

North Clinton Street

Corridor Protection Plan

Introduction

The policy of protection for the North Clinton Street corridor has become a recent priority of local government. The review process of development plans by the Site and Driveway Subcommittee has included impact analysis and recommended access control strategies along this corridor. The adoption of the “North Clinton Street Corridor Protection Plan” facilitates these efforts to resolve existing congestion and mitigate future problems. The North Clinton Street corridor stands as an example of the ongoing efforts of the Northeastern Indiana Regional Coordinating Council, Urban Transportation Advisory Board, Indiana Department of Transportation and local jurisdictions to utilize access management techniques and the implementation of access road plans.

In Fiscal Year 2013 the Feasibility Subcommittee reviewed and made access recommendations for the North Clinton Street Corridor from Wallen Road to Mayhew Road (Appendix A). North Clinton Street is classified as an Arterial. It is a north-south route through an area of the county that is experiencing increased commercial and rapid residential growth. A large portion of this corridor is comprised of agricultural land that is presently undeveloped. The developments that have occurred in the area surrounding this corridor have contributed to an increase in the average daily traffic (ADT) as seen in Table 1.

Table 1
North Clinton Street
Corridor Protection Plan

A-Street	B-Street	ADT	Average Annual Growth Rate (Since Approx. 1996)
Wallen Road	Diebold Road	12473	1.2%
Diebold Road	0.34 MI S/O Mayhew Road	10759	1.2%
0.34 MI S/O Mayhew Road	Mayhew Road	9161	1.2%

The committee reviewed the intersections throughout the corridor. The performance of the corridor relies heavily on the level of service (LOS) of each intersection. The un-signalized intersection at Diebold Road was reviewed for LOS. The eastbound and westbound legs of the intersection were functioning at a level A, while the southbound leg of the intersection was functioning at a level of C for the left- turning movement and a level of C for the right turning movement. The volume of traffic throughout the rest of the corridor did not warrant additional intersection analysis.

The number and locations of intersections shape the effect of traffic throughout a corridor. Proper design of signalized and non-signalized intersections improve both the efficiency and the safety of the corridor

Recommendations

The Feasibility Subcommittee reviewed the North Clinton Street corridor by dividing it into the following four sections: Wallen Road to Brooks Road South, Brooks Road South to Diebold Road, Diebold Road to Brooks Road North, and Brooks Road North to Mayhew Road. Each section of the corridor was reviewed to determine the need and preferred locations of future access points. As development occurs, some of these access points may require signal warrant analysis.

A total of twelve access recommendations were given for the corridor. A major portion of this corridor consists of residential and agricultural property that may be heavily developed in the future. There were four access points suggested from Wallen Road to Brooks Road South. The section between Brooks Road South to Diebold Road had two recommended access points. The section between Diebold Road to Brooks Road North had two recommended access points. The section between Brooks Road North to Mayhew Road had three recommended access points. The Feasibility Subcommittee made the following recommendations for the North Clinton Street corridor.

North Clinton Street Corridor Protection Plan

The following access recommendations for the North Clinton Street corridor from Wallen Road to Mayhew Road. These recommendations are subject to engineering review and adjustments as needed. All accesses and developable land will have the following recommendations.

General Recommendations

- ◆ Encouragement of interconnection of developments by way of streets and sidewalks, when and where appropriate
- ◆ Accesses to meet Access Standard Manual requirements
- ◆ Full accesses off of North Clinton Street to be a minimum of 1000' from major intersections (unless noted)
- ◆ Full accesses off of connecting roads to be a minimum of 1000' from North Clinton Street (unless noted)
- ◆ Corner cuts where appropriate
- ◆ Additional signals shall be interconnected with other signals throughout corridor
- ◆ Right-in / right-out accesses may be permitted for future developments pending review and approval by the roadway owner
- ◆ This plan recommends that no more than three accesses between Wallen Road and Mayhew Road should be signalized (does not include Diebold Road intersection)

North Clinton Street: Wallen Road to Mayhew Road

West Side: from south to north

Wallen Rd to Brooks Rd S

- ◆ Full access at approximately half way point between Wallen Rd and Brooks Rd S (*Map label "A"*)
- ◆ No additional full accesses through this section
- ◆ Future improvements should address skewed intersection of Wallen Road and North Clinton
Optional Improvements;
 - Realignment of Wallen Road intersection to the north to create a 90 degree intersection
 - Reconstruct the intersection as a multi-lane roundabout

Brooks Road S to Diebold Road

- ◆ No additional access though this section

Diebold Road to Brooks Road N

- ◆ Full access across from Brooks Road N (*Map label "C"*)

Brooks Road N to Mayhew Road

- ◆ Two full accesses would be considered through this section including one approximately 1200' south of Mayhew Road near the existing access to the mobile home park (*Map labels "D & E"*)
- ◆ No additional full access though this section

East Side: from south to north

Wallen Rd to Brooks Rd S

- ◆ Full access at approximately half way point between Wallen Rd and Brooks Rd S (*Map label "A"*)
- ◆ No additional full accesses through this section
- ◆ Future possibility of Brooks Road S being vacated and new road located across from Wallen Road realignment or connecting at the halfway point access recommended on the west side (see optional recommendations in FIGURES 1-3)

Brooks Road S to Diebold Road

- ◆ Full access at Diebold Road Intersection (*Map label "B"*)
- ◆ No additional full access though this section

Diebold Road to Brooks Road N

- ◆ Full access at Brooks Road N (*Map label "C"*)
- ◆ No additional full access through this section

Brooks Road N to Mayhew Road


- ◆ Two full accesses would be considered through this section including one approximately 1200' south of Mayhew Road near the existing access to the mobile home park (*Map labels "D & E"*)
- ◆ No additional full access though this section
- ◆ Future possibility of new road at approximately 1200' south of Mayhew Road / North Clinton Street Intersection, road will connect North Clinton Street and Mayhew Road (*Map label "F"*)

N Clinton St Corridor Protection Plan

-  Full Access
-  New Road





**N Clinton St Corridor
Protection Plan
(Figure 1)**

 Full Access





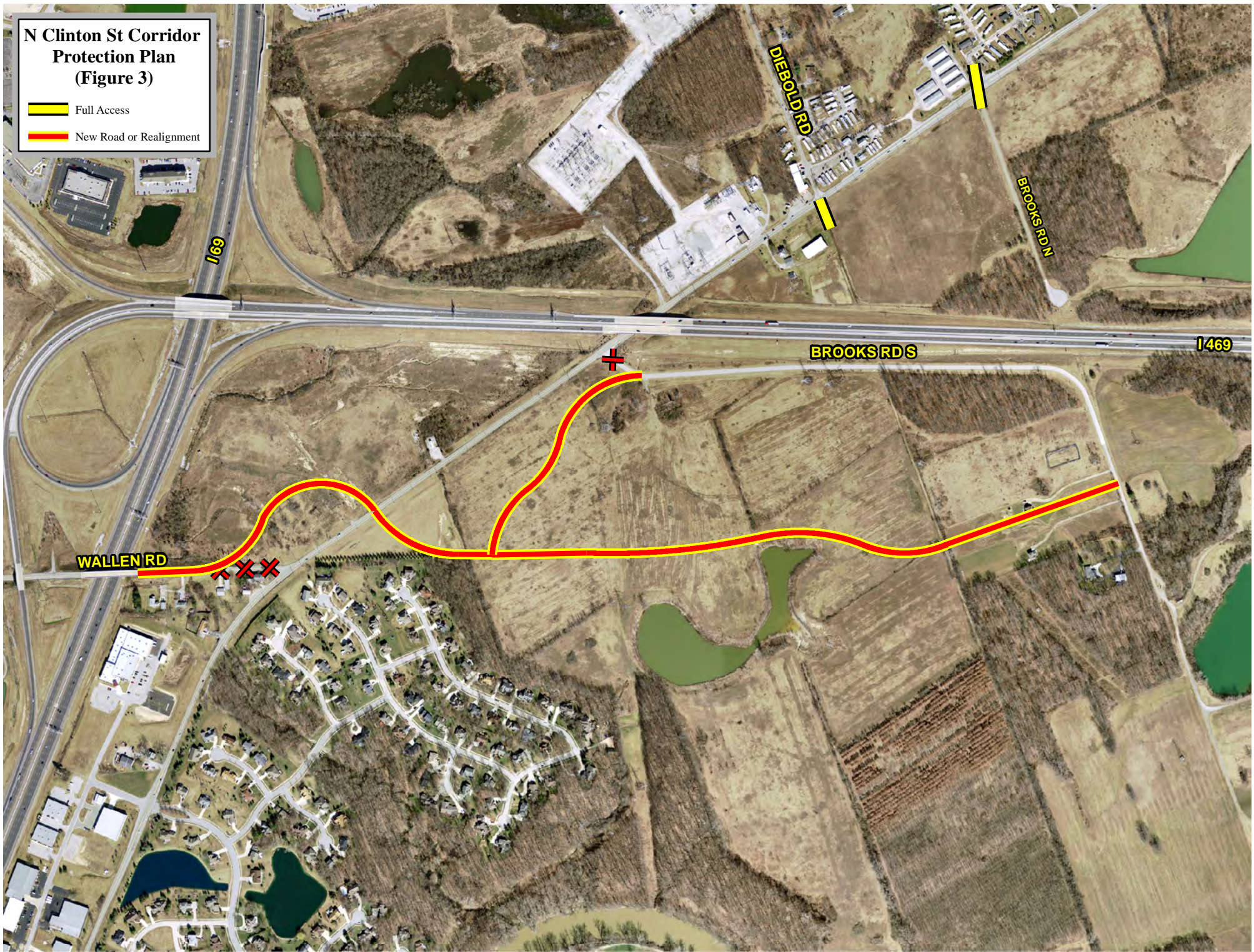
**N Clinton St Corridor
Protection Plan
(Figure 2)**

-  Full Access
-  New Road or Realignment








**N Clinton St Corridor
Protection Plan
(Figure 3)**

-  Full Access
-  New Road or Realignment



N Clinton St Corridor Protection Plan

-  Full Access
-  Wetland Lines
-  Linear Waterbody
-  Wetlands
-  Floodplain_FIRM

