is a 20-year, comprehensive transportation plan that addresses the future needs of the transportation system. The 2030-II Transportation Plan includes highway, transit, bicycle, and pedestrian improvement projects and policies. The projects and policies will help the Northeastern Indiana Regional Coordinating Council (NIRCC), the Urban Transportation Advisory Board (UTAB) and all the various jurisdictions address the future needs of the transportation system. NIRCC has adopted a long-range transportation plan every five years in the past and, with new regulations, will begin to adopt one every four years. The purpose of updating the plan every four years is to ensure continuity for at least the next 20 years of planning and to allow for reassessment of priorities.

### How does a project get included in the 2030-II Transportation plan?

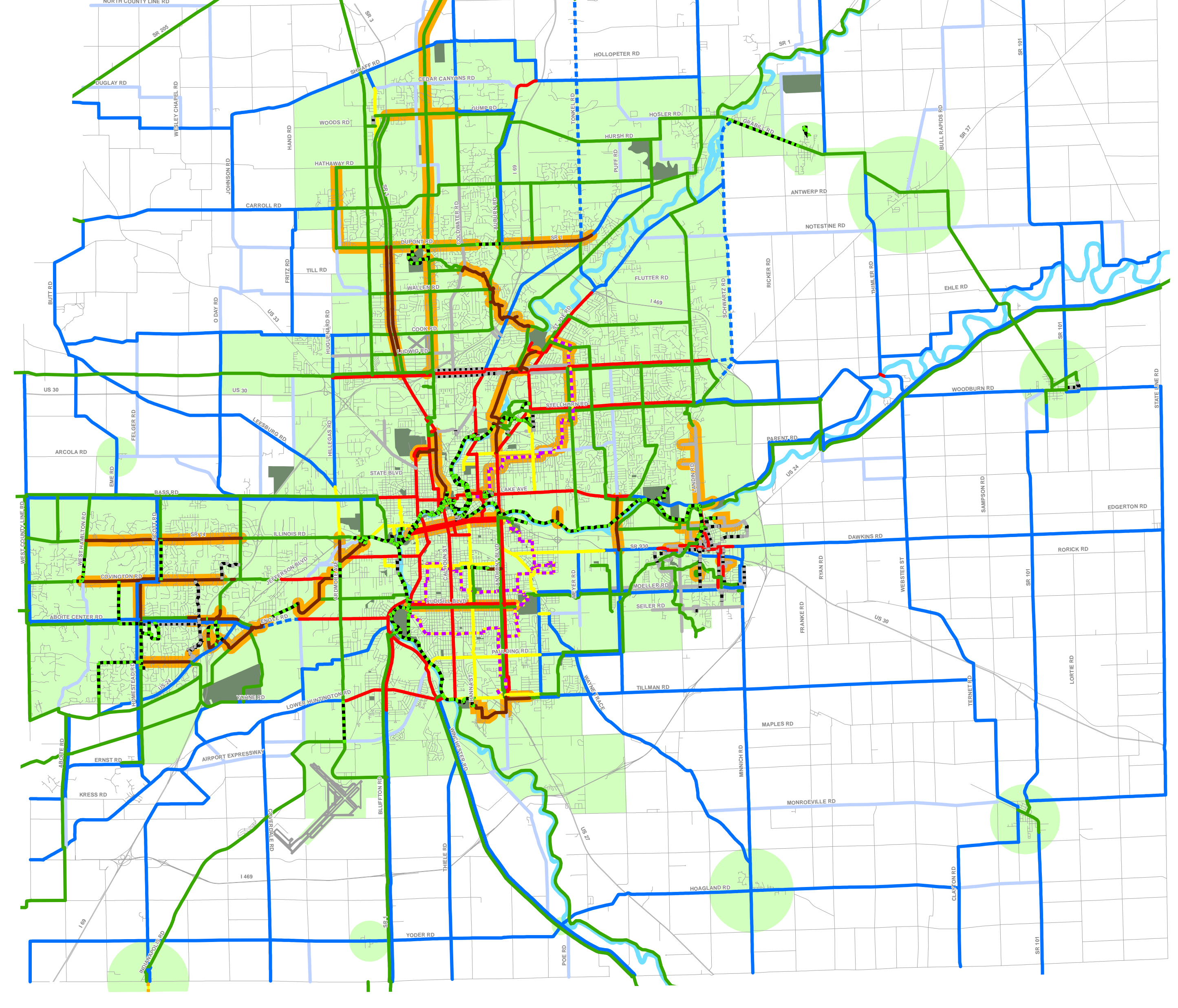
First, NIRCC identifies needs of travel demands that are not being met by the existing system. The staff conducts various citizen meetings to get the input of the community. They also study the traffic data that is collected within the region. After testing the weaknesses in the system, the staff proposes alternative solutions that will help meet the travel demands and enhance regional accessibility. From these alternatives, a list of all the projects that will provide the greatest benefits is developed. The projects are presented to UTAB, and they are either adopted or denied. The projects that are adopted and are economically feasible are recommended to NIRCC for inclusion in the 2030-II plan. The goal of the Transportation Plan is to achieve an efficient and safe transportation system for the movement of the people and goods while simultaneously improving the economic and environmental conditions of the community. *The highway improvement projects are listed and illustrated on the large map on the reverse side.*

### Transportation Improvement Program

After a project is included in the 2030-II Transportation Plan, its next step toward completion is inclusion in the Transportation Improvement Program (TIP). The TIP is a multi-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.

For more information about the 2030-II Transportation Plan, contact the Northeastern Indiana Regional Coordinating Council at (260) 449-7309, visit our website at [www.nircc.com](http://www.nircc.com), or write NIRCC at the following address: One East Main Street, City-County Bldg. Room 830, Fort Wayne, IN 46802.

## Bicycle and Pedestrian Map



### The Bicycle-Pedestrian Transportation Plan

The region represented by NIRCC has many individuals and organizations advocating improvements to the existing bicycle-pedestrian transportation system. To coordinate these efforts, NIRCC sponsored the Northeastern Indiana Regional Bicycle and Pedestrian Forum which represented a task force comprised of governmental park departments, planning and highway agencies, advocacy groups, and special project organizations. The Forum, which met from 2002 to 2007, was designed to develop and maintain the bicycle-pedestrian transportation plan. Since 2007, NIRCC has relied on the Greenway Coalition for guidance as well as governmental and public input towards bicycle and pedestrian planning. The coalition is also made up of governmental park departments, planning and highway agencies, advocacy groups, and special project organizations and has been meeting since 2005.

One of the goals of the Forum was to develop a bicycle-pedestrian transportation plan for the region. The concept was to develop a planning tool for planners and highway officials by identifying a set of routes based on an analysis of significant destinations within the region. Once this was accomplished, the routes were recommended for enhancement and protection. These routes were then assigned a design classification based on the proposed "Allen County Road Specifications and Standards 2004 manual" and the "1999 AASHTO guide for the development of bicycle facilities" to give planners and highway officials standards to follow as they coordinate them with present and future road projects and developments.

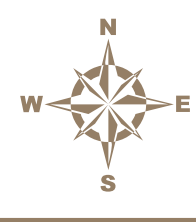
The design classifications included in this plan for the on-street network include bike lanes, widened outside curb lanes, shoulder lanes, and bike routes. The off-street network includes trails and sidewalks. Along with these classifications, the plan also identifies local groups' top priority corridors. These are corridors that may already be partly constructed, partially funded, fully funded, and/or design has already begun in some capacity. These priorities are what local groups and governmental agencies are pursuing with the intention of completing within the next 10 to 15 years.

### Public Transit Improvement Projects

- Expanded transit service in the growing urbanized area. Potential locations include the Fort Wayne International Airport and surrounding area, Parkview North and surrounding area, Chapel Ridge and surrounding area, and Aboite, Perry, and Cedar Creek Townships. Types of service will be determined based upon projected demands and proposed service levels. *(Illustrated on map)*
- Design and construct a downtown intermodal transfer/transportation center.
- Replacement of transit coaches and service vehicles as necessary to maintain a dependable transit fleet.
- Install and upgrade bus shelters, benches, and other customer amenities. Placement of shelters (Bus Huts) should be consistent with Citilink service, accessible, and have sidewalk connectivity.
- Reduce headways on selected routes where ridership levels warrant.
- Expand service hours into the evening and provide Sunday service through fixed route and other types of transit services.
- Provide customer access to automatic vehicle locator (AVL) information for the transit system through Internet connections.
- Design and construct a satellite transfer center to serve the northern portion of the service area.
- New Haven route and Georgetown route interconnect with extension of service to the Stelhorn Village and Chapel Ridge area. *(Illustrated on map)*
- Encourage the construction of accessible pedestrian facilities to and from bus stop locations, within developments, and in areas where pedestrian facilities currently do not exist (sidewalk placement and connectivity).
- Designate corridors to include amenities that allow busses to safely pull off the corridor to load and unload as well as provide safe pedestrian facilities. These corridors should include Broadway, Wells Street, Lima Road, Calhoun Street, Lafayette Street / Spy Run Avenue, Clinton Street, Anthony Boulevard, Washington Boulevard, Jefferson Boulevard / Maumee Avenue, State Boulevard, and Washington Center Road. *(Illustrated on map)*
- Designate "Rapid Bus Transit" corridors that may use dedicated transit lanes and signal preemption. *(Illustrated on map)*
- Review and update the Transit Development Plan on a four-year cycle.
  - Establishing Evaluation Markers
  - Establishing Performance Measures
  - Providing continuous monitoring and evaluation
- Transit circulator between IPFW / Ivy Tech / Innovation Center

### The Bicycle-Pedestrian Transportation Plan

- Existing Sidewalk
  - Proposed Sidewalk
  - Existing Trail
  - Planned Trail
  - Proposed Trail
  - Bike Lane
  - Wide Outside Lane
  - Shoulder Lane
  - Existing Shoulder Lane
  - Proposed Bike Route
  - Secondary Option Route
  - Local Group Top Priority
  - Area applies to Sidewalk Policy
- Other Map Features**
- Parks
  - River



### Transit Improvement Projects Fort Wayne, New Haven and Allen County

- Existing Transit System
- Conceptual Route Interconnect
- Designated Transit Corridors
- Designated Rapid Bus Transit Corridors
- Potential Transit Expansion Areas

### Transit Map

