Appendix A

Congestion Management Process

CONGESTION MANAGEMENT PROCESS
NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

This report represents an update of the activities documenting the development and implementation of the Congestion Management Process (CMP) for the Fort Wayne-New Haven-Allen County Transportation Management Area (TMA). Various components of the CMP were reviewed and modified by the Northeastern Indiana Regional Coordinating Council to ensure the process is performing in a manner that meets requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

In Fiscal Year 1994, activities began to formalize a CMP. The activities associated with the development of the CMP continued through Fiscal Years 1995, 1996, and 1997. The culmination of these activities resulted in a CMP for the TMA that was adopted in 1997. Since the adoption of the CMP in 1997, elements in the CMP are continually updated. In Fiscal Years 2000, 2002, 2005, 2009, 2012 and 2014 a review and updates of the CMP were completed. This was accomplished by evaluating vehicle capacity ratios and the potential for future congestion, as well as updates to traffic volumes, intersection studies, corridor studies, and travel time and delay studies. In Fiscal Year 2007 the CMP was reviewed, updated, and modified to address the requirements of SAFETEA-LU as stated in federal regulation §450.320 Congestion Management Process in Transportation Management Areas. Staff maintained the CMP to ensure compliance with FAST ACT in the fiscal year 2017 update. The approved CMP will be included in the 2040 Transportation Plan. This report contains all materials reviewed and updated as part of the Fiscal Year 2017 activities.

Congestion Management Agency

The Northeastern Indiana Regional Coordinating Council (NIRCC) is the Metropolitan Planning Organization (MPO) for the Fort Wayne-New Haven-Allen County Transportation Management Area, and serves as the agency responsible for implementing the CMP.

Congestion Management Process Advisory Committee

The CMP was developed through the assistance of the Transportation Technical Committee (TTC), which serves as the designated CMP Advisory Committee. The membership of the committee includes representatives from the City of Fort Wayne, Allen County, and the City of New Haven engineering and planning departments, the Transit Planning Committee, and representatives of state and federal highway agencies.

The TTC serves in a technical advisory capacity to the Urban Transportation Advisory Board (UTAB). UTAB is composed of members representing the City of Fort Wayne, Allen County, the City of New Haven, Fort Wayne International Airport Authority, Fort Wayne Public Transportation Corporation, Indiana Department of Transportation, and other state and federal agencies who are in policy making roles.

In its capacity as the CMP Committee, members are responsible for technical assistance in the continued development and updating of the CMP. Since committee members have been active in development of the access management program in this area, as well as lending assistance on other congestion management strategies, they are accustomed to analyzing effects of congestion mitigation strategies, development of alternative strategies, and the establishment and interpretation of performance measures to be used in monitoring the CMP and evaluating the implemented programs.

Development of the CMP - Work Plan Elements

NIRCC developed the initial CMS by following the guidelines provided by the Congestion Management System Work Plan developed for the State of Indiana. That plan specified that each CMS include the following elements:

- Define CMS Network
- Establish Performance Measures
- Establish System Performance Standards
- Establish Data Collection and Monitoring Program
- Identify Roadway and Transit System Deficiencies
- Analyze and Evaluate Congestion Mitigation Strategies
- Implement Strategies
- Evaluate the Effectiveness of Implemented Strategies
- Establish CMS Update Process

The original Congestion Management System Work Plan was completed in May 1995 and adopted by the Urban Transportation Advisory Board at its June 6, 1995 meeting. The work plan was submitted to the Indiana Department of Transportation, and an updated work plan was submitted at the conclusion of Fiscal Year 1996 and adopted in Fiscal Year 1997. The Fiscal

Year 2017 CMP continues to utilize the work plan elements listed above to address the requirements of FAST ACT.

Define Congestion Management Network

Geographic boundaries for Congestion Management Network

The Fort Wayne / New Haven / Allen County Metropolitan Planning Area or Transportation Management Area boundaries were established as the geographic study area for the Congestion Management System. Urban areas with populations over 200,000 have been directed to use the Metropolitan Planning Area boundaries for the Congestion Management Network.

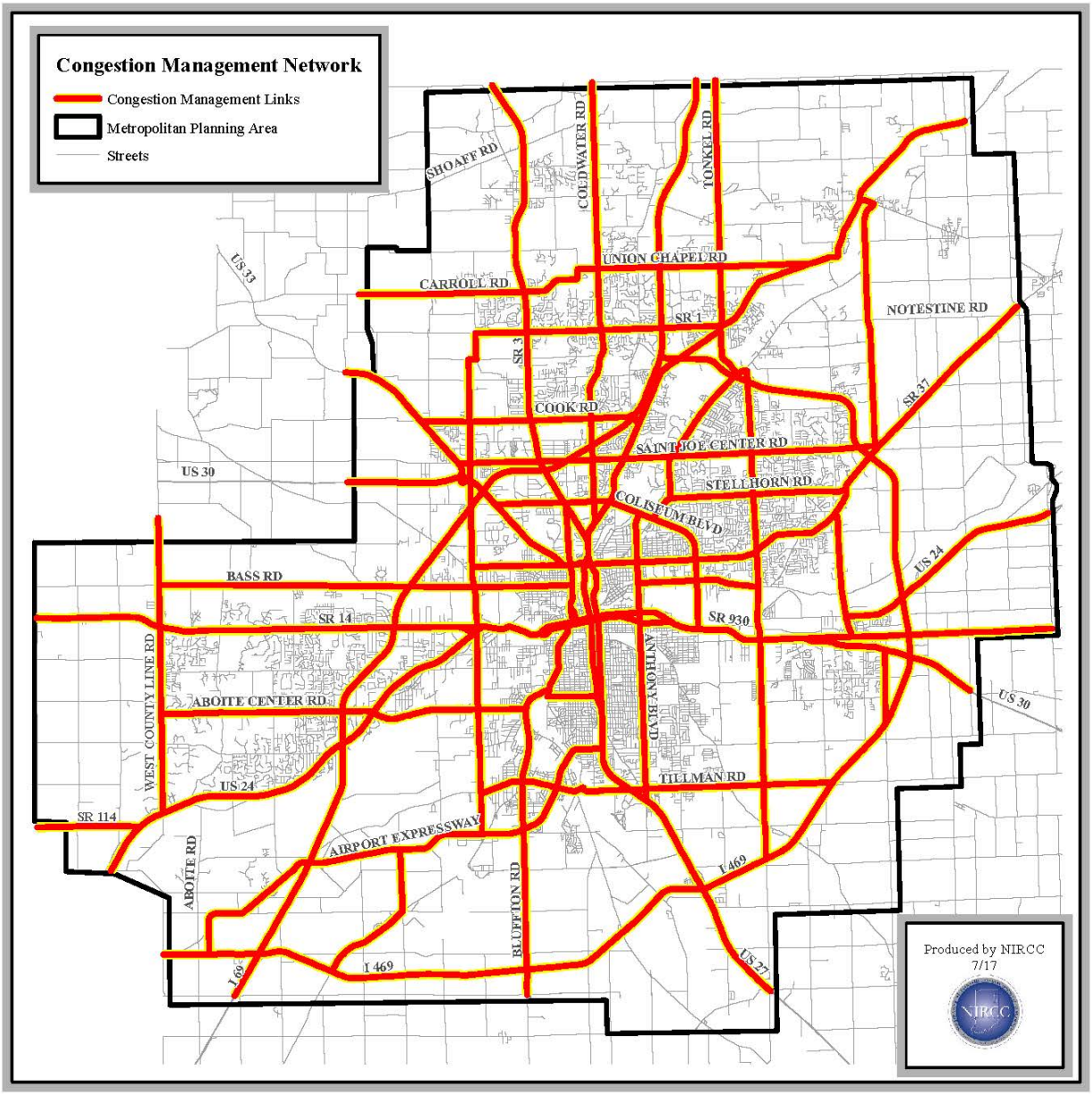
Preliminary Network

UTAB adopted a preliminary congestion management network consisting of the interstate system, state highways and arterials within the NIRCC study area. All roadways on the National Highway System were also included. The network was established according to initial ISTEA information and identified the most important roadways within the Transportation Management Area. TEA 21 required the implementation of congestion management in the transportation management area. The development of the congestion management network included corridors currently congested and corridors with the potential for congested conditions in the future.

Macro analysis was then performed on the entire highway network after performance measures were established. In addition to the targeted roadway network, the entire fixed-route transit system was also analyzed based upon the established performance measures for transit service. The performance measures were developed in accordance with the Indiana Congestion Management Work Plan. The established performance criteria are discussed in the following section.

The initial congestion management network was then reviewed and augmented according to the results of the macro analysis for the highway and transit systems. Since the initial congestion management network was establish, intermodal transfer points, key intersections, interchanges, subareas, and significant protected corridors have been and will continue to be added to the network as they are identified and evaluated through more detailed micro level analysis. The current congestion management network is displayed in Figure 1.

Figure 1



Establish Performance Measures

The development of the performance measures was based on the State Prototype Congestion Management Process. Performance measures were established to meet two primary needs of the Congestion Management Process. These needs include system monitoring and strategy evaluation. For system monitoring in the TMA, the performance measures should be applicable to several geographic levels of analysis including regional, subarea, corridor, and

link/intersection. For strategy evaluation, performance measures are necessary for both pre-implementation and post-implementation assessment and monitoring. Measures adequate for system monitoring may not be sensitive to performance changes even though the implemented strategies may provide significant benefit to mobility within corridors or sub-areas. Therefore, two levels of performance measures are used, one for system monitoring and the other for strategy evaluation.

System Performance Measures

Suitable performance indicators for roadway congestion should reflect travel, traffic flow, time, delay and air quality. The measures should also: 1) provide the means to evaluate system performance and identify system deficiencies based on accepted standards or objectives; 2) provide the means to identify roadway system congestion at a level that would indicate that congestion mitigation measure is needed; and 3) be feasible with minimum human and monetary resources necessary to identify system deficiencies adequately.

The development of the system performance measures also gave consideration to the following criteria: 1) general use and understanding among professionals and the public; 2) sensitivity to changes in supply; 3) measurability in the field; 4) ease of data collection; 5) availability of existing data or databases; and 6) indicative of traffic congestion. These criteria were based upon a J.H.K. and Associates publication, 1993.

Based upon these evaluation criteria, two suitable roadway system performance measures were established for the CMP. The selected performance indicators can be used at low geographic levels and/or aggregated to broader geographic levels, and retain consistency. The two measures can also be used together to determine system performance in accommodating increases in travel demand.

The roadway system performance measures selected are as follows:

A. Percent of weekday peak hour vehicle miles traveled (VMT) with volume to capacity greater than "X" ("X" is a defined v/c threshold and can be translated to a level of service).

B. Total weekday peak hour vehicle miles traveled (VMT) with volume to capacity greater than "X" ("X" is a defined v/c threshold and can be translated to a level of service).

The volume to capacity (V/C) ratio is a key indicator of the degree to which the highway system is being utilized, and is somewhat sensitive to demand responsive strategies. The vehicle miles of travel (VMT) estimate is used primarily as a weighting factor across hours and geographic areas. Total VMT is primarily a base to which changes in the percent VMT can be referenced. If the total VMT increases significantly, but the percent VMT at a given V/C ratio > "X" remains constant, the system is accommodating increases in travel demand without increased congestion.

In evaluating changes in congestion over time, it is important that each hour be evaluated, not just the peak hour. In locations where the v/c threshold has been exceeded, congestion generally worsens through the spreading of the peak. If hourly information is not provided, the ability to evaluate changes in congestion over time is lost. The v/c ratio is calculated for every segment of the highway system.

Transit system performance measures were also developed based upon the State's prototype CMS. The measures rely on transit operating data that can be obtained without too much difficulty from the public transit operator, Fort Wayne Public Transportation Corporation (PTC (Citilink)). The transit system performance measures adopted for use are as follows:

A. Load factor: The average number of passengers per total vehicle capacity on board transit vehicles passing the maximum load point on a route segment.

B. Frequency of service: Time between arrivals of a transit vehicle at a transit stop in minutes (headway).

Strategy Evaluation Performance Measures

The selection and implementation of congestion reduction strategies requires pre- and post-implementation evaluation. System performance measures may be utilized to evaluate strategies or policies implemented on a regional Transportation Management Area-wide basis. However, the sensitivity of these measures to reflect subtle, yet significant changes on the transportation system from the implementation of such policies, may not be possible. For instance, a strategy aimed at increasing transit ridership, does in fact raise ridership by ten percent. While this would be a significant increase in transit ridership, changes to the transportation system measured by load factors, transit frequency, percent of VMT over v/c ratio "x" and total VMT over v/c ratio "x", may be too subtle to detect.

The recommended roadway and transit system performance measures may not provide the information necessary to evaluate all types of congestion mitigation strategies. Specific

measures, capable of measuring the characteristics of the proposed and/or implemented strategy, should be utilized. Table 1 provides a sample of measures of effectiveness (MOE) developed from a nationwide survey. The table further indicates whether the MOE is considered to have a primary or secondary application to roadway capacity, transit, transportation demand management (TDM), or transportation system management (TSM) type strategies.

Table 1
Measures of Effectiveness

Measure of Effectiveness	Roadway Capacity	Transit	TDM	TSM
Number of hours with v/c > x	P	S	S	-
Total trips per mile	P	S	S	P
Percent VMT with v/c > x	P	S	S	-
Percent PMT with v/c > x	P	S	S	-
Average vehicle ridership	-	P	P	-
Number of person trips by mode	S	P	P	-
Total trips	-	-	P	-
Level of service for links and intersections	P	-	-	P
Delay on links and at intersections	P	-	-	P
Incident duration	-	-	-	P
Average trip travel time	P	P	P	P
Average trip length	S	S	S	-
Vehicle miles of travel (VMT)	P	S	S	-
Person miles of travel (PMT)	P	P	P	-
Vehicle hours of delay (VHD)	P	P	P	P

P = primary application S= secondary application Source: J.H.K and Associates, 1993

Many of these measures are frequently utilized by NIRCC to monitor and measure existing congestion and evaluate improvements proposed and/or implemented on the transportation system. Specific intersections, corridors or transit routes need more refined analysis to determine what strategies are appropriate to mitigate congested conditions and to evaluate their respective levels of success. The types of strategy(ies) selected will determine appropriate measures to evaluate success.

Prior to implementation, specific measures will be determined for evaluating specific strategies. As part of the overall evaluation process, information will be gathered to establish base or existing service levels prior to implementation and compared with similar information collected after strategy implementation. These are similar to the standard "before" and "after" studies previously performed on TSM projects.

Establish System Performance Standards

Performance standards were established to provide a benchmark by which operating conditions can be assessed. When setting performance standards, it is recognized that the perception of congestion varies from person to person for different area and facility types. The standards were established based upon statewide values outlined in the prototype Congestion Management System Plan. Minor modifications were made for the local transportation system.

Highway System

NIRCC has utilized performance measures to define acceptable levels of service (LOS) on the highway system since the earliest forecasting models were developed in the late 1960's. The acceptable LOS has continuously been held at LOS "D", on the commonly used scale of A to F for assessing corridor and intersection LOS. As a general rule, this means that LOS "E" and "F" are unacceptable service levels on the highway system.

The performance measures for the CMP were developed in conformance with this standard. The lane capacities and volume to capacity ratios were established to reflect the LOS "D" standard. These values are very general in nature and do not take into consideration specific characteristics of the roadway segment such as truck percentage, grade, degree of curvature, etc. The selected criteria indicate when congestion is approaching maximum capacities for LOS "D" and exceeding this level will result in volume to capacity ratios over 1.00. The selected lane capacities are displayed in Table 2 and benchmark v/c ratios in Table 3.

Table 2
Lane Capacities

Highway Class					
Land Use	**Interstate**	**Expressway**	**Two-Way Arterial**	**One-Way Arterial**	**Collector**
CBD	1800	745	605	650	480
CBD Fringe	1800	790	715	715	575
Suburban	1800	865	715	805	575
Rural	1800	820	590	n/a	540
Outlying CBD	1800	790	715	715	575

Table 3
Benchmark V/C Ratios

Highway Class					
Land Use	**Interstate**	**Expressway**	**Two-Way Arterial**	**One-Way Arterial**	**Collector**
CBD	0.80	0.90	0.90	0.90	0.90
CBD Fringe	0.80	0.90	0.90	0.90	0.90
Suburban	0.80	0.90	0.80	0.80	0.80
Rural	0.80	0.90	0.80	0.80	0.80
Outlying CBD	0.80	0.90	0.90	0.90	0.90

Transit System

The transit system utilizes total vehicle capacity, which is a combination of seating and standing capacities. Exceeding the vehicle capacity is fairly rare on the transit system. If a particulate route experiences vehicle capacity exceedances, a back-up vehicle is dispatched to accommodate all riders. Riders are not left standing to wait for the next regularly scheduled transit coach.

The benchmark standards established for transit service are based upon the maximum load factors of the transit vehicles. The standards consider the seating capacity and total capacity (seating and standing). Ninety percent (0.90) of the seating capacity and/or eighty percent (0.80) of the total capacity were established as the thresholds for determining “congestion” on the transit system. The standards apply to morning and afternoon peak periods of transit usage on

each route of the transit system. Additional standards may be developed to monitor the transit system based upon frequency and routing of services.

Establish Data Collection and Monitoring Program

NIRCC has an extensive traffic monitoring program which collects: traffic volume and vehicle classification information; intersection turning movements and geometrics; signal phasing and timing information; travel time and delay data; crash data; and other types of traffic characteristic data. NIRCC also maintains a roadway characteristic database, which includes traffic volumes, length, number of lanes, indicates transit routes, facility classifications, and much more for specified road segments within the TMA. Data is collected annually for these programs in accordance with the Overall Work Program (OWP).

Information on the transit system is obtained from the Fort Wayne PTC (dba Citilink) including the route system, ridership information, headways, and other pertinent information. Crash data is obtained through the Automated Reporting Information Exchange System (ARIES). This database contains crash records from all reporting law enforcement agencies within the Metropolitan Planning Area. Additional information is also shared between these agencies and NIRCC regarding the CMP.

Council staff has also historically performed various types of analyses. These include LOS analyses for intersections, arterials, and freeways; subarea analyses; corridor analyses; analyses of travel time and delay studies; and safety analyses. Information obtained from the traffic monitoring activities and various analyses integrates well with the data and analysis requirements of the CMP. To insure data is being collected and analyzed in a manner necessary to meet the needs of the CMP, the staff continuously reviews and evaluates the techniques used for collecting, storing and analyzing the data. The necessary information is currently attainable through the existing traffic monitoring and analyses procedures. Information including a.m. and p.m. peak factors, directional information, peak hour, and V/C ratios are available for most of the TMA and are easily accessible.

The NIRCC traffic monitoring program provides the majority of the data for analysis for the CMP. The congestion management database has been developed as a component of the roadway characteristic database. A specific section of the database is dedicated to housing information pertinent to the CMP. The information is obtained from traffic counts, travel-time and delay studies, and accident data to include such items as: peak hour factors (“K”); peak period directional factors (“D”); peak period volumes; duration of congestion; average traveling speeds,

times and delays; and crash rates. The database covers the entire highway system classified as collector or higher. Supplemental data from the INDOT traffic counting program is also obtained for the state highways that are included in the congestion management network. Transit network data is obtained from the Fort Wayne PTC (dba Citilink). Local transportation and planning agencies also collect data that is readily available to augment data needs.

The majority of the traffic volume information from highway segments on the congestion management network is collected for direction of travel. This allows the development of daily and peak period "D" factors. Hourly totals, by direction, also help establish peak periods and duration of congestion.

In addition, the V/C ratio is calculated for the entire highway system. This is calculated for every hour of the day by direction. This information assists in determining the level and length of congestion on specific road segments. The information is broken into three volume to capacity groups (v/c ratio $\geq$ 0.80, v/c ratio $\geq$ 0.90, and v/c ratio $\geq$1.00). A listing is included in the Appendix A for peak hour VMT and mileage.

The traffic count program is designed to collect data from each roadway segment at a minimum of once every three years. The total highway system includes 1852 road segments of which 749 are currently on the congestion management network. Volume data, v/c ratios, and VMT information is available for each congestion management network segment. This will continue to be an on-going process of the traffic monitoring program and the CMP.

In addition to traffic counting, travel time and delay studies on major corridors are also reviewed. These studies help monitor traveling speeds and identify locations where delays occur along the corridor. The information helps to establish baseline data for system monitoring and future measures of effectiveness for congestion mitigation strategies. Travel time and delay studies will continue to be conducted on the major corridors to help supplement the congestion management data needs. NIRCC staff also conducts intersection and arterial analyses. These analyses are conducted for peak periods pursuant to the Highway Capacity Manual 2000 published by the Transportation Research Board. This type of analysis is felt to be the most accurate indicator for intersection performance. Staff also conducts safety analyses for locations demonstrating high frequencies for traffic accidents. The analyses determine the causes that lead to the accidents and provide solutions to address them.

The transit system has also been thoroughly studied for ridership data, first by Fort Wayne PTC Staff in 1995, by a consultant in 1996, for the Citilink Transit Development Plan in 2010, and periodically for Federal Transit Administration (FTA) reports. The information obtained from the first study and the periodic FTA reports was analyzed to determine two basic ratios: riders to seating capacity and riders to total capacity for peak periods throughout the day. NIRCC will rely on the Fort Wayne PTC (dba Citilink) to periodically furnish this information for analysis purposes.

Identify Roadway and Transit System Deficiencies

The initial evaluation of the highway system was conducted during the summer of 1995 using a macro level technique. The transit system, partly due to its size and the availability of data, was more comprehensively studied at a micro level analysis. These evaluations of the highway and transit system provided a good foundation for the CMP program. The same techniques have continued to be used to evaluate each system.

Highway System

The macro level analysis was performed on the entire highway system for roads classified as collector or higher. This includes the entire Federal Functional Classification System and National Highway System roadways in the TMA. The entire system was analyzed to ensure the congestion management network did not over look facilities where congestion is currently occurring. This analysis provided the necessary information to establish the CMP highway network and its components.

The traffic monitoring program provided the majority of the data needed for the macro analysis. Existing traffic count data for all links within the study area was analyzed according to the previously referenced lane capacities. Roadway v/c ratios for were calculated using morning and evening peak hour volumes. Actual directional peak hour volumes were used if available. When directional data was not available, average daily traffic (ADT) volumes 's, and default "D" and "K" factors were used to determine volume to capacity ratios for peak periods. Based upon the recommended benchmark v/c ratios, staff identified which road segments exhibited volume/capacity ratios above the acceptable limits.

All road segments in the TMA with v/c ratios greater than 0.80 (the most restrictive ratio) were identified, mapped, and color-coded according to levels of congestion (0.80 - 0.89; 0.90 - 0 .99; 1.0 +). The macro-level analysis identified some road segments not included on the congestion management network. As a result of the analysis, all roadways in the TMA exhibiting v/c ratios

exceeding 0.80 were considered as additional components of the congestion management network. The roadways with a.m. and p.m. v/c ratios exceeding 0.80 of their respective lane capacities based upon the macro analysis are displayed in Figure 2 and Figure 3. Segments that have V/C ratios greater than 0.80; 0.90; and 1.0 have been separated by color.

A summary of findings from the macro analysis is provided in Tables 4 thru 11. Tables 4 thru 7 display the mileage and percent of mileage exceeding three categories of v/c ratios broken down by a.m. and p.m. peak factors, those greater than 0.79, greater than 0.89, and greater than 0.99. Tables 8 thru 11 provide the AM and PM peak hour VMT data and percent of peak hour VMT which the v/c ratio exceeds 0.79, 0.89, and 0.99. The tables are structured based upon the Federal Functional Classification System and provide information for the Urban and Rural Systems.

Figure 2

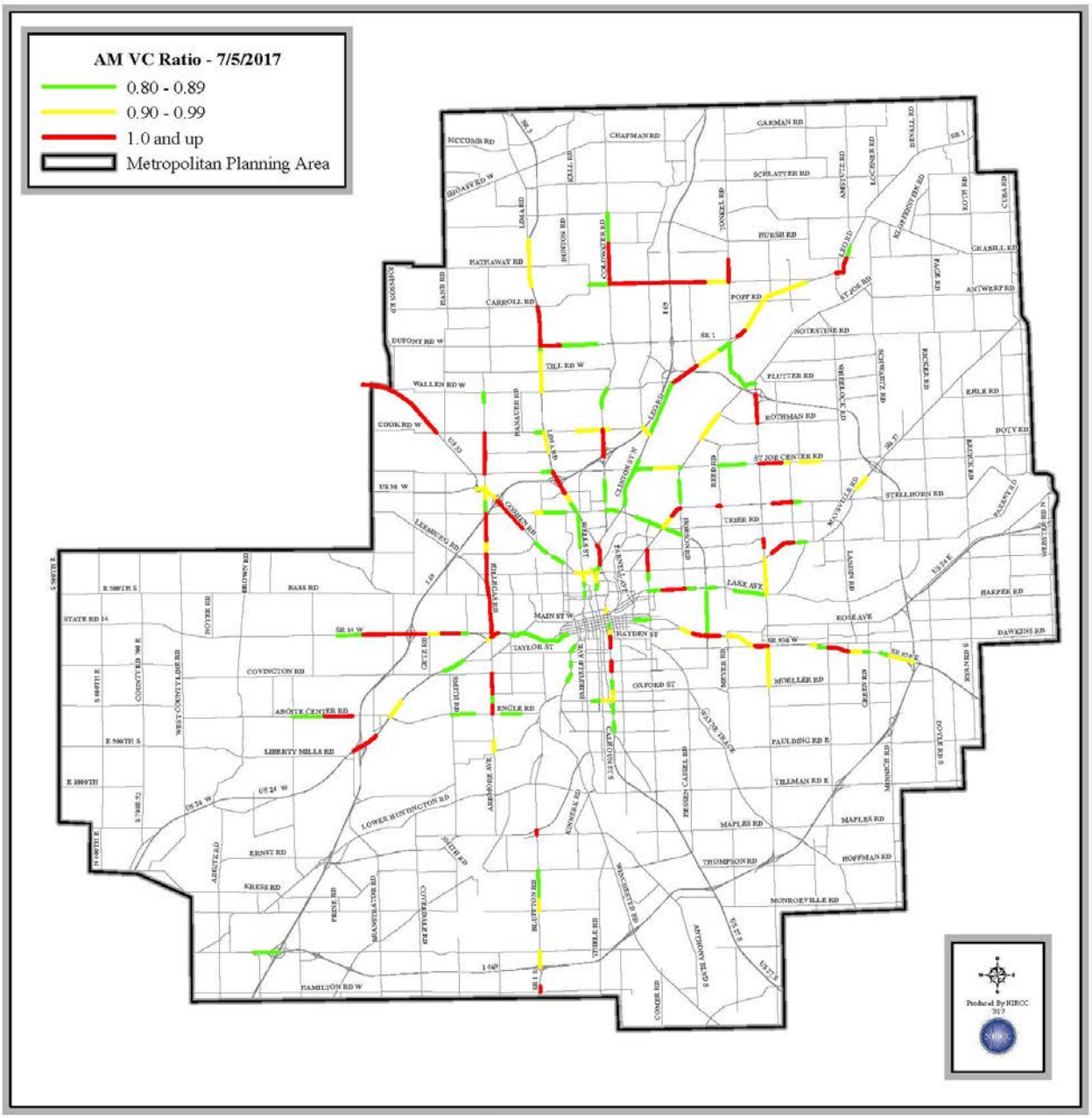

AM VC Ratio - 7/5/2017
0.80 - 0.89
0.90 - 0.99
1.0 and up
Metropolitan Planning Area
Produced By NIRCC 2017

Figure 3

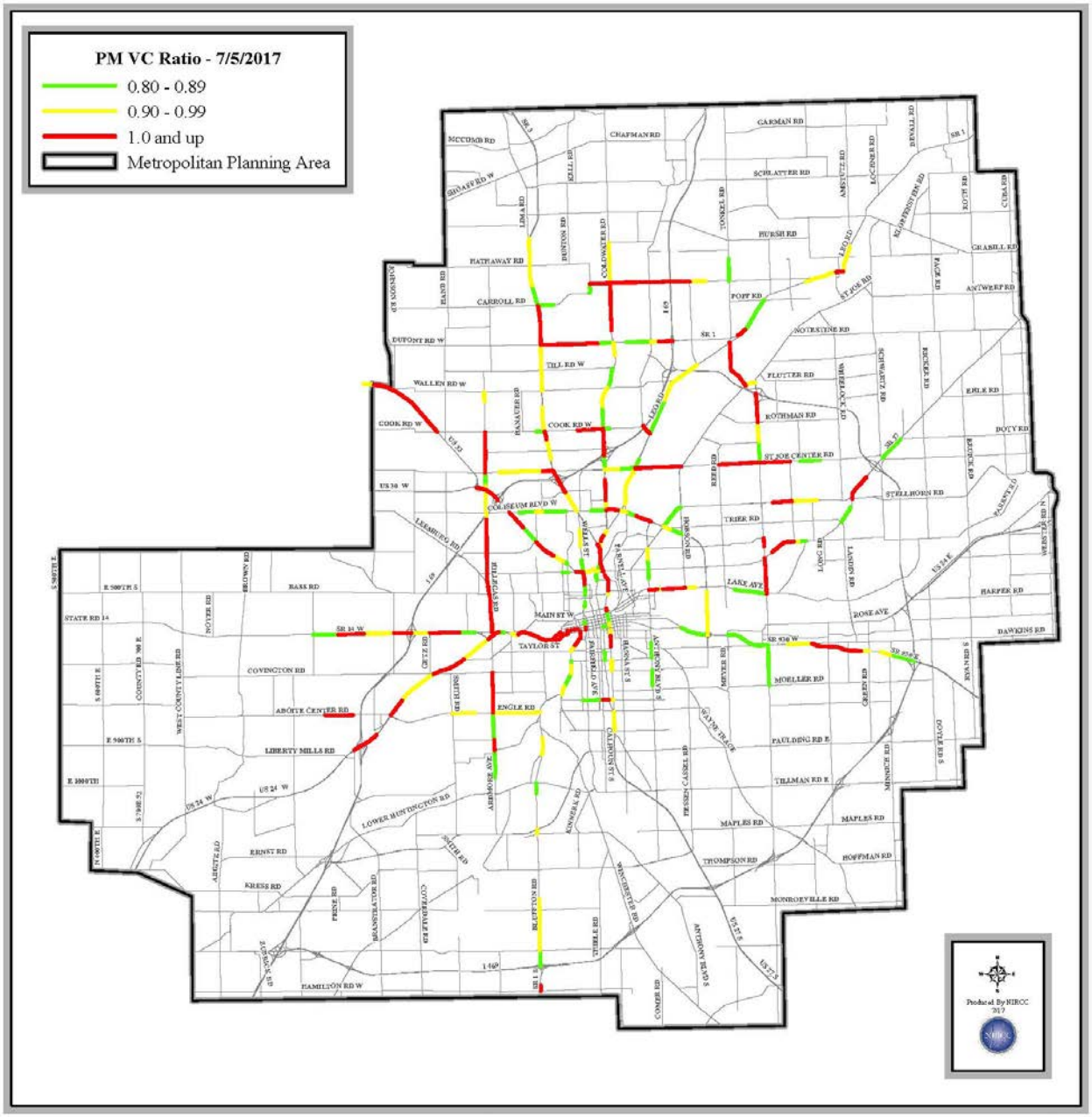

PM VC Ratio - 7/5/2017
0.80 - 0.89
0.90 - 0.99
1.0 and up
Metropolitan Planning Area
Produced By NIRCC
2017

Table 4
Urban Functional Classification System
Peak Hour Mileage Exceeding V/C Ratio Benchmarks

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**Total**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	31.01	0.00	0.00	0.00	0.00	0.00	0.00
Other Freeway & Expressway	3.92	1.05	0.65	1.05	0.65	0.40	0.65
Other Principal Arterial	64.91	24.60	31.98	14.98	23.77	6.24	12.10
Minor Arterial	152.39	41.46	54.17	23.48	35.16	13.16	20.63
Collector	8.14	4.41	4.55	3.91	4.05	3.32	3.42
Total	260.37	71.52	91.35	43.42	63.63	23.12	36.8

Table 5
Rural Functional Classification System
Peak Hour Mileage Exceeding V/C Ratio Benchmarks

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	Total	AM	PM	AM	PM	AM	PM
Interstate	25.80	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial	19.34	2.29	2.29	2.29	2.29	2.29	2.00
Minor Arterial	7.32	1.53	1.81	0.81	1.42	0.14	0.14
Minor Collector	2.34	0.23	0.00	0.00	1.01	0.00	0.78
Major Collector	42.70	0.61	0.65	0.00	0.00	0.00	0.00
Total	97.50	4.66	4.75	3.10	4.72	2.43	2.92

Table 6
Urban Functional Classification System
Percent of Peak Hour Mileage Exceeding V/C Ratio Benchmarks

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**Total**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	31.01	0%	0%	0%	0%	0%	0%
Other Freeway & Expressway	3.92	27%	17%	27%	17%	10%	17%
Other Principal Arterial	64.91	38%	49%	23%	37%	10%	19%
Minor Arterial	152.39	27%	36%	15%	23%	9%	14%
Collector	8.14	54%	56%	48%	50%	41%	42%
Average		29%	31%	23%	25%	14%	18%

Table 7
Rural Functional Classification System
Percent of Peak Hour Mileage Exceeding V/C Ratio Benchmarks

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**Total**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	25.80	0%	0%	0%	0%	0%	0%
Other Principal Arterial	19.34	12%	12%	12%	12%	12%	10%
Minor Arterial	7.32	21%	25%	11%	19%	2%	2%
Minor Collector	2.34	10%	0%	0%	43%	0%	33%
Major Collector	42.70	1%	2%	0%	0%	0%	0%
Average		9%	8%	5%	15%	3%	9%

Table 8
Urban Functional Classification System
Peak Hour VMT Exceeding V/C Ratio Benchmarks

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	120990	130082	0	0	0	0	0	0
Other Freeway & Expressway	6924	7009	3367	2262	3367	2262	1196	2262
Other Principal Arterial	113418	132126	54430	82229	34171	64047	15716	32367
Minor Arterial	144239	176783	52827	84281	31331	57626	19348	35749
Collector	5449	6364	4237	5260	3838	4616	3460	4261
Total	391020	452364	114861	174032	72707	128551	39720	74639

Table 9
Rural Functional Classification System
Peak Hour VMT Exceeding V/C Ratio Benchmarks

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	40003	47222	0	0	0	0	0	0
Other Principal Arterial	24531	27564	2433	2435	2433	2435	2433	2148
Minor Arterial	5417	6010	1281	1513	663	1188	125	147
Minor Collector	1152	1402	140	692	0	692	0	518
Major Collector	17274	19617	1077	616	0	0	0	0
Total	88377	101815	4931	5256	3096	4315	2558	2813

Table 10
Urban Functional Classification System
Percent of Peak Hour VMT Exceeding V/C Ratio Benchmarks

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	120990	130082	0%	0%	0%	0%	0%	0%
Other Freeway & Expressway	6924	7009	49%	32%	49%	32%	17%	32%
Other Principal Arterial	113418	132126	48%	62%	30%	48%	14%	24%
Minor Arterial	144239	176783	37%	48%	22%	33%	13%	20%
Collector	5449	6364	78%	83%	70%	73%	63%	67%
Average			42%	45%	34%	37%	22%	29%

Table 11
Rural Functional Classification System
Percent of Peak Hour VMT Exceeding V/C Ratio Benchmarks

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	40003	47222	0%	0%	0%	0%	0%	0%
Other Principal Arterial	24531	27564	10%	9%	10%	9%	10%	8%
Minor Arterial	5417	6010	24%	25%	12%	20%	2%	2%
Minor Collector	1152	1402	12%	49%	0%	49%	0%	37%
Major Collector	17274	19617	6%	3%	0%	0%	0%	0%
Average			10%	17%	4%	16%	2%	9%

Congestion Duration

An analysis was completed to identify the duration of the congestion beyond the peak hours. Several corridors within the congestion management network were identified for experiencing high levels of congestion (v/c ratios greater than 0.90) an extended number of hours. Corridors where v/c ratios were found for multiple hours were reviewed to determine the number of continuous hours. These corridors have been designated as "high risk" for congestion issues and will be monitored closely. Micro-level analysis will be performed on these corridors when warranted. All corridors within the TMA will be monitored for congestion duration. Corridors exhibiting extended durations of congestion will be added to the list. The following corridors have been designated as "high risk" congestion corridors:

Auburn Road: Interstate 469 Ramp to Dupont Road
Bluffton Road: Engle Road to Old Trail Road
Broadway: Jefferson Boulevard to Lavina Street
Clinton Street (US 27): Spy Run Extended to Edgewood Avenue
Coldwater Road: Coliseum Boulevard (SR 930) to Cook Road
Coldwater Road: Dupont Road to Union Chapel Road
Coliseum Boulevard (SR 930): Crescent Avenue to w/o Clinton Street
Covington Road: Dicke Road to Covington Manor Drive
Dupont Road: Lima Road (SR 3) to w/o Coldwater Road
Getz Road: Illinois Road to Jefferson Boulevard
Hillegas Road: Coliseum Boulevard to Illinois Road
Huguenard Road: Cook Road to Ludwig Road
Illinois Road: Interstate 69 to Apple Glen Boulevard
Jefferson Boulevard: Liberty Mills Road to Illinois Road
Lafayette Street (US 27): Brackenridge Street to Williams Street
Maplecrest Road: Stellhorn Road to State Boulevard
Maysville Road: Stellhorn Road to Meijer Drive
State Boulevard: Wells Street to Eade Avenue

Table 12 and 13 include all of the roadway segments that exceeded the acceptable v/c ratio of 0.90 for continuous hours. Table 12 includes segments that exceeded a v/c ratio of 0.90 for Northbound and Eastbound travel while Table 13 includes segments with a v/c ratio greater than 0.90 for Southbound and Westbound travel

Figure 12

V/C Ratio Exeeding 0.90 for Northbound / Eastbound

STREET	A Street	B Steet	Hours with V/C Ratio 0.90-0.99	Hours with VC Ratio 1.00 >
CLINTON ST	LIMA RD	GROVE ST	2	8
HILLEGAS RD	LEESBURG RD	BASS RD	2	8
HILLEGAS RD	STATE BLVD	LEESBURG RD	1	8
JEFFERSON BLVD	ILLINOIS RD S	ARDMORE AVE	1	8
DUPONT RD	OAKTREE RD	E LIMBERLOST TRAIL	1	7
HILLEGAS RD	BUTLER RD	HUSTED ST	1	7
HILLEGAS RD	HUSTED ST	STATE BLVD	1	7
CLINTON ST	GROVE ST	SPY RUN AVE	3	6
DUPONT RD	SR 3	OAKTREE RD	2	6
GETZ RD	BRECONSHIRE DR	COVINGTON RD	1	6
AUBURN RD	DUPONT RD	AUBURN PARK BLVD	4	5
HILLEGAS RD	COLISEUM BLVD	INDEPENDENCE DR	3	5
PROGRESS RD	LIMA RD	PROFIT DR	2	5
ARDMORE AVE	FOREST RIDGE DR	ENGLE RD	1	5
AUBURN RD	AUBURN PARK BLVD	INTERSTATE 469 RAMP	1	5
JEFFERSON BLVD	FREEMAN ST	CATALPA ST	4	4
US 24 WEST	INTERSTATE 69	VILLAGE AT COVENTRY ENT	4	4
WAYNE TRACE	OXFORD ST	HESSEN CASSEL RD	4	4
ARDMORE AVE	NUTTMAN AVE	FOREST RIDGE DR	3	4
COVINGTON RD	DICKE RD	HADLEY RD	1	4
MAPLECREST RD	VANCE AVE	ALVAREZ DR	1	4
HILLEGAS RD	INDEPENDENCE DR	BUTLER RD	3	3
MAYSVILLE RD	MEIJER DR	WINDSOR OAKS DR	3	3
LAFAYETTE ST	BRACKENRIDGE ST	WALLACE ST	2	3
LAFAYETTE ST	SUPERIOR ST	COLUMBIA AVE	2	3
RUDISILL BLVD	CALHOUN ST	CLINTON ST	2	3
HILLEGAS RD	BASS RD	ILLINOIS RD	1	3
JEFFERSON BLVD	ILLINOIS RD	WILLOWDALE RD	1	3
JEFFERSON BLVD	ARDMORE AVE	ILLINOIS RD	1	3
SR 930	ENTRANCE DR	HARTZELL RD	1	3
STATE BLVD	GOSHEN RD	WELLS ST	1	3
JEFFERSON BLVD	WILLOWDALE RD	FREEMAN ST	0	3
SR 930	HARTZELL RD	WERLING RD	0	3
UNION CHAPEL RD	INTERSTATE 69	PARKVIEW PLAZA DR	0	3
GETZ RD	ILLINOIS RD	BRECONSHIRE DR	3	2
STATE BLVD	ARROWWOOD DR	LAHMEYER RD	3	2
ARDMORE AVE	COVINGTON RD	NUTTMAN AVE	2	2
BROADWAY	JEFFERSON BLVD	LAVINA ST	2	2
ILLINOIS RD	SUTTON AVE	RECKEWEG RD	2	2
CLINTON ST	GLENN AVE	LIVINGSTON AVE	1	2
COLDWATER RD	ESSEX LN	COLLINS RD	1	2
COLDWATER RD	SPRINGBROOK RD	LUDWIG RD	1	2
COLISEUM BLVD	PAUL SHAFFER DR	ANTHONY BVLD	1	2
HUGUENARD RD	COOK RD	LUDWIG RD	1	2
HUGUENARD RD	LUDWIG RD	WASHINGTON CTR RD	1	2
LAKE AVE	KERRWAY CT	BEACON ST	1	2
LIMA RD	INTERSTATE 69	LEY RD	1	2
MAPLECREST RD	STATE BLVD	MONARCH DR	1	2
MAYSVILLE RD	WINDSOR OAKS DR	STELLHORN RD	1	2
SR 930	INTERSTATE 69	COLISEUM BLVD	1	2
ST JOE CTR RD	REED RD	SALGE RD	1	2
STATE BLVD	GEORGETOWN NORTH DR	ARROWWOOD DR	1	2
UNION CHAPEL RD	AUBURN RD	INTERSTATE 69	1	2
US 30 WEST	US 33	INTERSTATE 69	1	2
US 33	STEELE ST	COOK RD	1	2
WASHINGTON CTR RD	CROSS CREEK BLVD	LIMA RD	1	2
WELLS ST	STATE BLVD	GREENLAWN AVE	1	2
ILLINOIS RD	GETZ RD	SUTTON AVE	4	1
SR 14	HADLEY RD	I-69	3	1
CLINTON ST	WASHINGTON CTR RD	MEDICAL PARK DR	2	1
COLDWATER RD	NOBLE DR	COLISEUM BLVD	2	1
COLDWATER RD	COLDWATER SHOPPING CROSSING	ESSEX LN	2	1
COLISEUM BLVD	HARRIS RD	EXECUTIVE BLVD	2	1
GOSHEN RD	COLISEUM BLVD	INDEPENDENCE DR	2	1
LAFAYETTE ST	CREIGHTON AVE	PONTIAC ST	2	1
LAKE AVE	ANTHONY BLVD	RANDALLIA DR	2	1
MAPLECREST RD	MONARCH DR	LAKE AVE	2	1
SPY RUN AVE	TENNESSEE AVE	FOURTH ST	2	1
SPY RUN AVE	CLINTON ST	STATE BLVD	2	1
ST JOE CTR RD	RIVER RUN TRL	RIVIERA PLAZA	2	1
US 33	VALENTINE RD	O'DAY RD	2	1
WELLS ST	GREENLAWN AVE	PUTNAM ST	2	1
COVINGTON RD	HOMESTEAD RD	SCOTT RD	4	0
COLDWATER RD	COLLINS RD	NOBLE DR	3	0
HADLEY RD	SR 14	INVERNESS DR	3	0
HILLEGAS RD	CALIFORNIA RD	COLISEUM BLVD	3	0
LAFAYETTE ST	.02M S/O WASHINGTON BLVD	JEFFERSON BLVD	3	0
LAFAYETTE ST	LEWIS ST	BRACKENRIDGE ST	3	0
RUDISILL BLVD	CLINTON ST	LAFAYETTE ST	3	0
SR 930	WAYNE HAVEN ST	S BROOKWOOD DR	3	0
STATE BLVD	CASS ST	EASTBROOK DR	3	0
STATE BLVD	WELLS ST	CASS ST	3	0

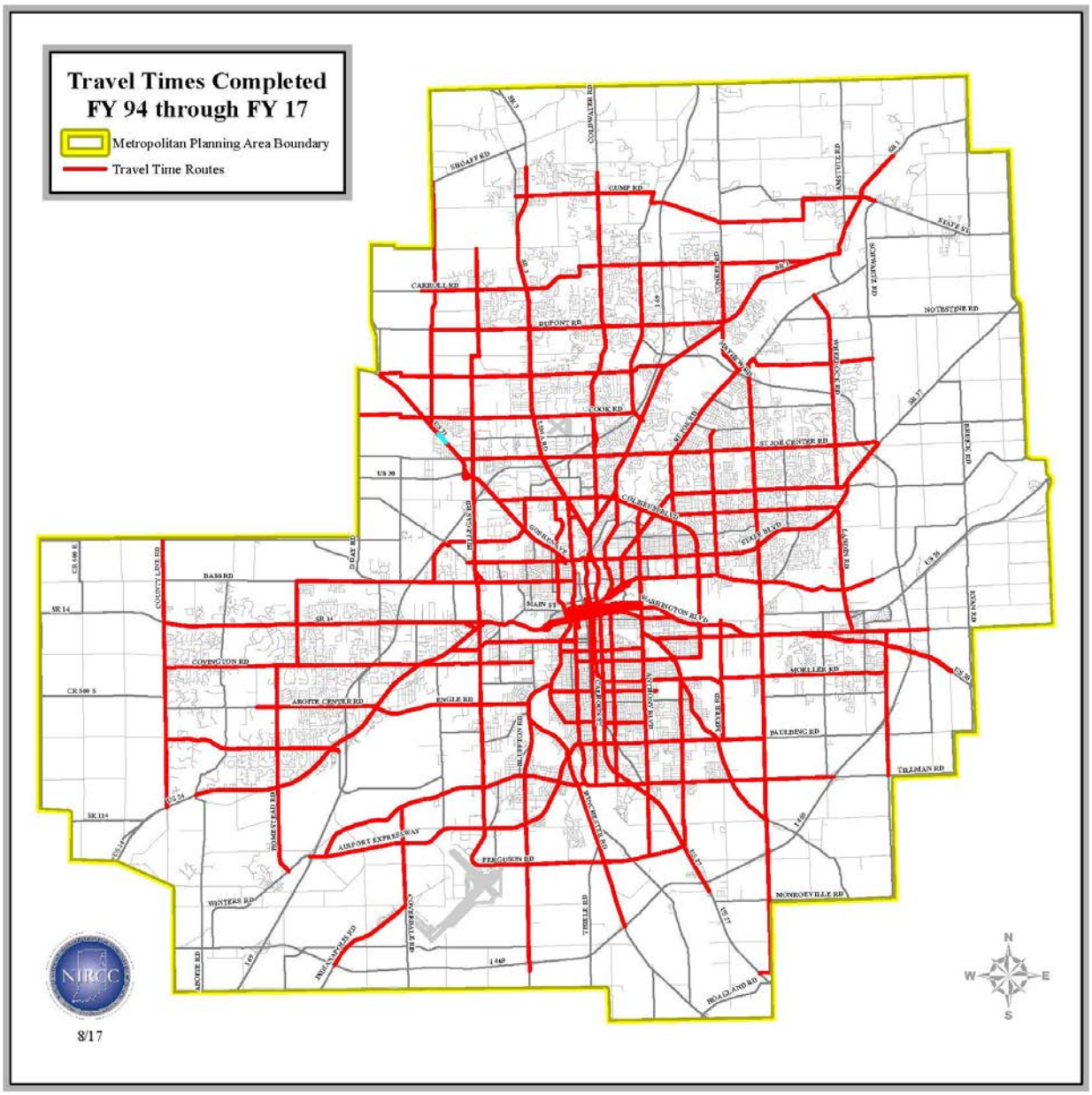
Figure 13

V/C Ratio Exeeding 0.90 for Southbound / Westbound

STREET	A Street	B Steet	Hours with V/C Ratio 0.90-0.99	Hours with VC Ratio 1.00 >
CLINTON ST	GROVE ST	SPY RUN AVE	4	5
CLINTON ST	LIMA RD	GROVE ST	4	4
ILLINOIS RD	GETZ RD	SUTTON AVE	4	2
ILLINOIS RD	SUTTON AVE	RECKEWEG RD	4	2
MAPLECREST RD	VANCE AVE	ALVAREZ DR	3	3
ILLINOIS RD	I-69	MAGNAVOX WAY	3	3
SR 930	HARTZELL RD	WERLING RD	3	2
PROGRESS RD	LIMA RD	PROFIT DR	3	1
BROADWAY	SWINNEY AVE	TAYLOR ST	3	1
SR 930	ENTRANCE DR	HARTZELL RD	3	1
BLUFFTON RD	WOODHAVEN DR	OLD TRAIL RD	3	0
RUDISILL BLVD	CALHOUN ST	CLINTON ST	3	0
WASHINGTON CTR RD	CROSS CREEK BLVD	LIMA RD	3	0
COLISEUM BLVD	HARRIS RD	EXECUTIVE BLVD	3	0
COLISEUM BLVD	COLDWATER RD	.29M E/O COLDWATER RD	3	0
STATE BLVD	CLINTON ST	.08M W/O SPY RUN AVE	3	0
HILLEGAS RD	LEESBURG RD	BASS RD	2	9
HILLEGAS RD	STATE BLVD	LEESBURG RD	2	8
HILLEGAS RD	BUTLER RD	HUSTED ST	2	5
HILLEGAS RD	HUSTED ST	STATE BLVD	2	5
US 24 WEST	INTERSTATE 69	VILLAGE AT COVENTRY ENT	2	4
STATE BLVD	GOSHEN RD	WELLS ST	2	4
ARDMORE AVE	FOREST RIDGE DR	ENGLE RD	2	3
ARDMORE AVE	NUTTMAN AVE	FOREST RIDGE DR	2	3
GETZ RD	ILLINOIS RD	BRECONSHIRE DR	2	2
HILLEGAS RD	BASS RD	ILLINOIS RD	2	2
LIMA RD	COLISEUM BLVD	WELLS ST	2	2
GOSHEN RD	COLISEUM BLVD	INDEPENDENCE DR	2	2
MAYHEW RD	.29m S/O CLINTON ST	ST JOE RD	2	2
ARDMORE AVE	KNOLL RD	SAND POINT RD (E)	2	1
FAIRFIELD AVE	WASHINGTON BLVD	JEFFERSON BLVD	2	1
GOSHEN RD	CAMBRIDGE BLVD	POINSETTE DR	2	1
GOSHEN RD	POINSETTE DR	ST MARY'S AVE	2	1
MAYSVILLE RD	WINDSOR OAKS DR	STELLHORN RD	2	1
SR 930	INTERSTATE 69	COLISEUM BLVD	2	1
COVINGTON RD	HOMESTEAD RD	SCOTT RD	2	1
LAKE AVE	ANTHONY BLVD	RANDALLIA DR	2	1
COLDWATER RD	COOK RD	SPRINGBROOK RD	2	1
HILLEGAS RD	CALIFORNIA RD	COLISEUM BLVD	2	1
DUPONT RD	OAKTREE RD	E LIMBERLOST TRAIL	1	7
HILLEGAS RD	COLISEUM BLVD	INDEPENDENCE DR	1	7
BLUFFTON RD	SAND POINT RD	WINCHESTER RD	1	7
GETZ RD	BRECONSHIRE DR	COVINGTON RD	1	6
LIMA RD	EDGEWOOD AVE	CLINTON ST	1	5
HILLEGAS RD	INDEPENDENCE DR	BUTLER RD	1	4
ARDMORE AVE	COVINGTON RD	NUTTMAN AVE	1	3
US 30 WEST	US 33	INTERSTATE 69	1	3
US 24 WEST	VILLAGE AT COVENTRY ENT	LIBERTY MILLS RD	1	2
COVINGTON RD	COPPER HILL RUN	DICKE RD	1	2
JEFFERSON BLVD	SOUTH BEND DR	RECKEWEG RD	1	2
GOSHEN RD	HARRIS RD	CAMBRIDGE BLVD	1	2
COLDWATER RD	SPRINGBROOK RD	LUDWIG RD	1	2
SR 14	HADLEY RD	I-69	1	2
UNION CHAPEL RD	PARKVIEW PLAZA DR	DIEBOLD RD	1	2
DUPONT RD	SR 3	OAKTREE RD	0	8
COVINGTON RD	DICKE RD	HADLEY RD	0	4
MAYSVILLE RD	MEIJER DR	WINDSOR OAKS DR	0	4
WAYNE TRACE	OXFORD ST	HESSEN CASSEL RD	0	3
JEFFERSON BLVD	CATALPA ST	MAIN ST	0	3
UNION CHAPEL RD	INTERSTATE 69	PARKVIEW PLAZA DR	0	3
UNION CHAPEL RD	AUBURN RD	INTERSTATE 69	0	3
JEFFERSON BLVD	INTERSTATE 69	LUTHERAN HOSPITAL ENT	0	3

Activities beyond macro-level analysis have continuously and simultaneously been conducted on the congestion management network. Micro-level analysis techniques such as travel time and delay studies, intersection level of service analysis, safety analysis, and corridor studies have been performed on the congestion management network.

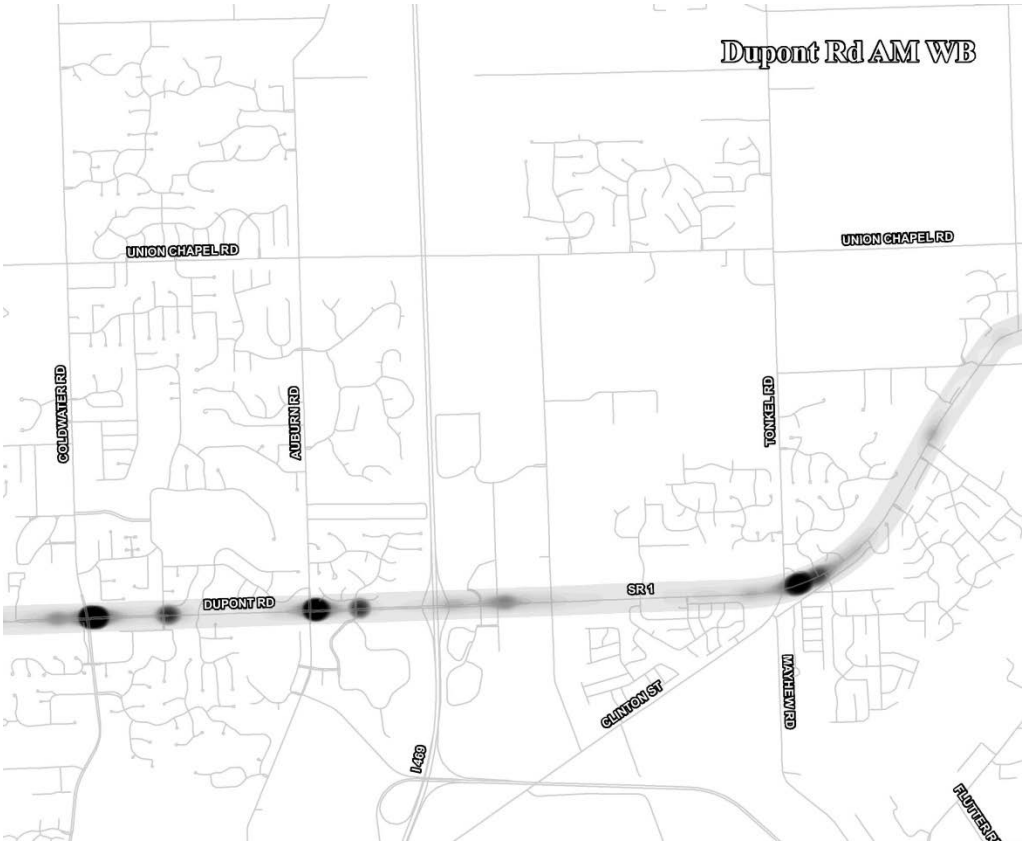
Figure 4



Travel time and delay studies have also been conducted on ninety six (96) major corridors in or surrounding the congestion management network. Figure 4 illustrates the corridors that have been studied between 1994 and 2017. These studies help monitor traveling speeds and identify locations where delays occur along the corridor. The information helps to establish baseline data

for system monitoring and future measures of effectiveness for congestion mitigation strategies. As of 2007, these studies are conducted using GPS technology. This technology allows specific areas of delay and congestion to be illustrated. Figure 5 illustrates the capabilities of this technology, highlighting areas with significant delay. This technology will enhance the effectiveness of the travel time and delay studies.

Figure 5



Comparisons are also done for corridors previously studied to show the increase or decrease in delays that has occurred over time. This allows the evaluation of changes in the operation and the effectiveness of improvements completed along the corridor. A summary of the travel time and delay study comparisons are provided in Tables 14 thru 30. The results of travel time and delay studies are also documented in separate reports.

Table 14

Comparison of 2002 and 2015 Travel Time and Delay Studies for Lower Huntington Rd / Tillman Rd

Lower Huntington Rd / Tillman Rd: I-69 to I-469						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2015	Change	2002	2015	Change
AM	21.7	21.7	0.0	37.0	36.9	-0.1
PM	21.3	22.9	1.6	37.7	35.0	-2.7
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2015	Change	2002	2015	Change
AM	21.5	22.1	0.6	37.3	36.3	-1.0
PM	21.5	23.3	1.8	37.4	34.5	-2.9

Table 15

Comparison of 2002 and 2015 Travel Time and Delay Studies for State Blvd / Maysville Rd

State Blvd / Maysville Rd: Coliseum Blvd to I-469						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2015	Change	2002	2015	Change
AM	9.5	10.1	0.6	34.5	32.4	-2.1
PM	10.3	11.2	0.9	31.6	29.3	-2.3
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2015	Change	2002	2015	Change
AM	10.2	10.9	0.7	32.1	29.9	-2.2
PM	11.7	11.7	0.0	27.8	28.0	0.2

Table 16

2015 Travel Time and Delay Studies for Minnich Rd

Minnich Rd: Lincoln Highway to Tillman Rd		
Northbound	Travel Time (Minutes)	Speed (MPH)
Peak	2015	2015
AM	5.4	38.6
PM	5.2	40.0
Southbound	Travel Time (Minutes)	Speed (MPH)
Peak	2015	2015
AM	5.6	37.2
PM	5.5	38.1

Table 17

2015 Travel Time and Delay Studies for Leo Rd / SR 1

Leo Rd / SR1: Popp Rd to Schlatter Rd		
Northbound	Travel Time (Minutes)	Speed (MPH)
Peak	2015	2015
AM	7.2	41.0
PM	7.0	42.2
Southbound	Travel Time (Minutes)	Speed (MPH)
Peak	2015	2015
AM	7.2	40.9
PM	6.9	43.1

Table 18

Comparison of 2009 and 2016 Travel Time and Delay Studies for Bethel Rd / Huguenard Rd

Bethel Rd / Huguenard Rd: Carroll Rd to Cook Rd						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2009	2016	Change	2009	2016	Change
AM	5.8	5.4	-0.4	33.8	36.5	2.7
PM	5.3	5.2	-0.1	37.1	37.9	0.8
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2009	2016	Change	2009	2016	Change
AM	5.8	5.7	-0.1	33.7	34.1	0.4
PM	5.2	5.2	0.0	38.0	37.5	-0.5

Table 19

Comparison of 2004 and 2016 Travel Time and Delay Studies for Carroll Rd / Union Chapel Rd

Carroll Rd / Union Chapel Rd: Johnson Rd to SR 1						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2004	2016	Change	2004	2016	Change
AM	15.0	17.8	2.8	37.5	31.6	-5.9
PM	14.8	16.9	2.1	38.0	33.2	-4.8
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2004	2016	Change	2004	2016	Change
AM	14.7	16.0	1.3	38.3	35.5	-2.8
PM	13.9	16.3	2.4	40.3	34.5	-5.8

Table 20

Comparison of 2012 and 2016 Travel Time and Delay Studies for Dupont Rd / SR 1

Dupont Rd / SR 1: Coldwater Rd to Tonkel Rd						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2012	2016	Change	2012	2016	Change
AM	6.0	6.6	0.6	29.4	26.6	-2.8
PM	4.7	6.7	2.0	37.3	26.1	-11.2
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2012	2016	Change	2012	2016	Change
AM	5.7	5.4	-0.3	30.5	32.4	1.9
PM	5.6	7.4	1.8	31.3	23.6	-7.7

Table 21

Comparison of 2002 and 2016 Travel Time and Delay Studies for Fairfield Ave

Fairfield Ave: Superior St to Lower Huntington Rd						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2016	Change	2002	2016	Change
AM	11.1	12.3	1.2	24.5	21.5	-3.0
PM	11.3	11.4	0.1	23.9	23.3	-0.6
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2016	Change	2002	2016	Change
AM	10.6	10.4	-0.2	25.1	25.4	0.3
PM	11.5	11.7	0.2	23.1	22.7	-0.4

Table 22

Comparison of 2002 and 2016 Travel Time and Delay Studies for Jefferson Blvd / Washington Blvd

Jefferson Blvd / Washington Blvd: Lindenwood Ave to Lafayette St						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2016	Change	2002	2016	Change
AM	5.6	5.3	-0.3	27.5	28.7	1.2
PM	5.8	6.2	0.4	26.5	24.5	-2.0
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2002	2016	Change	2002	2016	Change
AM	4.9	4.7	-0.2	31.1	32.4	1.3
PM	5.7	5.2	-0.5	26.9	29.3	2.4

Table 23

Comparison of 2005 and 2016 Travel Time and Delay Studies for Wallen Rd

Wallen Rd: Johnson Rd to Clinton St						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2005	2016	Change	2005	2016	Change
AM	13.1	13.7	0.6	32.2	30.7	-1.5
PM	12.8	13.8	1.0	33.0	30.6	-2.4
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2005	2016	Change	2005	2016	Change
AM	13.1	12.1	-1.0	32.1	34.9	2.8
PM	12.7	12.4	-0.3	33.0	30.6	-2.4

Table 24

Comparison of 2005 and 2016 Travel Time and Delay Studies for SR 930 / US 30

SR 930 / US 30: Coliseum Blvd to Doyle Rd						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2005	2016	Change	2005	2016	Change
AM	8.7	8.9	0.2	39.2	38.2	-1.0
PM	8.7	9.1	0.4	39.3	37.5	-1.8
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2005	2016	Change	2005	2016	Change
AM	8.7	10.1	1.4	39.3	33.9	-5.4
PM	8.5	10.2	1.7	40.1	33.5	-6.6

Table 25

Comparison of 2004 and 2017Travel Time and Delay Studies for New Haven Ave/ SR 930 / Lincoln Highway / Dawkins Rd

New Haven Ave / SR 930 / Lincoln Highway / Dawkins Rd: Wayne Trace to Doyle Rd						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2004	2017	Change	2004	2017	Change
AM	12.3	12.2	-0.1	32.4	32.6	0.2
PM	12.1	12.7	0.6	32.9	31.3	-1.6
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2004	2017	Change	2004	2017	Change
AM	14.1	13.4	-0.7	28.3	29.8	1.5
PM	12.7	13.1	0.4	31.2	30.5	-0.7

Table 26

Comparison of 2003 and 2017 Travel Time and Delay Studies for Bass Rd / Spring St

Bass Rd / Spring St: Scott Rd to Wells St						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2003	2017	Change	2003	2017	Change
AM	11.1	12.1	1.0	36.4	33.4	-3.0
PM	10.7	12.2	1.5	37.8	32.9	-4.9
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2003	2017	Change	2003	2017	Change
AM	11.2	11.5	0.3	35.8	35.1	-0.7
PM	10.8	11.7	0.9	37.4	34.5	-2.9

Table 27

Comparison of 2003 and 2017 Travel Time and Delay Studies for Coliseum Blvd

Coliseum Blvd: Crescent Ave to New Haven Ave						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2003	2017	Change	2003	2017	Change
AM	6.6	5.9	-0.7	32.7	36.3	3.6
PM	6.9	5.7	-1.2	31.0	37.8	6.8
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2003	2017	Change	2003	2017	Change
AM	7.1	6.3	-0.8	30.3	34.4	4.1
PM	7.6	6.7	-0.9	28.3	32.1	3.8

Table 28

Comparison of 2002 and 2017 Travel Time and Delay Studies for Liberty Mills Rd

Liberty Mills Rd: W County Line Rd to Ellison Rd						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2003	2017	Change	2003	2017	Change
AM	7.9	7.8	-0.1	32.2	32.9	0.7
PM	7.5	7.8	0.3	34.0	32.9	-1.1
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2003	2017	Change	2003	2017	Change
AM	7.9	7.8	-0.1	32.5	32.8	0.3
PM	7.4	8.0	0.6	34.5	32.1	-2.4

Table 29

Comparison of 2000 and 2017 Travel Time and Delay Studies for Homestead Rd / Scott Rd

Homestead Rd / Scott Rd: Bass Rd to Lower Huntington Rd						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2004	2017	Change	2004	2017	Change
AM	13.8	14.8	1.0	32.9	30.7	-2.2
PM	12.4	13.9	1.5	36.6	32.8	-3.8
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2004	2017	Change	2004	2017	Change
AM	12.8	14.8	2.0	35.6	30.8	-4.8
PM	12.4	12.9	0.5	36.7	35.3	-1.4

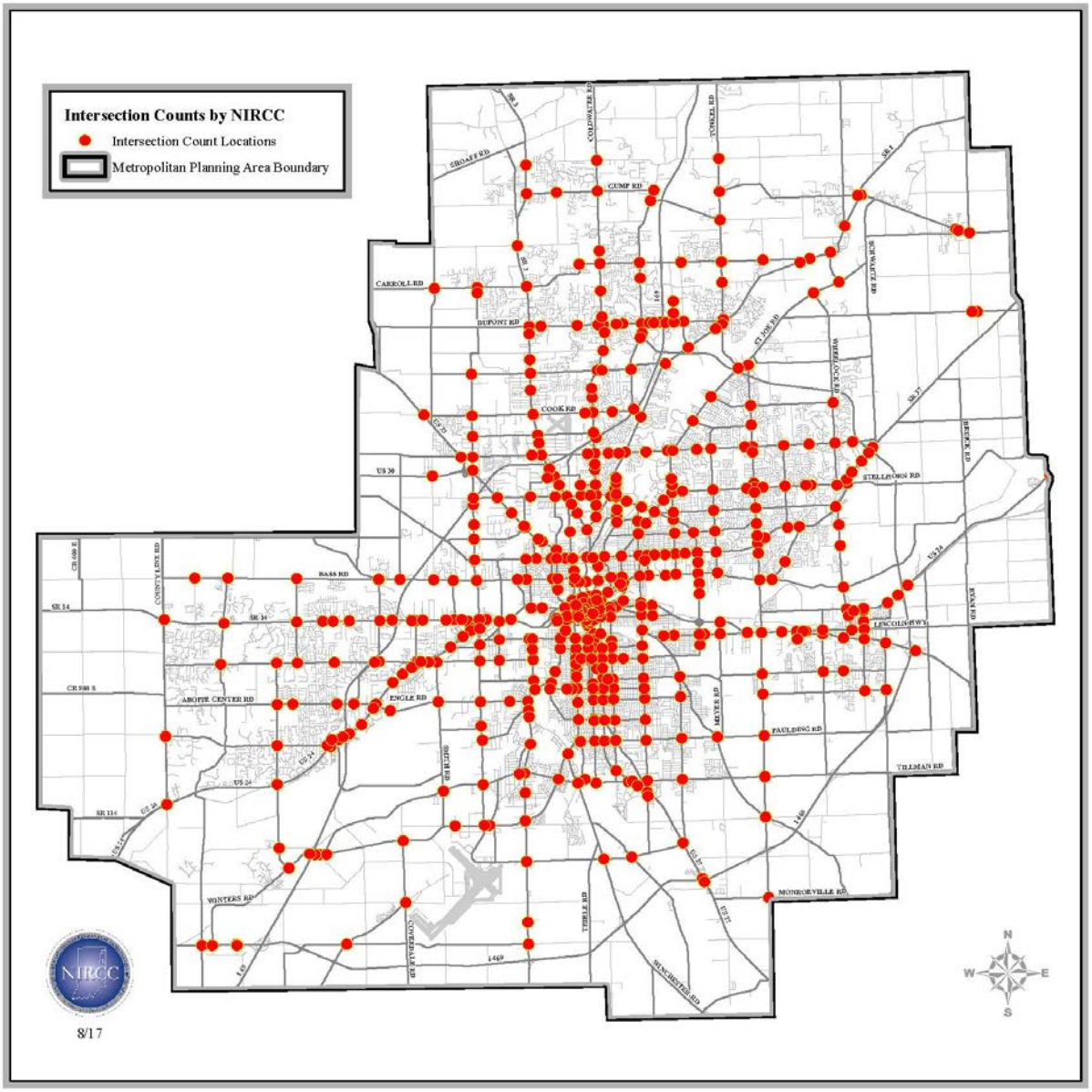
Table 30

Comparison of 2005 and 2017Travel Time and Delay Studies for Adams Center Rd / Marion Center Rd

Adams Center Rd / Marion Center Rd: SR 930 to US 27						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2005	2017	Change	2005	2017	Change
AM	12.7	12.9	0.2	39.6	39.1	-0.5
PM	12.5	13.3	0.8	40.1	37.8	-2.3
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2005	2017	Change	2005	2017	Change
AM	12.6	12.1	-0.5	39.9	41.5	1.6
PM	12.8	12.1	-0.7	39.4	41.4	2.0

Approximately one hundred ninety seven (197) signalized, one hundred fourteen (114) non-signalized intersections have been evaluated to determine their level of service. The intersections that have been evaluated are illustrated in Figure 6 and the Intersections Counted Report is included in Appendix C. These analyses are conducted for peak periods pursuant to the Highway Capacity Manual 2000 published by the Transportation Research Board. Intersections that are predetermined to have a level of service "D" or less will also be evaluated to determine the number of queued vehicles that do not clear the intersection at the end of the analysis period. This type of analysis is felt to be the most accurate indicator for intersection demand and performance. The results of these analyses are documented in a separate report each year.

Figure 6



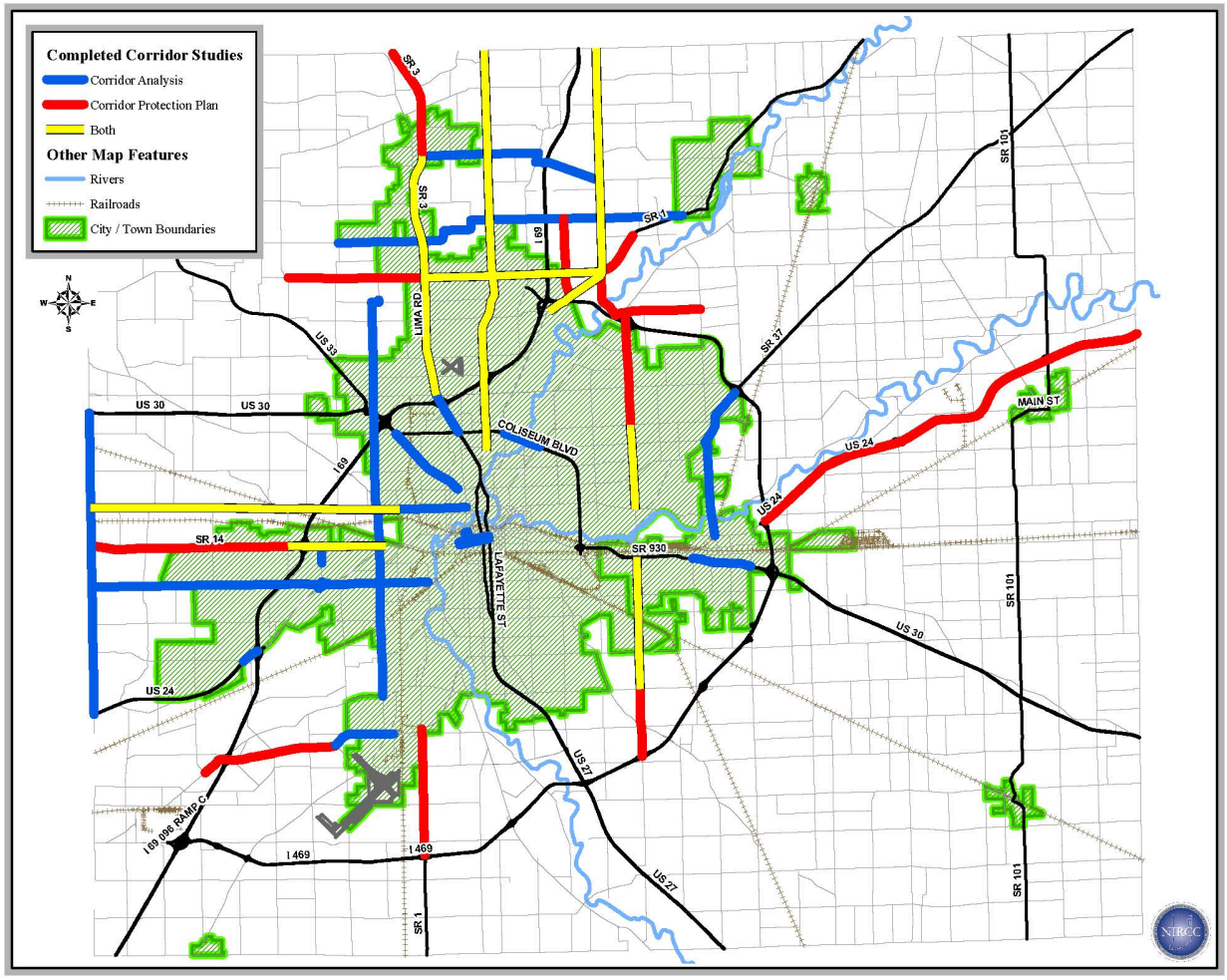
Safety analyses are also preformed throughout the TMA. A database containing the crash records from the four area law enforcement agencies: the Indiana State Police, the Allen County Sheriffs Department, the Fort Wayne Police Department, and the New Haven Police Department; is maintained as part of the Safety Management System (SMS). The database is monitored for locations with a high frequency of crashes. Analyses are preformed for these locations to determine the causes for the crashes and to provide solutions.

New mapping technology will allow corridors to be reviewed with multiple methods simultaneously. Traffic volumes, v/c ratios, travel time information, intersection level of service, and crash frequency can all be factored together to determine where congestion "hot spots" are occurring. This technology will allow a more accurate identification of overall congestion.

Two types of corridor studies, corridor analysis and corridor protection plans, have been conducted on several major roadways within the TMA. The locations of these studies are illustrated in Figure 7. Corridor analysis studies have been conducted on nineteen (19) major roadways within the TMA. These studies evaluate existing conditions and measure current levels of congestion, similar in nature to arterial and intersection analyses. Corridor analysis however goes beyond existing conditions and assesses the impacts from planned and future development. The corridor analysis serves as a good tool for selecting congestion mitigation strategies before congestion reaches critical levels. The following corridors have undergone corridor analysis:

Adams Center Road (SR 930 to Tillman Road)
Ardmore Avenue (West Jefferson Boulevard to Lower Huntington Road)
Bass Road/Spring Street (Wells Street to West County Line Road)
Carroll Road/ Union Chapel Road (Hand Road to Leo Road / SR 1)
Coldwater Road (North Clinton Street to North County Line Road)
Covington Road (Brooklyn Avenue to West County Line Road)
Dupont Road/ SR 1 (Lima Road/SR3 to Tonkel Road)
Ewing Street/Fairfield Avenue (Jefferson Boulevard to Main Street)
Goshen Road/ Goshen Avenue (Coliseum Boulevard to State Boulevard)
Gump Road/ Hursh Road (Lima Road/ SR 3 to Tonkel Road)
Jefferson Boulevard/ Getz Road/ Covington Road (Intersections and Corridors) Landin Road / Maysville Road (Interstate 469 to Rose Avenue)
Lima Road/ SR 3 (Coliseum Boulevard/ SR 930 to Gump Road)
Maplecrest Road (Stellhorn Road to Lake Avenue)
North Clinton Street (Wallen Road to Dupont Road/SR 1)
SR 930 East (Hartzell Road to Minnich Road)
Tonkel Road (Dupont Road to North County Line Road)
US 24 (Interstate 69 to Liberty Mills Road)
West County Line Road (US 30 to US 24)

Figure 7



Corridor protection studies have also been conducted on twelve (12) major roadways within the TMA. Corridor protection studies evaluate and identify optimal access points along corridors for future developments and improvements. This aids in the development of strategies to mitigate congestion. The intent of these studies is to maximize the efficiency and safety of the existing corridor. The recommendations from these studies aid local officials, planners, and developers during future development by protecting the integrity of the corridor from detrimental access. Corridor Protection Plans have been developed for the following corridors:

Airport Expressway (Smith Road to Interstate 69)
Bass Road (Lindenwood Avenue to West County Line Road)
Bluffton Road (Interstate 469 to Airport Expressway)
Coldwater Road (Clinton Street to North County Line Road)
Diebold Road (Clinton Street to Union Chapel Road)
Dupont Road (Johnson Road to Popp Road)
Lima Road/ SR 3 (Washington Center Road to North County Line Road)
Maplecrest Road Corridor:
Mayhew Road (Clinton Street to St Joe Road)
Flutter Road (St Joe Road to Wheelock Rd)
Maplecrest Road (St Joe Road to State Road 930)
Adams Center Road (State Road 930 to Maples Road)
Marion Center Road (Maples Road to Interstate 469)
North Clinton Street (s/o Mayhew Road to Dupont Road/SR1)
North Cinton Street (Wallen Rd to Mayhew Road
SR 14/ Illinois Road (Interstate 69 to West County Line Road)
Tonkel Road (Dupont Road to North County Line Road)
US 24 (Fort to Port) (Interchanges at Ryan Road, Webster Road, and SR 101)

A sub-area analysis and a corridor analysis have been completed for Interstate 69, a portion of US Highway 30 West, and the IPFW / Ivy Tech area. These studies are very detailed in their analysis of existing and future congestion on these facilities and major interchanges. The findings of the analyses and studies will lead to strategy evaluation and selection and will be incorporated in future CMP reports.

Transit System

The transit system has been studied several times since the initial CMS was developed. The Fort Wayne PTC (dba Citilink) conducted a four-week capacity study during September and October 1995 during the development of the CMS. The NIRCC staff evaluated the ridership data and created spreadsheets for each route. As previously mentioned, the benchmark standards established for transit service are based upon the maximum load factors of the transit vehicles. Ninety percent of the seating capacity and/or eighty percent of the total capacity has been set as the threshold for determining "congestion" on the transit system. Load factors were calculated for each route and direction at specific times of the day. Those routes exceeding the thresholds were designated as congested and forwarded onto the PTC.

A needs assessment study completed in the Fall of 1997 provided information regarding transit ridership. Based upon this information and additional studies, transit routes and schedules were modified in June 1999. In 2004, studies of the transit system were conducted in conjunction with the Citilink Transportation Development Plan by Urbitran Associates and RLS &

Associates. The information acquired allowed the development of improvements over the next five years that include new services, modified and new routes, and increased frequency of bus service. The plan was adopted in 2004 and several of the improvements have already been implemented. A majority of the Citilink routes now operate at 30 minute frequencies.

In 2012, NIRCC staff reviewed capacity information for the transit system. Citilink is required to conduct surveys for FTA reports every three years. These surveys contain appropriate data to calculate load factors for routes at specific times of the day. Using the most recent surveys (2005), NIRCC staff calculated the load factors during the peak hours for the heaviest used routes on the Citilink system (Routes 1,2,3,8,10). These load factors are summarized in Appendix D. Only Route 2 during the morning peak hours displayed load factors exceeding the benchmarks for congestion. NIRCC will continue to review transit capacity using the above method as these surveys are completed. Citilink will conduct these surveys again in 2008.

Analyze and Evaluate Congestion Mitigation Strategies

Through continued implementation of the Transportation Plan, a number of congestion mitigation strategies are already in place. Types of strategies, some of which have been implemented for many years, include access management, frontage/access road plans, corridor protection plans, transit marketing, circulator routes, bicycle/pedestrian access, intersection improvements, signal timing plans, ITS, incident management, safety management, and others. Assessment of the success of these strategies will also be conducted as part of the evaluation of strategy measures of effectiveness. Highway expansion projects are developed when the above strategies alone are unable to address the congestion.

As micro-analyses are completed for specific corridors, intersections, and transit routes, congestion mitigation strategies currently in use along with other appropriate strategies will be evaluated. The evaluation of practical mitigation strategies will assess the anticipated benefits of each strategy or combination of strategies. The evaluation will include intermodal, transit, pedestrian, and bicycle issues and concerns. A schedule for implementation of selected strategies will be developed and will include the responsible implementing agency(ies) and funding sources.

Implement Strategies

The implementation of congestion mitigation strategies occurs within the TMA through a number of different agencies and programs. NIRCC attempts to include all projects and policies involved with congestion mitigation strategies in the transportation planning process. These projects and policies are, and will continue to be documented in the Transportation Plan. These projects and policies will continue to be included in future Transportation Plan Updates.

The implementation process for a congestion mitigation strategy varies from the truly simple to the extremely complex. A particular strategy may require the involvement of only one agency or a multitude of agencies. A transit related strategy for instance may be implemented solely by the Fort Wayne PTC (dba Citilink) with little input from any other agency. In contrast, fully implementing an access management program requires participation from planning, highway, and traffic engineering departments from all entities (state and local), in the TMA. In addition, plan commissions, city councils, county commissioners, developers, and other public administrators also have a role in the access management program.

The Transportation Improvement Program (TIP) and long range transportation plan will continue to include projects that will alleviate congestion problems on the congestion management network and facilitate the movement of people and goods. Once the CMP project is fully operational, other programs and projects will be submitted. When a congestion strategy includes a project, applicable for inclusion in the Transportation Improvement Program, the project will be presented to the Urban Transportation Advisory Board through the regular selection process. The Urban Transportation Advisory Board will review the project for inclusion in the TIP.

Once CMP projects and programs are accepted through the selection process, implementation will be the responsibility of the authorities having jurisdiction over the congested corridor or area. NIRCC will coordinate and assist the responsible jurisdictions in implementation of the CMP through the TIP. The continuing active use of the Transportation Technical Committee (CMP Committee) and its Site Plan/Driveway and Feasibility Subcommittees along with the Transit Planning Committee (TPC) will further facilitate implementation of the CMP.

The transportation planning process has routinely reviewed existing congestion and projected travel demands to assess the potential for future congestion on the transportation system. Strategies, including both transit and highway projects and policies, have been developed, implemented, and evaluated. These strategies have been identified and documented in Transportation Plans and Transportation System Management Programs.

Additional projects and policies implemented to help mitigate congestion and improve overall mobility on the transportation system include Access Management, Transit Improvements, ITS/Signalization Improvements, Incident Management, Safety Management, and Pedestrian/Bicycle Access Improvements. A brief description of these innovations dealing with congestion management is provided.

Access Management

Access management is the careful control of the location, design and operation of all driveways and public street connections to a roadway. This control achieves a significant improvement in traffic safety and operation through access design and spacing because the lack of access control is the largest single cumulative design element reducing roadway safety and capacity. The challenge is to develop effective access policies and standards that find a balance between land development plans and the preservation of the functional integrity of the roadway that serves the development and the region. Access management also;

- Achieves corridor preservation.
- An element in air quality conformance.
- Prolongs the functional life of existing highways, by maintaining or increasing capacity, thereby reducing the need for new capital construction to meet increasing system demands.
- Maintains the transportation system travel efficiency necessary for economic prosperity.
- Saves lives, it reduces the frequency of fatal, injury, and property damage accidents.
- Establishes uniform standards and promotes fair and equal application to the development community.
- Requires cooperation among all agencies that make land use and transportation decisions thereby achieving improved planning and transportation integration.
- Is a necessary part of traffic congestion management.

Many of the ongoing strategies have been initiated and implemented in the TMA through the committee system. The Access Management Program has been particularly effective due to the use of the Access Standards Manual, the Traffic Impact Study Manual, Corridor Protection Plans, and Access Road Plans. These tools are constantly monitored and updated as needed.

The Site and Driveway Subcommittee meeting is scheduled each month to evaluate projects when requested by the local jurisdictions and INDOT. This committee reviews projects both in the initial stage and design stage to make recommendations regarding access and transportation planning issues. The recommendations are submitted to the local planning agencies within the TMA. These recommendations are incorporated in plan and project approvals. The committee, through the review of development projects, assists in the implementation of access standards, access roads, and associated road improvements. These policies, applied consistently along a corridor, significantly protect the integrity and efficiency of the corridor, mitigate congestion and maximize capacity of existing roadway capacity. Applied system wide, this program is a major congestion mitigation strategy.

Transit Programs

The Fort Wayne PTC (dba Citilink) began offering new services in June of 1999. These services included the reduction of headways, concentrating and extending some service routes, adding additional service locations, and eliminating non-productive "loops." As a continuation of this, Citilink adopted the Citilink Transportation Development Plan (TDP) in 2004.

The TDP identified improvements throughout the transit system over a five (5) year period. These improvements included the continuation of reducing headways from the current 60 minutes to 30 minutes either all day or only during peak periods for a majority of the routes in the system. The TDP also called for the continuation of extending certain service routes, as well as providing Sunday Service on several routes. In addition, Citilink will continue to provide current route and service information to the public via brochures and the internet. As information technology continues to advance, Citilink plans to utilize this technology to provide the best possible service to their customers (AVL).

Citilink also continues to install bicycle racks on all large transit coaches, as initiated in June 1997. The bicycle racks afford cyclist the opportunity to use the transit system for a portion of their trip, or perhaps the entire trip during periods of inclimate weather. This strategy reduces dependence on automobile travel and encourages alternative modes.

In 2002, NIRCC's Transit Planning Committee developed and produced "Coordinating Development and Transportation Services: A guide for Developers, Engineers, and Planners." This guide was produced to encourage the coordination of land use developments and transit services. The recommendations found in the guide will decrease congestion by increasing transit ridership, which will result in fewer vehicles on the roadways.

ITS / Signalization Improvements

Intelligent Transportation Systems (ITS) technologies have an integral role in congestion management. These technologies provide improved signalization coordination and timing, efficient and coordinated incident management, improved traveler information via Dynamic Message Signs (DMS) and Highway Advisory Radio (HAR), efficient and coordinated public transit service using Automatic Vehicle Locator (AVL) technologies, and efficient and coordinated maintenance and construction activities.

In 2005, the Allen County Regional ITS architecture was finalized and adopted. The architecture was updated in 2008 and 2012. This architecture identifies the ITS technologies that currently exist within the region and those that are needed in the future. The architecture will assist planners in determining where ITS technologies should be used. As ITS technologies are developed and implemented within the TMA, the architecture will be updated on a continual basis.

Incident Management

Proper and sufficient incident management is crucial to congestion management. This is specifically important for the interstate system. INDOT developed a detour plan to redirect traffic around incidents that occur on Interstate 69 which result in a partial or full closure of the interstate. This plan has been adopted by the local jurisdictions. The Interstate 69 Incident Management Plan is included in the Appendix E.

Safety Management

NIRCC maintains a Safety Management System (SMS) within the TMA. A SMS is a systematic process that has the goal of reducing the number and severity of traffic accidents by ensuring that all opportunities to improve safety (i.e. highway planning, design, construction, maintenance, and operation) are identified, considered, implemented where appropriate, and evaluated. Traffic accidents are often directly correlated to congestion problems.

The Federal Highway Administration (FHWA) has Hazard Safety Improvement Program (HSIP) funds available to correct hazardous locations in each state. Using the database containing the crash records from all reporting law enforcement agencies within Allen County, crash locations are reviewed to determine whether any of the crash locations would be considered for HSIP funds. Staff focuses on the number of crashes, type of crashes, RMV, and the number of personal injury crashes versus property damage crashes to determine the hazardous locations

within Allen County. Once the locations have been identified staff reviews each to determine what is contributing to the problem and how it can be solved. Roadway geometrics, signage, signal timings, sight distance are common items reviewed. Staff also assesses the V/C ratio at the location to determine if congestion is a contributing factor. Staff works with the local public agency and technical committees to then identify improvements to address any identified problems. If the identified improvements are eligible, NIRCC will seek HSIP funds to correct the issues. HSIP funds provide a resource to address congestion issues that have a direct impact on the safety of the traveling public.

Pedestrian / Bicycle Access

The local plan commissions have guidelines for establishing sidewalks in new developments to encourage safe pedestrian movements. Additional policies address pedestrian and bicycle connections between residential areas and activity centers such as schools and shopping centers. The implementation of these policies facilitates the development and extension of a pedestrian\bicycle network encouraging alternative modes of transportation.

In 2002, NIRCC began to sponsor the Northeastern Indiana Regional Bicycle and Pedestrian Forum which represents a task force comprised of governmental parks, planning and highway agencies, advocacy groups, and special project organizations. The forum was designed to develop and maintain the bicycle and pedestrian transportation plan. The Bicycle-Pedestrian Transportation Plan was completed and adopted in 2005 and is a component of the 2030-II Transportation Plan. Since 2007 NIRCC has relied on several other groups and committees as well as public input towards bicycle and pedestrian planning for guidance. These groups and committees include the Greenway Coalition, Fort Wayne's internal bike group, Fort Wayne's sidewalk planning team, Fort Wayne's Trail Planning team, and the Trails Fort Wayne advocacy group. This plan is continually updated to reflect bicycle and pedestrian improvements and projects within the TMA.

Expansion Projects

Expansion projects have been identified by the NIRCC as improvements that add through travel lanes / capacity to an existing corridor. All applicable congestion mitigation strategies were considered for each project. Staff reviewed bicycle/pedestrian facilities, transit, intelligent transportation systems (ITS), and access management strategies for mitigation of congestion. The following expansion projects are included in the 2030-II Transportation Plan to reduce current and anticipated congestion.

New Construction

Coombs Street: Maumee Avenue to Wayne Street (2010-2019)

Combs Street is a north/south collector on the east side of Fort Wayne from the Maumee River to Wayne Street. The construction of this new non-divided 2-lane roadway segment will extend Combs Street to Maumee Avenue and provide a connection to Washington Blvd. Access management strategies, bicycle/pedestrian facilities, transit considerations, and ITS related signalization have been included in the design of the project. The extension of Combs Street will mitigate congestion by increasing the north/south traffic flow of the local street network while adding capacity to the overall transportation system.

Paul Shaffer Drive: California Road to Clinton Street (2010-2019)

Paul Shaffer Drive is a north/south collector from the intersection with the Memorial Coliseum entrance to California Road that was completed in 2008. The construction of this new non-divided 2-lane roadway segment will connect California Road to Clinton Street. Access management strategies, bicycle/pedestrian facilities, transit considerations, and ITS related signalization have been included in the design of the project. The extension of Paul Shaffer Drive will mitigate congestion at the intersection of Parnell Avenue and Coliseum Boulevard while adding capacity to the overall transportation system.

Spring Street: Wells Street to Spy Run Avenue (2010-2019)

Spring Street is an east/west arterial from Wells Street to Lindenwood Avenue connecting with Bass Road. The Bass Road / Spring Street corridor is a major east/west arterial connecting the west side of the county to Fort Wayne. The construction of this new non-divided 2-lane roadway segment will connect Spring Street to Spy Run Avenue at the intersection of Tennessee Avenue, creating a more complete and efficient east/west corridor. Access management strategies, bicycle/pedestrian facilities, transit considerations, and ITS related signalization have been included in the design of the project. The extension of Spring Street will mitigate congestion on Wells Street and State Boulevard while adding capacity to the overall transportation system.

Widen to Six Lanes

Clinton Street: Parnell Avenue to Auburn Road (2020 - 2030)

Clinton Street is the major north/south, “Minor Arterial” that extends through Fort Wayne and connects wit US 27. Currently, ITS related signalization and Access Management strategies are in place and improvements to these strategies will be considered for this corridor in the future. The only feasible option to mitigate congestion on Clinton Street is to add a travel lane to each direction from Parnell Avenue to Auburn Road to increase capacity.

Crescent Avenue: Sirlin Drive to Coliseum Boulevard (2010-2019)

Crescent Avenue between Sirlin Drive and Coliseum Boulevard is a highly utilized arterial that provides access to IPFW campus and housing, Ivy Tech's North Campus, and the Northeast Indiana Innovation Center. This area has seen and anticipates continuing to see major growth and development. Currently, ITS related signalization and Access Management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on the corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Illinois Road: Getz Road to Thomas Road (2020 - 2030)

Illinois Road is major east/west arterial located on the west side of Fort Wayne, serves the fast growing and ever changing commercial development between Interstate 69 and West Jefferson Boulevard. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for the corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on the corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on the corridor is to add travel lanes to increase capacity.

Interstate 69: Interstate 469 (South) to s/o US 24 West (illustrative project only – no timeline)
Interstate 69: SR 1/Dupont Road to Hursh Road (illustrative project only – no timeline)

Interstate 69 is a major north/south interstate that extends through Fort Wayne, connecting the City of Indianapolis with Lansing, Michigan. Interstate 69 has fully controlled accesses. Recent improvements have included "Dynamic Message Signs" south and north of the urbanized area and a six-lane widening project from s/o US 24 West to n/o SR 1. The use of bicycle/pedestrian facilities or transit to mitigate congestion is not an optional strategy. Added travel lanes are the only feasible strategy to mitigate congestion on these corridors.

Jefferson Boulevard: Illinois Road to Main Street (2010-2019)
Jefferson Boulevard: Interstate 69 to Illinois Road (2020 - 2030)

Jefferson Boulevard is a primary east west "Other Principal Arterial" through Fort Wayne. This section of roadway is part of a corridor that connects Interstate 69 and 469, the City of Fort Wayne and New Haven, and US 24 West and US 30 East/US 24 East. Currently, Intelligent Transportation Systems (ITS) related signalization and Access Management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on the corridor

will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Road 3/Lima Road: Dupont Road to Gump Road (illustrative project only – no timeline)
State Road 3/Lima Road: Gump Road to Allen County Line (illustrative project only – no timeline)

State Road 3/Lima Road is north south "minor arterial". This corridor serves commercial development land use and also connects with Interstate 69. Transit serves the Cross Creek Shopping center and connects with the central business district of Fort Wayne. This corridor applies the access road concept and will be part of the signal-timing project. Improvements to ITS and access management will be considered in future improvements. A corridor protection study was completed in FY 99 that determined access points for this section of State Road 3 / Lima Road. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

US 30: Interstate 69 to US 33(illustrative project only – no timeline)
US 30: US 33 to Flaugh Road (illustrative project only – no timeline)
US 30: Flaugh Road to O'Day Road (illustrative project only – no timeline)

US 30 serves as a major east west US route connecting to the Fort Wayne and surrounding areas with Chicago. These corridors have limited access, apply the access road concept, and will be part of the ITS. Improvements to ITS and access management will be considered in future improvements to this roadway. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Interstate 469: Maplecrest Road to Interstate 69 (illustrative project only – no timeline)

Interstate 469 is classified as a freeway that serves as a beltway around Fort Wayne and New Haven to the east. This facility provides an alternative through route option to Interstate 69 and connects with SR 1, US 27, US 24, and SR 37. US 30 utilizes this segment of Interstate 469 to eliminate truck traffic on local roadways. The use of bicycle/pedestrian facilities or transit to mitigate congestion is not an optional strategy. Added travel lanes is the only feasible strategy to mitigate congestion on this corridor.

SR 930/Coliseum Boulevard: Parnell Avenue to Crescent Avenue (illustrative project only – no timeline)

SR 930/Coliseum Boulevard is a major east west arterial and classified as a "other principal arterial" on the Federal Functional Classification System. This corridor serves the Allen County War Memorial Coliseum, Memorial Stadium, Indiana/Purdue University of Fort Wayne, and IVY Tech. This segment applies access management, ITS related signalization, and the current transit system. Future projects will include improved ITS related signalization, access management, bicycle/pedestrian facilities and transit services. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

US 24: Interstate 69 to Homestead Road (illustrative project only – no timeline)

US 24 a major east west arterial and classified as a "other principal arterial" on the Federal Functional Classification System. This corridor applies access management and ITS related signalization. Future projects will include improved ITS related signalization and access management. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Widen to Four Lanes

Adams Center Road: SR 930 to Moeller Road (2020-2030)

Adams Center Road is a north/south arterial on the east side of Fort Wayne. This corridor currently serves light industry and is part of a economic development corridor. The Adams Center Road widening is a companion project with the Maplecrest Road expansion. The corridor applies access management currently that will be improved with future projects. Future projects will also include improved ITS related signalization and access management. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Ardmore Avenue: Covington Road to Engle Road (2010 to 2019)

Ardmore Avenue: Engle Road to Lower Huntington Road (2020 to 2030)

Ardmore Avenue is a north south arterial connecting the south side of the county to the north which provides a direct north south route through a large portion of Allen County. Recent improvements have occurred to Hillegas Road connecting Ardmore Avenue to the north portion

of Allen County. Ardmore Avenue was also extended recently from Lower Huntington Road to the Airport that is located on the south side of the county. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Bass Road: Hillegas Road to Scott Road (2010 to 2019)

Bass Road is a east west arterial connecting the west side of the county to Fort Wayne. This area has experienced rapid residential growth in the past several years and more growth is scheduled. This widening project was initiated based on the recent developments and anticipated growth from the developments. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Bluffton Road: Winchester Road to Old Trail Road (2020 to 2030)

Bluffton Road is a major north/south corridor connecting Fort Wayne to Waynedale and the Fort Wayne International Airport. There is a variety of land uses with a large portion of retail/commercial in the project area. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for the corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on the corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Clinton Street: Auburn Road to Wallen Road (2010 to 2019)

Clinton Street: Wallen Road to Dupont Road / State Road 1 (2020 to 2030)

This corridor is a major north south roadway connecting downtown Fort Wayne with the north portion of the county. There is a variety of land uses with a large portion of retail/commercial immediately south of the project area. This segment will serve the north section of the county and help alleviate traffic on a parallel corridor, Coldwater Road. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a

significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Dupont Road: Coldwater Road to Lima Road / State Road 3 (2010 to 2019)

Dupont Road is a major east west arterial that has experienced much growth, commercially and residentially over the past decade. Recent improvements have occurred on Dupont Road at the intersection of Coldwater Road and more are scheduled to reconstruct/realign Dupont east of Coldwater Road to Auburn Road. A corridor protection study was completed in FY 98 that determined access points for this section of Dupont Road. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Goshen Avenue: State Boulevard to Coliseum Boulevard / State Road 930 (2020 to 2030)

Goshen Avenue is highly used arterial for connecting the downtown with the northwest side of Fort Wayne. Goshen Road connects with US 30 West/ SR 930 near the interchange of Interstate 69. This corridor utilizes transit and access management. Currently, ITS related signalization, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Hillegas Road: Bass Road to Washington Center Road (2010 to 2019)

Hillegas Road is a north/south arterial on the west side of Fort Wayne. This corridor has a high volume for a two-lane and is experiencing rapid industrial growth. It is also the hub for major delivery companies such as Federal Express and United Postal Service. Hillegas Road widening project is a companion project to recent completion of the Hillegas Road extension. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Huguenard Road: Washington Center Road to Cook Road (2020 to 2030)

Huguenard Road is a north/south arterial on the west side of Fort Wayne. This corridor has a high volume for a two-lane and is experiencing rapid industrial growth. It connects with Hillegas Road, which carries a large portion of delivery traffic for companies such as Federal Express and United Postal Service. Completed and future improvements to the shared roadway of Huguenard Road / Hillegas Road have increased demands for improvements. Currently, ITS related signalization and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Lake Avenue: Reed Road to Maysville Road (2020 to 2030)

Lake Avenue is an east/west arterial connecting residential neighborhoods to the downtown area. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Maplecrest Road: Lake Avenue to State Boulevard (2010 to 2019)

Maplecrest is a north/south arterial on the east side of Fort Wayne that serves residential communities and commercial development on the north end of this corridor. Reconstruction of this corridor would delineate a through lane and separate turning lanes keeping it consistent throughout this segment. This would improve mobility and alleviate congestion. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Maysville Road / Stellhorn Road: Maplecrest Road to Koester Ditch (2010 to 2019)

This corridor serves residential and growing commercial developments. This area is currently experience a significant amount of commercial development and has more planned in the near future. Residential growth is currently underway and is expected to continue at a high rate compared to some other areas in the county. This area is very attractive for development due to

the amount of residential areas and access to Interstate 469. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Boulevard: Maysville Road to Georgetown North Boulevard (2020 to 2030)

State Boulevard is a main east/west arterial that provides a direct access to the downtown area of Fort Wayne. This corridor to the west consists of four lanes and turns into two lanes to the east of Georgetown North Boulevard. State Boulevard serves commercial on the west end and high amount of residential to the east. The school transportation system and Blackhawk utilizes this corridor. There are three schools located adjacent to this corridor. State Boulevard is also a link to Maysville Road to Interstate 469. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Boulevard: Spy Run Avenue to Clinton Street (2010 to 2019)

State Boulevard is a main east/west arterial that provides a direct access to the downtown area of Fort Wayne. This segment of State Boulevard serves as a connection between Clinton Street (US 27 southbound) and Spy Run Avenue (US 27 northbound). State Boulevard east of the intersection has four lanes and "bottlenecks" westbound traffic at Spy Run Avenue. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Boulevard: Clinton Street to Cass Street (2010 to 2019)

State Boulevard is a main east/west arterial that provides a direct access to the downtown area of Fort Wayne. This corridor provides an indirect route to Interstate 69 and is the only 'diagonal facility in this area. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future.

Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Road 1/ Leo Road: Tonkel Road to Union Chapel Road ***(illustrative project only – no timeline)***
State Road 1/ Leo Road: Union Chapel Road to Grabill Road ***(illustrative project only – no timeline)***
State Road 1 is a north south arterial that is a direct link to Leo / Cedarville. State Road 1 is a companion project with Dupont Road widening and was reviewed in FY 98 to determine access points, corridor preservation, and access road concepts where applicable. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Road 1/ Bluffton Road: Interstate 469 to SR 116 / SR 124 ***(illustrative project only – no timeline)***
State Road 1 is a north/south roadway on the south side of Fort Wayne. This corridor connects Fort Wayne with the City Bluffton and Ossian (Wells County). This section of SR 1 also provides access to the Fort Wayne International Airport and has access at the intersection with Interstate 469. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Road 14: Scott Road to West Hamilton Road (2010 to 2019)
State Road 14: West Hamilton Road to Allen / Whitely County Line (illustrative project only – no timeline)
This major east/west arterial located on the west side of Fort Wayne, serves fast growing residential development west of Interstate 69 and commercial development at Scott Road. State Road 14 is a link to access the downtown area and numerous amounts of commercial development east of Interstate 69. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors

will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on these corridors is to add travel lanes to increase capacity.

State Road 37: Doty Road to Interstate 469 (illustrative project only – no timeline)

State Road 37 is a north/south arterial that connects the north east side of the county to Interstate 469. Commercial growth immediately west of Interstate 469 and an interchange with the interstate has caused the traffic to increase. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

State Road 930: Minnich Road to Brookwood Drive (2010 to 2019)

This east/west corridor within New Haven serves many mixed uses. State Road 930 is a major arterial that connects industrial uses within New Haven to Interstate 469 and is also a direct link to Ohio. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Tonkel Road: Dupont Road to Union Chapel Road (2020 to 2030)

Tonkel Road is a north/south arterial on the north side of Fort Wayne. This corridor serves residential neighborhoods and connects the northeast section of Fort Wayne to the commercial centers on Dupont Road or downtown area. The rapid and projected growth throughout this area has caused the traffic to increase drastically. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

US 33: Cook Road to O'Day Road (illustrative project only – no timeline)

US 33: O'Day Road to State Road 205 (illustrative project only – no timeline)

US 33 is a direct link to Churubusco, the north west side of Allen County, US 30, and Interstate 69. This arterial serves both residential and commercial development and is a major connection to the northwest section of the county. Currently ITS and access management strategies are in

place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Washington Center Road: Lima Road (SR 3) to US 33 (2010 to 2019)

Washington Center Road is an east/west arterial on the north west side of Fort Wayne. This corridor is located between Interstate 69, US 30 and US 33 and has attracted many commercial and industrial uses. Washington Center Road also utilizes transit which serves the Meijer Shopping Center and the manufactured home parks throughout this segment. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Wells Street: State Street to Fernhill Avenue (2020 to 2030)

Wells Street, a north/south arterial, is a parallel corridor to US 27 providing a direct link between the central business district to the north side of Fort Wayne. The widening of Wells Street will alleviate traffic from US 27. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Reconstruction and Realignment

Maplecrest Road: State Boulevard to south of Stellhorn Road (2010 to 2019)

Maplecrest is a north/south arterial on the east side of Fort Wayne that serves residential communities and commercial development on the north end of this corridor. Reconstruction of this corridor would delineate a through lane and separate turning lanes keeping it consistent throughout this segment. This would improve mobility and alleviate congestion. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Saint Joe Center Road: Reed Road to Maplecrest Road (2010 to 2019)

Saint Joe Center is an east/west arterial on the north side of Fort Wayne. This corridor serves mostly residential development and a growing amount of commercial development at Maplecrest Road. Reconstruction of this corridor would delineate a through lane and separate turning lanes keeping it consistent throughout this segment. This would improve mobility and alleviate congestion. Currently ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Evaluate the Effectiveness of Implemented Strategies

NIRCC, along with the responsible jurisdictions, will collect the data needed to evaluate the effectiveness of the implemented strategies and programs. Data will be evaluated using available analytical tools. A schedule will be established for the periodic evaluation of the congestion management program strategies. The evaluations will be coordinated with the implementation of various program elements. As periodic evaluation of strategies occurs, strategies which are not as effective will be revised or discarded in favor of those strategies which are more workable in this area. Special attention will be paid to strategies that will enhance the greater mobility of people and goods.

Establish CMP Update Process

The CMP was established in 1997, since then a process was initiated to periodically update the CMP. The process will include the following:

A. Review of the existing congestion management network/add any necessary links or elements.

B. Review system of performance measures and objectives and update if necessary.

C. Review of roadway and transit data collection efforts coordination of results system wide.

D. Compilation of a system-wide status report from the individual corridor/intersection/link reports.

E. Continued publication of information and annual meetings to provide information to the public on the operating status of their transportation systems. Continue to solicit citizen input as to the CMP.

F. Continue coordination with other ISTEA, TEA-21, and FAST ACT management systems.

G. Integrate the results of the CMP update into the long and short-range transportation programming activities.

The CMP is designed to be a dynamic process. As new information on the transportation system is collected, analyzed, and reviewed, strategies will be developed and evaluated for mitigating congestion. Implemented strategies will be evaluated providing feedback on their success at reducing congestion. This information will be documented in annual updates to the CMP report. Comprehensive reviews of the CMP will take place in conjunction with the scheduled update of the Transportation Plan.

Summary

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the Transportation Equity Act for the 21st Century (TEA-21) of 1998, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) of 2005 mandated that TMA's with population greater than 200,000 establish a Congestion Management System (CMS) (ISTEA and TEA-21) / Congestion Management Process (CMP) (SAFETEA-LU). In December 1993, final interim guidelines were developed which established general requirements for the CMS and identified deadlines for work plan submission and for the CMS to become operational. In August 1994, Purdue University, INDOT and FHWA published the draft final report for development of a prototype congestion management system for the State of Indiana as a Joint Highway Research Project. The study delineated a comprehensive set of guidelines and a nine-element work plan to be undertaken in developing the CMS in a consistent manner statewide. In February 2007, Federal Regulations were published providing guidelines and the required elements to be included in the CMP.

The preceding work plan update for the Northeastern Indiana Regional Coordinating Council's metropolitan planning area (MPA) has incorporated the requirements, guidelines, and work plan elements adopted statewide referenced above and has proceeded since Fiscal Year 1997 toward implementation of the CMS / CMP for this region in coordination with statewide efforts.

Appendix A

NIRCC	STREET	ASTREET	BSTREET	AM PEAK VOL	PM PEAK VOL	LENGTH	AM V/C RATIO	PM V/C RATIO	FED FUNC CLASS
4.0	ABOITE CTR RD	W COUNTY LINE RD	.75M E/O W COUNTY LINE RD	89	79	0.75	0.12	0.11	UMIA
4.1	ABOITE CTR RD	.75M E/O W COUNTY LINE RD	WEST HAMILTON RD	172	150	0.68	0.24	0.21	UMIA
4.2	ABOITE CTR RD	WEST HAMILTON RD	EGGEMAN RD	369	232	0.75	0.52	0.32	UMIA
5.0	ABOITE CTR RD	EGGEMAN RD	HOMESTEAD RD	440	298	0.50	0.62	0.42	UMIA
6.0	ABOITE CTR RD	HOMESTEAD RD	TURF LN	588	606	1.00	0.82	0.85	UMIA
7.0	ABOITE CTR RD	TURF LN	COVENTRY LN	652	768	0.69	0.91	1.07	UMIA
7.1	ABOITE CTR RD	COVENTRY LN	DICKE RD	861	890	0.40	0.60	0.62	UMIA
8.0	ABOITE CTR RD	DICKE RD	ROSEWOOD DR	800	784	0.43	0.56	0.55	UMIA
9.0	ABOITE CTR RD	ROSEWOOD DR	JEFFERSON BLVD	815	791	0.13	0.57	0.55	UMIA
10.0	ADAMS CTR RD	SR 930	MOELLER RD	563	594	1.00	0.79	0.83	UMIA
11.0	ADAMS CTR RD	MOELLER RD	SEILER RD	437	412	0.50	0.61	0.58	UMIA
12.0	ADAMS CTR RD	SEILER RD	.51M N/O PAULDING RD	372	337	0.51	0.63	0.57	RMAC
13.0	ADAMS CTR RD	.51M N/O PAULDING RD	PAULDING RD	342	349	0.50	0.58	0.59	RMAC
15.0	ADAMS CTR RD	PAULDING RD	.5M S/O PAULDING RD	322	267	0.50	0.55	0.45	RMAC
16.0	ADAMS CTR RD	.5M S/O PAULDING RD	TILLMAN RD	283	272	0.50	0.48	0.46	RMAC
17.0	ADAMS CTR RD	TILLMAN RD	.48M S/O TILLMAN RD	242	230	0.48	0.41	0.39	RMAC
17.1	ADAMS CTR RD	.48M S/O TILLMAN RD	WAYNE TRACE	163	142	0.48	0.28	0.24	RMAC
80.0	AIRPORT EXPRESSWAY	FAIRFIELD AVE	WINCHESTER RD	1014	670	0.45	0.59	0.39	UOPA
81.0	AIRPORT EXPRESSWAY	WINCHESTER RD	LWR HUNTINGTON RD	539	454	0.66	0.31	0.26	UOPA
82.0	AIRPORT EXPRESSWAY	LWR HUNTINGTON RD	BLUFFTON RD	355	386	1.35	0.21	0.22	UOPA
83.0	AIRPORT EXPRESSWAY	BLUFFTON RD	AIRPORT DR	503	543	0.78	0.29	0.31	UOPA
84.0	AIRPORT EXPRESSWAY	AIRPORT DR	BAER RD	480	533	0.15	0.28	0.31	UOPA
85.0	AIRPORT EXPRESSWAY	BAER RD	ARDMORE AVE	512	558	0.15	0.30	0.32	UOPA
86.0	AIRPORT EXPRESSWAY	ARDMORE AVE	AVIATION DR	750	806	0.67	0.43	0.47	UOPA
86.1	AIRPORT EXPRESSWAY	AVIATION DR	SMITH RD (E)	861	861	0.24	0.50	0.50	UOPA
86.2	AIRPORT EXPRESSWAY	SMITH RD (E)	SMITH RD (W)	856	782	0.42	0.52	0.48	ROPA
86.3	AIRPORT EXPRESSWAY	SMITH RD (W)	COVERDALE RD	637	574	0.71	0.39	0.35	ROPA
86.4	AIRPORT EXPRESSWAY	COVERDALE RD	LWR HUNTINGTON RD	687	556	2.05	0.42	0.34	ROPA
86.5	AIRPORT EXPRESSWAY	LWR HUNTINGTON RD	INTERSTATE 69	769	695	0.17	0.47	0.42	ROPA
20.0	ANTHONY BLVD	COLISEUM BLVD	.17M S/O COLISEUM BLVD	558	628	0.17	0.39	0.44	UMIA
20.1	ANTHONY BLVD	.17M S/O COLISEUM BLVD	ST JOE RIVER DR	685	559	0.39	0.48	0.39	UMIA
20.2	ANTHONY BLVD	ST JOE RIVER DR	.16M S/O ST JOE RIVER DR	566	558	0.16	0.40	0.39	UMIA
21.0	ANTHONY BLVD	.16M S/O ST JOE RIVER DR	CRESCENT AVE	507	635	0.12	0.35	0.44	UMIA
22.0	ANTHONY BLVD	CRESCENT AVE	VANCE AVE	702	664	0.04	0.49	0.46	UMIA
23.0	ANTHONY BLVD	VANCE AVE	CHARLOTTE AVE	737	640	0.25	1.03	0.90	UMIA
24.0	ANTHONY BLVD	CHARLOTTE AVE	STATE BLVD	760	613	0.24	1.06	0.86	UMIA
25.0	ANTHONY BLVD	STATE BLVD	DELAWARE AVE	416	476	0.23	0.58	0.67	UMIA
26.0	ANTHONY BLVD	DELAWARE AVE	LAKE AVE	291	521	0.27	0.41	0.73	UMIA
27.0	ANTHONY BLVD	LAKE AVE	EDGEWATER AVE	461	527	0.20	0.64	0.74	UMIA
28.0	ANTHONY BLVD	EDGEWATER AVE	BERRY ST	493	532	0.40	0.69	0.74	UMIA
29.0	ANTHONY BLVD	BERRY ST	WAYNE ST	604	721	0.06	0.42	0.50	UMIA
30.0	ANTHONY BLVD	WAYNE ST	WASHINGTON BLVD	428	565	0.08	0.30	0.40	UMIA
31.0	ANTHONY BLVD	WASHINGTON BLVD	.1M S/O WASHINGTON BLVD	461	531	0.10	0.32	0.37	UMIA
32.0	ANTHONY BLVD	.1M S/O WASHINGTON BLVD	MAUMEE AVE	394	515	0.13	0.28	0.36	UMIA
33.0	ANTHONY BLVD	MAUMEE AVE	LEWIS ST	383	484	0.05	0.54	0.68	UMIA
34.0	ANTHONY BLVD	LEWIS ST	WAYNE TRACE	374	529	0.30	0.52	0.74	UMIA
35.0	ANTHONY BLVD	WAYNE TRACE	CREIGHTON AVE	394	629	0.40	0.55	0.88	UMIA
36.0	ANTHONY BLVD	CREIGHTON AVE	PONTIAC ST	414	537	0.30	0.58	0.75	UMIA
37.0	ANTHONY BLVD	PONTIAC ST	COLERICK ST	374	580	0.20	0.52	0.81	UMIA
38.0	ANTHONY BLVD	COLERICK ST	DREXEL AVE	375	675	0.15	0.52	0.94	UMIA
39.0	ANTHONY BLVD	DREXEL AVE	OXFORD ST	349	625	0.12	0.49	0.87	UMIA
40.0	ANTHONY BLVD	OXFORD ST	RUDISILL BLVD	410	635	0.22	0.57	0.89	UMIA
41.0	ANTHONY BLVD	RUDISILL BLVD	MCKINNIE AVE	372	551	0.25	0.26	0.39	UMIA
42.0	ANTHONY BLVD	MCKINNIE AVE	W COLONIAL AVE	391	582	0.23	0.27	0.41	UMIA
43.0	ANTHONY BLVD	W COLONIAL AVE	PETTIT AVE	337	535	0.27	0.24	0.37	UMIA
44.0	ANTHONY BLVD	PETTIT AVE	FAIRFAX AVE	278	445	0.14	0.19	0.31	UMIA
45.0	ANTHONY BLVD	FAIRFAX AVE	PAULDING RD	236	440	0.34	0.17	0.31	UMIA
46.0	ANTHONY BLVD	PAULDING RD	HOLLIS LN	281	403	0.26	0.20	0.28	UMIA
47.0	ANTHONY BLVD	HOLLIS LN	TILLMAN RD	221	363	0.74	0.15	0.25	UMIA
49.0	ANTHONY BLVD	TILLMAN RD	OLD DECATUR RD	249	390	0.10	0.17	0.27	UMIA
50.0	ANTHONY BLVD	OLD DECATUR RD	LAFAYETTE ST	230	398	0.20	0.16	0.28	UMIA
54.0	ARDMORE AVE	JEFFERSON BLVD	N WASHINGTON RD	742	868	0.25	0.52	0.61	UMIA
55.0	ARDMORE AVE	N WASHINGTON RD	TAYLOR ST	673	934	0.39	0.47	0.65	UMIA
56.0	ARDMORE AVE	TAYLOR ST	GENEVA DR	537	728	0.32	0.38	0.51	UMIA
57.0	ARDMORE AVE	GENEVA DR	COVINGTON RD	622	776	0.07	0.43	0.54	UMIA
58.0	ARDMORE AVE	COVINGTON RD	NUTTMAN AVE	790	794	0.50	1.10	1.11	UMIA
59.0	ARDMORE AVE	NUTTMAN AVE	FOREST RIDGE DR	626	754	0.29	0.88	1.05	UMIA
60.0	ARDMORE AVE	ENGLE RD	KNOLL RD	619	693	0.70	0.87	0.97	UMIA
61.0	ARDMORE AVE	KNOLL RD	SAND POINT RD (E)	543	657	0.24	0.76	0.92	UMIA
62.0	ARDMORE AVE	SAND POINT RD (E)	SAND POINT RD (W)	504	604	0.08	0.70	0.84	UMIA

63.0	ARDMORE AVE	SAND POINT RD (W)	HARDROCK DR	421	531	0.60	0.59	0.74	UMIA
64.0	ARDMORE AVE	HARDROCK DR	LWR HUNTINGTON RD	427	536	0.26	0.60	0.75	UMIA
64.1	ARDMORE AVE	LWR HUNTINGTON RD	AIRPORT EXPRESSWAY	279	340	1.00	0.39	0.48	UMIA
59.1	ARDMORE AVE	FOREST RIDGE DR	ENGLE RD	657	760	0.21	0.92	1.06	UMIA
77.0	AUBURN RD	COOK RD	CLINTON ST	624	593	0.65	0.87	0.83	UMIA
88.0	BASS RD	SCOTT RD	YELLOW RIVER RD	292	326	2.00	0.41	0.46	UMIA
89.0	BASS RD	YELLOW RIVER RD	HADLEY RD	420	483	0.01	0.59	0.68	UMIA
90.0	BASS RD	HADLEY RD	FLAUGH RD	461	450	0.51	0.64	0.63	UMIA
92.0	BASS RD	FLAUGH RD	KROEMER RD	353	346	0.81	0.49	0.48	UMIA
93.0	BASS RD	KROEMER RD	DIAMOND CREEK BLVD	375	395	0.15	0.52	0.55	UMIA
94.0	BASS RD	DIAMOND CREEK BLVD	THOMAS RD	452	452	0.33	0.63	0.63	UMIA
95.0	BASS RD	THOMAS RD	HILLEGAS RD	484	575	0.54	0.68	0.80	UMIA
96.0	BASS RD	HILLEGAS RD	LEESBURG RD	421	400	0.22	0.59	0.56	UMIA
1262.0	BASS RD	LEESBURG RD	LATHROP PLACE	387	442	0.13	0.54	0.62	UMIA
1263.0	BASS RD	LATHROP PLACE	LINDENWOOD AVE	379	488	0.28	0.53	0.68	UMIA
124.0	BETHEL RD	DUPONT RD	TILL RD	270	355	0.63	0.47	0.62	RMIC
125.0	BLUFFTON RD	BROADWAY	QUIMBLY VILLAGE ENT	776	1087	0.24	0.54	0.76	UMIA
126.0	BLUFFTON RD	QUIMBLY VILLAGE ENT	BROOKLYN AVE	778	1116	0.18	0.54	0.78	UMIA
127.0	BLUFFTON RD	BROOKLYN AVE	WAWONAISSA TRAIL	720	1007	0.08	0.50	0.70	UMIA
128.0	BLUFFTON RD	WAWONAISSA TRAIL	ENGLE RD	724	884	0.26	0.51	0.62	UMIA
129.0	BLUFFTON RD	ENGLE RD	DEFOREST AVE	1002	1092	0.09	0.70	0.76	UMIA
130.0	BLUFFTON RD	DEFOREST AVE	SAND POINT RD	849	1005	0.13	0.59	0.70	UMIA
131.0	BLUFFTON RD	SAND POINT RD	WINCHESTER RD	821	1093	0.14	0.57	0.76	UMIA
132.0	BLUFFTON RD	WINCHESTER RD	WOODHAVEN DR	516	743	0.23	0.36	0.52	UMIA
133.0	BLUFFTON RD	WOODHAVEN DR	OLD TRAIL RD	441	707	0.38	0.62	0.99	UMIA
134.0	BLUFFTON RD	OLD TRAIL RD	INTERLAKEN DR	403	632	0.34	0.56	0.88	UMIA
135.0	BLUFFTON RD	INTERLAKEN DR	LWR HUNTINGTON RD	375	588	0.40	0.52	0.82	UMIA
136.0	BLUFFTON RD	LWR HUNTINGTON RD	CHURCH ST	437	634	0.24	0.61	0.89	UMIA
137.0	BLUFFTON RD	CHURCH ST	OLD TRAIL RD	437	478	0.26	0.61	0.67	UMIA
138.0	BLUFFTON RD	OLD TRAIL RD	AIRPORT EXPRESSWAY	424	469	0.70	0.59	0.66	UMIA
139.0	BLUFFTON RD	AIRPORT EXPRESSWAY	DUNKLEBERG RD	1041	653	0.10	1.46	0.91	UMIA
140.0	BLUFFTON RD	DUNKLEBERG RD	FERGUSON RD	505	448	0.89	0.71	0.63	UMIA
141.0	BLUFFTON RD	FERGUSON RD	ELSINORE AVE	513	587	0.72	0.72	0.82	RMIA
142.0	BLUFFTON RD	WINTERS RD	PLEASANT CTR RD	561	521	1.00	0.95	0.88	RMIA
143.0	BLUFFTON RD	PLEASANT CTR RD	INTERSTATE 469	492	515	0.39	0.83	0.87	RMIA
143.1	BLUFFTON RD	INTERSTATE 469	.48M S/O INTERSTATE 469	726	659	0.48	0.62	0.56	RMIA
143.2	BLUFFTON RD	.48M S/O INTERSTATE 469	HAMILTON RD	739	651	0.14	1.25	1.10	RMIA
141.1	BLUFFTON RD	ELSINORE AVE	WINTERS RD	547	541	0.28	0.93	0.92	RMIA
156.0	BROADWAY	JEFFERSON BLVD	LAVINA ST	554	733	0.14	0.77	1.03	UMIA
157.0	BROADWAY	LAVINA ST	SWINNEY AVE	613	735	0.25	0.86	1.03	UMIA
158.0	BROADWAY	SWINNEY AVE	TAYLOR ST	574	669	0.17	0.80	0.94	UMIA
159.0	BROADWAY	TAYLOR ST	CREIGHTON AVE	458	682	0.26	0.64	0.95	UMIA
160.0	BROADWAY	CREIGHTON AVE	HUESTIS AVE	574	635	0.13	0.80	0.89	UMIA
161.0	BROADWAY	HUESTIS AVE	PARK AVE	552	653	0.28	0.77	0.91	UMIA
162.0	BROADWAY	PARK AVE	WILDWOOD AVE	465	591	0.17	0.65	0.83	UMIA
163.0	BROADWAY	WILDWOOD AVE	PACKARD AVE	521	641	0.17	0.73	0.90	UMIA
164.0	BROADWAY	PACKARD AVE	BLUFFTON RD	521	670	0.20	0.73	0.94	UMIA
165.0	BROADWAY	BLUFFTON RD	RUDISILL BLVD	550	822	0.14	0.38	0.57	UMIA
798.0	BROADWAY (NH)	ROSE AVE	POWERS ST	230	325	0.17	0.32	0.45	UMIA
799.0	BROADWAY (NH)	POWERS ST	MAIN ST	247	279	0.15	0.35	0.39	UMIA
800.0	BROADWAY (NH)	MAIN ST	LINCOLN HIGHWAY	233	277	0.23	0.33	0.39	UMIA
213.1	CARROLL RD	JOHNSON RD	HAND RD	92	118	1.53	0.16	0.20	RMAC
214.0	CARROLL RD	HAND RD	PRESERVE BLVD	104	153	0.51	0.18	0.26	RMAC
214.1	CARROLL RD	PRESERVE BLVD	BETHEL RD	433	187	0.52	0.61	0.26	RMAC
215.0	CARROLL RD	BETHEL RD	MILLSTONE DR	508	557	0.45	0.71	0.78	UMIA
215.1	CARROLL RD	MILLSTONE DR	LIMA RD	514	697	0.74	0.72	0.97	UMIA
216.0	CARROLL RD	LIMA RD	CORAL SPRINGS DR	457	379	0.50	0.79	0.66	UC
217.0	CARROLL RD	CORAL SPRINGS DR	CORBIN RD	316	414	0.36	0.55	0.72	UC
213.0	CARROLL RD	.24M W/O JOHNSON RD	JOHNSON RD	131	142	0.24	0.22	0.24	RMAC
226.0	CLINTON ST	WALLEN RD	CLINTON PARK DR	691	632	0.52	0.97	0.88	UMIA
226.1	CLINTON ST	CLINTON PARK DR	AUBURN RD	686	640	0.87	0.96	0.90	UMIA
227.0	CLINTON ST	AUBURN RD	BETHANY LN	1390	1226	0.70	0.97	0.86	UMIA
229.0	CLINTON ST	BETHANY LN	WASHINGTON CTR RD	1370	1312	0.24	0.96	0.92	UMIA
230.0	CLINTON ST	WASHINGTON CTR RD	MEDICAL PARK DR	1235	1458	0.67	0.86	1.02	UMIA
231.0	CLINTON ST	MEDICAL PARK DR	PARNELL AVE	1229	1385	0.25	0.86	0.97	UMIA
232.0	CLINTON ST	PARNELL AVE	COLISEUM BLVD	958	785	0.23	0.67	0.55	UMIA
233.0	CLINTON ST	COLISEUM BLVD	FERNWOOD DR	547	795	0.32	0.38	0.56	UMIA
234.0	CLINTON ST	FERNWOOD DR	RIDGEWOOD DR	595	673	0.25	0.42	0.47	UMIA
234.1	CLINTON ST	RIDGEWOOD DR	COLDWATER RD	631	810	0.12	0.44	0.57	UMIA
235.0	CLINTON ST	COLDWATER RD	GLENN AVE	998	1429	0.12	0.70	1.00	UOPA
236.0	CLINTON ST	GLENN AVE	LIVINGSTON AVE	1089	1329	0.12	0.76	0.93	UOPA
238.0	CLINTON ST	LIVINGSTON AVE	LIMA RD	707	1279	0.20	0.49	0.89	UOPA
240.0	CLINTON ST	LIMA RD	GROVE ST	1672	2191	0.20	1.17	1.53	UOPA

241.0	CLINTON ST	GROVE ST	SPY RUN AVE	1749	2065	0.15	1.22	1.44	UOPA
242.0	CLINTON ST	SPY RUN AVE	STATE BLVD	1913	1806	0.22	0.89	0.84	UOPA
243.0	CLINTON ST	STATE BLVD	ELIZABETH ST	1879	1690	0.25	0.88	0.79	UOPA
244.0	CLINTON ST	.19M S/O ELIZABETH ST	FOURTH ST	1805	1756	0.16	0.84	0.82	UOPA
245.0	CLINTON ST	FOURTH ST	SUPERIOR ST	2011	1571	0.36	0.70	0.55	UOPA
247.0	CLINTON ST	SUPERIOR ST	.08M N/O MAIN ST	2357	1943	0.08	0.73	0.60	UOPA
248.0	CLINTON ST	.08M N/O MAIN ST	MAIN ST	1761	1668	0.08	0.54	0.51	UOPA
249.0	CLINTON ST	MAIN ST	BERRY ST	1704	1770	0.08	0.52	0.54	UOPA
250.0	CLINTON ST	BERRY ST	WAYNE ST	2110	1931	0.07	0.65	0.59	UOPA
251.0	CLINTON ST	WAYNE ST	WASHINGTON BLVD	1462	1996	0.08	0.45	0.61	UOPA
252.0	CLINTON ST	WASHINGTON BLVD	.07M N/O JEFFERSON BLVD	2230	2201	0.07	0.69	0.68	UOPA
253.0	CLINTON ST	.07M N/O JEFFERSON BLVD	JEFFERSON BLVD	1806	1921	0.01	0.56	0.59	UOPA
254.0	CLINTON ST	JEFFERSON BLVD	LEWIS ST	1377	1719	0.09	0.42	0.53	UOPA
255.0	CLINTON ST	LEWIS ST	DOUGLAS ST	1802	1823	0.07	0.55	0.56	UOPA
256.0	CLINTON ST	DOUGLAS ST	BRACKENRIDGE ST	1522	2016	0.07	0.47	0.62	UOPA
258.0	CLINTON ST	MASTERSON AVE	WILLIAMS ST	1244	1856	0.07	0.58	0.87	UOPA
259.0	CLINTON ST	CREIGHTON AVE	PONTIAC ST	990	1713	0.25	0.46	0.80	UOPA
260.0	CLINTON ST	PONTIAC ST	WILDWOOD AVE	735	1404	0.26	0.34	0.65	UOPA
261.0	CLINTON ST	WILDWOOD AVE	RUDISILL BLVD	1018	1594	0.50	0.42	0.66	UOPA
262.0	CLINTON ST	RUDISILL BLVD	BRANNING ST	791	1411	0.14	0.33	0.58	UOPA
263.0	CLINTON ST	BRANNING ST	LAFAYETTE ST	788	1457	0.18	0.33	0.60	UOPA
821.0	CLINTON ST	DUPONT RD	OLD LEO RD	842	848	0.12	0.59	0.59	UMIA
822.0	CLINTON ST	MAYHEW RD	.34M S/O MAYHEW RD	610	506	0.35	0.85	0.71	UMIA
822.1	CLINTON ST	.34M S/O MAYHEW RD	DIEBOLD RD	695	539	0.65	0.97	0.75	UMIA
823.0	CLINTON ST	DIEBOLD RD	WALLEN RD	791	663	0.70	1.11	0.93	UMIA
243.1	CLINTON ST	ELIZABETH ST	.19M S/O ELIZABETH ST	2157	1681	0.19	1.01	0.78	UOPA
258.1	CLINTON ST	WILLIAMS ST	CREIGHTON AVE	1002	1699	0.22	0.47	0.79	UOPA
257.0	CLINTON ST	BRACKENRIDGE ST	MASTERSON AVE	1427	1793	0.33	0.67	0.84	UOPA
264.2	COLDWATER RD	CHAPMAN RD	SHOAFF RD	172	254	0.15	0.29	0.43	RMAC
265.0	COLDWATER RD	SHOAFF RD	CEDAR CANYONS RD	200	223	1.00	0.28	0.31	UMIA
266.0	COLDWATER RD	CEDAR CANYONS RD	GUMP RD	403	362	0.75	0.56	0.51	UMIA
267.0	COLDWATER RD	GUMP RD	PION RD	547	545	0.75	0.76	0.76	UMIA
268.0	COLDWATER RD	PION RD	UNION CHAPEL RD	624	633	1.00	0.87	0.89	UMIA
269.0	COLDWATER RD	UNION CHAPEL RD	MARDEGO PKWY	709	782	1.16	0.99	1.09	UMIA
270.0	COLDWATER RD	MARDEGO PKWY	DUPONT RD	823	814	0.32	0.58	0.57	UMIA
271.0	COLDWATER RD	DUPONT RD	CHOCTAW PASS	1023	1209	0.31	0.72	0.85	UMIA
272.0	COLDWATER RD	CHOCTAW PASS	TILL RD	876	1113	0.32	0.61	0.78	UMIA
273.0	COLDWATER RD	TILL RD	WALLEN RD	1026	1300	0.52	0.72	0.91	UMIA
275.0	COLDWATER RD	WALLEN RD	SHADYHURST DR	1452	1366	0.48	1.02	0.96	UMIA
276.0	COLDWATER RD	SHADYHURST DR	COOK RD	1082	1251	0.57	0.76	0.87	UMIA
277.0	COLDWATER RD	COOK RD	SPRINGBROOK RD	1574	1611	0.11	1.10	1.13	UMIA
278.0	COLDWATER RD	SPRINGBROOK RD	LUDWIG RD	1737	1529	0.39	1.21	1.07	UMIA
281.0	COLDWATER RD	INTERSTATE 69	WASHINGTON CTR RD	1681	1731	0.35	0.78	0.81	UOPA
282.0	COLDWATER RD	WASHINGTON CTR RD	COLDWATER SHOPPING CROSSING	1518	1667	0.25	0.71	0.78	UOPA
283.1	COLDWATER RD	ESSEX LN	COLLINS RD	1018	1519	0.37	0.71	1.06	UOPA
284.0	COLDWATER RD	COLLINS RD	NOBLE DR	1077	1376	0.18	0.75	0.96	UOPA
285.0	COLDWATER RD	NOBLE DR	COLISEUM BLVD	869	1370	0.08	0.61	0.96	UOPA
286.0	COLDWATER RD	COLISEUM BLVD	.25M S/O COLISEUM BLVD	648	952	0.25	0.45	0.67	UOPA
287.0	COLDWATER RD	.25M S/O COLISEUM BLVD	CLINTON ST	573	748	0.28	0.40	0.52	UOPA
264.1	COLDWATER RD	FITCH RD E	CHAPMAN RD	161	198	0.65	0.27	0.34	RMAC
264.0	COLDWATER RD	NORTH COUNTY LINE RD	FITCH RD E	170	208	0.30	0.29	0.35	RMAC
283.0	COLDWATER RD	COLDWATER SHOPPING CROSSING	ESSEX LN	1099	1332	0.14	0.77	0.93	UOPA
290.0	COLISEUM BLVD	GOSHEN RD	.24M E/O GOSHEN RD	935	1587	0.24	0.65	1.11	UOPA
291.0	COLISEUM BLVD	.24M E/O GOSHEN RD	HARRIS RD	1088	1126	0.42	0.76	0.79	UOPA
292.0	COLISEUM BLVD	HARRIS RD	EXECUTIVE BLVD	1184	1336	0.73	0.83	0.93	UOPA
292.1	COLISEUM BLVD	EXECUTIVE BLVD	SHERMAN BLVD	1012	1276	0.59	0.71	0.89	UOPA
293.0	COLISEUM BLVD	SHERMAN BLVD	LIMA RD	929	1349	0.27	0.43	0.63	UOPA
294.0	COLISEUM BLVD	LIMA RD	INDUSTRIAL RD	1280	1599	0.08	0.60	0.75	UOPA
295.0	COLISEUM BLVD	INDUSTRIAL RD	SPEEDWAY DR	1418	1558	0.26	0.66	0.73	UOPA
296.0	COLISEUM BLVD	SPEEDWAY DR	GLENBROOK ENT	1434	3012	0.20	0.67	1.40	UOPA
297.0	COLISEUM BLVD	GLENBROOK ENT	COLDWATER RD	1477	1844	0.17	0.69	0.86	UOPA
298.0	COLISEUM BLVD	COLDWATER RD	.29M E/O COLDWATER RD	1727	2179	0.29	0.81	1.02	UOPA
299.0	COLISEUM BLVD	.29M E/O COLDWATER RD	CLINTON ST	1784	2140	0.07	0.83	1.00	UOPA
300.0	COLISEUM BLVD	CLINTON ST	PARNELL AVE	1617	1969	0.14	0.75	0.92	UOPA
301.0	COLISEUM BLVD	PARNELL AVE	PAUL SHAFFER DR	1822	2199	0.28	0.85	1.03	UOPA
302.0	COLISEUM BLVD	PAUL SHAFFER DR	ANTHONY BVLD	1900	1811	0.38	1.33	1.27	UOPA
303.0	COLISEUM BLVD	ANTHONY BLVD	CRESCENT AVE	1769	1726	0.35	1.24	1.21	UOPA
304.0	COLISEUM BLVD	CRESCENT AVE	TRIER RD	1371	1364	0.17	0.96	0.95	UOPA
305.0	COLISEUM BLVD	TRIER RD	HOBSON RD	1140	1138	0.34	0.80	0.80	UOPA
306.0	COLISEUM BLVD	HOBSON RD	VANCE AVE	1150	1058	0.58	0.80	0.74	UOPA
307.0	COLISEUM BLVD	VANCE AVE	STATE BLVD	1139	1162	0.52	0.80	0.81	UOPA
309.0	COLISEUM BLVD	STATE BLVD	DELAWARE AVE	951	1108	0.24	0.66	0.77	UOPA
310.0	COLISEUM BLVD	LAKE AVE	COLUMBIA AVE	1621	1684	0.12	0.76	0.79	UOPA

311.0	COLISEUM BLVD	COLUMBIA AVE	WASHINGTON BLVD	1202	1426	1.06	0.84	1.00	UOPA
309.1	COLISEUM BLVD	DELAWARE AVE	LAKE AVE	1126	1213	0.28	0.52	0.57	UOPA
326.0	COOK RD	US 33	FRITZ RD	123	129	0.19	0.17	0.18	RMAC
327.0	COOK RD	FRITZ RD	LANDLORD LN	211	166	0.38	0.30	0.23	RMAC
327.1	COOK RD	LANDLORD LN	HUGUENARD RD	207	224	0.61	0.29	0.31	RMAC
328.0	COOK RD	HUGUENARD RD	CHALFANT RD	255	290	0.50	0.36	0.41	UMIA
328.1	COOK RD	CHALFANT RD	.2M W/O LIMA RD	347	427	0.69	0.49	0.60	UMIA
328.2	COOK RD	.2M W/O LIMA RD	LIMA RD	610	492	0.20	0.85	0.69	UMIA
329.0	COOK RD	LIMA RD	WOODBINE AVE	405	423	0.27	0.57	0.59	UMIA
330.0	COOK RD	WOODBINE AVE	COLD SPRINGS BLVD	361	512	0.94	0.50	0.72	UMIA
331.0	COOK RD	COLD SPRINGS BLVD	COLDWATER RD	729	660	0.19	1.02	0.92	UMIA
332.0	COOK RD	COLDWATER RD	ORCHARD PLACE	596	593	0.35	0.83	0.83	UMIA
333.0	COOK RD	ORCHARD PLACE	AUBURN RD	363	386	0.65	0.51	0.54	UMIA
336.0	CORBIN RD	UNION CHAPEL RD	CARROLL RD	362	412	0.23	0.63	0.72	UC
338.0	COVERDALE RD	FERGUSON RD W	INDIANAPOLIS RD	36	53	0.90	0.06	0.09	RMAC
337.3	COVERDALE RD	AIRPORT EXPRESSWAY	FERGUSON RD W	45	61	0.54	0.08	0.10	RMAC
372.0	CRESCENT AVE	HOBSON RD	LAWSHE DR	1504	1350	0.31	1.05	0.94	UMIA
373.0	CRESCENT AVE	LAWSHE DR	COLISEUM BLVD	1325	1317	0.35	0.93	0.92	UMIA
1315.0	DAWKINS RD	DOYLE RD	BANDELIER RD	194	194	0.50	0.33	0.33	RMAC
1315.1	DAWKINS RD	BANDELIER RD	RYAN RD	157	181	0.50	0.27	0.31	RMAC
1316.0	DAWKINS RD	RYAN RD	.3M E/O RYAN RD	158	203	0.30	0.27	0.34	RMAC
8066.0	DAWKINS RD	.22M E/O RYAN RD	WEBSTER RD	160	164	2.10	0.27	0.28	RMAC
398.0	DUPONT RD	BETHEL RD	CHERRY CREEK RD	195	334	0.28	0.27	0.47	UMIA
398.1	DUPONT RD	CHERRY CREEK RD	SR 3	430	504	0.96	0.60	0.70	UMIA
399.0	DUPONT RD	SR 3	OAKTREE RD	607	974	0.50	0.85	1.36	UMIA
400.0	DUPONT RD	OAKTREE RD	E LIMBERLOST TRAIL	631	962	0.92	0.88	1.35	UMIA
401.0	DUPONT RD	E LIMBERLOST TRAIL	COLDWATER RD	656	1093	0.40	0.46	0.76	UMIA
402.0	DUPONT RD	COLDWATER RD	PINE MILLS RD	703	1099	0.32	0.49	0.77	UMIA
403.0	DUPONT RD	PINE MILLS RD	AUBURN RD	772	1231	0.61	0.54	0.86	UMIA
404.0	DUPONT RD	AUBURN RD	LONGWOOD DR	1139	1219	0.19	0.80	0.85	UMIA
404.1	DUPONT RD	LONGWOOD DR	INTERSTATE 69	1212	1476	0.33	0.85	1.03	UMIA
405.0	DUPONT RD	INTERSTATE 69	PARKVIEW PLAZA DR	1040	1230	0.30	0.73	0.86	UMIA
405.1	DUPONT RD	PARKVIEW PLAZA DR	DIEBOLD RD	1031	1235	0.20	0.72	0.86	UMIA
405.2	DUPONT RD	DIEBOLD RD	OLD WOODS RD	1068	1124	0.57	0.75	0.79	UMIA
406.0	DUPONT RD	OLD WOODS RD	TONKEL RD	774	868	0.41	0.54	0.61	UMIA
237.0	EDGEWOOD AVE	LIVINGSTON AVE	LIMA RD	1049	1062	0.18	0.65	0.66	UOPA
412.0	ENGLE RD	JEFFERSON BLVD	JEFFERSON PARK OFFICES	844	771	0.15	0.59	0.54	UMIA
412.1	ENGLE RD	JEFFERSON PARK OFFICES	SMITH RD	566	598	1.43	0.40	0.42	UMIA
413.0	ENGLE RD	SMITH RD	CLUBVIEW DR	500	523	0.57	0.70	0.73	UMIA
414.0	ENGLE RD	CLUBVIEW DR	ARDMORE AVE	544	582	0.44	0.76	0.81	UMIA
415.0	ENGLE RD	ARDMORE AVE	MARK DR	476	650	0.24	0.67	0.91	UMIA
416.0	ENGLE RD	MARK DR	INDIAN HILLS DR	565	604	0.47	0.79	0.84	UMIA
417.0	ENGLE RD	INDIAN HILLS DR	BLUFFTON RD	528	645	0.47	0.74	0.90	UMIA
420.0	EWING ST	SUPERIOR ST	MAIN ST	494	811	0.14	0.25	0.42	UMIA
421.0	EWING ST	MAIN ST	.05M S/O MAIN ST	344	571	0.05	0.18	0.29	UMIA
422.0	EWING ST	.05M S/O MAIN ST	BERRY ST	344	571	0.02	0.18	0.29	UMIA
423.0	EWING ST	BERRY ST	.01M S/O BERRY ST	349	488	0.01	0.18	0.25	UMIA
424.0	EWING ST	.01M S/O BERRY ST	WAYNE ST	372	452	0.07	0.19	0.23	UMIA
425.0	EWING ST	WAYNE ST	WASHINGTON BLVD	422	590	0.08	0.22	0.30	UMIA
426.0	EWING ST	WASHINGTON BLVD	JEFFERSON BLVD	456	607	0.07	0.23	0.31	UMIA
1573.0	EWING ST/WELLS ST	CONRAIL RAILROAD	SUPERIOR ST	479	706	0.14	0.22	0.33	UMIA
435.0	FAIRFIELD AVE	SUPERIOR ST	MAIN ST	736	899	0.14	0.38	0.46	UMIA
436.0	FAIRFIELD AVE	MAIN ST	BERRY ST	599	795	0.08	0.28	0.37	UMIA
437.0	FAIRFIELD AVE	BERRY ST	.02M S/O BERRY ST	623	906	0.03	0.32	0.46	UMIA
438.0	FAIRFIELD AVE	.02M S/O BERRY ST	WAYNE ST	623	606	0.02	0.32	0.31	UMIA
439.0	FAIRFIELD AVE	WAYNE ST	WASHINGTON BLVD	422	573	0.08	0.22	0.29	UMIA
440.0	FAIRFIELD AVE	WASHINGTON BLVD	JEFFERSON BLVD	478	747	0.07	0.22	0.35	UMIA
1601.0	FOGWELL PKWY	WINTERS RD	GENERAL MOTORS ENT	181	184	0.90	0.15	0.16	RMAC
1602.0	FOGWELL PKWY	GENERAL MOTORS ENT	LAFAYETTE CTR RD	156	238	0.21	0.13	0.20	RMAC
506.0	GOSHEN RD	COLISEUM BLVD	INDEPENDENCE DR	859	755	0.51	1.20	1.06	UMIA
507.0	GOSHEN RD	INDEPENDENCE DR	HARRIS RD	462	626	0.44	0.65	0.88	UMIA
509.0	GOSHEN RD	HARRIS RD	CAMBRIDGE BLVD	637	754	0.36	0.89	1.05	UMIA
509.1	GOSHEN RD	CAMBRIDGE BLVD	POINSETTE DR	517	688	0.24	0.72	0.96	UMIA
510.0	GOSHEN RD	POINSETTE DR	ST MARY'S AVE	612	731	0.28	0.86	1.02	UMIA
511.0	GOSHEN RD	ST MARY'S AVE	SHERMAN BLVD	457	545	0.12	0.64	0.76	UMIA
512.0	GOSHEN RD	SHERMAN BLVD	STATE BLVD	293	324	0.30	0.41	0.45	UMIA
513.0	GRABILL RD	LEO RD	SCHWARTZ RD	242	484	0.25	0.34	0.68	UMIA
519.0	GREEN ST	ROSE AVE	POWERS ST	159	217	0.05	0.28	0.38	UC
611.0	HILLEGAS RD	WASHINGTON CTR RD	OLD GOSHEN RD	619	660	0.34	0.87	0.92	UMIA
612.0	HILLEGAS RD	OLD GOSHEN RD	STALF CT	598	596	0.30	0.84	0.83	UMIA
612.1	HILLEGAS RD	STALF CT	CALIFORNIA RD	610	637	0.37	0.85	0.89	UMIA
613.0	HILLEGAS RD	CALIFORNIA RD	COLISEUM BLVD	731	785	0.16	1.02	1.10	UMIA
614.0	HILLEGAS RD	COLISEUM BLVD	INDEPENDENCE DR	679	845	0.50	0.95	1.18	UMIA

615.0	HILLEGAS RD	INDEPENDENCE DR	BUTLER RD	689	897	0.35	0.96	1.25	UMIA
616.0	HILLEGAS RD	BUTLER RD	HUSTED ST	725	903	0.22	1.01	1.26	UMIA
617.0	HILLEGAS RD	HUSTED ST	STATE BLVD	772	919	0.28	1.08	1.29	UMIA
618.0	HILLEGAS RD	STATE BLVD	LEESBURG RD	722	911	0.22	1.01	1.27	UMIA
618.1	HILLEGAS RD	LEESBURG RD	BASS RD	801	920	0.22	1.12	1.29	UMIA
618.2	HILLEGAS RD	BASS RD	ILLINOIS RD	740	845	0.11	1.04	1.18	UMIA
618.3	HILLEGAS RD	ILLINOIS RD	JEFFERSON BLVD	678	702	0.11	0.47	0.49	UMIA
663.0	HUGUENARD RD	TILL RD	WALLEN RD	281	340	0.50	0.52	0.63	RMIC
664.0	HUGUENARD RD	WALLEN RD	PLANTATION TRL	328	514	0.23	0.61	0.95	RMIC
664.1	HUGUENARD RD	PLANTATION TRL	COOK RD	369	568	0.78	0.68	1.05	RMIC
665.0	HUGUENARD RD	COOK RD	LUDWIG RD	637	654	0.48	1.11	1.14	UC
666.0	HUGUENARD RD	LUDWIG RD	WASHINGTON CTR RD	647	714	0.52	1.13	1.24	UC
1369.0	HUGUENARD RD	TILL RD	BETHEL RD	256	357	0.20	0.47	0.66	RMIC
655.0	ILLINOIS RD	I-69	MAGNAVOX WAY	1767	2123	0.36	0.82	0.99	UOPA
656.0	ILLINOIS RD	MAGNAVOX WAY	GETZ RD	1495	1804	0.11	0.70	0.84	UOPA
657.0	ILLINOIS RD	GETZ RD	SUTTON AVE	1078	1523	0.34	0.75	1.07	UOPA
658.0	ILLINOIS RD	SUTTON AVE	RECKEWEG RD	1428	1620	0.42	1.00	1.13	UOPA
659.0	ILLINOIS RD	RECKEWEG RD	THOMAS RD	965	1363	0.20	0.67	0.95	UOPA
660.0	ILLINOIS RD	THOMAS RD	ILLINOIS RD S	852	1156	0.18	0.60	0.81	UOPA
662.0	ILLINOIS RD	ILLINOIS RD	.18M W/O HILLEGAS RD	574	839	0.25	0.40	0.59	UOPA
662.1	ILLINOIS RD	.18M W/O HILLEGAS RD	HILLEGAS RD	603	1012	0.18	0.42	0.71	UOPA
662.2	ILLINOIS RD	HILLEGAS RD	JEFFERSON BLVD	768	917	0.16	0.54	0.64	UOPA
661.1	ILLINOIS RD	ILLINOIS RD SOUTH	ILLINOIS RD	158	254	0.12	0.11	0.18	UOPA
660.1	ILLINOIS RD SOUTH	ILLINOIS RD	ILLINOIS RD (JEFFERSON PT ENT)	785	985	0.14	0.55	0.69	UOPA
661.0	ILLINOIS RD SOUTH	ILLINOIS RD (JEFFERSON PT ENT)	JEFFERSON BLVD	677	669	0.22	0.47	0.47	UOPA
682.1	INDIANAPOLIS RD	COVERDALE RD	WOODLAKE RUN	146	183	0.45	0.25	0.31	RMAC
683.0	INDIANAPOLIS RD	WOODLAKE RUN	LAFAYETTE CTR RD	164	160	1.33	0.28	0.27	RMAC
683.1	INDIANAPOLIS RD	LAFAYETTE CTR RD	INTERSTATE 469	125	128	0.51	0.21	0.22	RMAC
684.0	INTERSTATE 469	INTERSTATE 69	LAFAYETTE CTR RD	749	784	1.00	0.14	0.15	RI
685.0	INTERSTATE 469	LAFAYETTE CTR RD	INDIANAPOLIS RD	695	737	0.86	0.13	0.14	RI
686.0	INTERSTATE 469	INDIANAPOLIS RD	BLUFFTON RD	671	1008	4.77	0.19	0.28	RI
687.0	INTERSTATE 469	BLUFFTON RD	WINCHESTER RD	580	638	2.59	0.16	0.18	RI
688.0	INTERSTATE 469	WINCHESTER RD	US 27/33	605	649	2.35	0.17	0.18	RI
689.0	INTERSTATE 469	US 27/33	MARION CTR RD	550	570	1.70	0.15	0.16	UI
690.0	INTERSTATE 469	MARION CTR RD	TILLMAN RD	522	561	2.51	0.14	0.16	RI
691.0	INTERSTATE 469	TILLMAN RD	MINNICH RD	562	638	1.93	0.16	0.18	RI
692.0	INTERSTATE 469	MINNICH RD	US 30 EAST	582	646	1.73	0.16	0.18	RI
693.0	INTERSTATE 469	US 30 EAST	US 24 EAST	1072	2259	1.45	0.30	0.63	UI
694.0	INTERSTATE 469	US 24 EAST	SR 37	1094	1197	3.69	0.30	0.33	UI
695.0	INTERSTATE 469	SR 37	MAPLECREST RD	1389	1472	4.00	0.39	0.41	UI
696.0	INTERSTATE 469	MAPLECREST RD	INTERSTATE 69	2542	2522	2.26	0.71	0.70	UI
670.0	INTERSTATE 69	NORTH COUNTY LINE RD	HURSH RD	2296	1459	3.09	0.64	0.41	RI
671.0	INTERSTATE 69	DUPONT RD	INTERSTATE 469	2405	2449	0.73	0.45	0.45	UI
672.0	INTERSTATE 69	INTERSTATE 469	COLDWATER RD	3444	3715	2.80	0.64	0.69	UI
673.0	INTERSTATE 69	COLDWATER RD	SR 3	3112	3760	1.33	0.58	0.70	UI
674.0	INTERSTATE 69	LIMA RD (SR 3)	GOSHEN RD (US 30 WEST)	2603	3599	1.68	0.48	0.67	UI
675.0	INTERSTATE 69	GOSHEN RD (US 30 WEST)	ILLINOIS RD	2812	2868	4.00	0.52	0.53	UI
677.0	INTERSTATE 69	ILLINOIS RD	US 24 WEST	2042	2147	3.25	0.38	0.40	UI
678.0	INTERSTATE 69	US 24 WEST	LWR HUNTINGTON RD	1151	1463	3.04	0.32	0.41	UI
678.1	INTERSTATE 69	LWR HUNTINGTON RD	LAFAYETTE CTR RD	1539	1292	2.52	0.43	0.36	RI
679.0	INTERSTATE 69	LAFAYETTE CTR RD	HAMILTON RD	856	1072	1.17	0.24	0.30	RI
670.2	INTERSTATE 69	UNION CHAPEL RD	DUPONT RD	2296	1459	1.08	0.64	0.41	UI
670.1	INTERSTATE 69	HURSH RD	UNION CHAPEL RD	2296	1459	1.28	0.64	0.41	RI
701.0	JEFFERSON BLVD	INTERSTATE 69	LUTHERAN HOSPITAL ENT	2045	1913	0.75	1.43	1.34	UOPA
702.0	JEFFERSON BLVD	LUTHERAN HOSPITAL ENT	ABOITE CTR RD	1342	1631	0.36	0.94	1.14	UOPA
704.0	JEFFERSON BLVD	ABOITE CTR RD	SOUTH BEND DR	1076	1331	0.46	0.75	0.93	UOPA
704.1	JEFFERSON BLVD	SOUTH BEND DR	GETZ RD	991	1433	0.94	0.69	1.00	UOPA
705.0	JEFFERSON BLVD	GETZ RD	COVINGTON RD	774	1165	0.10	0.54	0.81	UOPA
706.0	JEFFERSON BLVD	COVINGTON RD	SOUTH BEND DR	1067	1352	0.30	0.75	0.95	UOPA
707.0	JEFFERSON BLVD	SOUTH BEND DR	RECKEWEG RD	1150	1679	0.40	0.80	1.17	UOPA
708.0	JEFFERSON BLVD	RECKEWEG RD	TAYLOR ST	1127	1394	0.13	0.79	0.97	UOPA
709.0	JEFFERSON BLVD	TAYLOR ST	APPLE GLEN BLVD	921	1368	0.40	0.64	0.96	UOPA
710.0	JEFFERSON BLVD	APPLE GLEN BLVD	ILLINOIS RD S	951	1269	0.40	0.67	0.89	UOPA
711.0	JEFFERSON BLVD	ILLINOIS RD S	ARDMORE AVE	1668	1714	0.20	1.17	1.20	UOPA
712.0	JEFFERSON BLVD	ARDMORE AVE	ILLINOIS RD	1382	1266	0.10	0.97	0.89	UOPA
713.0	JEFFERSON BLVD	ILLINOIS RD	WILLOWDALE RD	1466	1752	0.17	0.68	0.82	UOPA
714.0	JEFFERSON BLVD	WILLOWDALE RD	FREEMAN ST	1522	1860	0.17	0.71	0.87	UOPA
715.0	JEFFERSON BLVD	FREEMAN ST	CATALPA ST	1808	1769	0.22	0.84	0.82	UOPA
716.0	JEFFERSON BLVD	CATALPA ST	MAIN ST	1587	1801	0.07	1.11	1.26	UOPA
717.0	JEFFERSON BLVD	MAIN ST	.22M E/O MAIN ST	1096	1541	0.22	0.77	1.08	UOPA
718.0	JEFFERSON BLVD	.22M E/O MAIN ST	WASHINGTON BLVD	1312	1614	0.54	0.92	1.13	UOPA
719.0	JEFFERSON BLVD	WASHINGTON BLVD	COLLEGE ST	1299	1110	0.45	0.91	0.78	UOPA
720.0	JEFFERSON BLVD	COLLEGE ST	VAN BUREN ST	1373	1209	0.26	0.96	0.85	UOPA

721.0	JEFFERSON BLVD	VAN BUREN ST	BROADWAY	1242	1529	0.06	0.58	0.71	UOPA
722.0	JEFFERSON BLVD	BROADWAY	FAIRFIELD AVE	1746	1575	0.13	0.61	0.55	UOPA
723.0	JEFFERSON BLVD	FAIRFIELD AVE	EWING ST	1948	1891	0.07	0.75	0.73	UOPA
724.0	JEFFERSON BLVD	EWING ST	WEBSTER ST	1500	1518	0.10	0.58	0.58	UOPA
725.0	JEFFERSON BLVD	WEBSTER ST	HARRISON ST	1526	1548	0.08	0.59	0.60	UOPA
726.0	JEFFERSON BLVD	HARRISON ST	CALHOUN ST	1495	1715	0.08	0.58	0.66	UOPA
727.0	JEFFERSON BLVD	CALHOUN ST	CLINTON ST	1483	1958	0.08	0.57	0.75	UOPA
728.0	JEFFERSON BLVD	CLINTON ST	BARR ST	1464	2057	0.08	0.56	0.79	UOPA
729.0	JEFFERSON BLVD	BARR ST	.05m W/O LAFAYETTE ST	1209	2196	0.05	0.47	0.84	UOPA
729.1	JEFFERSON BLVD	.05m W/O LAFAYETTE ST	LAFAYETTE ST	1353	1903	0.04	0.52	0.73	UOPA
730.0	JEFFERSON BLVD	LAFAYETTE ST	CLAY ST	1169	1619	0.09	0.45	0.62	UOPA
731.0	JEFFERSON BLVD	CLAY ST	MONROE ST	804	1417	0.04	0.31	0.55	UOPA
732.0	JEFFERSON BLVD	MONROE ST	HANNA ST	937	1500	0.14	0.48	0.77	UOPA
733.0	JEFFERSON BLVD	HANNA ST	DIVISION ST	784	1320	0.26	0.37	0.62	UOPA
744.0	LAFAYETTE CTR RD	W COUNTY LINE RD	LWR HUNTINGTON RD	390	351	0.31	0.66	0.59	RMAC
744.1	LAFAYETTE CTR RD	LWR HUNTINGTON RD	ABOITE RD	348	352	0.53	0.59	0.60	RMAC
745.2	LAFAYETTE CTR RD	ABOITE RD	FOGWELL PKWY	337	364	0.27	0.57	0.62	RMAC
745.3	LAFAYETTE CTR RD	FOGWELL PKWY	ZUBRICK RD	420	386	0.66	0.36	0.33	RMAC
746.0	LAFAYETTE CTR RD	ZUBRICK RD	INTERSTATE 69	786	781	0.61	0.67	0.66	RMAC
750.0	LAFAYETTE ST	SUPERIOR ST	COLUMBIA AVE	1571	1987	0.08	0.81	1.02	UOPA
751.0	LAFAYETTE ST	COLUMBIA AVE	MAIN ST	1673	2148	0.07	0.64	0.83	UOPA
752.0	LAFAYETTE ST	MAIN ST	BERRY ST	1844	2168	0.08	0.71	0.83	UOPA
753.0	LAFAYETTE ST	BERRY ST	WAYNE ST	1562	2134	0.07	0.60	0.82	UOPA
754.0	LAFAYETTE ST	WAYNE ST	WASHINGTON BLVD	1780	1969	0.08	0.68	0.76	UOPA
755.0	LAFAYETTE ST	WASHINGTON BLVD	.02M S/O WASHINGTON BLVD	1746	1904	0.02	0.67	0.73	UOPA
756.0	LAFAYETTE ST	.02M S/O WASHINGTON BLVD	JEFFERSON BLVD	2199	2241	0.03	0.85	0.86	UOPA
757.0	LAFAYETTE ST	JEFFERSON BLVD	LEWIS ST	1519	1502	0.12	0.58	0.58	UOPA
758.0	LAFAYETTE ST	LEWIS ST	BRACKENRIDGE ST	1792	1620	0.13	0.92	0.83	UOPA
759.0	LAFAYETTE ST	BRACKENRIDGE ST	WALLACE ST	1607	1516	0.25	1.12	1.06	UOPA
760.0	LAFAYETTE ST	WALLACE ST	WILLIAMS ST	1531	1325	0.13	1.07	0.93	UOPA
761.0	LAFAYETTE ST	CREIGHTON AVE	PONTIAC ST	1626	1308	0.25	1.14	0.91	UOPA
762.0	LAFAYETTE ST	PONTIAC ST	WILDWOOD AVE	1493	1211	0.25	0.93	0.75	UOPA
763.0	LAFAYETTE ST	WILDWOOD AVE	OXFORD ST	1244	1056	0.27	0.77	0.66	UOPA
764.0	LAFAYETTE ST	OXFORD ST	RUDISILL BLVD	1498	1247	0.23	0.93	0.77	UOPA
765.0	LAFAYETTE ST	RUDISILL BLVD	RICHARDSVILLE AVE	1329	1058	0.05	0.83	0.66	UOPA
766.0	LAFAYETTE ST	RICHARDSVILLE AVE	CLINTON ST	1299	1025	0.11	0.81	0.64	UOPA
768.0	LAFAYETTE ST	CLINTON ST	SHERWOOD TERRACE	1211	1273	0.25	0.85	0.89	UOPA
769.0	LAFAYETTE ST	SHERWOOD TERRACE	PETTIT AVE	1124	1231	0.25	0.79	0.86	UOPA
770.0	LAFAYETTE ST	PETTIT AVE	OLD DECATUR RD	965	1050	0.10	0.67	0.73	UOPA
772.0	LAFAYETTE ST	OLD DECATUR RD	PAULDING RD	764	715	0.41	0.53	0.50	UOPA
773.0	LAFAYETTE ST	PAULDING RD	HANNA ST	638	581	0.82	0.45	0.41	UOPA
775.0	LAFAYETTE ST	HANNA ST	TILLMAN RD	490	465	0.46	0.34	0.33	UOPA
776.1	LAFAYETTE ST	SOUTHTOWN BLVD	ANTHONY BVLD	545	581	0.30	0.38	0.41	UOPA
760.1	LAFAYETTE ST	WILLIAMS ST	CREIGHTON AVE	1588	1294	0.21	1.11	0.90	UOPA
776.0	LAFAYETTE ST	TILLMAN RD	SOUTHTOWN BLVD	425	490	0.17	0.30	0.34	UOPA
784.0	LAKE AVE	ANTHONY BLVD	RANDALLIA DR	594	701	0.20	0.83	0.98	UMIA
785.0	LAKE AVE	RANDALLIA DR	KERRWAY CT	578	777	0.13	0.81	1.09	UMIA
786.0	LAKE AVE	KERRWAY CT	BEACON ST	619	667	0.30	0.87	0.93	UMIA
787.0	LAKE AVE	BEACON ST	HOBSON RD	745	753	0.25	1.04	1.05	UMIA
787.1	LAKE AVE	HOBSON RD	LAVERNE AVE	596	667	0.25	0.83	0.93	UMIA
788.0	LAKE AVE	LAVERNE AVE	COLISEUM BLVD	547	612	0.22	0.38	0.43	UMIA
789.0	LAKE AVE	COLISEUM BLVD	INWOOD DR	968	787	0.20	0.68	0.55	UMIA
790.0	LAKE AVE	INWOOD DR	REED RD	963	815	0.27	0.67	0.57	UMIA
791.0	LAKE AVE	REED RD	LAKEHURST DR	569	637	0.25	0.80	0.89	UMIA
792.0	LAKE AVE	LAKEHURST DR	MAPLECREST RD	578	571	0.81	0.81	0.80	UMIA
794.0	LANDIN RD	MAYSVILLE RD	PARENT RD	163	273	0.46	0.23	0.38	UMIA
795.0	LANDIN RD	PARENT RD	SHORDON RD	174	290	0.50	0.24	0.41	UMIA
796.0	LANDIN RD	SHORDON RD	NORTH RIVER RD	269	338	1.02	0.38	0.47	UMIA
797.0	LANDIN RD	NORTH RIVER RD	ROSE AVE	339	416	0.54	0.24	0.29	UMIA
814.0	LEO RD	SCHLATTER RD	LOCHNER RD	240	243	0.67	0.34	0.34	UMIA
815.0	LEO RD	LOCHNER RD	GRABILL RD	303	239	0.65	0.42	0.33	UMIA
816.0	LEO RD	GRABILL RD	.42M S/O GRABILL RD	400	440	0.42	0.56	0.62	UMIA
816.1	LEO RD	.42M S/O GRABILL RD	AMSTUTZ RD	315	452	0.41	0.44	0.63	UMIA
817.0	LEO RD	GERIG RD	ST JOSEPH ST	534	690	0.39	0.75	0.97	UMIA
818.0	LEO RD	ST JOSEPH ST	HALTER RD/CLAY ST	701	640	0.21	0.98	0.90	UMIA
818.1	LEO RD	HALTER RD/CLAY ST	UNION CHAPEL RD	610	589	0.53	0.85	0.82	UMIA
819.0	LEO RD	UNION CHAPEL RD	POPP RD	551	559	1.41	0.77	0.78	UMIA
820.0	LEO RD	POPP RD	TRADE WIND CT	605	584	0.87	0.85	0.82	UMIA
820.1	LEO RD	TRADE WIND CT	ARAPAHO PASS	682	761	0.23	0.95	1.06	UMIA
816.2	LEO RD	AMSTUTZ RD	GERIG RD	504	698	0.28	0.70	0.98	UMIA
820.2	LEO RD	ARAPAHO PASS	TONKEL RD	751	762	0.19	0.53	0.53	UMIA
813.1	LEO RD	DEVALL RD	SCHLATTER RD	197	227	0.75	0.28	0.32	RMAC
845.2	LIMA RD	SIMON RD	SHOAFF RD	672	603	0.57	0.41	0.37	RMIA

846.0	LIMA RD	SHOAFF RD	CEDAR CANYONS RD	790	664	0.57	0.46	0.38	UOPA
847.0	LIMA RD	CEDAR CANYONS RD	GUMP RD	941	762	0.70	0.54	0.44	UOPA
848.0	LIMA RD	GUMP RD	OLD LIMA RD	1140	945	0.64	0.66	0.55	UOPA
849.0	LIMA RD	OLD LIMA RD	FORT RECOVERY RD	1082	1135	1.17	0.76	0.79	UOPA
850.0	LIMA RD	FORT RECOVERY RD	CARROLL RD	916	801	0.52	0.64	0.56	UOPA
851.0	LIMA RD	CARROLL RD	WINNSBORO PASS	1297	1184	0.51	0.91	0.83	UOPA
851.1	LIMA RD	WINNSBORO PASS	DUPONT RD	1680	1611	0.46	1.17	1.13	UOPA
852.0	LIMA RD	DUPONT RD	NORTHBROOK BLVD	2172	1885	0.14	1.01	0.88	UOPA
853.0	LIMA RD	NORTHBROOK BLVD	CREMER AVE	1657	1808	0.65	0.77	0.84	UOPA
854.0	LIMA RD	CREMER AVE	WALLEN RD	2010	1903	0.34	0.94	0.89	UOPA
855.0	LIMA RD	WALLEN RD	NORTHLAND BLVD	1640	1699	0.40	0.76	0.79	UOPA
856.0	LIMA RD	NORTHLAND BLVD	COOK RD	1766	1863	0.61	0.82	0.87	UOPA
858.0	LIMA RD	COOK RD	.2M S/O COOK RD	1892	2092	0.20	0.88	0.98	UOPA
858.1	LIMA RD	.2M S/O COOK RD	LUDWIG RD	2044	2030	0.29	0.95	0.95	UOPA
859.0	LIMA RD	LUDWIG RD	ORLANDO DR	1790	2001	0.22	0.83	0.93	UOPA
860.0	LIMA RD	ORLANDO DR	WASHINGTON CTR RD	1753	1924	0.28	0.82	0.90	UOPA
860.1	LIMA RD	WASHINGTON CTR RD	INTERSTATE 69	1828	2033	0.24	0.85	0.95	UOPA
860.2	LIMA RD	INTERSTATE 69	LEY RD	2264	2386	0.34	1.06	1.11	UOPA
861.0	LIMA RD	LEY RD	PRODUCTION RD	1961	1978	0.24	0.91	0.92	UOPA
862.0	LIMA RD	PRODUCTION RD	COLISEUM BLVD	1700	1884	0.35	0.79	0.88	UOPA
995.0	LIMA RD	COLISEUM BLVD	WELLS ST	1540	1512	0.10	0.72	0.70	UOPA
996.0	LIMA RD	WELLS ST	FERNHILL AVE	993	1304	0.40	0.46	0.61	UOPA
997.0	LIMA RD	FERNHILL AVE	CHAMBEAU RD	868	962	0.35	0.61	0.67	UOPA
998.0	LIMA RD	CHAMBEAU RD	EDGEWOOD AVE	828	906	0.20	0.58	0.63	UOPA
998.1	LIMA RD	EDGEWOOD AVE	CLINTON ST	1690	1563	0.14	1.18	1.09	UOPA
845.0	LIMA RD	NORTH COUNTY LINE RD	OLD SR 3	590	577	0.33	0.36	0.35	RMIA
845.1	LIMA RD	OLD SR 3	SIMON RD	683	618	0.81	0.42	0.38	RMIA
1312.1	LINCOLN HIGHWAY	LANDIN RD / BROADWAY ST (NH)	GREEN ST	232	351	0.30	0.32	0.49	UMIA
1313.0	LINCOLN HIGHWAY	GREEN ST	MINNICH RD	190	209	0.54	0.27	0.29	UMIA
1314.0	LINCOLN HIGHWAY	MINNICH RD	DOYLE RD	180	207	1.01	0.25	0.29	UMIA
1419.0	LINCOLN HIGHWAY	SR 930	HARTZELL RD	488	518	0.41	0.34	0.36	UMIA
1420.0	LINCOLN HIGHWAY	HARTZELL RD	STATE ST	424	531	0.42	0.30	0.37	UMIA
1421.0	LINCOLN HIGHWAY	STATE ST	MOUREY ST	415	457	0.06	0.29	0.32	UMIA
1422.0	LINCOLN HIGHWAY	MOUREY ST	BROADWAY ST	445	518	0.22	0.31	0.36	UMIA
869.0	LWR HUNTINGTON RD	FAIRFIELD AVE	WINCHESTER RD	400	500	0.19	0.28	0.35	UMIA
870.0	LWR HUNTINGTON RD	WINCHESTER RD	LAKERIDGE DR	282	384	0.26	0.39	0.54	UMIA
870.1	LWR HUNTINGTON RD	LAKERIDGE DR	AIRPORT EXPRESSWAY	278	412	0.21	0.39	0.58	UMIA
871.0	LWR HUNTINGTON RD	AIRPORT EXPRESSWAY	CORLINE ST	440	522	0.35	0.62	0.73	UMIA
872.0	LWR HUNTINGTON RD	CORLINE ST	BLUFFTON RD	290	457	0.50	0.41	0.64	UMIA
873.0	LWR HUNTINGTON RD	BLUFFTON RD	OLD TRAIL RD	198	449	0.16	0.28	0.63	UMIA
874.0	LWR HUNTINGTON RD	OLD TRAIL RD	ELZEY ST	362	510	0.12	0.51	0.71	UMIA
875.0	LWR HUNTINGTON RD	ELZEY ST	BAER RD	358	485	0.44	0.50	0.68	UMIA
876.0	LWR HUNTINGTON RD	BAER RD	HICKORY CREEK DR	334	478	0.18	0.47	0.67	UMIA
877.0	LWR HUNTINGTON RD	HICKORY CREEK DR	ARDMORE AVE	331	469	0.21	0.46	0.66	UMIA
880.3	LWR HUNTINGTON RD	INTERSTATE 69	HOMESTEAD RD	290	289	0.71	0.49	0.49	RMAC
881.0	LWR HUNTINGTON RD	HOMESTEAD RD	KRESS RD	230	204	0.75	0.39	0.35	RMAC
881.1	LWR HUNTINGTON RD	KRESS RD	WINTERS RD	165	184	0.63	0.28	0.31	RMAC
906.7	MAPLECREST RD	ST JOE RD	INTERSTATE 469	713	692	0.19	0.50	0.48	UMIA
906.8	MAPLECREST RD	INTERSTATE 469	TOPSFIELD LN	1452	1536	0.31	1.02	1.07	UMIA
906.9	MAPLECREST RD	TOPSFIELD LN	ROTHMAN RD	1398	1597	0.21	0.98	1.12	UMIA
907.0	MAPLECREST RD	ROTHMAN RD	EVARD RD	1016	1336	0.49	0.71	0.93	UMIA
907.1	MAPLECREST RD	EVARD RD	ST JOE CTR RD	901	1022	0.50	0.63	0.71	UMIA
908.0	MAPLECREST RD	ST JOE CTR RD	RANGER TRAIL	796	1037	0.45	0.56	0.73	UMIA
909.0	MAPLECREST RD	RANGER TRAIL	NORTHWOOD PLAZA	918	1083	0.49	0.64	0.76	UMIA
910.0	MAPLECREST RD	STELLHORN RD	BIRCHDALE DR	754	1001	0.11	0.53	0.70	UMIA
911.0	MAPLECREST RD	BIRCHDALE DR	TRIER RD	602	854	0.38	0.42	0.60	UMIA
911.1	MAPLECREST RD	TRIER RD	VANCE AVE	771	847	0.38	1.08	1.18	UMIA
911.2	MAPLECREST RD	VANCE AVE	ALVAREZ DR	882	998	0.21	1.23	1.40	UMIA
912.0	MAPLECREST RD	ALVAREZ DR	STATE BLVD	554	891	0.29	0.39	0.62	UMIA
912.1	MAPLECREST RD	STATE BLVD	MONARCH DR	453	697	0.22	0.63	0.97	UMIA
912.2	MAPLECREST RD	MONARCH DR	LAKE AVE	581	614	0.65	0.81	0.86	UMIA
913.0	MAPLECREST RD	LAKE AVE	PARROTT RD	966	972	0.72	0.68	0.68	UMIA
913.1	MAPLECREST RD	PARROTT RD	NELSON RD	1077	911	0.27	0.75	0.64	UMIA
913.2	MAPLECREST RD	NELSON RD	SR 930	1073	889	0.24	0.75	0.62	UMIA
909.1	MAPLECREST RD	NORTHWOOD PLAZA	STELLHORN RD	673	970	0.11	0.47	0.68	UMIA
914.0	MARION CTR RD	WAYNE TRACE	INTERSTATE 469	194	166	0.81	0.33	0.28	RMAC
919.0	MAUMEE AVE	DIVISION ST	ANTHONY BVLD	763	1391	0.53	0.36	0.65	UOPA
920.0	MAUMEE AVE	ANTHONY BLVD	WABASH AVE	753	1256	0.19	0.31	0.52	UOPA
921.0	MAUMEE AVE	WABASH AVE	GLASGOW AVE	649	1197	0.07	0.27	0.50	UOPA
922.0	MAUMEE AVE	GLASGOW AVE	LUMBARD ST	705	1306	0.27	0.29	0.54	UOPA
923.0	MAUMEE AVE	LUMBARD ST	WASHINGTON BLVD	634	1217	0.20	0.26	0.50	UOPA
925.0	MAYHEW RD	.29m S/O CLINTON ST	ST JOE RD	575	745	0.91	0.80	1.04	UMIA
924.1	MAYHEW RD	CLINTON ST	.29m S/O CLINTON ST	575	745	0.23	0.80	1.04	UMIA

931.1	MAYSVILLE RD	INTERSTATE 469	MEIJER DR	635	988	0.36	0.44	0.69	UMIA
932.0	MAYSVILLE RD	MEIJER DR	WINDSOR OAKS DR	490	895	0.35	0.69	1.25	UMIA
934.0	MAYSVILLE RD	WINDSOR OAKS DR	STELLHORN RD	510	780	0.32	0.71	1.09	UMIA
935.0	MAYSVILLE RD	STELLHORN RD	MAYSVILLE PARK BLVD	444	541	0.21	0.62	0.76	UMIA
936.0	MAYSVILLE RD	MAYSVILLE PARK BLVD	TRIER RD	446	606	0.44	0.62	0.85	UMIA
937.0	MAYSVILLE RD	TRIER RD	LONG RD	355	396	0.59	0.50	0.55	UMIA
938.0	MAYSVILLE RD	LONG RD	STATE BLVD	234	408	0.46	0.33	0.57	UMIA
960.1	MINNICH RD	SR 930	BERWICK LN	278	340	0.30	0.39	0.48	UMIA
961.0	MINNICH RD	MOELLER RD	SEILER RD	189	208	0.50	0.26	0.29	UMIA
962.0	MINNICH RD	SEILER RD	PAULDING RD (N)	121	166	0.41	0.21	0.28	RMAC
960.2	MINNICH RD	BERWICK LN	MOELLER RD	223	262	0.37	0.31	0.37	UMIA
1052.0	PAULDING RD	FAIRFIELD AVE	MCCLELLAN ST	698	572	0.18	0.49	0.40	UOPA
1053.0	PAULDING RD	MCCLELLAN ST	CALHOUN ST	448	538	0.18	0.31	0.38	UOPA
1054.0	PAULDING RD	CALHOUN ST	LAFAYETTE ST	425	548	0.22	0.30	0.38	UOPA
1119.0	POWERS ST	BROADWAY	GREEN ST	66	41	0.39	0.11	0.07	UC
1423.0	ROSE AVE	GREEN ST	TANGLEWOOD DR	205	273	0.41	0.29	0.38	UMIA
1424.0	ROSE AVE	TANGLEWOOD DR	LINDEN RD	282	225	0.19	0.39	0.31	UMIA
1425.0	ROSE AVE	LINDEN RD	INTERSTATE 469	319	328	0.49	0.22	0.23	UMIA
1078.2	ROSE AVE	LANDIN RD	EBEN ST	248	261	0.20	0.35	0.37	UMIA
1078.3	ROSE AVE	EBEN ST	GREEN ST	276	259	0.21	0.39	0.36	UMIA
1152.0	RUDISILL BLVD	BROADWAY	INDIANA AVE	358	461	0.41	0.50	0.64	UMIA
1153.0	RUDISILL BLVD	INDIANA AVE	SOUTH WAYNE AVE	328	480	0.13	0.46	0.67	UMIA
1154.0	RUDISILL BLVD	SOUTH WAYNE AVE	FAIRFIELD AVE	488	549	0.13	0.68	0.77	UMIA
1155.0	RUDISILL BLVD	FAIRFIELD AVE	HOAGLAND AVE	584	682	0.13	0.82	0.95	UMIA
1157.0	RUDISILL BLVD	HOAGLAND AVE	HARRISON ST	598	618	0.18	0.84	0.86	UMIA
1158.0	RUDISILL BLVD	HARRISON ST	CALHOUN ST	637	640	0.09	0.89	0.90	UMIA
1159.0	RUDISILL BLVD	CALHOUN ST	CLINTON ST	555	746	0.14	0.78	1.04	UMIA
1160.0	RUDISILL BLVD	CLINTON ST	LAFAYETTE ST	503	683	0.10	0.70	0.96	UMIA
1211.0	SCHWARTZ RD	GRABILL RD	WITMER RD	150	157	0.95	0.21	0.22	UMIA
1212.0	SCHWARTZ RD	WITMER RD	ST JOE RD	232	220	0.65	0.32	0.31	RMAC
1213.0	SCHWARTZ RD	.67M N/O NOTESTINE RD	NOTESTINE RD	98	203	0.67	0.17	0.34	RMAC
1214.0	SCHWARTZ RD	NOTESTINE RD	EBY RD	181	198	0.50	0.31	0.34	RMAC
1214.1	SCHWARTZ RD	EBY RD	FLUTTER RD	141	211	0.50	0.24	0.36	RMAC
1215.0	SCHWARTZ RD	FLUTTER RD	DOUGLAS RD	176	221	0.51	0.30	0.37	RMAC
1215.1	SCHWARTZ RD	DOUGLAS RD	ST JOE CTR RD	204	264	1.53	0.35	0.45	RMAC
1212.1	SCHWARTZ RD	ST JOE RD	.67M N/O NOTESTINE RD	157	194	0.59	0.27	0.33	RMAC
1264.0	SPRING ST	LINDENWOOD AVE	.19M E/O LINDENWOOD AVE	383	420	0.19	0.54	0.59	UMIA
1265.0	SPRING ST	.19M E/O LINDENWOOD AVE	LEESBURG RD	405	531	0.22	0.57	0.74	UMIA
1266.0	SPRING ST	LEESBURG RD	TYLER AVE	234	407	0.22	0.33	0.57	UMIA
1267.0	SPRING ST	TYLER AVE	RUNNION AVE	241	333	0.10	0.34	0.47	UMIA
1268.0	SPRING ST	RUNNION AVE	FAIRHILL DR	272	374	0.30	0.38	0.52	UMIA
1269.0	SPRING ST	FAIRHILL DR	ST MARY'S AVE	324	361	0.20	0.45	0.50	UMIA
1270.0	SPRING ST	ST MARY'S AVE	SHERMAN BLVD	279	344	0.12	0.39	0.48	UMIA
1271.0	SPRING ST	SHERMAN BLVD	BARTHOLD ST	189	271	0.15	0.26	0.38	UMIA
1271.1	SPRING ST	BARTHOLD ST	WELLS ST	274	262	0.27	0.38	0.37	UMIA
1276.0	SPY RUN AVE	CLINTON ST	STATE BLVD	1597	2308	0.22	0.66	0.96	UOPA
1277.0	SPY RUN AVE	.09M S/O STATE BLVD	TENNESSEE AVE	1720	2422	0.41	0.80	1.13	UOPA
1278.0	SPY RUN AVE	TENNESSEE AVE	FOURTH ST	1533	2240	0.09	0.71	1.04	UOPA
1279.0	SPY RUN AVE	FOURTH ST	SUPERIOR ST	1676	2108	0.38	0.78	0.98	UOPA
1276.1	SPY RUN AVE	STATE BLVD	.09M S/O STATE BLVD	1451	2075	0.09	0.68	0.97	UOPA
8140.0	SR 1	DEVALL RD	ROTH RD	210	173	1.30	0.39	0.32	RMAC
3665.0	SR 114 (WHITLEY CO)	CR 500 E	CR 600 E	156	139	1.00	0.26	0.24	RMIA
3666.0	SR 114 (WHITLEY CO)	CR 600 E	US 24 WEST	182	170	0.52	0.31	0.29	UMIA
651.0	SR 14	W COUNTY LINE RD	NOYER RD	262	250	0.77	0.37	0.35	UMIA
651.1	SR 14	NOYER RD	WEST HAMILTON RD	427	381	0.70	0.60	0.53	UMIA
651.2	SR 14	WEST HAMILTON RD	SYCAMORE HILLS PKWY	605	622	0.84	0.85	0.87	UMIA
652.0	SR 14	SYCAMORE HILLS PKWY	SCOTT RD	701	785	0.94	0.98	1.10	UMIA
653.0	SR 14	SCOTT RD	TIMBERLAKE TRL	861	1230	0.63	0.60	0.86	UMIA
653.2	SR 14	GLENCARIN BLVD	HADLEY RD	1379	1434	0.74	0.96	1.00	UMIA
654.0	SR 14	HADLEY RD	I-69	1782	1993	0.42	1.25	1.39	UMIA
653.1	SR 14	TIMBERLAKE TRL	GLENCARIN BLVD	1379	1434	0.64	0.96	1.00	UMIA
3659.0	SR 14 (WHITLEY CO)	CR 600 E	WEST COUNTY LINE RD	241	245	2.01	0.41	0.42	RMAC
3658.0	SR 14 (WHITLEY CO)	CR 500 E	CR 600 E	242	256	1.00	0.41	0.43	RMAC
926.0	SR 37	BARNETT RD	BRUICK RD	430	446	0.90	0.73	0.76	RMAC
927.0	SR 37	BRUICK RD	GRABER RD	459	415	0.70	0.78	0.70	RMAC
928.0	SR 37	GRABER RD	RICKER RD	481	450	0.69	0.82	0.76	RMAC
929.0	SR 37	RICKER RD	DOTY RD	529	496	0.80	0.90	0.84	RMAC
930.0	SR 37	DOTY RD	ST JOE CTR RD	644	588	0.65	1.09	1.00	RMAC
931.0	SR 37	ST JOE CTR RD	INTERSTATE 469	886	839	0.27	0.62	0.59	RMAC
8101.0	SR 37	BARNETT RD	NOTESTINE RD	456	425	0.97	0.77	0.72	RMAC
8102.0	SR 37	NOTESTINE RD	THIMLER RD	438	425	0.32	0.74	0.72	RMAC
1414.0	SR 930	NEW HAVEN AVE	ADAMS CTR RD	1505	1424	0.32	1.05	1.00	UOPA
1416.0	SR 930	ADAMS CTR RD	WAYNE HAVEN ST	1136	1277	0.25	0.79	0.89	UOPA

1417.0	SR 930	WAYNE HAVEN ST	S BROOKWOOD DR	1175	1199	0.60	0.82	0.84	UOPA
1418.0	SR 930	S BROOKWOOD DR	LINCOLN HIGHWAY	951	1023	0.10	0.67	0.72	UOPA
1440.0	SR 930	LINCOLN HIGHWAY	ENTRANCE DR	657	695	0.11	0.92	0.97	UOPA
1441.0	SR 930	HARTZELL RD	WERLING RD	724	774	0.50	1.01	1.08	UOPA
1442.0	SR 930	WERLING RD	COLLEGE AVE	624	673	0.32	0.87	0.94	UOPA
1442.1	SR 930	COLLEGE AVE	GREEN RD	517	665	0.19	0.72	0.93	UOPA
1443.0	SR 930	GREEN RD	KELLER DR	408	650	0.30	0.57	0.91	UOPA
1444.0	SR 930	MINNICH RD	INTERSTATE 469	543	630	0.61	0.76	0.88	UOPA
1453.0	SR 930	INTERSTATE 69	COLISEUM BLVD	1826	1802	0.40	1.06	1.04	UOFE
1440.1	SR 930	ENTRANCE DR	HARTZELL RD	767	877	0.31	1.07	1.23	UOPA
1443.1	SR 930	KELLER DR	MINNICH RD	504	594	0.24	0.70	0.83	UOPA
1190.0	ST JOE CTR RD	CLINTON ST	RIVER RUN TRL	1247	1360	0.49	0.87	0.95	UMIA
1190.1	ST JOE CTR RD	RIVER RUN TRL	RIVIERA PLAZA	965	1868	0.54	0.67	1.31	UMIA
1191.0	ST JOE CTR RD	RIVIERA PLAZA	ST JOE RD	970	1326	0.12	0.68	0.93	UMIA
1192.0	ST JOE CTR RD	ST JOE RD	SHELL DR	879	980	0.29	0.61	0.69	UMIA
1192.1	ST JOE CTR RD	SHELL DR	SAWMILL WOODS BLVD	767	810	0.28	0.54	0.57	UMIA
1193.0	ST JOE CTR RD	SAWMILL WOODS BLVD	REED RD	507	798	0.32	0.35	0.56	UMIA
1194.0	ST JOE CTR RD	REED RD	SALGE RD	641	748	0.66	0.90	1.05	UMIA
1195.0	ST JOE CTR RD	SALGE RD	MAPLECREST RD	621	711	0.36	0.87	0.99	UMIA
1196.0	ST JOE CTR RD	MAPLECREST RD	REVERE PL	604	752	0.54	0.84	1.05	UMIA
1196.1	ST JOE CTR RD	REVERE PL	LAHMEYER RD	659	786	0.21	0.92	1.10	UMIA
1197.0	ST JOE CTR RD	LAHMEYER RD	HAZELETT RD	555	606	0.25	0.78	0.85	UMIA
1198.0	ST JOE CTR RD	HAZELETT RD	KREISELMEYER DR	488	598	0.50	0.68	0.84	UMIA
1199.0	ST JOE CTR RD	KREISELMEYER DR	WHEELOCK RD	380	444	0.51	0.53	0.62	UMIA
1200.0	ST JOE CTR RD	WHEELOCK RD	CREEK MILL RUN	304	452	0.17	0.43	0.63	UMIA
1201.0	ST JOE CTR RD	CREEK MILL RUN	MEIJER DR	337	430	0.25	0.47	0.60	UMIA
1201.1	ST JOE CTR RD	MEIJER DR	SCHWARTZ RD	161	201	0.56	0.23	0.28	UMIA
1201.3	ST JOE CTR RD	SCHWARTZ RD	SR 37	350	319	0.08	0.59	0.54	RMAC
1180.2	ST JOE RD	MAPLECREST RD	MAYHEW RD	501	633	0.31	0.70	0.89	UMIA
1181.0	ST JOE RD	MAYHEW RD	ROTHERMERE DR	331	505	0.39	0.46	0.71	UMIA
1182.0	ST JOE RD	ROTHERMERE DR	ROTHMAN RD	458	468	0.56	0.64	0.65	UMIA
1183.0	ST JOE RD	ROTHMAN RD	WILLOWBROOK DR	492	543	0.12	0.69	0.76	UMIA
1184.0	ST JOE RD	WILLOWBROOK DR	EVARD RD	661	563	0.57	0.92	0.79	UMIA
1185.0	ST JOE RD	EVARD RD	SHOAFF PARK ENT	784	676	0.20	0.55	0.47	UMIA
1185.1	ST JOE RD	SHOAFF PARK ENT	HIKE LN	599	670	0.38	0.42	0.47	UMIA
1186.0	ST JOE RD	HIKE LN	ST JOE CTR RD	740	624	0.29	0.52	0.44	UMIA
1187.0	ST JOE RD	ST JOE CTR RD	AUER DR	823	1158	0.35	0.58	0.81	UMIA
1189.0	ST JOE RD	AUER DR	BROYLES BLVD	1240	1188	0.50	0.87	0.83	UMIA
1189.1	ST JOE RD	BROYLES BLVD	CRESCENT AVE	991	974	0.14	0.69	0.68	UMIA
1281.0	STATE BLVD	HILLEGAS RD	LINDENWOOD AVE	283	401	0.57	0.40	0.56	UMIA
1283.1	STATE BLVD	LINDENWOOD AVE	RAILROAD	343	571	0.42	0.48	0.80	UMIA
1284.0	STATE BLVD	RAILROAD	TYLER AVE	305	451	0.25	0.43	0.63	UMIA
1285.0	STATE BLVD	TYLER AVE	CAMBRIDGE BLVD	338	510	0.21	0.47	0.71	UMIA
1286.0	STATE BLVD	CAMBRIDGE BLVD	EDITH AVE	318	510	0.05	0.44	0.71	UMIA
1286.1	STATE BLVD	EDITH AVE	POINSETTE DR	318	510	0.16	0.44	0.71	UMIA
1287.0	STATE BLVD	POINSETTE DR	ST MARY'S AVE	351	470	0.22	0.49	0.66	UMIA
1288.0	STATE BLVD	ST MARY'S AVE	SHERMAN BLVD	377	500	0.13	0.53	0.70	UMIA
1289.0	STATE BLVD	SHERMAN BLVD	ANDREW ST	315	512	0.09	0.44	0.72	UMIA
1290.0	STATE BLVD	ANDREW ST	GOSHEN RD	311	471	0.12	0.43	0.66	UMIA
1291.0	STATE BLVD	GOSHEN RD	WELLS ST	625	799	0.19	0.87	1.12	UMIA
1292.0	STATE BLVD	WELLS ST	CASS ST	611	728	0.17	0.43	0.51	UMIA
1292.1	STATE BLVD	CASS ST	EASTBROOK DR	623	650	0.06	0.87	0.91	UMIA
1293.0	STATE BLVD	EASTBROOK DR	CLINTON ST	690	735	0.14	0.96	1.03	UMIA
1294.0	STATE BLVD	CLINTON ST	.08M W/O SPY RUN AVE	712	687	0.08	0.50	0.48	UMIA
1295.0	STATE BLVD	SPY RUN AVE	PARNELL AVE	758	945	0.40	0.53	0.66	UMIA
1296.0	STATE BLVD	PARNELL AVE	BAYER AVE	659	881	0.20	0.46	0.62	UMIA
1297.0	STATE BLVD	BAYER AVE	CRESCENT AVE	680	914	0.20	0.48	0.64	UMIA
1298.0	STATE BLVD	CRESCENT AVE	FOREST PARK BLVD	415	556	0.32	0.29	0.39	UMIA
1299.0	STATE BLVD	FOREST PARK BLVD	ANTHONY BVLD	460	562	0.12	0.32	0.39	UMIA
1300.0	STATE BLVD	ANTHONY BLVD	RANDALLIA DR	610	746	0.20	0.43	0.52	UMIA
1301.0	STATE BLVD	RANDALLIA DR	BALDWIN ST	523	674	0.35	0.37	0.47	UMIA
1302.0	STATE BLVD	BALDWIN ST	BEACON ST	592	760	0.10	0.41	0.53	UMIA
1303.0	STATE BLVD	BEACON ST	HOBSON RD	572	755	0.25	0.40	0.53	UMIA
1304.0	STATE BLVD	HOBSON RD	LAVERNE AVE	557	810	0.25	0.39	0.57	UMIA
1305.0	STATE BLVD	LAVERNE AVE	COLISEUM BLVD	558	713	0.30	0.39	0.50	UMIA
1306.0	STATE BLVD	COLISEUM BLVD	INWOOD DR	961	1076	0.09	0.67	0.75	UMIA
1307.0	STATE BLVD	INWOOD DR	REED RD	1030	1077	0.37	0.72	0.75	UMIA
1308.0	STATE BLVD	REED RD	VOORS DR	1158	1086	0.50	0.81	0.76	UMIA
1309.0	STATE BLVD	VOORS DR	MAPLECREST RD	943	1031	0.55	0.66	0.72	UMIA
1310.0	STATE BLVD	MAPLECREST RD	GEORGETOWN NORTH DR	820	878	0.22	0.57	0.61	UMIA
1310.1	STATE BLVD	GEORGETOWN NORTH DR	ARROWWOOD DR	857	850	0.33	1.20	1.19	UMIA
1311.0	STATE BLVD	ARROWWOOD DR	LAHMEYER RD	608	622	0.31	0.85	0.87	UMIA
1311.1	STATE BLVD	LAHMEYER RD	BELLSHIRE WAY	528	658	0.18	0.74	0.92	UMIA

1312.0	STATE BLVD	BELLSHIRE WAY	MAYSVILLE RD	603	611	0.09	0.84	0.85	UMIA
1294.1	STATE BLVD	.08M W/O SPY RUN AVE	SPY RUN AVE	693	709	0.07	0.48	0.50	UMIA
1317.0	STELLHORN RD	ST JOE RD	ROSEVIEW RD	1369	1169	0.24	0.96	0.82	UMIA
1318.0	STELLHORN RD	BLUM DR	INNSBROOK DR	972	975	0.34	0.68	0.68	UMIA
1319.0	STELLHORN RD	INNSBRUCK DR	REED RD	1495	952	0.09	1.05	0.67	UMIA
1320.0	STELLHORN RD	REED RD	WOODWAY DR	1045	906	0.35	0.73	0.63	UMIA
1321.0	STELLHORN RD	WOODWAY DR	NORTHWOOD PLAZA	877	1070	0.46	0.61	0.75	UMIA
1322.0	STELLHORN RD	NORTHWOOD PLAZA	MAPLECREST RD	800	760	0.20	0.56	0.53	UMIA
1322.1	STELLHORN RD	MAPLECREST RD	MAPLE TERRACE PKWY	525	752	0.28	0.37	0.53	UMIA
1323.0	STELLHORN RD	MAPLE TERRACE PKWY	LAHMEYER RD	706	664	0.48	0.99	0.93	UMIA
1324.0	STELLHORN RD	LAHMEYER RD	IMPERIAL PARK DR	523	609	0.22	0.73	0.85	UMIA
1325.0	STELLHORN RD	IMPERIAL PARK DR	ARLINGTON PKWY S	612	659	0.40	0.86	0.92	UMIA
1326.0	STELLHORN RD	ARLINGTON PKWY S	WHEELOCK RD	470	520	0.64	0.66	0.73	UMIA
1327.0	STELLHORN RD	WHEELOCK RD	EAST CROSSING	310	425	0.12	0.43	0.59	UMIA
1328.0	STELLHORN RD	EAST CROSSING	MAYSVILLE RD	326	502	0.14	0.46	0.70	UMIA
1317.1	STELLHORN RD	ROSEVIEW RD	BLUM DR	985	974	0.30	0.69	0.68	UMIA
1373.0	TILLMAN RD	LWR HUNTINGTON RD	CALHOUN ST	400	561	0.32	0.28	0.39	UMIA
1374.0	TILLMAN RD	CALHOUN ST	.27M E/O CALHOUN ST	340	452	0.27	0.24	0.32	UMIA
1375.0	TILLMAN RD	HANNA ST	JOHN ST	290	390	0.15	0.20	0.27	UMIA
1376.0	TILLMAN RD	JOHN ST	LAFAYETTE ST	314	445	0.20	0.22	0.31	UMIA
1377.0	TILLMAN RD	LAFAYETTE ST	OLD DECATUR RD	319	420	0.23	0.22	0.29	UMIA
1378.0	TILLMAN RD	OLD DECATUR RD	ANTHONY BVLD	349	428	0.14	0.24	0.30	UMIA
1379.0	TILLMAN RD	ANTHONY BLVD	AUTUMN VIEW DR	307	468	0.37	0.21	0.33	UMIA
1380.0	TILLMAN RD	AUTUMN VIEW DR	HESSEN CASSEL RD	370	423	0.48	0.26	0.30	UMIA
1381.0	TILLMAN RD	HESSEN CASSEL RD	CHADWICK DR	279	294	0.65	0.39	0.41	UMIA
1382.0	TILLMAN RD	CHADWICK DR	WOODLYN DR	261	246	0.22	0.37	0.34	UMIA
1383.0	TILLMAN RD	WOODLYN DR	WAYNE TRACE	149	220	0.30	0.21	0.31	UMIA
1384.0	TILLMAN RD	WAYNE TRACE	.41M E/O WAYNE TRACE	150	167	0.41	0.25	0.28	RMAC
1385.0	TILLMAN RD	.41M E/O WAYNE TRACE	ADAMS CTR RD	188	174	0.41	0.32	0.29	RMAC
1386.0	TILLMAN RD	ADAMS CTR RD	.11M E/O ADAMS CTR RD	207	142	0.11	0.35	0.24	RMAC
1387.0	TILLMAN RD	.11M E/O ADAMS CTR RD	HARTZELL RD	172	151	1.40	0.29	0.26	RMAC
1388.0	TILLMAN RD	HARTZELL RD	INTERSTATE 469	177	199	0.40	0.30	0.34	RMAC
1374.1	TILLMAN RD	.27M E/O CALHOUN ST	HANNA ST	322	512	0.23	0.23	0.36	UMIA
1390.1	TONKEL RD	HOLLOPETER RD	SCHLATTER RD	293	284	0.50	0.50	0.48	RMAC
1390.2	TONKEL RD	SCHLATTER RD	HOSLER RD	411	353	0.78	0.57	0.49	UMIA
1391.0	TONKEL RD	HOSLER RD	HURSH RD	411	377	0.70	0.57	0.53	UMIA
1392.0	TONKEL RD	MARS ST	UNION CHAPEL RD	517	472	0.54	0.72	0.66	UMIA
1393.0	TONKEL RD	UNION CHAPEL RD	POPP RD	409	360	0.50	0.57	0.50	UMIA
1394.0	TONKEL RD	POPP RD	.4M S/O POPP RD	411	362	0.40	0.57	0.51	UMIA
1394.1	TONKEL RD	.4M S/O POPP RD	DUPONT RD	483	447	0.50	0.68	0.63	UMIA
1390.0	TONKEL RD	NORTH COUNTY LINE RD	HOLLOPETER RD	255	299	1.50	0.43	0.51	RMAC
1391.1	TONKEL RD	HURSH RD	MARS ST	484	448	0.45	0.68	0.63	UMIA
1408.0	UNION CHAPEL RD	CORBIN RD	COLDWATER RD	441	476	0.50	0.77	0.83	UC
1409.0	UNION CHAPEL RD	COLDWATER RD	CANYON CREEK RUN	501	481	0.46	0.87	0.84	UC
1409.1	UNION CHAPEL RD	CANYON CREEK RUN	AUBURN RD	586	526	0.51	1.02	0.91	UC
1410.0	UNION CHAPEL RD	AUBURN RD	INTERSTATE 69	256	322	0.49	0.45	0.56	UC
1411.0	UNION CHAPEL RD	DIEBOLD RD	SUTTERS PKWY	541	491	0.40	0.94	0.85	UC
1411.1	UNION CHAPEL RD	SUTTERS PKWY	TONKEL RD	377	366	0.59	0.66	0.64	UC
1412.0	UNION CHAPEL RD	TONKEL RD	PUFF RD	131	111	1.00	0.23	0.19	UC
1413.0	UNION CHAPEL RD	PUFF RD	LEO RD	54	76	1.20	0.09	0.13	UC
1410.2	UNION CHAPEL RD	PARKVIEW PLAZA DR	DIEBOLD RD	451	494	0.29	0.78	0.86	UC
1410.1	UNION CHAPEL RD	INTERSTATE 69	PARKVIEW PLAZA DR	477	458	0.17	0.83	0.80	UC
1426.0	US 24 EAST	INTERSTATE 469	BRUICK RD	574	648	1.88	0.40	0.45	ROPA
1427.0	US 24 EAST	BRUICK RD	WEBSTER RD	431	529	2.20	0.30	0.37	ROPA
1428.0	US 24 WEST	INTERSTATE 69	VILLAGE AT COVENTRY ENT	1963	2057	0.20	1.37	1.44	UOPA
1428.1	US 24 WEST	VILLAGE AT COVENTRY ENT	LIBERTY MILLS RD	1366	1533	0.25	0.64	0.71	UOPA
1429.0	US 24 WEST	LIBERTY MILLS RD	ROLLING HILLS PKWY	1023	995	0.61	0.72	0.70	UOPA
1430.0	US 24 WEST	ROLLING HILLS PKWY	HOMESTEAD RD	876	971	1.00	0.61	0.68	UOPA
1431.0	US 24 WEST	HOMESTEAD RD	AMBER RD	1100	1054	1.00	0.77	0.74	ROPA
1432.0	US 24 WEST	AMBER RD	REDDING RD	896	896	1.00	0.63	0.63	ROPA
1433.0	US 24 WEST	REDDING RD	.25M W/O REDDING RD	895	818	0.25	0.63	0.57	ROPA
1433.1	US 24 WEST	.25M W/O REDDING RD	W COUNTY LINE RD S	775	759	0.50	0.54	0.53	ROPA
3670.0	US 24 WEST (HUNTINGTON)	SR 114	WEST COUNTY LINE RD	764	703	0.62	0.65	0.60	ROPA
3669.0	US 24 WEST (HUNTINGTON)	ROANOKE RD	SR 114	672	616	0.27	0.57	0.52	ROPA
3668.0	US 24 WEST (HUNTINGTON)	CR 1100 N	ROANOKE RD	627	640	1.03	0.53	0.54	ROPA
1434.0	US 27	ANTHONY BLVD	MAPLES RD	617	516	0.97	0.43	0.36	UOPA
1436.0	US 27	MAPLES RD	FERGUSON RD	412	404	0.60	0.29	0.28	UOPA
1437.0	US 27	FERGUSON RD	COUNTRY COURT ESTATES	691	672	0.78	0.48	0.47	UOPA
1437.2	US 27	INTERSTATE 469	BOSTICK RD	794	690	0.25	0.56	0.48	UOPA
1438.0	US 27	BOSTICK RD	MONROEVILLE RD	946	827	0.28	0.66	0.58	UOPA
1439.0	US 27	MONROEVILLE RD	.25M S/O FLATROCK RD	770	629	1.25	0.54	0.44	ROPA
1439.1	US 27	.25M S/O FLATROCK RD	SOMERS RD	583	532	0.85	0.49	0.45	ROPA
1439.2	US 27	SOMERS RD	HOAGLAND RD	668	663	0.32	0.57	0.56	ROPA

1439.3	US 27	HOAGLAND RD	MARION CENTER RD	433	626	0.09	0.37	0.53	ROPA
1437.1	US 27	COUNTRY COURT ESTATES	INTERSTATE 469	741	616	0.26	0.52	0.43	UOPA
1444.1	US 30 EAST	INTERSTATE 469	DOYLE RD	988	1042	0.46	0.57	0.60	UOPA
1445.0	US 30 EAST	DOYLE RD	RYAN RD	702	942	1.23	0.43	0.57	ROPA
1448.0	US 30 WEST	.21M W/O O'DAY RD	O'DAY RD	1063	1324	0.21	0.65	0.81	ROPA
1448.1	US 30 WEST	O'DAY RD	FLAUGH RD	1069	1259	1.00	0.65	0.77	ROPA
1449.0	US 30 WEST	FLAUGH RD	KROEMER RD	1086	1311	0.80	0.63	0.76	UOPA
1451.0	US 30 WEST	KROEMER RD	US 33	1266	1316	0.74	0.73	0.76	UOFE
1452.0	US 30 WEST	US 33	INTERSTATE 69	1658	1801	0.65	0.96	1.04	UOFE
6022.1	US 30/US 33 INTERCHANGE	RAMP B	RAMP B	443	283	0.47	0.28	0.18	UOFE
6022.2	US 30/US 33 INTERCHANGE	RAMP C		293	435	0.24	0.24	0.36	UOFE
6022.3	US 30/US 33 INTERCHANGE	RAMP D		35	28	0.30	0.02	0.02	UOFE
6022.4	US 30/US 33 INTERCHANGE	RAMP F		33	32	0.40	0.03	0.03	UOFE
497.0	US 33	VALENTINE RD	O'DAY RD	641	582	0.29	1.09	0.99	ROPA
497.1	US 33	O'DAY RD	JOHNSON RD	597	589	0.53	1.01	1.00	ROPA
498.0	US 33	JOHNSON RD	STEELE ST	607	589	1.05	1.03	1.00	ROPA
499.0	US 33	STEELE ST	COOK RD	586	595	0.42	0.99	1.01	ROPA
500.0	US 33	COOK RD	FRITZ RD	527	532	0.30	0.37	0.37	UOPA
501.0	US 33	FRITZ RD	DOWNY AVE	796	728	0.24	0.56	0.51	UOPA
502.0	US 33	DOWNY AVE	MERCHANT DR	796	604	0.48	0.56	0.42	UOPA
503.0	US 33	MERCHANT DR	WASHINGTON CTR RD	751	770	0.38	0.53	0.54	UOPA
504.0	US 33	WASHINGTON CTR RD	OLD GOSHEN RD	936	934	0.40	0.65	0.65	UOFE
504.1	US 33	OLD GOSHEN RD	US 30 RAMPS	836	809	0.32	0.58	0.57	UOFE
1484.0	WASHINGTON BLVD	JEFFERSON BLVD	THIEME DR	1018	1459	0.26	0.71	1.02	UOPA
1485.0	WASHINGTON BLVD	THIEME ST	COLLEGE ST	995	1463	0.23	0.70	1.02	UOPA
1486.0	WASHINGTON BLVD	COLLEGE ST	VAN BUREN ST	984	1578	0.20	0.69	1.10	UOPA
1487.0	WASHINGTON BLVD	VAN BUREN ST	BROADWAY	917	1470	0.07	0.32	0.51	UOPA
1488.0	WASHINGTON BLVD	BROADWAY	FAIRFIELD AVE	1230	1674	0.13	0.43	0.59	UOPA
1489.0	WASHINGTON BLVD	FAIRFIELD AVE	EWING ST	1516	1962	0.07	0.58	0.75	UOPA
1490.0	WASHINGTON BLVD	EWING ST	WEBSTER ST	1486	1759	0.10	0.57	0.68	UOPA
1491.0	WASHINGTON BLVD	WEBSTER ST	.04M W/O HARRISON ST	1559	1919	0.04	0.60	0.74	UOPA
1491.1	WASHINGTON BLVD	.04M W/O HARRISON ST	HARRISON ST	1559	1919	0.04	0.60	0.74	UOPA
1492.0	WASHINGTON BLVD	HARRISON ST	CALHOUN ST	1629	1794	0.08	0.63	0.69	UOPA
1493.0	WASHINGTON BLVD	CALHOUN ST	CLINTON ST	1523	1502	0.08	0.59	0.58	UOPA
1494.0	WASHINGTON BLVD	CLINTON ST	.04M E/O CLINTON ST	1807	1519	0.04	0.70	0.58	UOPA
1494.1	WASHINGTON BLVD	.04M E/O CLINTON ST	BARR ST	1807	1519	0.04	0.70	0.58	UOPA
1495.0	WASHINGTON BLVD	BARR ST	LAFAYETTE ST	1879	1475	0.09	0.72	0.57	UOPA
1496.0	WASHINGTON BLVD	LAFAYETTE ST	.05M W/O CLAY ST	1692	1337	0.05	0.65	0.51	UOPA
1496.1	WASHINGTON BLVD	.05M W/O CLAY ST	CLAY ST	1692	1337	0.04	0.65	0.51	UOPA
1497.0	WASHINGTON BLVD	CLAY ST	MONROE ST	1934	1540	0.08	0.74	0.59	UOPA
1498.0	WASHINGTON BLVD	MONROE ST	HANNA ST	1510	1167	0.08	0.58	0.45	UOPA
1499.0	WASHINGTON BLVD	HANNA ST	UNIVERSITY ST	1407	1180	0.40	0.66	0.55	UOPA
1500.0	WASHINGTON BLVD	UNIVERSITY ST	ANTHONY BVLD	1587	1178	0.40	0.74	0.55	UOPA
1501.0	WASHINGTON BLVD	ANTHONY BLVD	GLASGOW AVE	1306	878	0.27	0.54	0.36	UOPA
1502.0	WASHINGTON BLVD	GLASGOW AVE	.32M E/O GLASGOW AVE	1467	872	0.32	0.61	0.36	UOPA
1503.0	WASHINGTON BLVD	MAUMEE AVE	KITCH ST	1401	1239	0.19	0.98	0.87	UOPA
1504.0	WASHINGTON BLVD	KITCH ST	.35M W/O COLISEUM BLVD	1342	1089	0.45	0.94	0.76	UOPA
1505.0	WASHINGTON BLVD	.35M W/O COLISEUM BLVD	COLISEUM BLVD	1454	1213	0.13	1.02	0.85	UOPA
1506.0	WASHINGTON BLVD	COLISEUM BLVD	.19m W/O MEYER RD	1374	1073	0.30	0.96	0.75	UOPA
1507.0	WASHINGTON BLVD	.19m W/O MEYER RD	MEYER RD	1420	1103	0.19	0.99	0.77	UOPA
1508.0	WASHINGTON BLVD	MEYER RD	NEW HAVEN AVE	1465	1217	0.75	1.02	0.85	UOPA
1502.1	WASHINGTON BLVD	.32M E/O GLASGOW AVE	MAUMEE AVE	1431	967	0.25	0.59	0.40	UOPA
1513.0	WASHINGTON CTR RD	US 33	HILLEGAS RD	553	541	0.30	0.77	0.76	UMIA
1514.0	WASHINGTON CTR RD	HILLEGAS RD	NORTHOAK BLVD	433	653	0.14	0.61	0.91	UMIA
1514.1	WASHINGTON CTR RD	NORTHOAK BLVD	CROSS CREEK BLVD	498	697	1.09	0.70	0.97	UMIA
1515.0	WASHINGTON CTR RD	CROSS CREEK BLVD	LIMA RD	506	742	0.26	0.71	1.04	UMIA
1516.0	WASHINGTON CTR RD	LIMA RD	SHARON DR	680	845	0.35	0.48	0.59	UMIA
1517.0	WASHINGTON CTR RD	SHARON DR	INDUSTRIAL RD	627	859	0.38	0.44	0.60	UMIA
1517.1	WASHINGTON CTR RD	INDUSTRIAL RD	.3m E/O INDUSTRIAL RD	832	1074	0.30	0.58	0.75	UMIA
1518.0	WASHINGTON CTR RD	.3m E/O INDUSTRIAL RD	COLDWATER RD	934	1046	0.25	0.65	0.73	UMIA
1519.0	WASHINGTON CTR RD	COLDWATER RD	DARTMOUTH DR	1508	1305	0.32	1.05	0.91	UMIA
1520.0	WASHINGTON CTR RD	DARTMOUTH DR	CLINTON ST	1000	1297	0.41	0.70	0.91	UMIA
1563.0	WELLS ST	LIMA RD	FERNHILL AVE	620	503	0.38	0.87	0.70	UMIA
1564.0	WELLS ST	FERNHILL AVE	FRANKE PARK DR	664	698	0.40	0.93	0.98	UMIA
1566.0	WELLS ST	FRANKE PARK DR	LILLIAN AVE	438	566	0.43	0.61	0.79	UMIA
1567.0	WELLS ST	LILLIAN AVE	STATE BLVD	627	670	0.30	0.88	0.94	UMIA
1568.0	WELLS ST	STATE BLVD	GREENLAWN AVE	657	737	0.17	0.92	1.03	UMIA
1568.1	WELLS ST	GREENLAWN AVE	PUTNAM ST	452	710	0.14	0.63	0.99	UMIA
1569.0	WELLS ST	PUTNAM ST	SPRING ST	518	639	0.17	0.72	0.89	UMIA
1570.0	WELLS ST	SPRING ST	FOURTH ST	526	606	0.11	0.74	0.85	UMIA
1571.0	WELLS ST	FOURTH ST	HIGH ST	437	540	0.18	0.61	0.76	UMIA
1572.0	WELLS ST	HIGH ST	CONRAIL RAILROAD	467	572	0.13	0.65	0.80	UMIA
3632.0	WEST COUNTY LINE RD	BASS RD	SR 14	230	221	1.00	0.32	0.31	UMIA

3633.0	WEST COUNTY LINE RD	SR 14	COVINGTON RD	179	179	1.15	0.25	0.25	UMIA
3634.0	WEST COUNTY LINE RD	COVINGTON RD	ABOITE CTR RD	172	169	1.00	0.24	0.24	UMIA
3635.0	WEST COUNTY LINE RD	ABOITE CTR RD	LIBERTY MILLS RD	92	132	0.75	0.13	0.18	UMIA
3636.0	WEST COUNTY LINE RD	LIBERTY MILLS RD	US 24 WEST	117	121	1.65	0.16	0.17	UMIA
3631.1	WEST COUNTY LINE RD	ARCOLA RD	BASS RD	227	222	1.00	0.38	0.38	RMIA
3630.0	WEST COUNTY LINE RD	.6M N/O ARCOLA RD	ARCOLA RD	250	234	0.60	0.42	0.40	RMIA
881.2	WINTERS RD	LWR HUNTINGTON RD	FOGWELL PKWY	165	152	0.60	0.28	0.26	RMAC

Appendix B

TRAVEL TIME / DELAY STUDY ROUTES

	Travel Time Routes Completed:	Date Completed	Fiscal Year
1	**US 30 West / Goshen Ave:** Kroemer Rd to State Blvd	1994	
2	**State Blvd:** Hillegas Rd to Lahmeyer Rd	1994	
3	**SR 3 / US 27:** Wallen Rd to Monroeville Rd	1994-1995	95
4	**Jefferson Blvd / Washington Blvd:** Calhoun St to West Hamilton Rd	1995	95
5	**Coliseum Blvd:** Goshen Ave to State Blvd	1995	95
6	**Coldwater Rd:** Dupont Rd to Clinton St	1995	95
7	**Washington Ctr Rd / St. Joe Ctr Rd:** US 33 to Schwartz Rd	1996	96
8	**Maplecrest Rd:** St Joe Ctr Rd to Lake Ave	1996	96
9	**Baer Field T-Way:** Lafayette St to Smith Rd (I-469; 2 runs each way)	1996	97
10	**Broadway / Bluffton Rd:** Main St to I-469	1996	97
11	**Dupont Rd:** Tonkel Rd to Fritz Rd	1997	97
12	**Clinton St / Leo Rd:** Northrop St to Popp Rd	1997	97
13	**Jefferson Blvd / Washington Blvd:** Calhoun St to Doyle Rd	1997	98
14	**Lake Ave / Columbia Ave:** Clinton St to Landin Rd	1997	98
15	**Anthony Blvd:** Coliseum Blvd to Lafayette St	1998	98
16	**Lima Rd / SR 3:** Dunnwood Dr to Cedar Canyons Rd	8/98 - 10/98	99
17	**Aboite Ctr Rd / Engle Rd:** Eggeman Rd to Wawonaissa Tr	11/98 - 12/98	99
18	**Crescent Ave:** Lake Ave to Hobson Rd	2/99 - 3/99	99
19	**Trier Rd / Landin Rd:** Hobson Rd to Maysville Rd & Maysville Rd to Lincoln Hwy (NH)	3/99 - 4/99	99
20	**Stellhorn Rd:** Hobson Rd to I-469	8/99 - 9/99	00
21	**Hobson Rd / St Joe Rd:** Lake Ave to Maplecrest Rd	9/99 - 10/99	00
22	**Coldwater Rd:** Clinton St to Gump Rd	11/99	00
23	**Covington Rd:** Broadway to Homestead Rd	11/99 - 2/00	00
24	**Reed Rd**: Lake Ave to Evard Rd	2/00	00
25	**Auburn Rd:** N Clinton St to Union Chapel Rd	2/00	00
26	**Wells St:** Superior St to Coliseum Blvd	8/00 - 9/00	01
27	**Wayne Trace:** Anthony Blvd to I-469	2/01 - 3/01	01
28	**Pontiac St:** Fairfield Ave to Coliseum Blvd	9/00 - 1/01	01
29	**Coliseum Blvd:** Pontiac Street to State Blvd	9/00 - 1/01	01
30	**Illinois Rd / SR 14:** West Jefferson Blvd to Scott Rd	1/01 - 2/01	01
31	**Goshen Road:** State Blvd to Johnson Rd	3/01 - 4/01	01
32	**Paulding Rd / Airport Expressway:** Adams Ctr Rd to I-69	8/01 - 10/01	02
33	**Fairfield Ave / Ewing St:** Lower Huntington Rd to Superior St	12/01 - 2/02	02
34	**Maplecrest Rd:** Lake Ave to St Joe Rd	11/01 - 2/02	02
35	**Washington Blvd/Jefferson Blvd:** Lafayette St to Homestead Rd	3/02 - 4/02	02
36	**Lower Huntington Rd/Tillman Rd:** I-69 to I-469	5/02	03
37	**Ardmore Ave:** Lower Huntington Rd to W Jefferson Blvd	8/02 - 9/02	03
38	**Hillegas Rd / Huguenard Rd / Bethel Rd:** Bass Rd to Carroll Rd	8/02 - 9/02	03
39	**Hessen Cassel:** Oxford St to US 27	10/02 - 1/03	03
40	**State Blvd / Maysville Rd:** Coliseum Blvd to I-469	10/02 - 11/02	03
41	**Bass Rd / Spring St:** Wells St to Scott Rd	1/03 - 2/03	03
42	**SR 3:** Fernhill Ave to Gump Rd	3/03 - 4/03	03
43	**Coliseum Blvd:** Goshen Rd to New Haven Ave	9/03 - 10/03	04
44	**Berry St / Wayne St:** Anthony Blvd to Van Buren St	9/03 - 10/03	04
45	**Liberty Mills Rd:** Ellison Rd to W. County Line Rd	10/03 - 12/03	04
46	**Cook Rd:** N. Clinton St to O'Day Rd	11/03 - 1/04	04
47	**Scott Rd / Homestead Rd:** Bass Rd to Lower Huntington Rd	12/03 - 2/04	04
48	**Union Chapel Rd / Carroll Rd:** Leo Rd (SR 1) to US 33	10/03 - 4/04	04
49	**New Haven Ave / Lincoln Highway:** Wayne Trace to Doyle Rd	2/04 - 4/04	04
50	**Ardmore Ave, Hillegas Rd, Huguenard Rd:** Covington Rd to Ludwig Rd	9/04 - 10/04	05
51	**State Blvd:** Leesburg Rd to Reed Rd	9/04 - 10/04	05
52	**Adams Center Rd / Marion Center Rd:** SR 930 to US 27	12/04 - 3/05	05
53	**Wallen Rd:** Johnson Rd to Clinton St North	1/05 - 4/05	05
54	**US 27:** entrance to Glenbrook Mall north of Fernhill Ave to Bostick Rd	1/05 - 4/05	05
55	**Winchester Road / Bluffton Road:** Brooklyn Avenue to Interstate 469	9/05 - 10/05	06
56	**Oxford Street / Moeller Road:** Lafayette Street to Minnich Road	10/04 - 1/06	06
57	**Jefferson Boulevard / Maumee Avenue / SR 930 / Washington Boulevard:** Calhoun St to Doyle Rd	10/05 - 12/05	06
58	**Clinton Street / Leo Road / Tonkel Road:** Dunwood Drive to Union Chapel Road	1/06 - 2/06	06
59	**Coldwater Road:** Lima Road to Twin Eagle Blvd	1/06 - 3/06	06
60	**Calhoun St:** Superior St to Tillman Rd	3/06 - 5/06	07
61	**Coverdale Rd / Indianapolis Rd:** Lower Huntington Rd to I 469	8/06 - 10/06	07
62	**Hobson Rd / St Joe Rd / Mayhew Rd / Clinton St / Tonkel Rd:** Trier Rd to Oak Pointe Dr	9/06 - 10/06	07
63	**Creighton Ave:** Broadway to Euclid Ave	12/06 - 1/07	07
64	**Hanna St:** Berry St to Hanna Way	12/06 - 2/07	07
65	**Dupont Rd:** Fritz Rd to Popp Rd	1/07 - 5/07	07
66	**Wells St:** Superior St to Coliseum Blvd	4/07 - 5/07	08
67	**Lake Ave / Columbia Ave:** Calhoun St to Helen Dr	9/07 - 3/08	08
68	**Anthony Blvd:** Coliseum Blvd to Ferguson Rd	9/07 - 3/08	08
69	**Gump Rd:** Lima Rd to Souder Rd	9/07 - 4/08	08
70	**Rudisill Blvd:** Broadway to Anthony Blvd	3/08 - 4/08	08
71	**Main St / Broadway / Bluffton Rd:** Calhoun St to I 469	3/08 - 5/08	08
72	**Meyer Rd:** Old Maumee Rd to Paulding Rd	9/08 - 10/08	09
73	**Pontiac St / Coliseum Blvd:** Fairfield Ave to McCormick Ave	9/08 - 10/08	09

TRAVEL TIME / DELAY STUDY ROUTES

74	**West County Line Rd**: Leesburg Rd to US 24 West	10/08 - 2/09	09
75	**Ferguson Rd**: Airport Expressway to US 27	10/08 - 3/09	09
76	**Ardmore Ave / Hillegas Rd:** Airport Expressway to Bass Rd	2/09 - 5/09	09
77	**Hillegas Rd / Huguenard Rd / Till Rd / Bethel Rd:** Illinois Rd to Carroll Rd	2/09 - 3/09	09
78	**Taylor St:** Jefferson Blvd to Fairfield Ave	3/09 - 5/09	09
79	**Wheelock Rd:** Stellhorn Rd to St Joe Rd	9/09 - 10/09	10
80	**Flutter Rd / St Joe Rd:** Mayhew Rd to Schwartz Rd	9/09 - 10/09	10
81	**Sherman Blvd / Van Buren St:** Jefferson Blvd to Coliseum Blvd	9/09 - 10/09	10
82	**Trier Rd / Landin Rd:** Hobson Rd to Maysville Rd & Maysville Rd to Lincoln Hwy (NH)	10/09 - 1/10	10
83	**Crescent Ave / Stellhorn Rd / Maysville Rd:** Columbia Ave to St Joe Ctr Rd	1/10 - 3/10	10
84	**Washington Ctr Rd / St. Joe Ctr Rd:** US 33 to Schwartz Rd	10/09 - 9/10	11
85	**Airport Expressway / Paulding Rd:** Smith Rd to Adams Center Rd	9/10 - 11/10	11
86	**Calhoun St:** Superior St to Paulding Rd	9/10 - 11/10	11
87	**Parnell Ave / St Joe Blvd:** Clinton St to Main St	11/10 - 3/11	11
88	**Old Mill Rd / Pettit Ave:** Bluffton Rd to Anthony Blvd	11/10 - 3/11	11
89	**Ardmore Ave / Hillegas Rd:** Lower Huntington Rd to Bass Rd	3/11 - 6/11	12
90	**Aboite Ctr Rd / Engle Rd:** Eggeman Rd to Wawonaissa Tr	3/11 - 8/11	12
91	**State Blvd:** Sherman Blvd to Beacon St	8/11 - 11/11	12
92	**Fritz Rd / Hand Rd:** Downy Ave to Greenwell Rd	9/11 - 11/11	12
93	**Dupont Rd / SR 1:** Bethel Rd to Popp Rd	10/11 - 1/12	12
94	**Kroemer Rd / Haeman Rd / Butler Rd / Harris Rd:** Coliseum Blvd to Bass Rd	12/11 - 3/12	12
95	**Illinois Rd / SR 14:** Freeman St to West County Line Rd	1/12 - 5/12	13
96	**Covington Rd:** Brooklyn Ave to Homestead Rd	3/12 - 5/12	13
97	**Lima Rd / SR 3:** Carroll Rd to Coliseum Blvd	9/12 - 10/12	13
98	**Rudisill Blvd:** Broadway to Anthony Blvd	9/12 - 10/12	13
99	**Clinton St / Lafayette St / Spy Run Ave / Lima Rd:** Coliseum Blvd to Jefferson Blvd	10/12 - 11/12	13
100	**Wayne Trace / Hessen Cassel Rd:** Anthony Blvd to US 27	10/12 - 11/12	13
101	**Coliseum Blvd / SR 930:** Goshen Rd to Trier Rd	11/12 - 12/12	13
102	**Coldwater Rd**: Washington Center Rd to Gump Rd	11/12 - 12/12	13
103	**Maplecrest Rd:** St Joe Rd to Moeller Rd	12/12 - 2/13	13
104	**Lake Ave / Columbia Ave:** Calhoun St to Maysville Rd	12/12 - 2/13	13
105	**Dupont Rd:** SR 3 to Auburn Rd	2/13 - 5/13	13
106	**Goshen Road / US 33:** State Blvd to Johnson Rd	10/13 - 11/13	14
107	**Clinton St / Lafayette St / US 27:** Jefferson Blvd to Bostick Rd	10/13 - 11/13	14
108	**Clinton St / Tonkel Rd:** Dunnwood Dr to Union Chapel Rd	1/14 - 3/14	14
109	**Auburn Rd:** Clinton St to Union Chapel Rd	2/14 - 4/14	14
110	**Jefferson Blvd / US 24 West:** Main St to Homestead Rd	1/14 - 5/14	14
111	**Reed Rd**: Lake Ave to Evard Rd	4/14 - 5/14	14
112	**State Blvd / Maysville Rd:** Coliseum Blvd to I-469	8/14 - 10/14	15
113	**Lower Huntington Rd/Tillman Rd:** I-69 to I-469	8/14 - 10/14	15
114	**Minnich Rd:** Lincoln Highway to Tillman Rd	11/14 - 3/15	15
115	**Leo Rd / SR 1:** Popp Rd to Schlatter Rd	1/15 - 3/15	15
116	**Carroll Road / Union Chapel Road:** Hand Road to SR 1	8/15 - 9/15	16
117	**Fairfield Avenue / Wells Street:** Lower Huntington Road to State Boulevard	9/15 - 10/15	16
118	**Bethel Road / Huguenard Road:** Hathaway Road to Ludwig Road	10/15 - 11/15	16
119	**Washington Boulevard / SR 930 / US 30:** Kitch Street to Doyle Road	1/16 - 2/16	16
120	**Dupont Road:** Coldwater Road to Tonkel Road	1/16 - 3/16	16
121	**Jefferson Boulevard / Maumee Avenue / Washington Boulevard:** Ardmore Avenue to Kitch Street	2/16 - 4/16	16
122	**Wallen Road:** Johnson Road to Clinton Street	3/16 - 4/16	16

Appendix C

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Aboite Ctr Rd													
	Coventry Ln	FY12	7:00-8:00am	C	B	C	C	C	0.00	0.66	26.1	0.00%	0.00%
	Dicke Rd	FY12	7:15-8:15am	C	D	C	C	C	0.00	0.54	25.8	0.00%	0.00%
	Homestead Rd	FY17	5:00-6:00pm	C	C	C	B	C	0.00	0.00	24.4	0.00%	0.00%
	Jefferson Blvd	FY12		E	F	F	E	F	0.00	1.46	152.3	0.00%	0.00%
	Westlakes Dr	FY16	5:00-6:00pm	B	B	C	C	B	0.00	0.00	18.5	0.00%	0.00%
Aboite Rd													
	Lafayette Ctr Rd	FY15	3:15-4:15pm	A	A	C	C	NA	0.00	0.00	2.2	0.00%	0.00%
Adams Ctr Rd													
	Moeller Rd	FY10	3:00-4:00pm	B	B	A	A	A	0.00	0.39	9.8	0.00%	0.00%
	Paulding Rd	FY10	4:30-5:30pm	C	B	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Seiler Rd	FY06	4:30-5:30pm		B	A	A	A	0.00	0.00	2.6	0.00%	0.00%
	Tillman Rd	FY10	4:30-5:30pm	A	A	A	B	A	0.00	0.00	9.6	0.00%	0.00%
	Wayne Trace	FY15	4:45-5:45pm					A	0.00	0.00	5.9	0.00%	0.00%
Airport Expressway													
	Aviation Dr	FY14	7:00-8:00am	A	B	D	C	NA	0.00	0.00	0.0	0.00%	0.00%
	Baer Rd /Indianapolis Rd	FY06	5:00-6:00pm	B	B	D	B	B	0.00	0.62	18.5	0.00%	0.00%
	Bluffton Rd	FY06	5:00-6:00pm	C	C	C	D	C	0.00	0.73	33.7	0.00%	0.00%
	Coverdale Rd	FY12	4:30-5:30pm	A	A	C	C	NA	0.00	0.00	0.0	0.00%	0.00%
	Ernst Rd	FY08	7:00-8:00am	A	A	C	B	NA	0.00	0.00	0.0	0.00%	0.00%
	Fairfield Ave	FY06	5:00-6:00pm	B	B	B	B	B	0.00	0.47	16.8	0.00%	0.00%
	Lower Huntington Rd	FY06	5:00-6:00pm	D	C	C	C	C	0.00	0.57	30.6	0.00%	0.00%
	Winchester Rd	FY06	5:00-6:00pm	B	B	B	B	B	0.00	0.49	15.1	0.00%	0.00%
Amstutz Rd													
	Hosler Rd	FY17	5:00-6:00pm	B	C	C	B	C	0.00	0.00	16.9	0.00%	0.00%
	Leo Rd	FY02	7:00-8:00am	NEB-B	SWB-A	WB-E	D	NA	0.00	0.00	0.0	0.00%	0.00%
Anthony Blvd													
	Creighton Ave	FY06	3:00-4:00pm	C	B	B	B	B	0.00	0.51	14.7	0.00%	0.00%
	Crescent Ave	FY08	4:00-5:00pm	B	A	B	B	B	0.00	0.54	10.3	0.00%	0.00%
	Lake Ave	FY10	4:45-5:45pm	F	F	E	D	F	0.00	1.24	140.5	0.00%	0.00%
	Maumee Ave	FY96		B		B	B	B	0.66	0.71	10.5	0.00%	0.00%
	Mckinnie Ave	FY06	3:00-4:00pm	B	B	B	A	B	0.00	0.38	14.4	0.00%	0.00%
	Oxford St	FY06	3:00-4:00pm	B	B	B	B	B	0.00	0.51	15.9	0.00%	0.00%
	Paulding Rd	FY09	4:15-5:15pm	C	D	D	D	D	0.00	69.00	42.5	0.00%	0.00%
	Pettit Ave	FY06	4:00-5:00pm	C	C	C	C	C	0.00	0.60	26.9	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Pontiac St	FY06	3:00-4:00pm	C	C	C	A	C	0.00	0.59	21.6	0.00%	0.00%
	Rudisill Blvd	FY06	4:00-5:00pm	C	C	C	B	C	0.00	0.58	20.7	0.00%	0.00%
	St Joe River Dr	FY08	4:00-5:00pm	B	B	A	A	A	0.00	0.56	9.0	0.00%	0.00%
	State Blvd	FY08	4:45-5:45pm	E	F	D	C	E	0.00	0.91	62.5	0.00%	0.00%
	Washington Blvd	FY90	3:30-4:30					B	0.00	0.69	15.7	0.00%	0.00%
	Wayne Trace	FY06	3:00-4:00pm		B	A	C	B	0.00	0.61	16.1	0.00%	0.00%
Apple Glen Blvd													
	W Jefferson Blvd	FY15	4:45-5:45pm	C	C	D	E	C	0.00	0.75	34.4	0.00%	0.00%
Ardmore Ave													
	Covington Rd	FY11	4:45-5:45pm	C	C	A	B	B	0.00	0.58	13.2	0.00%	0.00%
	Engle Rd	FY10	4:30-5:30	C	B	B	B	C	0.00	0.75	20.7	0.00%	0.00%
	Jefferson Blvd	FY11	7:15-8:15am	E	D	F	E	E	0.00	0.85	63.4	0.00%	0.00%
	Nuttman Ave	FY17	4:30-5:30pm		F	A	A	NA	0.00	0.00	5.9	0.00%	0.00%
	Sandpoint Rd	FY14	4:15-5:15PM		F	A	A	NA	0.00	0.00	11.7	0.00%	0.00%
	Taylor St	FY11	4:30-5:30pm	B	B	B	B	B	0.39	0.52	16.4	0.00%	0.00%
	Three Oaks Dr	FY14	4:15-5:15pm	E	D	A	A	NA	0.00	0.00	2.2	0.00%	0.00%
	Washington Rd	FY06	4:00-5:00pm	B	B	C	D	D	0.00	0.00	28.1	0.00%	0.00%
Arlington Parkway													
	St Joe Ctr Rd	FY05	5:00-6:00pm	A	A	F	E	NA	0.00	0.00	27.3	0.00%	0.00%
Auburn Rd													
	Auburn Park Blvd	FY09	4:45-5:45pm					NA	0.00	0.00	0.0	0.00%	0.00%
	Barry Knoll Way	FY02	5:00-6:00pm	A	A	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Clinton St	FY14	7:15-8:15am	F	D	C	D	D	0.00	0.86	53.1	0.00%	0.00%
	Cook Rd	FY03	7:15-8:15am	F		F	F	F	0.00	0.00	76.5	0.00%	0.00%
	Dupont Rd	FY12	7:15-8:15am	B	B	D	F	D	0.00	0.97	47.1	0.00%	0.00%
	Gump Rd	FY02	4;00-5:00pm	A		A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Hursh Rd	FY02	4;00-5:00pm		A	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	I 469 Ramp N	FY09	5:00-6:00pm	F	E	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Union Chapel Rd	FY10	4:45-5:45pm	D	C	D	B	D	0.00	0.00	26.2	0.00%	0.00%
	Wallen Rd	FY07	5:00-6:00pm	C	C	F	F	F	0.00	0.00	74.4	0.00%	0.00%
Autumn Ridge Ln													
	SR 14	FY01	5:00-6:00pm				F	NA	0.00	0.00	0.0	0.00%	0.00%
Avalon Way													
	Dupont Rd	FY08	4:30-5:30pm	B	B	B	C	B	0.00	0.62	16.8	0.00%	0.00%
Avenue of Autos													

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Illinios Rd	FY08	4:45-5:45pm	A	B	E	E	B	0.00	0.55	19.7	0.00%	0.00%
Barnett Rd													
	Notestine Rd	FY02	3:00-4:00pm		A	A		NA	0.00	0.00	0.0	0.00%	0.00%
Barr St													
	Jefferson Blvd	FY06	7:30-8:30am	A		C	C	A	0.38	0.45	4.2	0.00%	0.00%
	Main St	FY02	4:30-5:30pm	A	B	C	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Washington Blvd	FY06	4:15-5:15pm		A	B	C	A	0.42	0.49	5.2	0.00%	0.00%
Bass Rd													
	Flaugh Rd	FY09	4:45-5:45pm	A	A		C	NA	0.00	0.00	0.0	0.00%	0.00%
	Hadley Rd	FY09	5:00-6:00pm	A	A	F		NA	0.00	0.00	23.3	0.00%	0.00%
	Hillegas Rd	FY14	3:15-4:15pm	D	E	D	D	D	0.00	0.91	52.5	0.00%	0.00%
	Kroemer Rd	FY09	5:00-6:00pm	A	A	B	B	NA	0.00	0.00	0.0	0.00%	0.00%
	Noyer Rd	FY03	4:45-5:45pm	A	A	A		NA	0.00	0.00	0.0	0.00%	0.00%
	Scott Rd	FY09	5:00-6:00pm	A	A	B		NA	0.00	0.00	0.0	0.00%	0.00%
	Thomas Rd	FY09	4:45-5:45pm	B	C	E	E	D	0.00	0.46	39.6	0.00%	0.00%
	W Hamilton Rd	FY09	5:00-6:00pm	A	A	B		NA	0.00	0.00	0.0	0.00%	0.00%
	Yellow River Rd	FY09	5:00-6:00pm	A	A		C	NA	0.00	0.00	1.1	0.00%	0.00%
Beacon St													
	Lake Ave	FY10	7:15-8:15am	B	A	D	E	NA	0.00	0.00	0.0	0.00%	0.00%
	State Blvd	FY08	3:00-4:00pm	A	A	C	B	B	0.00	0.51	10.6	0.00%	0.00%
Berry St													
	Clay St	FY15	7:30-8:30am		B	B	B	B	0.00	0.32	14.0	0.00%	0.00%
	Ewing St	FY92	4:30-5:30					B	0.00	0.39	12.0	0.00%	0.00%
Bethel Rd													
	Carroll Rd	FY01	6:45-7:45am			F	F	NA	0.00	0.00	0.0	0.00%	0.00%
Birchdale Dr													
	Maplecrest Rd	FY02						NA	0.00	0.00	0.0	0.00%	0.00%
Bishop Dwenger HS													
	Washington Ctr Rd	FY10	4;15-5:15pm	A	A	E	E	B	0.00	0.45	15.4	0.00%	0.00%
Bluffton Rd													
	Broadway	FY16	4:30-5:30pm	C		D	C	C	0.00	0.84	31.0	0.00%	0.00%
	Brooklyn Rd	FY94	5:00-6:00	B	C		C	C	0.63	0.70	16.0	0.00%	0.00%
	Engle Rd	FY16	4:30-5:30pm	E		B	C	D	0.00	0.00	35.6	0.00%	0.00%
	Ferguson Rd	FY00	4:30-5:30pm					NA	0.69	0.77	10.6	0.00%	0.00%
	Lower Huntington Rd	FY02	4:30-5:30pm	B	C	C	F	D	0.96	1.11	43.3	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	McFadden Rd	FY16	2:30-3:30PM		C	A	A	NA	0.00	0.00	5.0	0.00%	0.00%
	Old Trail Rd	FY97	3:00-4:00	C	B	B	B	B	0.56	0.61	8.8	0.00%	0.00%
	Sandpoint Rd	FY97	4:00-5:00	C		B	E	D	0.83	0.90	25.5	0.00%	0.00%
	Winchester Rd	FY16	7:30-8:30am		C	C	C	C	0.00	0.50	23.0	0.00%	0.00%
Brandywine Tr													
	Dupont Rd	FY05	4:30-5:30pm	B	B	F	F	NA	0.00	0.00	0.0	0.00%	0.00%
Broadway													
	Rudisill Blvd	FY09	5:00-6:00		B	C	C	C	0.48	0.69	20.3	0.00%	0.00%
	Taylor St	FY11	4:30-5:30pm	D	D	D	C	D	0.68	0.85	41.1	0.00%	0.00%
	Washington Blvd	FY10	4:30-5:30pm		A	C	C	B	0.00	0.56	15.9	0.00%	0.00%
Broadway St													
	Powers St	FY13	2:30-3:30pm	C		A	B	B	0.00	0.27	12.7	0.00%	0.00%
Brooklyn Ave													
	Covington Rd	FY89	3:30-4:30					B	0.00	0.70	16.4	0.00%	0.00%
	Nuttman Ave	FY89	4:30-5:30					A	0.00	0.47	5.9	0.00%	0.00%
Brookwood Dr													
	West Circle Dr	FY12	3:45-4:45pm	B		A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Broyles Blvd													
	St Joe Rd	FY10	4:45-5:45pm	E	C	D	C	D	0.00	0.91	36.6	0.00%	0.00%
Bull Rapids Rd													
	Maumee Center Rd	FY06	5;30-6:30pm	A	A	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Butler Rd													
	Goshen Rd	FY14	4:30-5:30pm	A		C	A	NA	0.00	0.00	2.5	0.00%	0.00%
	Hillegas Rd	FY14	7:15-8:15am	C	C	B	B	B	0.00	0.69	17.8	0.00%	0.00%
Calhoun St													
	Jefferson Blvd	FY02	4:30-5:30pm	B		C	C	B	0.73	0.84	21.2	0.00%	0.00%
	Paulding Rd	FY06	5:00-6:00pm	F	D	C	C	E	0.00	0.92	67.5	0.00%	0.00%
	Pontiac St	FY90	3:00-4:00					B	0.00	0.48	11.5	0.00%	0.00%
	Rudisill Blvd	FY90	4:00-5:00					B	0.00	0.50	12.1	0.00%	0.00%
	Washington Blvd	FY12	7:30-8:30am		C	B	B	C	0.00	0.63	20.4	0.00%	0.00%
California Rd													
	Hillegas Rd	FY14	4:30-5:30pm	F		A	A	NA	0.00	0.00	5.4	0.00%	0.00%
	Parnell Ave	FY98	5:00-6:00	C	-	A	B	NA	0.00	0.00	78.6	0.00%	0.00%
Candlewood Way													
	Coldwater Rd	FY12	5:00-6:00pm	C	F	A	A	NA	0.00	0.00	0.0	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Canterbury Blvd													
	St Joe Rd	FY08	5:00-6:00pm	B		D	D	D	0.00	0.73	40.6	0.00%	0.00%
Carew St													
	State Blvd	FY08	3:00-4:00pm	A	A	B	B	B	0.00	0.43	10.8	0.00%	0.00%
Carroll Rd													
	Hand Rd	FY16	6:45-7:45am	A	A	B	E	NA	0.00	0.00	0.0	0.00%	0.00%
	Lima Rd/SR 3	FY01	5:00-6:00pm	C	C	B	B	B	0.52	0.70	19.8	0.00%	0.00%
Clay St													
	Main St	FY17	4:30-5:30pm	A		C	B	B	0.00	0.55	11.0	0.00%	0.00%
Clinton St													
	Coldwater Rd	FY10	5:00-6:00	E	E	F	D	E	0.00	0.93	79.6	0.00%	0.00%
	Diebold Rd	FY12	7:00-8:00am	A	A		C	NA	0.00	0.00	0.0	0.00%	0.00%
	Fairington Dr	FY05	4:30-5:30	C	D	B	A	B	0.60	0.72	11.9	0.00%	0.00%
	Mayhew Rd	FY12	4:45-5:45pm	D	D	C	C	C	0.00	0.64	34.3	0.00%	0.00%
	Medical Park Dr	FY05	3:00-4:00	D	E	B	B	B	0.64	0.77	18.4	0.00%	0.00%
	Parnell Ave	FY05	4:30-5:30	D	D	C	D	D	0.59	0.67	35.3	0.00%	0.00%
	SR 1 N	FY12	4:45-5:45pm	C	C	C	C	C	0.00	0.53	26.5	0.00%	0.00%
	St Joe Ctr Rd/Washington	FY10	5:00-6:00	F	F	F	F	F	0.00	1.17	119.5	0.00%	0.00%
	Wallen Rd	FY12	4:45-5:45pm	F		A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Cold Springs Blvd													
	Cook Rd	FY12	6:45-7:45am	C	D	B	B	C	0.00	0.49	29.4	0.00%	0.00%
Coldwater Crossing													
	Washington Ctr Rd	FY10	4:45-5:45pm	C	B	D	D	C	0.00	0.62	29.4	0.00%	0.00%
Coldwater Rd													
	Coldwater Crossing	FY16	5:00-6:00	E	E	C	C	C	0.00	0.00	27.8	0.00%	0.00%
	Coliseum Blvd	FY00	5:00-6:00	E	F	F	F	F	0.00	1.13	94.3	0.00%	0.00%
	Collins Dr	FY09	5:00-6:00pm	D	C	F	F	F	0.76	0.89	131.5	0.00%	0.00%
	Cook Rd	FY12	7:00-8:00am	D	F	F	E	F	0.00	1.08	88.8	0.00%	0.00%
	Dupont Rd	FY08	5:00-6:00	C	D	C	C	C	0.00	0.83	30.1	0.00%	0.00%
	Essex Ln	FY09	4:30-5:30pm	E	E	B	B	C	0.00	0.65	24.2	0.00%	0.00%
	Glenbrook Square Mall	FY09	4:30-5:30pm	E	E	B	D	D	0.00	0.52	35.8	0.00%	0.00%
	Gump Rd	FY02	5:00-6:00	B	B	C	B	B	0.00	0.00	14.0	0.00%	0.00%
	Interstate- 69 Ramp	FY10	4:30-5:30pm	C			A	B	0.00	0.64	15.1	0.00%	0.00%
	Ludwig Rd	FY13						NA	0.00	0.00	0.0	0.00%	0.00%
	Mill Lake Rd	FY05	5:00-6:00pm	F	F	A	A	NA	0.00	0.00	0.0	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Northwest Passage	FY08	4:30-5:30pm	C	C	B	B	B	0.00	0.72	16.7	0.00%	0.00%
	Perry lake Dr							NA	0.00	0.00	0.0	0.00%	0.00%
	Riley Dr	FY12	7:00-8:00am	B	B	C	C	C	0.00	0.56	27.8	0.00%	0.00%
	Union Chapel Rd	FY16	7:00-8:00am	E	F	C	C	E	0.00	0.00	56.0	0.00%	0.00%
	Wallen Rd	FY00	4:45-5:45PM	D	F	D	D	D	0.00	0.96	53.0	0.00%	0.00%
	Washington Ctr Rd	FY15	7:00-8:00am	D	D	D	F	E	0.00	0.84	79.8	0.00%	0.00%
	Waterwolde Ln	FY02						NA	0.00	0.00	0.0	0.00%	0.00%
Coliseum Blvd													
	Goshen Rd	FY14	7:15-8:15am	D	C	C	F	E	0.00	0.98	59.9	0.00%	0.00%
	Hillegas Rd	FY14	4:30-5:30PM	C	F	B	B	C	0.00	0.79	33.0	0.00%	0.00%
	Lake Ave	FY16	7:30-8:30am	E	E	D	D	D	0.00	0.00	47.1	0.00%	0.00%
	New Haven Ave	FY90	4:30-5:30					-	0.00	0.75	26.8	0.00%	0.00%
	Parnell Ave			E	C	F	F	E	0.00	1.17	71.7	0.00%	0.00%
Constitution Way													
	Getz Rd	FY16	4:45-5:45pm	D		NA	A	NA	0.00	0.00	7.0	0.00%	0.00%
	Magnavox Way	FY16	4:45-5:45pm	B	A	A	B	B	0.00	0.00	11.9	0.00%	0.00%
Cook Rd													
	Huguenard Rd	FY14	4:30-5:30	C	B	D	C	C	0.00	0.72	30.1	0.00%	0.00%
	Northrop HS	FY12	6:45-7:45am	C	D	B	B	C	0.00	0.49	29.4	0.00%	0.00%
	US 33	FY14	4:30-5:30pm	C	B	A	A	NA	0.00	0.00	3.1	0.00%	0.00%
Copper Hill Run													
	Covington Rd	FY02	5:00-6:00pm	A	A	C	B	NA	0.00	0.00	0.0	0.00%	0.00%
Corbin Rd													
	Union Chapel Rd	FY01	7:00-8:00am		A	A	A	A	0.00	0.00	8.6	0.00%	0.00%
Coventry Ln													
	Falls Dr	FY10	5:00-6:00pm	B	B	D	D	C	0.00	0.63	29.2	0.00%	0.00%
Coverdale Rd													
	Indianapolis Rd	FY02						NA	0.00	0.00	0.0	0.00%	0.00%
Covington Rd													
	Dicke Rd	FY10	4:45-5:45	A	A	E		NA	0.00	0.00	0.0	0.00%	0.00%
	Getz Rd	FY09	4:30-5:30pm	C	C	C	D	C	0.00	0.57	33.9	0.00%	0.00%
	Hadley Rd	FY00	4:45-5:45	D	F	B	D	E	0.00	0.00	47.5	0.00%	0.00%
	Homestead Rd	FY09	5:00-6:00pm	A	A	F		NA	0.00	0.00	0.0	0.00%	0.00%
	Jefferson Blvd	FY15	7:15-8:15pm	D	E	C	B	D	0.00	0.72	36.6	0.00%	0.00%
	Scott Rd	FY08	5:00-6:00pm	C	D		B	C	0.00	0.00	20.9	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	South Bend Dr	FY06	7:45-8:45am	C	C	C	B	C	0.00	0.00	18.9	0.00%	0.00%
	W. Hamilton Rd	FY04	5:00pm-6:00pm	B	B	A	A	B	0.00	0.00	10.1	0.00%	0.00%
CR 900 S													
	W County Line Rd	FY14	6:45-7:45am	A		A	A	NA	0.00	0.00	1.5	0.00%	0.00%
Crescent Ave													
	Hobson Rd	FY07		E	E	E	E	E	0.00	0.94	63.5	0.00%	0.00%
	Lawshe Dr	FY07		D	C	C	D	D	0.00	0.70	35.6	0.00%	0.00%
	State St	FY08	4:45-5:45pm	E	D	D	D	D	0.00	0.82	52.5	0.00%	0.00%
Cross Creek Blvd													
	Washington Ctr Rd	FY16	4:30-5:30pm	A	A	F	F	NA	0.00	0.00	0.0	0.00%	0.00%
Dartmouth Dr													
	Washington Ctr Rd	FY07	5:00-6:00pm	F	F	D	D	F	0.87	1.03	169.9	0.00%	0.00%
Diebold Rd													
	SR 1	FY12	4:30-5:30pm	B	B	D	D	C	0.00	0.46	22.9	0.00%	0.00%
	Union Chapel Rd	FY10	4:30-5:30pm	B	B	B		B	0.00	0.00	11.8	0.00%	0.00%
Dunton Rd													
	Gump Rd	FY08	4:45-5:45pm	A	A	B	B	NA	0.00	0.00	0.0	0.00%	0.00%
Dupont Rd													
	Bob Evans	FY01	5:00-6:00pm	B	B	C	F	NA	0.00	0.00	0.0	0.00%	0.00%
	Kroger/Scotts	FY08	4:30-5:30pm	C	C	B	B	C	0.00	0.61	23.6	0.00%	0.00%
	La Cabraeh Ln	FY08	4:30-5:30pm	C	D	C	E	D	0.00	0.95	38.9	0.00%	0.00%
	Longwood Dr	FY12	4:30-5:30pm	C	B	D	D	C	0.00	0.81	25.3	0.00%	0.00%
	Pine Mills Rd	FY08	4:30-5:30pm	C	B	B	B	B	0.00	0.54	19.5	0.00%	0.00%
Engle Rd													
	Smith Rd	FY98	5:00-6:00	B	B	B	B	B	0.43	0.45	12.8	0.00%	0.00%
Ewing St													
	Jefferson Blvd	FY11	4:30-5:30pm	A		C		B	0.00	0.56	13.0	0.00%	0.00%
	Main St	FY11	4:30-5:30pm	A	C	C		B	0.00	0.52	17.0	0.00%	0.00%
	Washington Blvd	FY11	4:30-5:30pm		B	B		B	0.00	0.61	13.5	0.00%	0.00%
Fairfield Ave													
	Home Ave	FY11	4:45-5:45pm	B		A	A	A	0.34	0.41	9.5	0.00%	0.00%
	Jefferson Blvd	FY11	4:30-5:30pm	B			B	B	0.00	0.55	11.1	0.00%	0.00%
	Kinsmoor Ave	FY11	5:00-6:00pm	B	B	A	A	A	0.29	0.35	7.9	0.00%	0.00%
	Main St	FY11	4:30-5:30pm	A	C	C		B	0.00	0.52	17.0	0.00%	0.00%
	Rudisill Blvd	FY08						C	0.00	0.76	21.7	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Taylor St	FY89	4:30-5:30					C	0.00	0.59	21.6	0.00%	0.00%
	Washington Blvd	FY11	4:30-5:30pm		A		C	B	0.00	0.60	11.6	0.00%	0.00%
Falcons Run													
	Wallen Rd	FY04						NA	0.00	0.00	0.0	0.00%	0.00%
Falls Dr													
	Liberty Mills Rd	FY08						NA	0.00	0.00	0.0	0.00%	0.00%
Ferguson Rd													
	Muldoon Rd	FY03		A	A	B	B	NA	0.00	0.00	0.0	0.00%	0.00%
Flaugh Rd													
	Leesburg Rd	FY17	7:15-8:15am	A	A	B	A	B	0.00	0.00	10.8	0.00%	0.00%
Fogwell Parkway													
	Lafayette Ctr Rd	FY17	6:00-7:00am	C	F	E	C	E	0.00	0.00	60.4	0.00%	0.00%
Franke Park Rd													
	Wells St	FY05	4:30-5:30pm	F		A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Freeman St													
	Jefferson Blvd	FY11	4:30-5:30pm	D	C	F	D	D	0.00	1.02	49.8	0.00%	0.00%
	Taylor St	FY11	4:30-5:30pm	A	A	B	B	B	0.40	0.49	11.9	0.00%	0.00%
Gary St/Southtown Mall													
	Tillman Rd	FY01	3:15-4:15pm	C	C	C	C	C	0.24	0.40	23.4	0.00%	0.00%
Gateway Plaza													
	Goshen Ave	FY14	4:30-5:30pm	B	A	C		B	0.00	0.63	12.4	0.00%	0.00%
Geoglien Rd													
	Stellhorn Rd	FY01	5:00-6:00	A	A	F		NA	0.00	0.00	0.0	0.00%	0.00%
Georgetown N Blvd													
	Maplecrest Rd	FY06	5:00-6:00pm	F	F	A	B	NA	0.00	0.00	0.0	0.00%	0.00%
Georgetown Square													
	State Blvd								0.00	0.00	0.0	0.00%	0.00%
Getz Rd													
	Illinois Rd	FY16	7:30-8:30am	C	C	D	D	C	0.00	0.00	27.5	0.00%	0.00%
	Jefferson Blvd	FY15	4:30-5:30pm	B	B	D	E	C	0.00	0.78	25.0	0.00%	0.00%
Goshen Rd													
	Harris Rd	FY14	4:30-5:30pm	A	A		C	A	0.00	0.55	9.4	0.00%	0.00%
	Hillegas Rd	FY14	4:30-5:30pm	D	F	A	A	NA	0.00	0.00	3.6	0.00%	0.00%
	Independence Dr	FY14	7:15-8:15am	C		A	D	C	0.00	0.72	29.2	0.00%	0.00%
	Poinsette Dr	FY99	5:00-6:00					NA	0.00	0.00	3.7	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Sherman Blvd	FY14	4:30-5:30pm	F	D	D	D	F	0.00	1.03	95.2	0.00%	0.00%
	State Blvd	FY14	4:30-5:30pm	D	C	E	D	D	0.00	0.70	35.6	0.00%	0.00%
Grabill Rd													
	Sawmill Dr	FY01	3:00-4:00pm	A	A	B		NA	0.00	0.00	0.0	0.00%	0.00%
Green Rd													
	Seiler Rd	FY04	4:00-5:00pm	B	B	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Green St													
	Powers Ave	FY00	3:00-4:00pm					NA	0.00	0.00	0.0	0.00%	0.00%
	Rose Ave	FY00	3:00-4:00pm					NA	0.00	0.00	0.0	0.00%	0.00%
Gump Rd													
	SR3	FY02	4:15-5:15	B	C	A	A	B	0.40	0.50	11.6	0.00%	0.00%
Hadley Rd													
	SR 14	FY14	4:45-5:45pm	D	D	B	D	D	0.00	0.99	36.3	0.00%	0.00%
Halter Rd													
	St Joe Rd	FY06	4:45-5:45pm	A	A		B	NA	0.00	0.00	0.0	0.00%	0.00%
Harrison St													
	Jefferson Blvd	FY02	4:30-5:30pm	C		B	C	C	0.69	0.79	30.5	0.00%	0.00%
	Washington Blvd	FY02	4:30-5:30pm		C	B	B	B	0.45	0.52	19.6	0.00%	0.00%
Hartzell Rd													
	Lincoln Highway	FY91	4:00-5:00					C	0.00	0.76	21.0	0.00%	0.00%
	Moeller Rd	FY06	7:00-8:00AM	C	B	B	B	B	0.00	0.00	13.8	0.00%	0.00%
Henry St													
	Seward St	FY13	7:00-8:00AM	A	A	A	B	NA	0.00	0.00	6.9	0.00%	0.00%
Hillegas Rd													
	Illinois Rd	FY14	4:45-5:45pm	F	D	C	D	D	0.00	1.04	52.0	0.00%	0.00%
	Independence Dr	FY14	4:30-5:30pm		B	C	C	B	0.00	0.75	19.8	0.00%	0.00%
	State Blvd	FY14	5:00-6:00pm	C	D	D	C	D	0.00	0.82	35.9	0.00%	0.00%
Hoagland Rd													
	Minnich Rd	FY08	5:45pm-6:45pm	A	A	A	A	A	0.00	0.00	8.5	0.00%	0.00%
Hobson Rd													
	Lake Ave	FY10	4:30-5:30pm	B	C		B	B	0.00	0.53	18.5	0.00%	0.00%
	State Blvd	FY08	3:00-4:00pm	D	C	B	B	C	0.00	0.53	28.9	0.00%	0.00%
	Trier Rd	FY09	4:45-5:45pm	B	B	B	B	B	0.00	0.57	12.6	0.00%	0.00%
Homestead Rd													
	Liberty Mills Rd	FY03	7:00-8:00am	*	F	F	F	F	0.00	0.00	0.0	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Lower Huntington Rd	FY16	6:15-7:15am	A	A		E	NA	0.00	0.00	0.0	0.00%	0.00%
Hosler Rd													
	Tonkel Rd	FY04	5:00-6:00pm		B	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Wayne St	FY02	3:00-4:00pm	B	B	A	A	B	0.00	0.00	10.9	0.00%	0.00%
Houk Rd													
	Monroeville Rd	FY02	2:45-3:45	A	A	C	B	NA	0.00	0.00	0.0	0.00%	0.00%
Huguenard Rd													
	Ludwig Rd	FY14	4:30-5:30pm		C			NA	0.00	0.00	2.8	0.00%	0.00%
	Wallen Rd	FY14	7:00-8:00am	C	C	A	A	NA	0.00	0.00	5.8	0.00%	0.00%
	Washington Ctr Rd	FY14	4:45-5:45pm	D	D	E	D	D	0.00	0.90	49.6	0.00%	0.00%
Hursh Rd													
	Tonkel Rd	FY08	4:00-5:00pm	C	C	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Illinois Rd													
	Illinois Rd S	FY08	4:45-5:45pm	A	B	D	A	B	0.00	0.32	16.2	0.00%	0.00%
	Magnavox Way	FY16	4:45-5:45pm	A	B	E	F	C	1.51	0.00	23.0	0.00%	0.00%
	Reckeweg Rd	FY05	5:00-6:00pm	A	A	C		NA	0.00	0.00	0.0	0.00%	0.00%
Illinois Rd S													
	Jefferson Blvd	FY15	4:45-5:45pm	B	C		D	C	0.00	0.75	24.3	0.00%	0.00%
Indiana Ave													
	Rudisill Blvd	FY11	4:45-5:45pm	B	B	B	B	B	0.32	0.38	12.3	0.00%	0.00%
Jefferson Blvd													
	Covington Plaza E	FY15	4:45-5:45pm	B	B	D	D	C	0.55	0.59	22.0	0.00%	0.00%
	Covington Plaza W	FY15	4:45-5:45pm	B	B	E	D	C	0.82	0.64	23.7	0.00%	0.00%
	Jefferson Point	FY15	4:45-5:45pm	A	A	D	D	B	0.00	0.55	12.2	0.00%	0.00%
	Main St	FY15	4:45-5:45pm					NA	0.00	0.00	17.0	0.00%	0.00%
	Mallard Cove Ln	FY15	4:45-5:45pm	A	A	E	E	B	0.00	0.57	10.6	0.00%	0.00%
	Office Park	FY14	4:30-5:30pm	A	A	E		NA	0.00	0.00	4.7	0.00%	0.00%
	Old Illinois Rd	FY96	5:00-6:00					NA	0.00	0.00	0.0	0.00%	0.00%
	Olde Canal Place	FY15	4:30-5:30	D	E	E	F	E	0.00	1.07	61.7	0.00%	0.00%
	Taylor St	FY15	4:45-5:45pm		E			NA	0.00	0.00	0.0	0.00%	0.00%
	Times Corners	FY09	4:45-5:45pm	A	C		D	B	0.00	0.55	18.3	0.00%	0.00%
	Webster St	FY02	4:30-5:30pm	C		B	B	C	0.57	0.65	31.2	0.00%	0.00%
Kroemer Rd													
	US 30	FY98	4:00-5:00	B	B	D	D	B	0.54	0.58	12.8	0.00%	0.00%
Lafayette Ctr Rd													

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Zubrick Rd	FY98	3:30-4:30	C	C	D	C	C	0.20	0.22	20.6	0.00%	0.00%
Lahmeyer Rd													
	St Joe Ctr Rd	FY01	5:00-6:00	F	D			E	0.00	0.00	41.1	0.00%	0.00%
	State Blvd	FY14	7:00-8:00am	B	C	D	C	C	0.00	0.77	22.2	0.00%	0.00%
	Trier Rd	FY16	7:30-8:30am	D	D	F	F	F	0.00	0.00	51.0	0.00%	0.00%
Lake Ave													
	Maplecrest Rd	FY16	4;45-5;45PM	E	C	D	D	D	0.00	0.00	44.0	0.00%	0.00%
	Maysville Rd	FY98	5:00-6:00	A			B	NA	0.00	0.00	2.7	0.00%	0.00%
	Randalia Dr	FY10	4:30-5:30pm	B	A	B	B	B	0.00	0.58	11.1	0.00%	0.00%
	Reed Rd	FY99	5:00-6:00	C	C	C	C	C	0.55	0.61	15.8	0.00%	0.00%
Landin Rd													
	Maysville Rd	FY09	4:30-5:30pm	C	C	B	B	D	0.00	0.00	31.2	0.00%	0.00%
	North River Rd	FY05	4:30-5:30pm	C	F	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Parent Rd	FY05	4:30-5:30pm	B	B	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Rose Ave	FY13	4:45-5:45pm	C	C	C	C	C	0.00	0.55	22.4	0.00%	0.00%
	Shordon Rd	FY11	4:30-5:30pm	B		A	A	NA	0.00	0.00	2.0	0.00%	0.00%
Leesburg Rd													
	Spring St	FY07	4:30-5:30pm	A	A	E		NA	0.00	0.00	0.0	0.00%	0.00%
Leo Rd													
	Union Chapel Rd	FY01	4:30-5:30pm	C		A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Web Ln	FY01	4:30-5:30	A	A		C	NA	0.00	0.00	0.0	0.00%	0.00%
Liberty Mills Rd													
	W County Line Rd	FY14	6:45-7:45am		A	A	A	NA	0.00	0.00	3.5	0.00%	0.00%
Linden Rd													
	Rose Ave	FY06	6:30-7:30am	A	A	D	F	NA	0.00	0.00	0.0	0.00%	0.00%
Lower Huntington Rd													
	Smith Rd	FY04	4:30-5:30pm	A	A	A	A	A	0.00	0.00	8.1	0.00%	0.00%
	Winchester Rd	FY90	4:30-5:30					B	0.00	0.34	10.7	0.00%	0.00%
Main St													
	Van Buren St	FY89	3:30-4:30					B	0.00	0.52	9.3	0.00%	0.00%
Maplecrest Rd													
	Monarch Dr	FY10	3:15-4:15pm	B	A	B	C	C	0.00	0.00	16.1	0.00%	0.00%
	Northwood Shopping Cent	FY09		D	D	B	B	C	0.00	0.65	24.0	0.00%	0.00%
	Pine Meadows Ln	FY01	5:00-6:00pm	F	F	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	St Joe Ctr Rd	FY97	4:45-5:45	B	D	B	E	C	0.91	1.03	22.1	0.00%	0.00%

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	St Joe Rd	FY06	7:00-8:00am	C		B	B	B	0.59	0.71	16.7	0.00%	0.00%
	State Blvd	FY14	4:45-5:45pm	E	F	F	D	E	0.00	0.88	77.1	0.00%	0.00%
	Stellhorn Rd	FY15	5:00-6:00pm	D	C	D	D	D	0.00	0.75	45.7	0.00%	0.00%
	Trier Rd	FY14	2:45-3:45pm	F	D	D	D	D	0.00	1.01	53.4	0.00%	0.00%
	Vance Ave	FY14	7:15-8:15 am	D		A	A	NA	0.00	0.00	3.2	0.00%	0.00%
Marion Ctr Rd													
	Monroeville Rd	FY10	7;15-8:15am	A	A	B	B	NA	0.00	0.00	0.0	0.00%	0.00%
Mayhew Rd													
	St Joe Rd	FY06	5:00-6:00PM	B	B		B	B	0.47	0.56	14.8	0.00%	0.00%
Maysville Rd													
	Meijer Dr	FY14	5:00-6:00pm	D	D	D	D	D	0.00	0.00	40.5	0.00%	0.00%
	Old SR 37	FY00	4:30-5:30pm		A	C		NA	0.00	0.00	0.0	0.00%	0.00%
	State Blvd	FY95						C	0.00	0.00	0.0	0.00%	0.00%
	Stellhorn Rd	FY13	4:45-5:45pm	C	B	D	C	C	0.00	0.87	31.4	0.00%	0.00%
	Windsor Oaks Dr	FY05	5:00-6:00pm	B	A		E	NA	0.00	0.00	0.0	0.00%	0.00%
Meijer Dr													
	St Joe Ctr Rd	FY05	5:00-6:00pm	A	A	C		NA	0.00	0.00	0.0	0.00%	0.00%
Minnich Rd													
	Seiler Rd	FY04	5:00-6:00pm	B		A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Moeller Rd													
	Werling Rd	FY02	4:30-5:30pm	A	A		C	NA	0.00	0.00	0.0	0.00%	0.00%
New Vision Dr													
	Parkview Plaza Dr	FY13	2:30-3:30pm	C		A	B	B	0.00	0.27	12.7	0.00%	0.00%
Northwood Shopping Center													
	Stellhorn Rd	FY09	4:45-5:45pm	D	C	C	C	C	0.00	0.72	33.2	0.00%	0.00%
Notestine Rd													
	Roth Rd	FY02	3:00-4:00pm	A			A	NA	0.00	0.00	0.0	0.00%	0.00%
Old US 24(East)													
	Webster Rd	FY13	4:45-5:45pm	A	A	B	B	B	0.00	0.27	11.9	0.00%	0.00%
Oxford St													
	Wayne Trace	FY08	4:45-5:45pm	B	B	A	A	A	0.00	0.52	8.1	0.00%	0.00%
Parkview Plaza Dr													
	SR 1	FY12	4:30-5:30pm	B	B	E	F	F	0.00	0.80	109.3	0.00%	0.00%
	Wide Track Dr	FY13	3:30-4:30PM	C	B	A	B	B	0.00	0.48	13.6	0.00%	0.00%
Parnell Ave													

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	St Joe River Dr	FY09	4:45-5:45pm		F	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	State Blvd	FY08	5:00-6:00pm	D	D	D	D	D	0.00	0.70	45.3	0.00%	0.00%
Paulding Rd													
	Wayne Trace	FY02	3:00-4:00pm	B	B	B	B	B	0.00	12.95	0.0	0.00%	0.00%
Popp Rd													
	Tonkel Rd	FY04	4:45-5:45pm		C	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Progrees Rd													
	Value Dr	FY15	2:30-3:30pm	A	A		C	NA	0.00	0.00	7.7	0.00%	0.00%
Puff Rd													
	Union Chapel Rd	FY01	7:00-8:00am	A	A	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Putnam St													
	Wells St	F16	4:45-5:45pm	C	C	B	A	B	0.00	0.57	12.9	0.00%	0.00%
Randallia Dr													
	State Blvd	FY08	3:00-4:00pm	B	B	C		B	0.00	0.52	15.4	0.00%	0.00%
Reed Rd													
	St Joe Ctr Rd	FY10		C	B	B	B	B	0.00	0.73	15.0	0.00%	0.00%
	State Blvd	FY14	7:15-8:15amm	C	C	C	C	C	0.00	0.77	30.6	0.00%	0.00%
	Stellhorn Rd	FY00						NA	0.90	0.97	0.0	0.00%	0.00%
	Trier Rd	FY95						C	0.00	0.00	24.5	0.00%	0.00%
River Run Trail													
	St Joe Ctr Rd	FY10	4:30-5:30pm	D	A	E	E	D	0.00	0.97	38.0	0.00%	0.00%
Riveria Plaza													
	St Joe Ctr Rd	FY11	7:00-8:00am	D	D	D	D	D	0.00	0.74	47.6	0.00%	0.00%
Roseview Rd													
	Stellhorn Rd	FY07	5:00-6:00pm	B	B	F	F	NA	0.00	0.00	0.0	0.00%	0.00%
Rothman Rd													
	St Joe Rd	FY10	5:00-6:00pm		B	C	C	C	0.00	0.00	18.5	0.00%	0.00%
	Wheelock Rd	FY06	5:00-6:00pm	B	C	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Rudisil Blvd													
	South Wayne Ave	FY11	5:00-6:00pm	B	B	B	B	B	0.33	0.41	15.7	0.00%	0.00%
Schlatter Rd													
	Tonkel Rd	FY04	5:00-6:00pm	B	C	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
Sherbourne Blvd/Lavern													
	State Blvd	FY89	4:00-5:00pm					A	0.00	0.35	8.3	0.00%	0.00%
Sherman Blvd													

Source:NIRCC-Northeastern Indiana Regional Cordinating Council

Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Spring St	FY16	7:30-8:30am	C	B	B	B	B	0.00	0.00	17.2	0.00%	0.00%
Spring St													
	St Mary's Ave	FY03	3:00-4:00pm	B	B	B	C	B	0.58	0.68	19.5	0.00%	0.00%
	Wells St	FY03	3:00-4:00pm	E		B	B	C	0.70	0.81	24.7	0.00%	0.00%
SR 101/Main St													
	South St	FY01	3:15-4:15PM	A	A		B	NA	0.00	0.00	0.0	0.00%	0.00%
SR 14													
	W County Line Rd	FY05	4:30-5:30pm	A	A	E	F	NA	0.00	0.00	0.0	0.00%	0.00%
	West Hamilton Rd	FY01	5:00-6:00pm			C	C	NA	0.00	0.00	0.0	0.00%	0.00%
St Joe Ctr Rd													
	Sawmill Woods Blvd	FY08	4:30-5:30pm	A	A	C	C	NA	0.00	0.00	0.0	0.00%	0.00%
	St Joe Rd	FY11	5:00-6:00pm	D	E	E	D	E	0.00	0.73	57.5	0.00%	0.00%
	Wheelock Rd	FY08	4:30-5:30pm	E	E	D	C	E	0.00	0.00	37.1	0.00%	0.00%
St Joe Rd													
	Wheelock Rd	FY06	5:00-6:00pm	A	A	B		NA	0.00	0.00	0.0	0.00%	0.00%
State Blvd													
	Wells St	FY06	5:00-6:00PM	E	F	F	D	F	0.65	0.74	81.9	0.00%	0.00%
Stellhorn Rd													
	Scotts Entrance	FY99	5:00-6:00					NA	0.00	0.00	40.6	0.00%	0.00%
	Wheelock Rd	FY06	5:00-6:00pm	A	A	F	F	NA	0.00	0.00	0.0	0.00%	0.00%
Stoney Creek Dr													
	Washington Ctr Rd	FY97	4:30-5:30	C	B	C	B	C	0.59	0.63	15.5	0.00%	0.00%
Tonkel Rd													
	Union Chapel Rd	FY01	7:00-8:00am	A	A	D	C	NA	0.00	0.00	0.0	0.00%	0.00%
US 33													
	Washington Ctr Rd	FY14	7:15-8:15a	D	C	C	C	C	0.00	0.71	32.5	0.00%	0.00%
Washington Blvd													
	Webster St	FY02	4:30-5:30		C	B	B	C	0.53	0.60	22.7	0.00%	0.00%
Wayne St													
	Webster St	FY02	4:30-5:30pm			B	B	B	0.28	0.32	15.5	0.00%	0.00%

Appendix D

Peak Hour Transit Congestion per 2010/2011 Surveys **Congestion = Load Factor > 90% Seating Capacity or Load Factor > 80% Total Capacity**

Date	Route	Day	Start	Start Time	End	End Time	Direction	Load	Seating Cap	Seating Load Factor	Total Cap	Total Load Factor
1/13/2010	1	Thurs	River Cove Apts	2:15pm	Superior	2:45pm	Out	12	35	34.29%	48	25.00%
1/20/2011	1	Thur	Superior	9:15am	River Cove Apts	9:41am	Out	16	35	45.71%	48	33.33%
2/2/2011	1	Wed	Superior	10:15am	River Cove Apts	10:41am	Out	15	35	42.86%	48	31.25%
4/7/2011	1	Thurs	River Cove Apts	9:45am	Superior	10:13am	In	5	35	14.29%	48	10.42%
4/13/2011	1	Wed	Superior	8:15am	River Cove Apts	8:45am	Out	19	35	54.29%	48	39.58%
4/25/2011	1	Mon	River Cove Apts	12:45pm	Superior	1:13pm	In	12	35	34.29%	48	25.00%
4/26/2011	1	Tues	Superior	10:15am	Bluffton/LH	10:41am	Out	14	35	40.00%	48	29.17%
5/10/2011	1	Tues	Bluffton/LH	5:35am	Superior	6:12am	Out	15	35	42.86%	48	31.25%
5/23/2011	1	Mon	Superior	11:15am	River Cove Apts	11:45am	Out	10	35	28.57%	48	20.83%
6/13/2011	1	Mon	Superior	11:15am	River Cove Apts	11:45am	Out	10	35	28.57%	48	20.83%
7/5/2011	1	Tues	Superior	11:15am	River Cove Apts	11:45am	Out	3	35	8.57%	48	6.25%
7/28/2011	1	Thurs	Superior	5:15pm	Hickory Creek Apt	5:41pm	Out	12	35	34.29%	48	25.00%
8/1/2011	1	Mon	River Cove Apts	6:45pm	Superior	7:13pm	In	3	35	8.57%	48	6.25%
8/11/2011	1	Thurs	Superior	8:15pm	River Cove Apts	8:45pm	Out	1	35	2.86%	48	2.08%
8/24/2011	1	Wed	Bluffton/LH	10:41am	Superior	11:12am	Out	17	35	48.57%	48	35.42%
8/29/2011	1	Mon	River Cove Apts	8:45am	Superior	9:13am	In	12	35	34.29%	48	25.00%
10/19/2011	1	Wed	Foster Park Plaza	2:51pm	Superior	3:12pm	In	17	35	48.57%	48	35.42%
12/2/2011	1	Fri	Superior	3:15pm	Hickory Creek Apt	3:41pm	Out	19	35	54.29%	48	39.58%
1/3/2011	2	Mon	Superior	5:15pm	Getz/Illinois	5:43pm	Out	11	35	31.43%	48	22.92%
1/31/2011	2	Mon	Superior	6:15am	Getz/Illinois	6:43am	Out	12	35	34.29%	48	25.00%
3/11/2011	2	Fri	Getz/Illinois	6:43pm	Superior	7:12pm	In	11	35	31.43%	48	22.92%
3/18/2011	2	Fri	Time Crns	5:40am	Superior	6:12am	In	1	35	2.86%	48	2.08%
5/9/2011	2	Mon	Superior	8:15pm	Getz/Illinois	8:43pm	Out	14	35	40.00%	48	29.17%
5/13/2011	2	Fri	Superior	2:15pm	Northwood	2:45pm	Out	14	35	40.00%	48	29.17%
5/25/2011	2	Wed	Northwood	11:45am	Superior	12:12pm	In	22	35	62.86%	48	45.83%
6/7/2011	2	Tues	Getz/Illinois	8:43pm	W Jefferson/College	8:56pm	In	2	35	5.71%	48	4.17%
6/14/2011	2	Tues	Northwood	11:45am	Superior	12:12pm	In	10	35	28.57%	48	20.83%
6/22/2011	2	Wed	Superior	7:15	Getz/Illinois	7:43am	Out	9	35	25.71%	48	18.75%
8/1/2011	2	Mon	Superior	12:15pm	Northwood	12:45	Out	7	35	20.00%	48	14.58%
8/16/2011	2	Tues	Superior	10:15am	Getz/Illinois	10:43am	Out	21	35	60.00%	48	43.75%
11/1/2011	2	Tues	Superior	4:15pm	Northwood	4:45pm	Out	21	35	60.00%	48	43.75%
11/7/2011	2	Mon	Superior	4:15pm	Northwood	4:45pm	Out	14	35	40.00%	48	29.17%
11/25/2011	2	Fri	Superior	1:15pm	Getz/Illinois	1:43pm	Out	13	35	37.14%	48	27.08%
11/29/2011	2	Tues	Superior	7:15am	Northwood	7:45am	Out	4	35	11.43%	48	8.33%
11/29/2011	2	Tues	Superior	6:15pm	Getz/Illinois	6:43pm	Out	11	35	31.43%	48	22.92%
12/28/2011	2	Wed	Superior	6:15pm	Getz/Illinois	6:43pm	Out	8	35	22.86%	48	16.67%

Peak Hour Transit Congestion per 2010/2011 Surveys **Congestion = Load Factor > 90% Seating Capacity or Load Factor > 80% Total Capacity**

Date	Route	Day	Start	Start Time	End	End Time	Direction	Load	Seating Cap	Seating Load Factor	Total Cap	Total Load Factor
2/17/2011	3	Thur	Twin Oaks Apts	8:37pm	Rudisill/Fairfield	8:55pm	In	5	35	14.29%	48	10.42%
3/2/2011	3	Wed	Superior	6:15am	MktPl/Canterbury	6:45am	Out	1	35	2.86%	48	2.08%
3/29/2011	3	Tues	MktPl/Canterbury	11:45am	Superior	12:13pm	In	10	35	28.57%	48	20.83%
4/21/2011	3	Thurs	Twin Oaks Apts	4:37pm	Superior	5:12pm	In	9	35	25.71%	48	18.75%
6/21/2011	3	Tues	Superior	10:15am	MktPl/Canterbury	10:45am	Out	20	35	57.14%	48	41.67%
6/22/2011	3	Wed	MktPl/Canterbury	8:45am	Superior	9:13am	In	5	35	14.29%	48	10.42%
6/23/2011	3	Thurs	Superior	8:15pm	Twin Oaks	8:37pm	Out	8	35	22.86%	48	16.67%
6/27/2011	3	Mon	Superior	6:15pm	MktPl/Canterbury	6:45pm	Out	3	35	8.57%	48	6.25%
8/22/2011	3	Mon	Superior	10:15am	Twin Oaks	10:37am	Out	6	35	17.14%	48	12.50%
9/6/2011	3	Tues	Twin Oaks Apts	11:37am	Superior	12:12pm	In	15	35	42.86%	48	31.25%
10/4/2011	3	Tues	Twin Oaks Apts	2:37pm	Superior	3:12pm	In	9	35	25.71%	48	18.75%
10/11/2011	3	Tues	MktPl/Canterbury	4:45pm	Superior	5:13pm	In	15	35	42.86%	48	31.25%
11/7/2011	3	Mon	Superior	12:15pm	MktPl/Canterbury	12:45pm	Out	16	35	45.71%	48	33.33%
11/14/2011	3	Mon	MktPl/Canterbury	10:45am	Superior	11:13am	In	12	35	34.29%	48	25.00%
12/13/2011	3	Tues	Twin Oaks Apts	1:37pm	Superior	2:12pm	In	18	35	51.43%	48	37.50%
1/14/2011	4	Fri	Washington Ctr/Huguenard	7:12am	Superior	7:43am	In	1	35	2.86%	48	2.08%
1/21/2011	4	Fri	Superior	8:45am	Harshman Hall	9:12am	Out	1	35	2.86%	48	2.08%
1/26/2011	4	Wed	Harshman Hall	9:12am	Superior	9:42am	In	3	35	8.57%	48	6.25%
2/8/2011	4	Tues	Superior	6:15pm	Harshman Hall	6:42pm	Out	12	35	34.29%	48	25.00%
2/22/2011	4	Tues	Harshman Hall	3:42pm	Superior	4:12pm	In	22	35	62.86%	48	45.83%
2/28/2011	4	Mon	Harshman Hall	7:42am	Superior	8:12am	In	16	35	45.71%	48	33.33%
3/23/2011	4	Wed	Washington Ctr/Huguenard	6:42am	Superior	7:13am	In	7	35	20.00%	48	14.58%
3/29/2011	4	Tues	Superior	3:45pm	Washington Ctr/Huguenard	4:10pm	Out	6	35	17.14%	48	12.50%
3/30/2011	4	Wed	Superior	5:45pm	Washington Ctr/Huguenard	6:12pm	Out	4	35	11.43%	48	8.33%
4/28/2011	4	Thurs	Superior	11:15am	Washington Ctr/Huguenard	11:42am	Out	9	35	25.71%	48	18.75%
5/19/2011	4	Thurs	Harshman Hall	2:42pm	Superior	3:12pm	In	23	35	65.71%	48	47.92%
5/31/2011	4	Tues	Superior	8:15am	Washington Ctr/Huguenard	8:42am	Out	23	35	65.71%	48	47.92%
6/2/2011	4	Thurs	Superior	5:15pm	Washington Ctr/Huguenard	5:42pm	Out	2	35	5.71%	48	4.17%
6/8/2011	4	Wed	Superior	8:15am	Harshman Hall	8:42am	Out	23	35	65.71%	48	47.92%
6/16/2011	4	Thurs	Washington Ctr/Huguenard	3:12pm	Superior	3:43pm	In	5	35	14.29%	48	10.42%
6/16/2011	4	Thurs	Superior	3:45pm	Washington Ctr/Huguenard	4:12pm	Out	5	35	14.29%	48	10.42%
6/28/2011	4	Tues	Harshman Hall	10:42am	Superior	11:12am	In	22	35	62.86%	48	45.83%
7/5/2011	4	Tues	Superior	2:45pm	Washington Ctr/Huguenard	3:12pm	Out	4	35	11.43%	48	8.33%
7/7/2011	4	Thurs	Washington Ctr/Huguenard	5:42pm	Superior	6:13pm	In	8	35	22.86%	48	16.67%
7/8/2011	4	Fri	Superior	6:45am	Harshman Hall	7:12am	Out	4	35	11.43%	48	8.33%
7/8/2011	4	Fri	Washington Ctr/Huguenard	12:42pm	Superior	1:13pm	In	10	35	28.57%	48	20.83%
7/21/2011	4	Thurs	Superior	5:15pm	Harshman Hall	5:42pm	Out	9	35	25.71%	48	18.75%
9/20/2011	4	Tues	Superior	6:45am	Snider HS	7:04am	Out	4	35	11.43%	48	8.33%
9/21/2011	4	Wed	Superior	6:15am	Washington Ctr/Huguenard	6:42am	Out	9	35	25.71%	48	18.75%
9/28/2011	4	Wed	Harshman Hall	5:42am	Superior	6:12am	In	5	35	14.29%	48	10.42%
9/28/2011	4	Wed	Harshman Hall	8:42am	Superior	9:12am	In	12	35	34.29%	48	25.00%
10/4/2011	4	Tues	Washington Ctr/Huguenard	4:10pm	Superior	4:43pm	In	3	35	8.57%	48	6.25%
10/20/2011	4	Thurs	Superior	2:45pm	Harshman Hall	3:12pm	Out	8	35	22.86%	48	16.67%
10/27/2011	4	Thurs	Harshman Hall	9:42am	Superior	10:12am	In	22	35	62.86%	48	45.83%
11/3/2011	4	Thurs	Superior	3:15pm	Washington Ctr/Huguenard	3:42pm	Out	18	35	51.43%	48	37.50%
11/15/2011	4	Tues	Washington Ctr/Huguenard	6:12am	Superior	6:43am	In	2	35	5.71%	48	4.17%
11/16/2011	4	Wed	Washington Ctr/Huguenard	5:12pm	Superior	5:43pm	In	8	35	22.86%	48	16.67%
11/25/2011	4	Fri	Harshman Hall	7:42am	Superior	8:12am	In	13	35	37.14%	48	27.08%
12/21/2011	4	Wed	Washington Ctr/Huguenard	7:12am	Superior	7:43am	In	2	35	5.71%	48	4.17%
12/27/2011	4	Tues	Superior	10:15am	Washington Ctr/Huguenard	10:42am	Out	12	35	34.29%	48	25.00%

Peak Hour Transit Congestion per 2010/2011 Surveys **Congestion = Load Factor > 90% Seating Capacity or Load Factor > 80% Total Capacity**

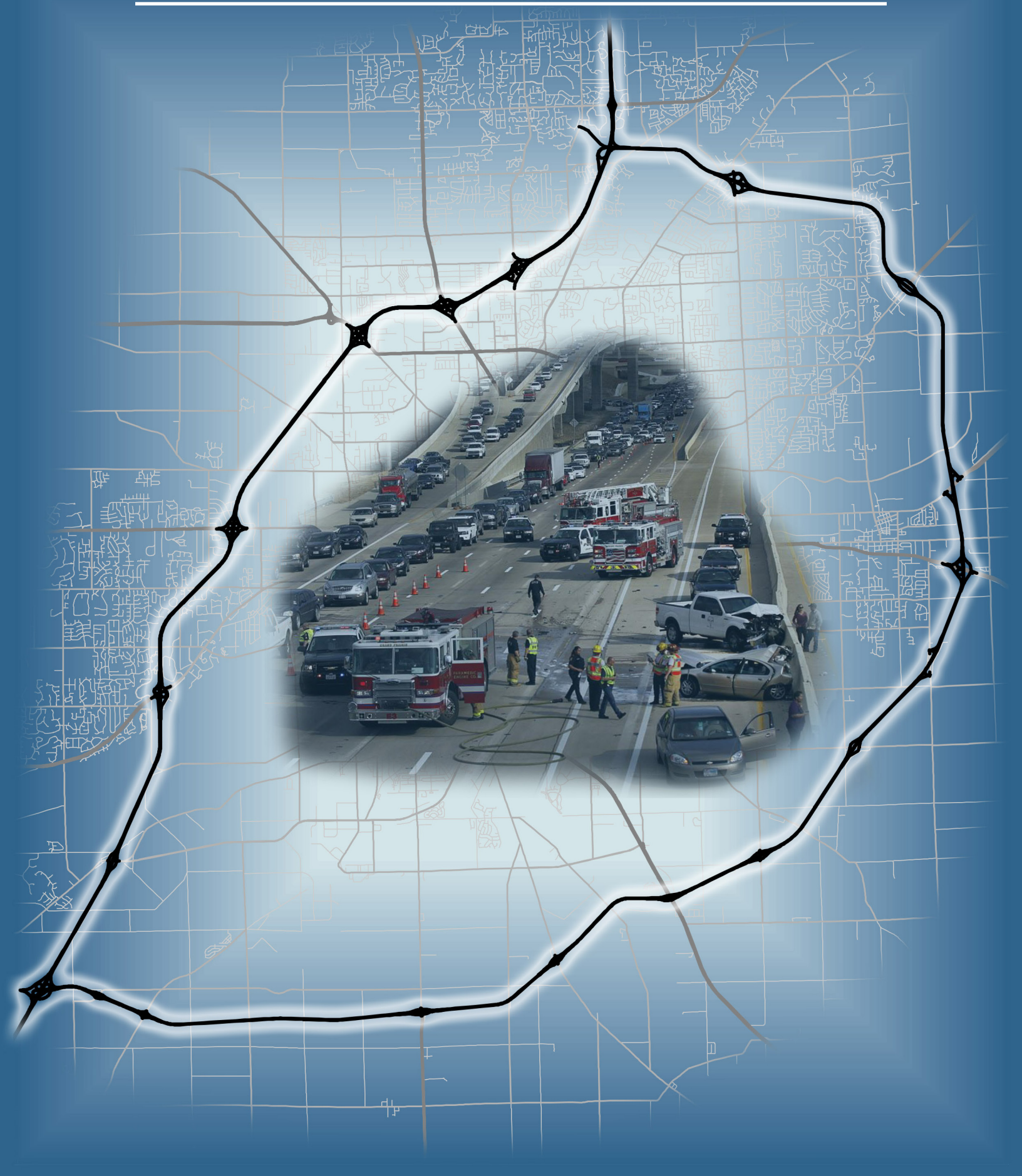
Date	Route	Day	Start	Start Time	End	End Time	Direction	Load	Seating Cap	Seating Load Factor	Total Cap	Total Load Factor
2/15/2011	7	Tues	Southtown Center	6:40pm	Superior	7:12pm	In	6	35	17.14%	48	12.50%
4/6/2011	7	Wed	Southtown Center	11:10am	Superior	11:42am	In	18	35	51.43%	48	37.50%
4/20/2011	7	Wed	Southtown Center	6:10pm	Superior	6:42pm	In	3	35	8.57%	48	6.25%
5/18/2011	7	Wed	Superior	1:45pm	Southtown Center	2:10pm	Out	15	35	42.86%	48	31.25%
6/7/2011	7	Tues	Superior	6:15pm	Southtown Center	6:40pm	Out	12	35	34.29%	48	25.00%
7/1/2011	7	Fri	Superior	7:45am	Southtown Center	8:10am	Out	3	35	8.57%	48	6.25%
7/22/2011	7	Fri	Superior	4:15pm	Southtown Center	4:40pm	Out	24	35	68.57%	48	50.00%
8/11/2011	7	Thurs	Southtown Center	12:40pm	Superior	1:12pm	In	24	35	68.57%	48	50.00%
8/11/2011	7	Thurs	Southtown Center	12:40pm	Superior	1:12pm	In	24	35	68.57%	48	50.00%
9/27/2011	7	Tues	Superior	8:15pm	Southtown Center	8:40pm	Out	8	35	22.86%	48	16.67%
10/27/2011	7	Thurs	Superior	12:45pm	Southtown Center	1:10pm	Out	5	35	14.29%	48	10.42%
12/9/2011	7	Fri	Superior	3:45pm	Southtown Center	4:10pm	Out	18	35	51.43%	48	37.50%
1/10/2011	8	Mon	Northrop HS	7:13am	Superior	7:42am	In	4	35	11.43%	48	8.33%
1/19/2011	8	Wed	Southtown Center	3:43pm	Superior	4:13pm	In	19	35	54.29%	48	39.58%
2/1/2011	8	Tues	Superior	7:15am	Disalle	7:43am	Out	13	35	37.14%	48	27.08%
3/9/2011	8	Wed	Southtown Center	11:43am	Superior	12:13pm	In	22	35	62.86%	48	45.83%
3/14/2011	8	Mon	Superior	8:15am	Disalle	8:43am	Out	6	35	17.14%	48	12.50%
3/23/2011	8	Wed	Disalle	7:43am	Superior	8:12am	In	6	35	17.14%	48	12.50%
5/4/2011	8	Wed	Southtown Center	12:13pm	Superior	12:43pm	In	14	35	40.00%	48	29.17%
5/9/2011	8	Mon	Superior	11:45am	Disalle	12:13pm	Out	2	35	5.71%	48	4.17%
5/19/2011	8	Thurs	Disalle	6:13pm	Superior	6:42pm	In	6	35	17.14%	48	12.50%
5/19/2011	8	Thurs	Southtown Center	6:13pm	Superior	6:43pm	In	7	35	20.00%	48	14.58%
5/27/2011	8	Fri	Superior	4:45pm	Disalle	5:13pm	Out	5	35	14.29%	48	10.42%
6/27/2011	8	Mon	Superior	5:45pm	Disalle	6:13pm	Out	8	35	22.86%	48	16.67%
6/28/2011	8	Tues	Superior	12:45pm	Disalle	1:13pm	Out	10	35	28.57%	48	20.83%
6/30/2011	8	Thurs	Southtown Center	4:43pm	Superior	5:13pm	In	9	35	25.71%	48	18.75%
7/8/2011	8	Fri	Superior	3:15pm	Southtown Center	3:43pm	Out	18	35	51.43%	48	37.50%
7/11/2011	8	Mon	Southtown Center	7:13pm	Superior	7:43pm	In	2	35	5.71%	48	4.17%
7/12/2011	8	Tues	Superior	9:15am	Southtown Center	9:43am	Out	17	35	48.57%	48	35.42%
7/19/2011	8	Tues	Southtown Center	4:43pm	Superior	5:13pm	In	21	35	60.00%	48	43.75%
7/26/2011	8	Tues	Superior	7:15am	Southtown Center	7:43am	Out	11	35	31.43%	48	22.92%
8/9/2011	8	Tues	Superior	9:45am	Disalle	10:13am	Out	3	35	8.57%	48	6.25%
8/15/2011	8	Mon	Disalle	3:43pm	Superior	4:12pm	In	14	35	40.00%	48	29.17%
9/16/2011	8	Fri	Superior	2:45pm	Disalle	3:13pm	Out	6	35	17.14%	48	12.50%
10/10/2011	8	Mon	Disalle	10:43am	Superior	11:12am	In	4	35	11.43%	48	8.33%
10/13/2011	8	Thurs	Superior	7:15am	Disalle	7:43am	Out	18	35	51.43%	48	37.50%
10/18/2011	8	Tues	Southtown Center	8:13pm	Superior	8:43pm	In	4	35	11.43%	48	8.33%
10/21/2011	8	Fri	Disalle	5:43pm	Superior	6:12pm	In	6	35	17.14%	48	12.50%
10/25/2011	8	Tues	Disalle	9:13am	Superior	9:42am	In	7	35	20.00%	48	14.58%
12/5/2011	8	Mon	Disalle	7:43pm	Superior	8:12pm	In	2	35	5.71%	48	4.17%
12/8/2011	8	Thurs	Southtown Center	7:13pm	Superior	7:43pm	In	6	35	17.14%	48	12.50%
12/21/2011	8	Wed	Superior	7:15am	Disalle	7:43am	Out	29	35	82.86%	48	60.42%
1/4/2011	10	Tues	Main/Brdwy-NH	7:38am	Superior	8:12am	In	18	35	51.43%	48	37.50%
1/26/2011	10	Wed	Superior	5:15pm	Main/Brdwy-NH	5:30pm	Out	11	35	31.43%	48	22.92%
3/11/2011	10	Fri	Main/Brdwy-NH	6:38am	Superior	7:12am	In	31	35	88.57%	48	64.58%
6/1/2011	10	Wed	Main/Brdwy-NH	12:38pm	Superior	1:12pm	In	11	35	31.43%	48	22.92%
8/17/2011	10	Wed	Main/Brdwy-NH	5:38pm	Superior	6:12pm	In	6	35	17.14%	48	12.50%
8/22/2011	10	Mon	Main/Brdwy-NH	10:38am	Superior	11:12am	In	18	35	51.43%	48	37.50%

Appendix E

Interstate Emergency Detour Route Plan

Allen County, IN

2017



Interstate Emergency Detour Plan - Allen County

The Interstate Emergency Detour Plan provides alternative routes for interstate traffic utilizing state and local non-interstate roadways during incidents on Interstate 69 or Interstate 469. This plan includes a documented narrative and route map for each interstate segment which identifies the signed detour routes for both directions of each segment within Allen County. The plan also provides specific locations that should be monitored by law enforcement to ensure safety and congestion at impacted intersections are being addressed throughout the duration of the closure or restriction on the interstate. The detour routes have been selected to accommodate both passenger and commercial vehicles.

The 2016 plan includes all of the interstate sections within DeKalb County. This expansion will now benefit all of the interstate traffic in DeKalb County as well as the northern section of Allen County. The prior plan did not address incidents on Interstate 69 outside of Allen County. A marked route for incidents that occur between Union Chapel Rd and County Road 11 A is now available. In contrast however there are no signed routes south of Interstate 69 at the 296 interchange with Interstate 469 S Jct. Incidents between Interstate 469 S Jct. and US 224 will require law enforcement and dispatchers to communicate with the appropriate agencies.

Emergency Detour signs are present along each of the identified routes to guide motorists from the incident area back to the interstate beyond the impacted area. Signage is labeled by direction to avoid confusion for motorists that are on a roadway that is used for multiple detour routes.
The Emergency Detour Route Plan should be implemented for all complete closures of the interstate in a single direction of the interstate. Communication representatives and incident command staff should ensure the actions specified within the plan are addressed. If an incident results in partial closure of the interstate (one or more lanes), traffic should be monitored by on scene command and law enforcement agencies within the impacted jurisdiction(s), to determine if additional actions should be taken.

When an incident warrants the use of the emergency detour routes all effected agencies should be notified. This is especially important for adjacent communities where interstate traffic is being directed to and is not the same as the responding agency the incident scene. For example, if an incident occurs with Allen County outside of the incorporated limits of Fort Wayne or New Haven and the Emergency Detour Route utilizes Fort Wayne or New Haven roadways, the respective agencies need to be contacted.

All signage is maintained by the owner of the right of way it is posted within. Investigating officers should identify the appropriate agency by looking for a sticker on the back of the sign. Include this agency on the crash report to ensure the sign is re-installed or replaced. If the correct owner cannot be determined (missing sticker) please contact NIRCC so we may notify the appropriate agency.
Please contact the Northeastern Indiana Regional Coordinating Council with any questions, concerns or suggestions.

Contact Numbers:

Northeastern Indiana Regional Coordinating Council - (260) 449-7309
INDOT / Traffic Management Center (TMC) – (866) 227-3555
DeKalb County Central Communications – (260) 333-7911
Fort Wayne Traffic Engineering – (260) 427-1223
Allen County Highway Department – (260) 449-3030

Interstate 69

Incident between

I-469 (S Jct) / Lafayette Center Road & Airport Expressway / Lower Huntington Road

Interchange #296 – I-469 / Lafayette Center Road

Interchange #299 – Airport Expressway / Lower Huntington Road

Northbound Incident

Detour Route

NB I-69 – take EXIT 296B loop to Lafayette Center Road west to Fogwell Parkway. Fogwell Parkway north (becomes Lower Huntington Road) northwest to NB I-69 on ramp

WB I-469 to north I-69 – remain WB on Lafayette Center Road to Fogwell Parkway. Fogwell Parkway north (becomes Lower Huntington Road) northwest to NB I-69 on ramp

Ramp Closures

1. EB Lafayette Center Road to NB I-69 on-ramp (see special instructions)
2. WB I-469 to NB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersection of;

1. Lower Huntington Road and I-69 NB on-ramp (EB left turns)

Southbound Incident

Detour Route

SB I-69 – take EXIT 299 ramp to Lower Huntington Road. Lower Huntington Road southwest to Fogwell Parkway. Fogwell Parkway south to Lafayette Center Road. Lafayette Center Road east to SB I-69 on-ramp

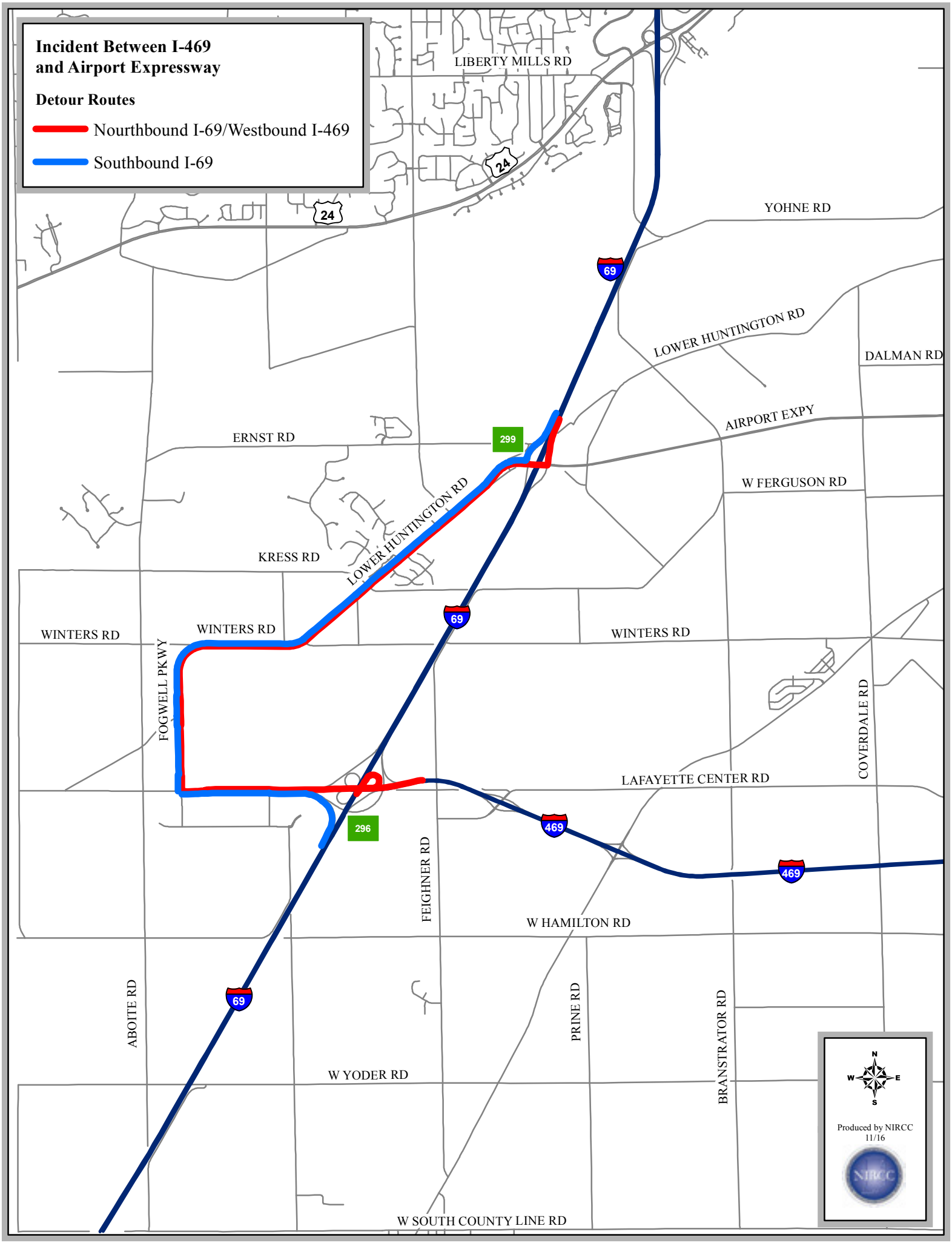
Ramp Closures

1. Lower Huntington Road to SB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersection of;

1. Fogwell Parkway and Lafayette Center Road (SB left turns)


Incident Between I-469
and Airport Expressway
Detour Routes
Nourthbound I-69/Westbound I-469
Southbound I-69
LIBERTY MILLS RD
24
24
YOHNE RD
69
LOWER HUNTINGTON RD
DALMAN RD
AIRPORT EXPY
ERNST RD
299
W FERGUSON RD
LOWER HUNTINGTON RD
KRESS RD
69
WINTERS RD
WINTERS RD
WINTERS RD
FOGWELL PKWY
COVERDALE RD
LAFAYETTE CENTER RD
296
469
469
FEIGHNER RD
W HAMILTON RD
ABOITE RD
69
PRINE RD
BRANSTRATOR RD
W YODER RD
W SOUTH COUNTY LINE RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Airport Expressway / Lower Huntington Road & US 24 / Jefferson Boulevard

Interchange #299 – Airport Expressway / Lower Huntington Road
Interchange #302 – US 24 / Jefferson Boulevard

Northbound Incident

Detour Route

NB I-69 – take EXIT 299 ramp to Airport Expressway. Airport Expressway east to Smith Road. Smith Road north to Engle Road. Engle Road west to Jefferson Boulevard. Jefferson Boulevard west to NB I-69 ramp.

Ramp Closures

1. Lower Huntington Road to NB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersections of;

1. Airport Expressway and Smith Road (EB left turns)

Southbound Incident

Detour Route

SB I-69 – take EXIT 302 ramp to US 24. US 24 west to Homestead Road. Homestead Road south to Lower Huntington Road. Lower Huntington Road east to SB I-69 on-ramp.

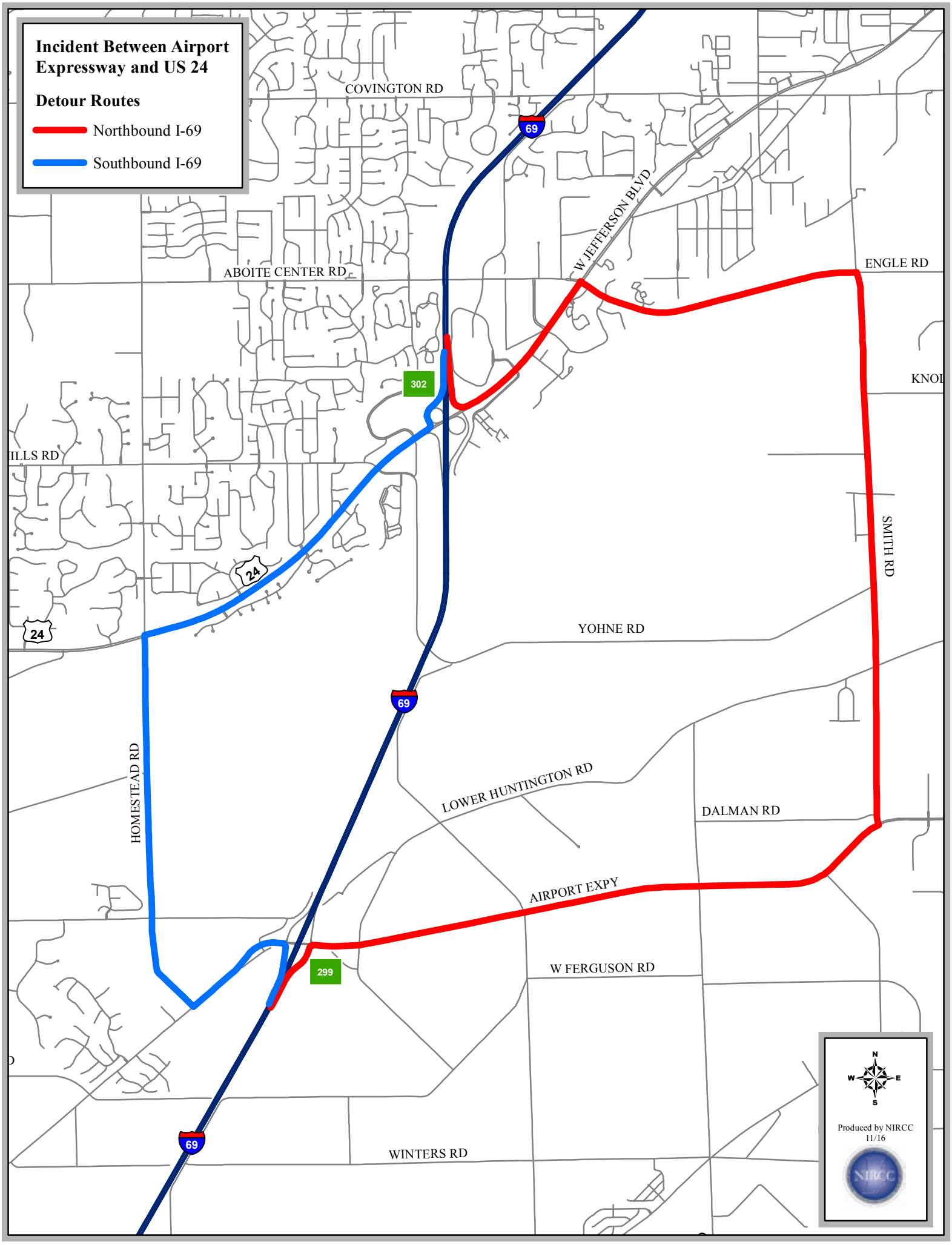
Ramp Closures

1. EB US 24 to SB I-69 on-ramp
2. WB Jefferson Boulevard to SB I-69 on-loop

Special Instructions

Law enforcement should monitor/provide traffic control at the intersections of;

2. US 24 and Homestead Road (WB left turns)
3. Homestead Road and Lower Huntington Road (SB left turns)


Incident Between Airport Expressway and US 24
Detour Routes
Northbound I-69
Southbound I-69
COVINGTON RD
69
W JEFFERSON BLVD
ENGLE RD
ABOITE CENTER RD
302
KNOL
ILLS RD
SMITH RD
24
24
YOHNE RD
69
HOMESTEAD RD
LOWER HUNTINGTON RD
DALMAN RD
AIRPORT EXPY
299
W FERGUSON RD
69
WINTERS RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

US 24 / Jefferson Boulevard & SR 14 / Illinois Road

Interchange #302 – US 24 / Jefferson Boulevard

Interchange #305 – SR 14 / Illinois Road

Northbound Incident

Detour Route

NB I-69 – take EXIT 302 ramp to Jefferson Boulevard. Jefferson Boulevard east to Hillegas Road. Hillegas Road north to Illinois Road. Illinois Road west to NB-I69 on-ramp.

Ramp Closures

1. EB US 24 to NB I-69 on-loop
2. WB Jefferson Boulevard to NB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersections of;

1. Jefferson Boulevard & Hillegas Road (EB left turns)
2. Hillegas Road and Illinois Road (NB left turns)

Southbound Incident

Detour Route

SB I-69 - take EXIT 305A loop to Illinois Road. Illinois Road east to Getz Road. Getz Road south to Jefferson Boulevard. Jefferson Boulevard west to SB I-69 on-loop.

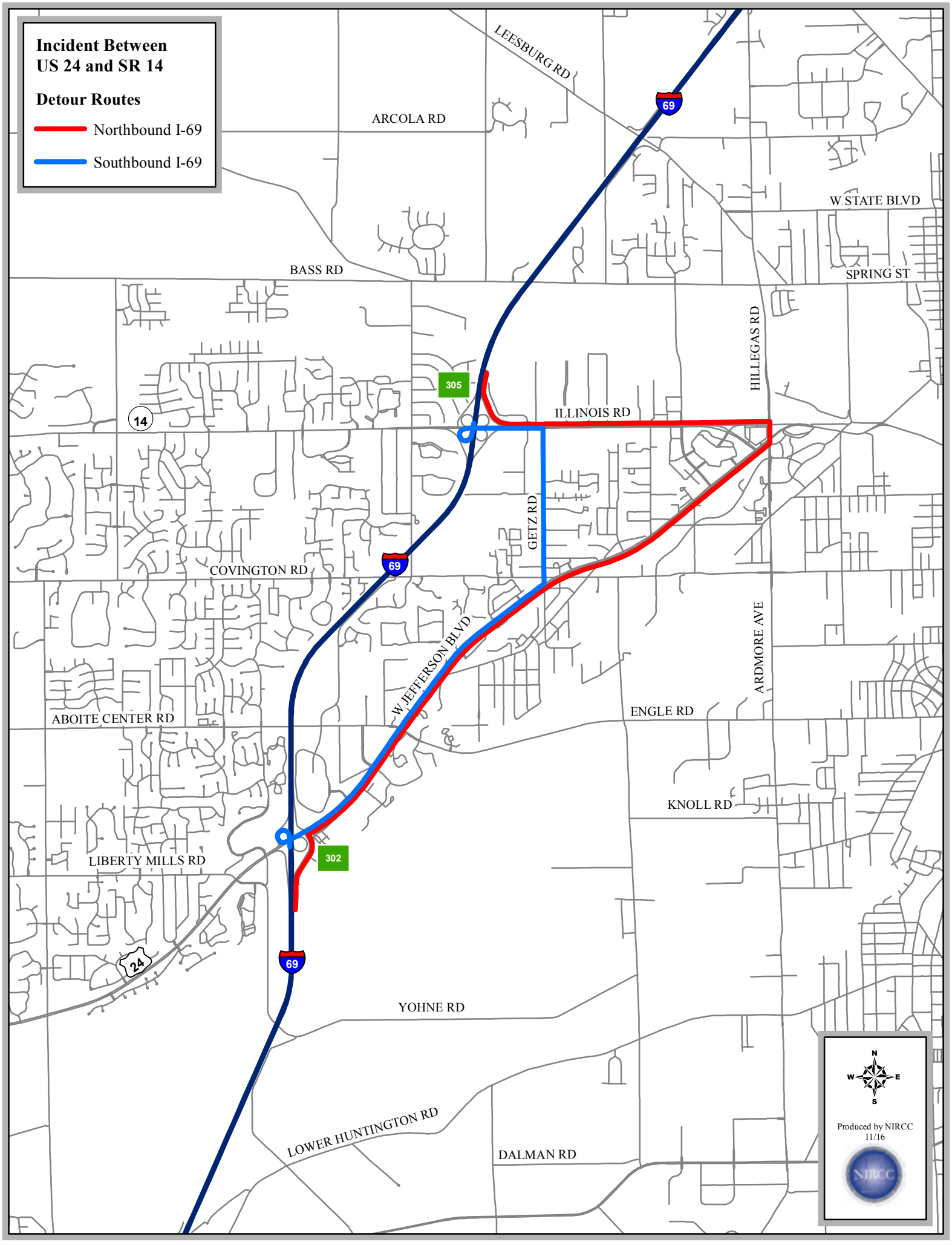
Ramp Closures

1. WB Illinois Road to SB I-69 on-loop
2. EB SR 14 to SB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersections of;

1. Getz Road & Illinois Road (EB queue may impact Magnavox Way signal)
2. Getz Road and Jefferson Boulevard (SB queue may impact Covington Road signal)


Incident Between
US 24 and SR 14
Detour Routes
Northbound I-69
Southbound I-69
LEESBURG RD
ARCOLA RD
W STATE BLVD
BASS RD
SPRING ST
HILLEGAS RD
305
ILLINOIS RD
14
GETZ RD
69
COVINGTON RD
W JEFFERSON BLVD
ARDMORE AVE
ABOITE CENTER RD
ENGLE RD
KNOLL RD
LIBERTY MILLS RD
302
24
YOHNE RD
LOWER HUNTINGTON RD
DALMAN RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

SR 14 / Illinois Road & US 30 / SR 930 / Goshen Road

Interchange #305 – SR 14 / Illinois Road

Interchange # 309 – US 30 / SR 930 / Goshen Road

Northbound Incident

Detour Route

NB I-69 – take EXIT 305A ramp to Illinois Road. Illinois Road east to Illinois Road South (Illinois Road becomes Illinois Road South east of the signal at Thomas Road). Turn left at Illinois Road and continue east to Hillegas Road. Hillegas Road north to Coliseum Boulevard. Coliseum Boulevard east to Goshen Road (SR 930). Goshen Road (SR 930) northwest to NB I-69 on-ramp.

Ramp Closures

1. WB Illinois Road. to NB I-69 on-ramp
2. EB SR 14 to NB I-69 on-loop

Special Instructions

Traffic Incident Sign on NB I-69 needs to be flipped down to notify NB traffic where to go.
Law enforcement should monitor/provide traffic control at intersections of;

1. Illinois Road and Illinois Road South (EB left turns)
2. Illinois Road and Hillegas Road (EB left turns)

Southbound Incident

Detour Route

SB I-69 – take EXIT 309A loop to SR 930 East (Goshen Road) to Coliseum Boulevard. Coliseum Boulevard west to Hillegas Road. Hillegas Road south to Illinois Road. Illinois Road west to SB I-69 on-loop.

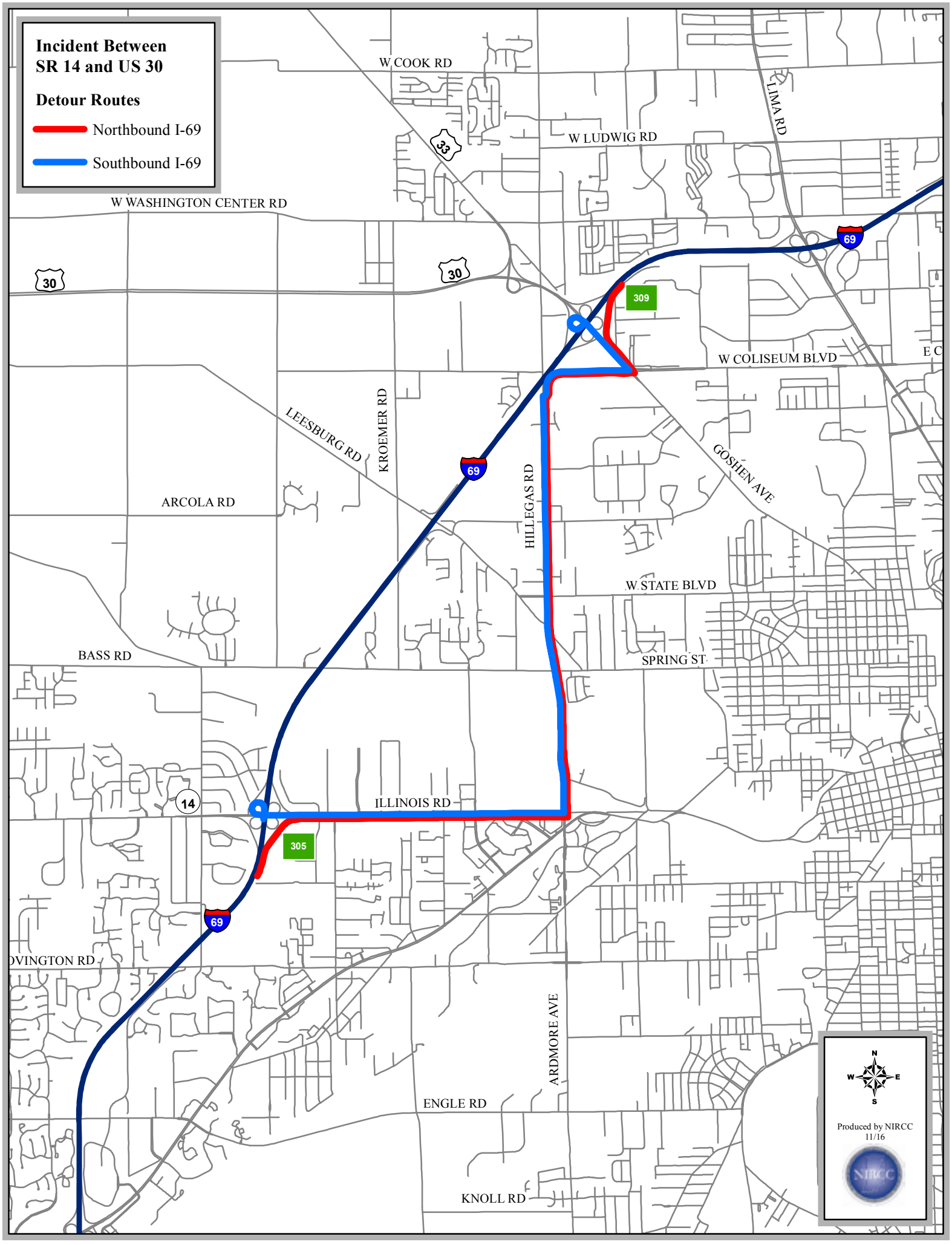
Ramp Closures

1. WB SR 930 (Goshen Road) to SB I-69 on-loop
2. EB US 30 (US 33) to SB I-69 on-ramp

Special Instructions

Traffic Incident Sign on SB I-69 needs to be flipped down to notify NB traffic where to go.
Law enforcement should monitor/provide traffic control at intersection of;

1. Coliseum Boulevard & Hillegas Road (WB left turns)


Incident Between
SR 14 and US 30
Detour Routes
Northbound I-69
Southbound I-69
W COOK RD
W LUDWIG RD
LIMA RD
W WASHINGTON CENTER RD
33
30
30
69
309
W COLISEUM BLVD
LEESBURG RD
KROEMER RD
69
HILLEGAS RD
GOSHEN AVE
ARCOLA RD
W STATE BLVD
BASS RD
SPRING ST
14
ILLINOIS RD
305
69
OVINGTON RD
ARDMORE AVE
ENGLE RD
KNOLL RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

US 30 / SR 930 / Goshen Road & US 27 / SR 3 / Lima Road

Interchange #309 – US 30 / SR 930 / Goshen Road

Interchange # 311 – US 27 / SR 3 / Lima Road

Northbound Incident

Detour Route

NB I-69 – take EXIT 309A ramp to SR 930 East (Goshen Road). SR 930 southeast to Coliseum Boulevard (SR 930). Coliseum Boulevard (SR 930) east to Lima Road (US 27). Lima Road (US 27) north to I-69 NB on-ramp.

Ramp Closures

1. WB SR 930 (Goshen Road) to NB I-69 on-ramp
2. EB US 30 (US 33) to NB I-69 on-loop

Special Instructions

Law enforcement should monitor/provide traffic control at intersection of;

1. NB I-69 Ramp at SR 930 East (Goshen Road)
2. Coliseum Boulevard (SR 930) & Goshen Rd
3. Coliseum Boulevard (SR 930) & Lima Road (US 27)

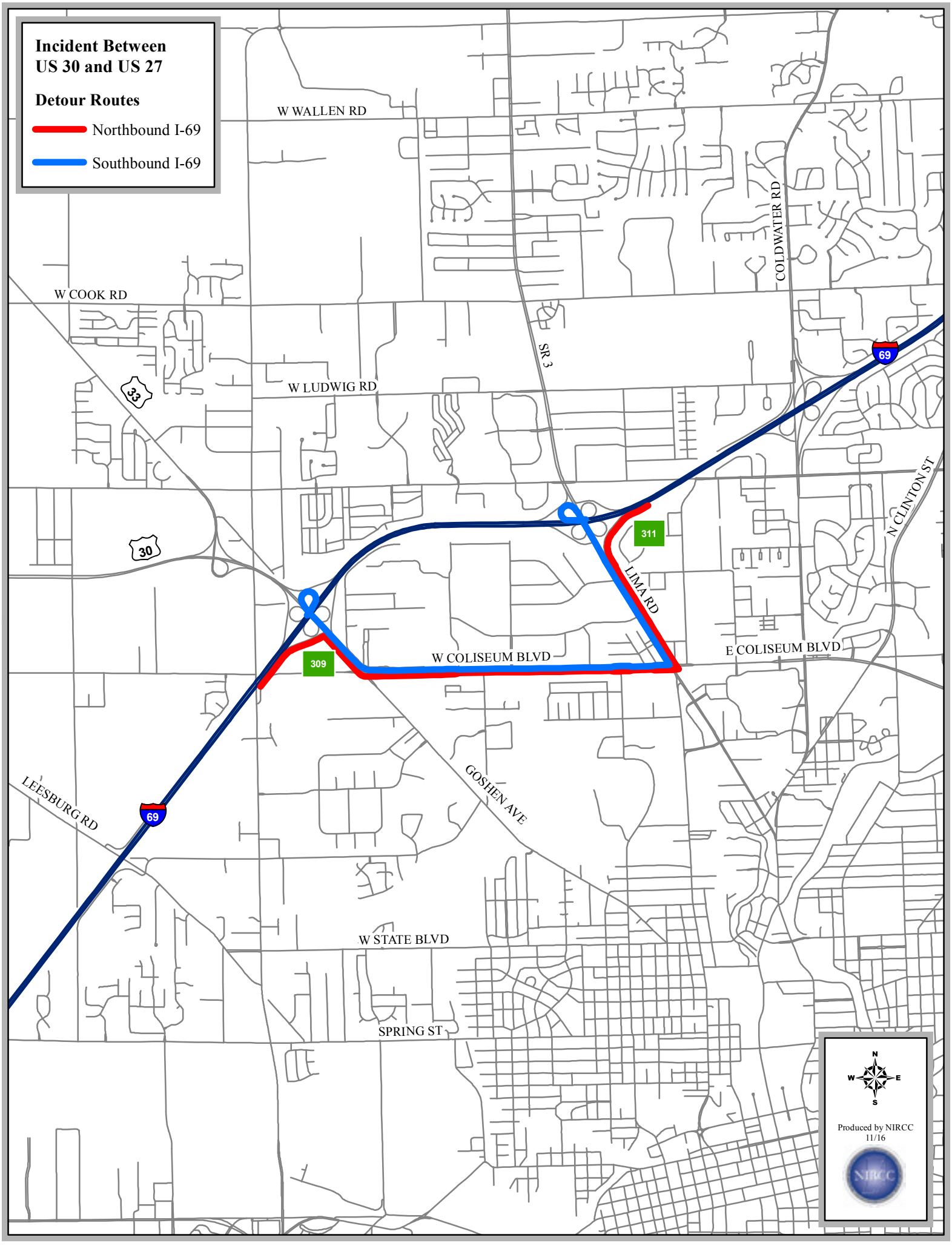
Southbound Incident

Detour Route

SB I-69 – take EXIT 311A loop to Lima Road (US 27). Lima Road (US 27) south to Coliseum Boulevard (SR 930). Coliseum Boulevard (SR 930) west to Goshen Road (SR 930). Goshen Road (SR 930) west to SB I-69 on-loop.

Ramp Closures

1. NB Lima Road (US 27) to SB I-69 on-loop
2. SB Lima Road (SR 3) to SB I-69 on-ramp


Incident Between
US 30 and US 27
Detour Routes
Northbound I-69
Southbound I-69
W WALLEN RD
COLDWATER RD
W COOK RD
SR 3
69
33
W LUDWIG RD
N CLINTON ST
311
30
LIMA RD
309
W COLISEUM BLVD
E COLISEUM BLVD
GOSHEN AVE
LEESBURG RD
69
W STATE BLVD
SPRING ST
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

US 27 / SR 3 / Lima Road and Coldwater Road

Interchange #311 – US 27 / SR 3 / Lima Road

Interchange # 312 – Coldwater Road

Northbound Incident

Detour Route

NB I-69 – take EXIT 311B loop to Lima Rd (SR 3). Lima Road (SR 3) north to Washington Center Road. Washington Center Road east to Coldwater Road. Coldwater Road north to I-69 NB on-ramp.

Ramp Closures

1. NB Lima Road (US 27) to NB I-69 on-ramp
2. SB Lima Road (SR 3) to NB I-69 on-loop

Special Instructions

Law enforcement should monitor/provide traffic control at intersection of;

1. Washington Center Road & Coldwater Road (EB left turns)

Southbound Incident

Detour Route

SB I-69 – take EXIT 312 to "South Coldwater Road" (EXIT 312 A). Coldwater Road south to Washington Center Road. Washington Center Road west to Lima Road (SR 3). Lima Road (SR 3) south to I-69 SB on-ramp.

Ramp Closures

1. NB Coldwater Road to SB I-69 on-loop
2. SB Coldwater Road to SB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at intersection of;

1. Washington Center Road & Lima Road (SR 3) (WB left turns)


Incident Between
US 27 and Coldwater Rd
Detour Routes
Northbound I-69
Southbound I-69
W DUPONT RD
AUBURN RD
W WALLEN RD
COLDWATER RD
LIMA RD
69
312
W LUDWIG RD
69
SAINT JOE CENTER RD
W WASHINGTON CENTER RD
N CLINTON ST
311
69
E COLISEUM BLVD
CRESCENT AVE
GOSHEN AVE
N ANTHONY BLVD
W STATE BLVD
SPRING ST
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Coldwater Road & I-469 (N Jct)

Interchange #312 – Coldwater Road

Interchange # 315 – Interstate 469 (N Jct)

Northbound Incident

Detour Route

NB I-69 – take EXIT 312B loop to Coldwater Road. Coldwater Road north to Dupont Road. Dupont Road east to I-69 NB on-ramp

Ramp Closures

1. NB Coldwater Rd. to NB I-69 on-ramp
2. SB Coldwater Rd. to NB I-69 on-loop

Southbound Incident

Detour Route

SB I-69 – take EXIT 316 ramp to Dupont Road. Dupont Road west to Coldwater Road. Coldwater Road south to I-69 SB on-ramp

WB I-469 to go south on I-69- take Exit 31C ramp to Auburn Road. Auburn Road north to Dupont Road. Dupont Road west to Coldwater Road. Coldwater Road south to I-69 SB on-ramp

Ramp Closures

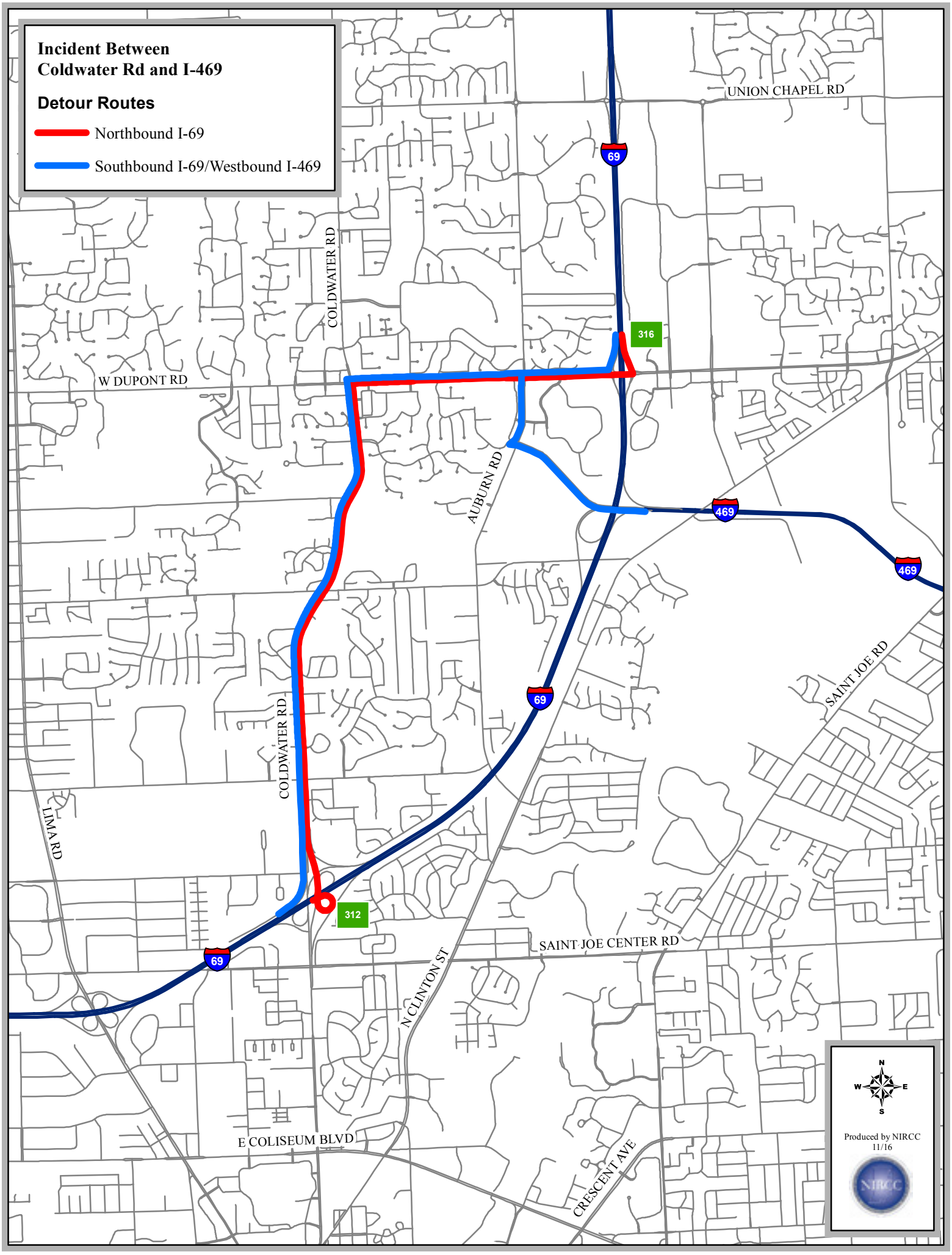
1. WB I-469 to SB I-69 on-ramps
2. Dupont Rd. (SR1) to SB I-69 on-ramp

Special instructions

Law enforcement should monitor/provide traffic control at intersection of;

1. Dupont Road & Coldwater Road (WB left turns)

If possible allow SB – I-69 to remain open to I-469 East.


Incident Between
Coldwater Rd and I-469
Detour Routes
Northbound I-69
Southbound I-69/Westbound I-469
UNION CHAPEL RD
69
COLDWATER RD
316
W DUPONT RD
AUBURN RD
469
469
SAINT JOE RD
69
COLDWATER RD
LIMA RD
312
69
SAINT JOE CENTER RD
N CLINTON ST
E COLISEUM BLVD
CRESCENT AVE
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

I-469 (N Jct) & SR 1 (Dupont Road)

Interchange #315 – Interstate 469 (N Jct)

Interchange # 316 – SR 1 (Dupont Road)

Northbound Incident

Detour Route

NB I-69 – take EXIT 312B loop to Coldwater Rd. Coldwater Road north to Dupont Road. Dupont Road east to I-69 on-ramp.

WB I-469 (to go north on I-69)- take EXIT 31C ramp to Auburn Road. Auburn Road north to Dupont Road. Dupont Road east to I-69 NB on-ramp.

Ramp Closures

1. NB Coldwater Rd. to NB I-69 on-ramp
2. SB Coldwater Rd. to NB I-69 on-loop
3. WB to I-469 to NB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at intersection of;

1. Auburn Road & Dupont Road (NB right turns)

If possible, allow NB I-69 to remain open to I-469 East

Southbound Incident

Detour Route

SB I-69 – take EXIT 316 ramp to Dupont Road. Dupont Road west to Coldwater Road. Coldwater Road south to I-69 SB on-ramp.

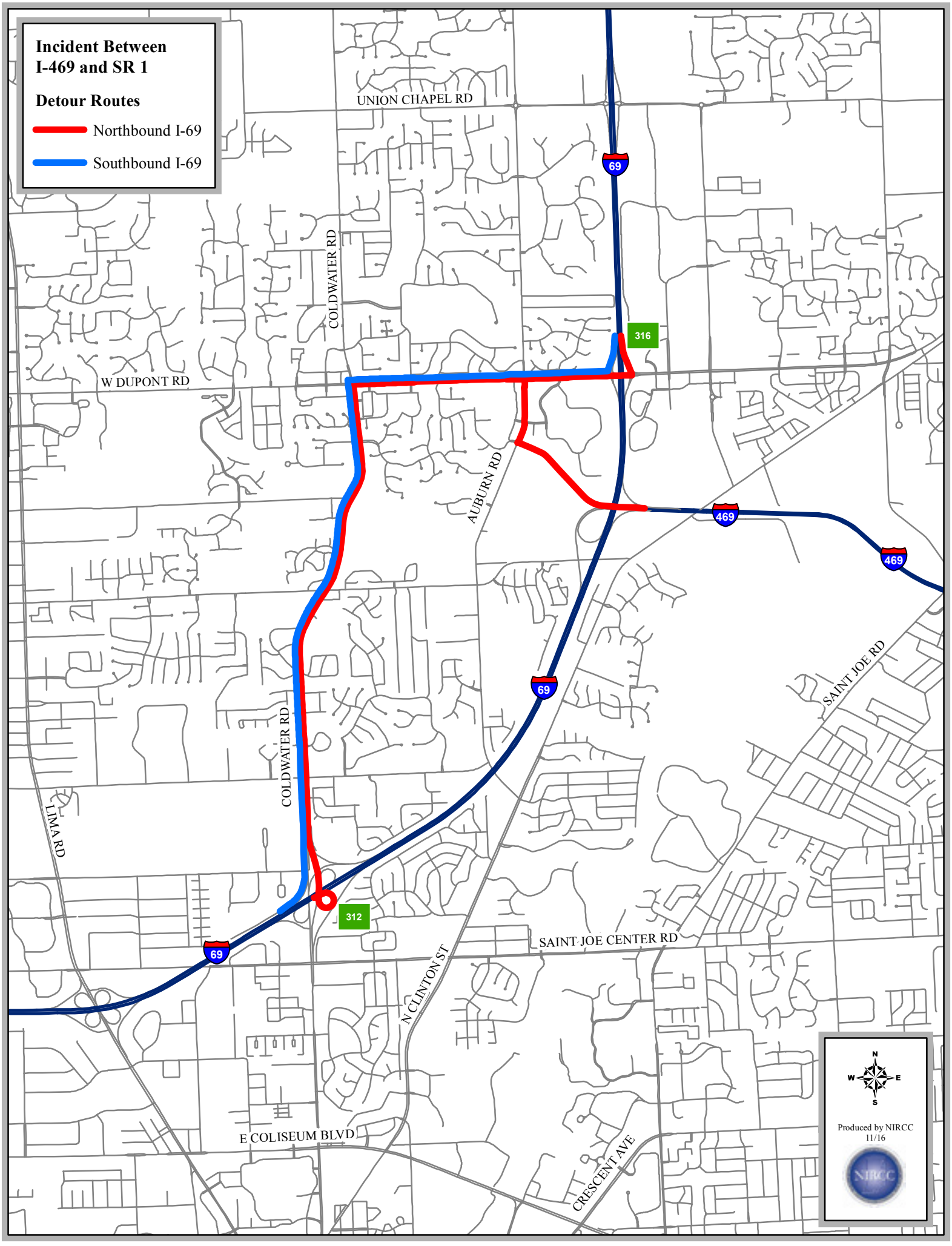
Ramp Closures

1. Dupont Rd. (SR 1) to SB I-69 on-ramp

Special instructions

Law enforcement should monitor/provide traffic control at intersection of;

1. Dupont Road & Coldwater Road (WB left turns)


Incident Between
I-469 and SR 1
Detour Routes
Northbound I-69
Southbound I-69
UNION CHAPEL RD
COLDWATER RD
W DUPONT RD
AUBURN RD
SAINT JOE RD
LIMA RD
N CLINTON ST
SAINT JOE CENTER RD
E COLISEUM BLVD
CRESCENT AVE
69
316
469
312
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

SR 1 (Dupont Road) & Union Chapel Road

Interchange #316 – SR 1 (Dupont Road)

Interchange # 317 – Union Chapel Road

Northbound Incident

Detour Route

NB I-69 – take EXIT 316 ramp to Dupont Road (SR 1). Dupont Road (SR 1) east to Diebold Road. Diebold Road north to Union Chapel Road. Union Chapel Road west to NB I-69 on-ramp.

Ramp Closures

1. Dupont Road (SR 1) to NB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersection of;

1. Dupont Road (SR 1) & Diebold Road (EB left turns)

Southbound Incident

Detour Route

SB I-69 – take EXIT 317 ramp to Union Chapel Road. Union Chapel Road west to Auburn Road. Auburn Road south to Dupont Road. Dupont Road east to SB I-69 on-ramp.

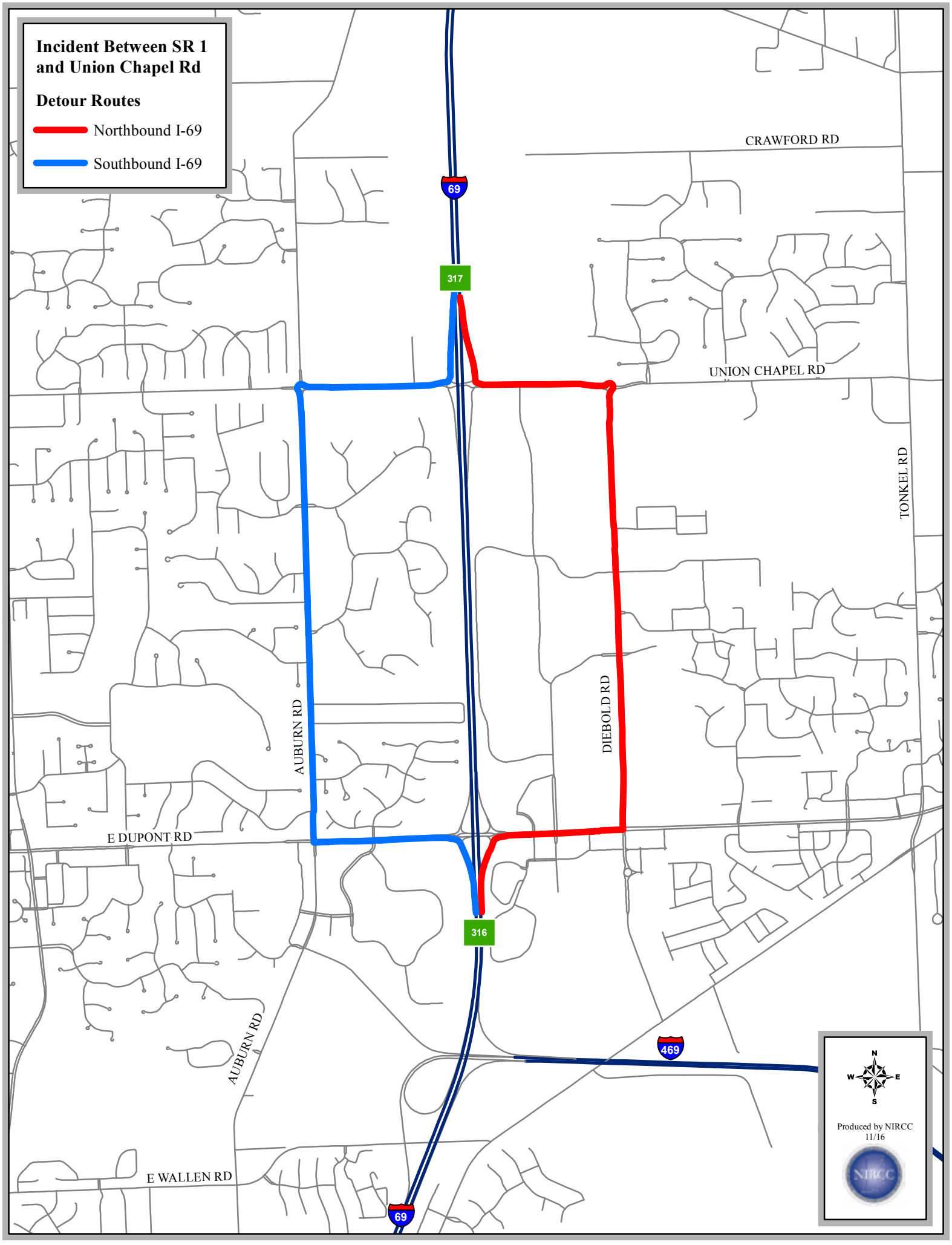
Ramp Closures

1. Union Chapel Road to SB I-69 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersection of;

1. Dupont Road & Auburn Road (SB left turns)


Incident Between SR 1 and Union Chapel Rd
Detour Routes
Northbound I-69
Southbound I-69
CRAWFORD RD
69
317
UNION CHAPEL RD
TONKEL RD
AUBURN RD
DIEBOLD RD
E DUPONT RD
316
AUBURN RD
469
E WALLEN RD
69
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Union Chapel Road & CR 11A

Interchange #317 – Union Chapel Road

Interchange # 326 – CR 11A (DeKalb County)

Northbound Incident

Detour Route

NB I-69 – take EXIT 317 ramp to Union Chapel Road. Union Chapel Road east to Tonkel Road. Tonkel Road / CR 427 north to CR 11A (Tonkel Road becomes CR 427 in DeKalb County). CR 11A west to I-69 on-ramp

Ramp Closures

1. Union Chapel Road to NB I-69 on-ramp

Special Instructions

CCP needs to contact 911 Communications in DeKalb County to inform them of the detour
Law enforcement should monitor/provide traffic control at the intersection of;

1. Union Chapel Road & Tonkel Road
2. CR 427 & CR 11A

Southbound Incident

Detour Route

SB I-69 – take EXIT 326 ramp to CR 11A. CR 11A east to CR 427. CR 427 / Tonkel Road (CR 427 becomes Tonkel Road in Allen County) south to Union Chapel Road. Union Chapel Road west to SB I-69 on-ramp

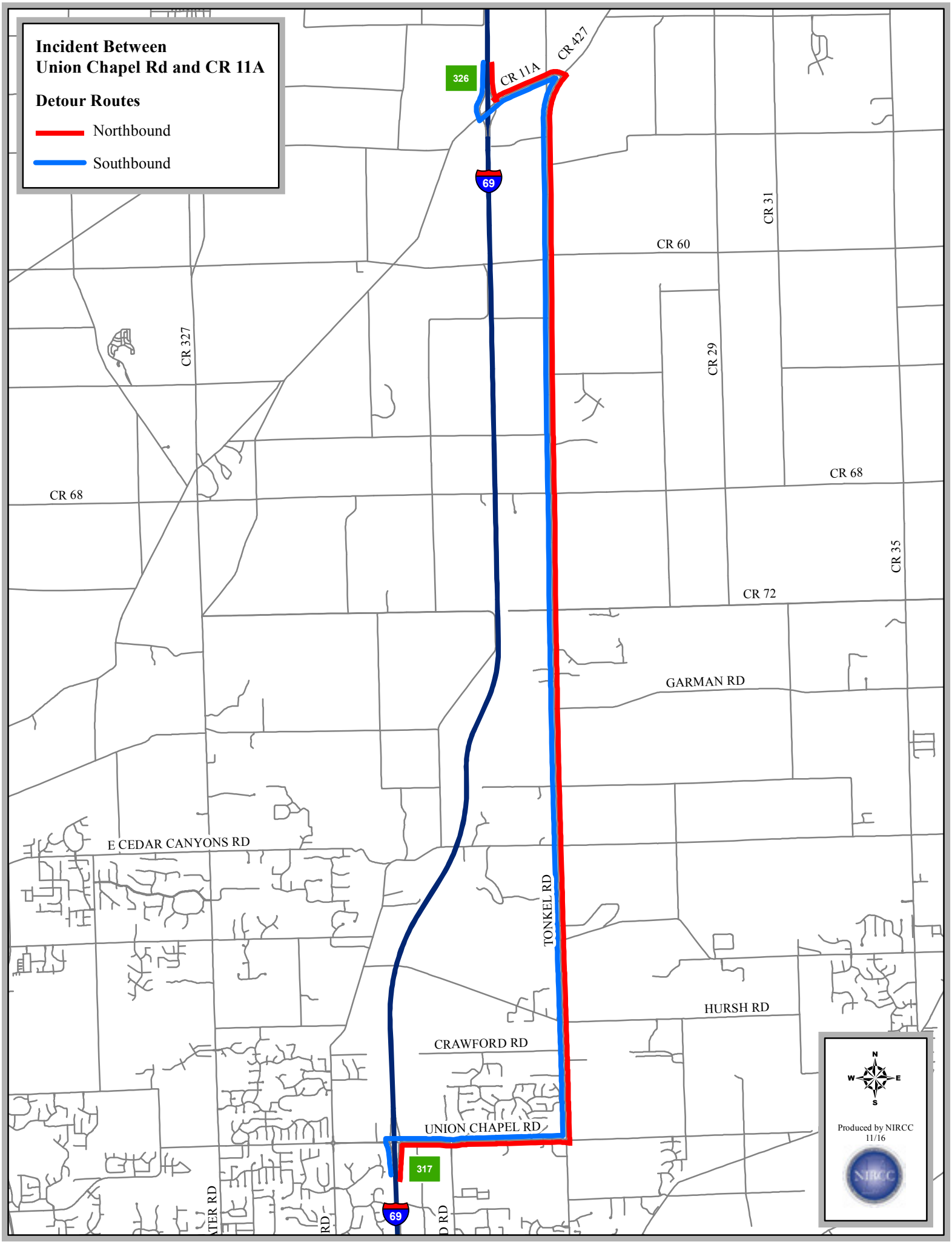
Ramp Closures

1. CR 11A to SB I-69 on-ramp

Special Instructions

CCP needs to contact 911 Communications in DeKalb County to inform them of the detour
Law enforcement should monitor/provide traffic control at the intersection of;

1. CR 427 & CR 11A


Incident Between
Union Chapel Rd and CR 11A
Detour Routes
Northbound
Southbound
326
CR 11A
CR 427
69
CR 31
CR 60
CR 327
CR 29
CR 68
CR 68
CR 35
CR 72
GARMAN RD
E CEDAR CANYONS RD
TONKEL RD
HURSH RD
CRAWFORD RD
UNION CHAPEL RD
317
69
Produced by NIRCC
11/16
NIRCC

Interstate 469

Incident between

I-69 (S Jct) & Lafayette Center Road / Tom Worrel Road

Interchange # 0 – I-69 (S Jct.)
Interchange # 1 – Lafayette Center Road / Tom Worrel Road

Eastbound Incident

Detour Route

NB I-69 (to go east on I-469) - take EXIT 296 B loop to Lafayette Center Road. Lafayette Center Road west to Fogwell Parkway. Fogwell Parkway north to Lower Huntington Road. Lower Huntington Road northeast to Airport Expressway. Airport Expressway east to Coverdale Road. Coverdale Road south to Indianapolis Road. Indianapolis Road southwest to EB I-469 on-ramp

SB I-69 (to go east on I-469) – take EXIT ramp to Lafayette Center Road. Lafayette Center Road west to Fogwell Parkway. Fogwell Parkway north to Lower Huntington Road. Lower Huntington Road northeast to Airport Expressway. Airport Expressway east to Coverdale Road. Coverdale Road south to Indianapolis Road. Indianapolis Road southwest to EB I-469 on-ramp.

Ramp Closures

1. NB I-69 to EB I-469 on ramp
2. SB I-69 to EB I-469 on-loop

Westbound Incident

Detour Route

WB I-69 – take EXIT 1 ramp to Lafayette Center Road. Lafayette Center Road east to Indianapolis Road. Indianapolis Road northeast to Coverdale Road. Coverdale Road north to Airport Expressway. Airport Expressway west to NB or SB I-69 on-ramp

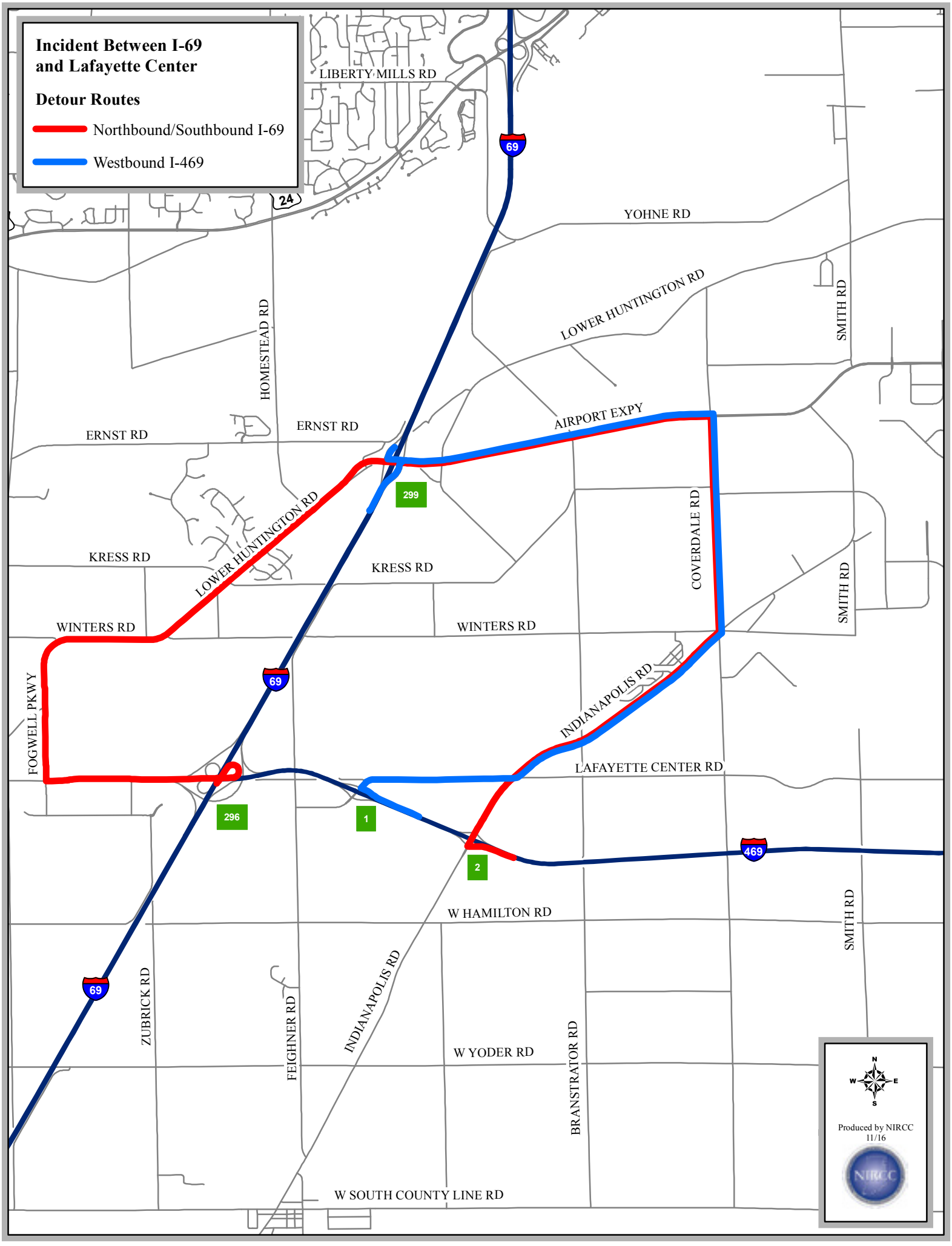
Ramp Closures

1. Lafayette Center Road to WB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. Lafayette Center Road and Indianapolis Road (EB left turns)
2. Indianapolis Road and Coverdale Road (NB left turns)
3. Coverdale Road and Airport Expressway (NB left turns)


Incident Between I-69
and Lafayette Center
Detour Routes
Northbound/Southbound I-69
Westbound I-469
LIBERTY MILLS RD
YOHNE RD
LOWER HUNTINGTON RD
SMITH RD
HOMESTEAD RD
ERNST RD
ERNST RD
AIRPORT EXPY
299
LOWER HUNTINGTON RD
KRESS RD
KRESS RD
COVERDALE RD
SMITH RD
WINTERS RD
WINTERS RD
FOGWELL PKWY
INDIANAPOLIS RD
LAFAYETTE CENTER RD
296
1
2
W HAMILTON RD
SMITH RD
ZUBRICK RD
FEIGHNER RD
INDIANAPOLIS RD
W YODER RD
BRANSTRATOR RD
W SOUTH COUNTY LINE RD
24
69
69
69
469
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Lafayette Center Road / Tom Worrel Road & Indianapolis Road

Interchange # 1 – Lafayette Center Road / Tom Worrel Road

Interchange # 2 – Indianapolis Road

Eastbound Incident

Detour Route

EB I-469 - take EXIT 1 ramp to Lafayette Center Road. Lafayette Center Road east to Indianapolis Road. Indianapolis Road southwest to EB I-469 on-ramp.

Ramp Closures

1. Lafayette Center Road to EB I-469

Westbound Incident

Detour Route

WB I-469- take EXIT 2 ramp to Indianapolis Road. Indianapolis Road northeast to Lafayette Center Road. Lafayette Center Road west to WB I-469 on-ramp.

Ramp Closures

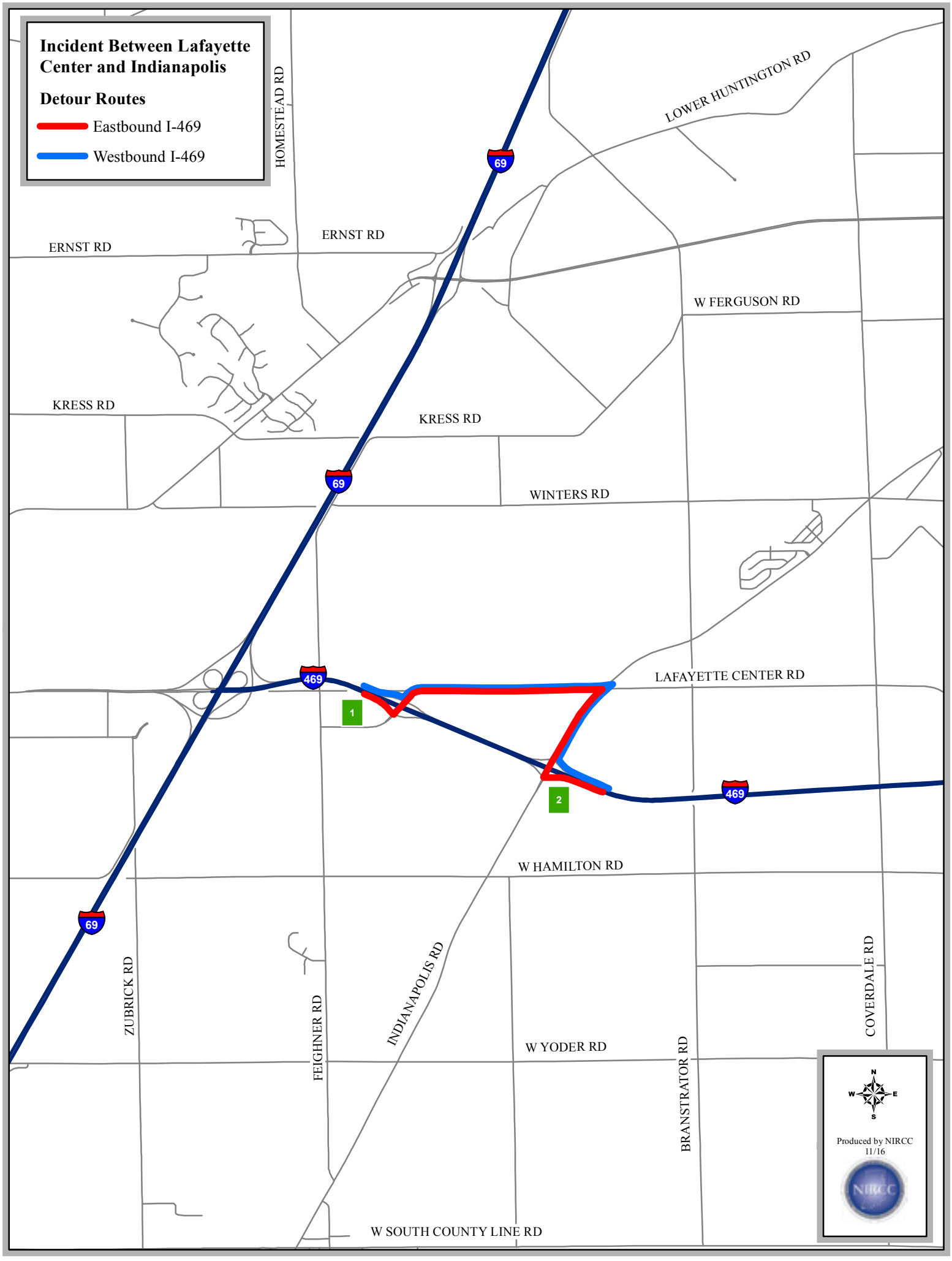
1. Indianapolis Road to WB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. Indianapolis Road and Lafayette Center Road (NB left turns)

`


Incident Between Lafayette Center and Indianapolis
Detour Routes
Eastbound I-469
Westbound I-469
HOMESTEAD RD
LOWER HUNTINGTON RD
ERNST RD
ERNST RD
W FERGUSON RD
KRESS RD
KRESS RD
WINTERS RD
69
69
69
469
469
1
2
LAFAYETTE CENTER RD
W HAMILTON RD
ZUBRICK RD
FEIGHNER RD
INDIANAPOLIS RD
W YODER RD
BRANSTRATOR RD
COVERDALE RD
W SOUTH COUNTY LINE RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Indianapolis Road & SR 1 (Bluffton Road)

Interchange # 2 – Indianapolis Road

Interchange # 6 – SR 1 (Bluffton Road)

Eastbound Incident

Detour Route

EB I-469 - take EXIT 2 ramp to Indianapolis Road. Indianapolis Road northeast to Coverdale Road. Coverdale Road north to Airport Expressway. Airport Expressway east to Bluffton Road. Bluffton Road south to EB I-469 on-ramp.

Ramp Closures

1. Indianapolis Road to EB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. Indianapolis Road and Coverdale Road

Westbound Incident

Detour Route

WB I-469- take EXIT 6 ramp to Bluffton Road. Bluffton Road north to Airport Expressway. Airport Expressway west to I-69 NB or SB on-ramp.

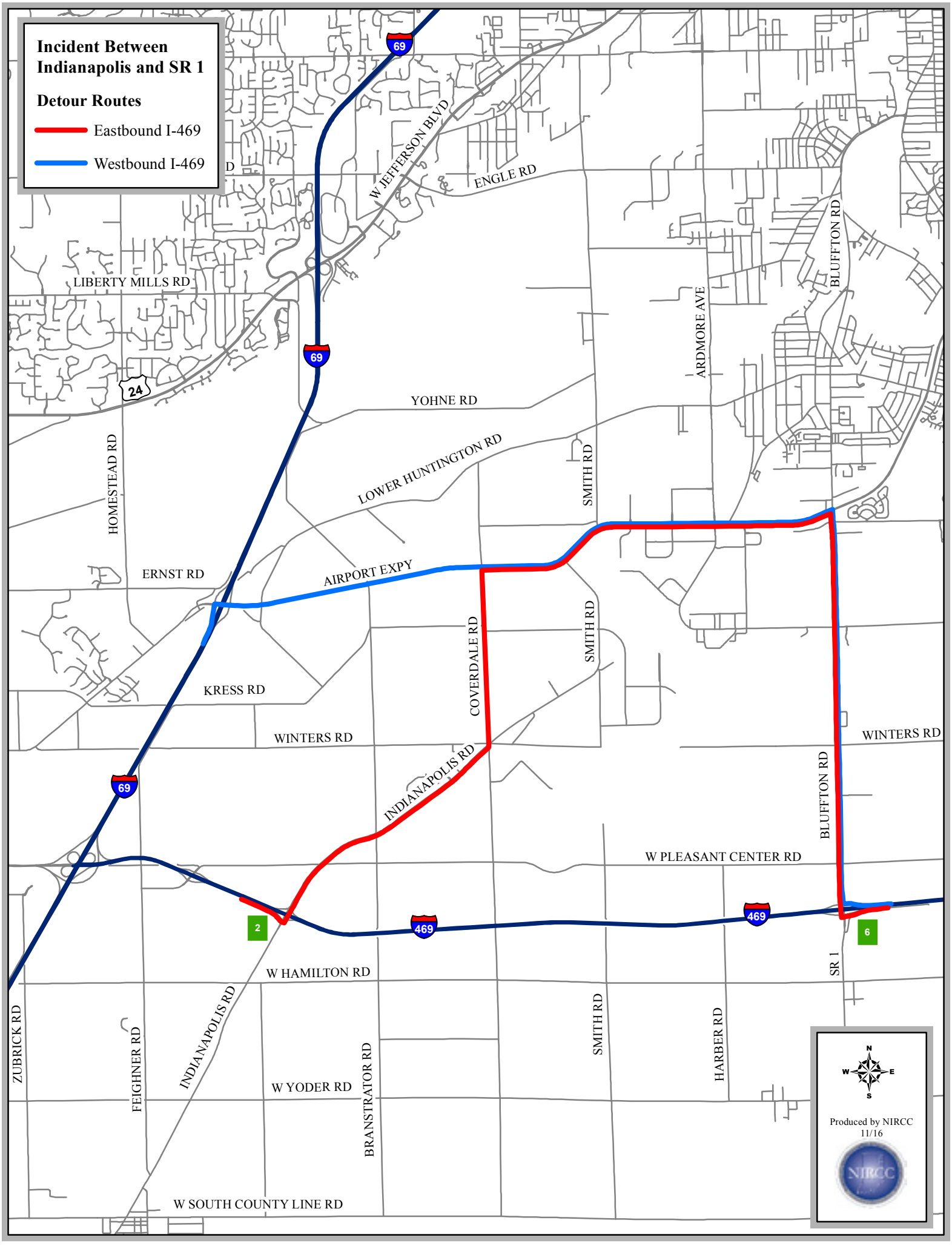
Ramp Closures

1. SR 1 to WB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. Bluffton Road and Airport Expressway (NB left turns)


Incident Between Indianapolis and SR 1
Detour Routes
Eastbound I-469
Westbound I-469
69
24
2
6
469
W JEFFERSON BLVD
ENGLE RD
LIBERTY MILLS RD
BLUFFTON RD
ARDMORE AVE
YOHNE RD
HOMESTEAD RD
LOWER HUNTINGTON RD
SMITH RD
ERNST RD
AIRPORT EXPY
COVERDALE RD
KRESS RD
WINTERS RD
INDIANAPOLIS RD
W PLEASANT CENTER RD
SR 1
W HAMILTON RD
ZUBRICK RD
FEIGHNER RD
BRANSTRATOR RD
HARBER RD
W YODER RD
W SOUTH COUNTY LINE RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

SR 1 (Bluffton Road) & Winchester Road

Interchange # 6 – SR 1 (Bluffton Road)

Interchange # 9 – Winchester Road

Eastbound Incident

Detour Route

EB I-469 – take EXIT 6 ramp to Bluffton Road. Bluffton Road north to Ferguson Road. Ferguson Road east to Winchester Road. Winchester Road south to EB I-469 on-ramp.

Ramp Closures

1. SR 1 to EB I-469 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersection of;

1. Winchester Road and I-469 EB on-ramp

Westbound Incident

Detour Route

WB I-469- take EXIT 9 ramp to Winchester Road. Winchester Road north to Ferguson Road. Ferguson Road west to Bluffton Road. Bluffton Road south to WB I-469 on-ramp.

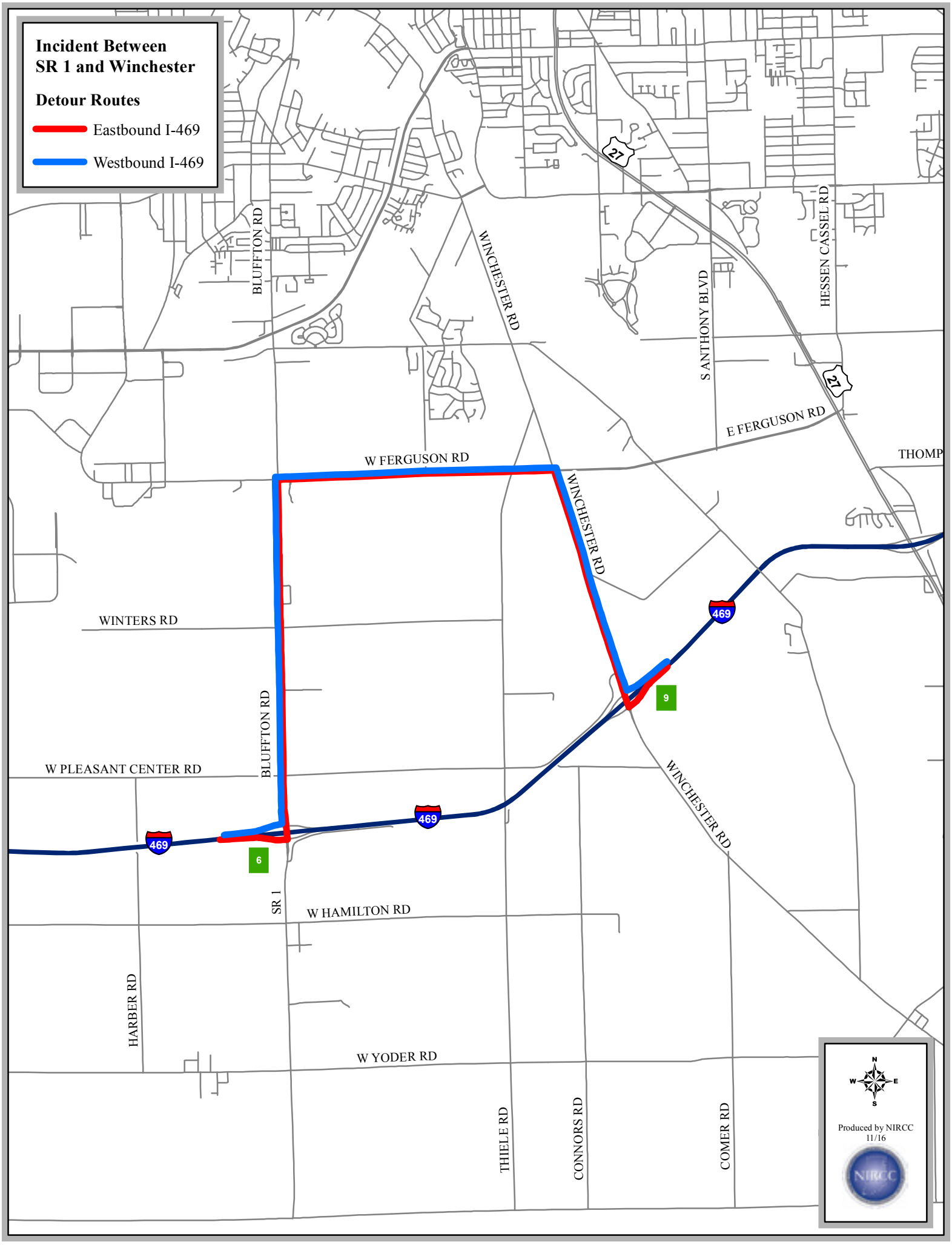
Ramp Closures

1. Winchester Road to WB I-469 on-ramp

Special Instructions

Law enforcement should monitor/provide traffic control at the intersection of;

1. Ferguson Road & Bluffton Road


Incident Between
SR 1 and Winchester
Detour Routes
Eastbound I-469
Westbound I-469
BLUFFTON RD
WINCHESTER RD
S ANTHONY BLVD
HESSEN CASSEL RD
27
E FERGUSON RD
W FERGUSON RD
THOMP
WINTERS RD
469
9
W PLEASANT CENTER RD
6
SR 1
W HAMILTON RD
HARBER RD
W YODER RD
THIELE RD
CONNORS RD
COMER RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Winchester Road & US 27

Interchange # 9 – Winchester Road

Interchange # 11 – US 27

Eastbound Incident

Detour Route

EB I-469 – take EXIT 9 ramp to Winchester Road. Winchester Road north to Ferguson Road. Ferguson Road east to US 27. US 27 south to EB I-469 on-ramp.

Ramp Closures

1. Winchester to EB I-469 on-ramp

Westbound Incident

Detour Route

WB I-469- take EXIT 11 ramp to US 27. US 27 north to Ferguson Road. Ferguson Road west to Winchester Road. Winchester Road south to WB I-469 on-ramp.

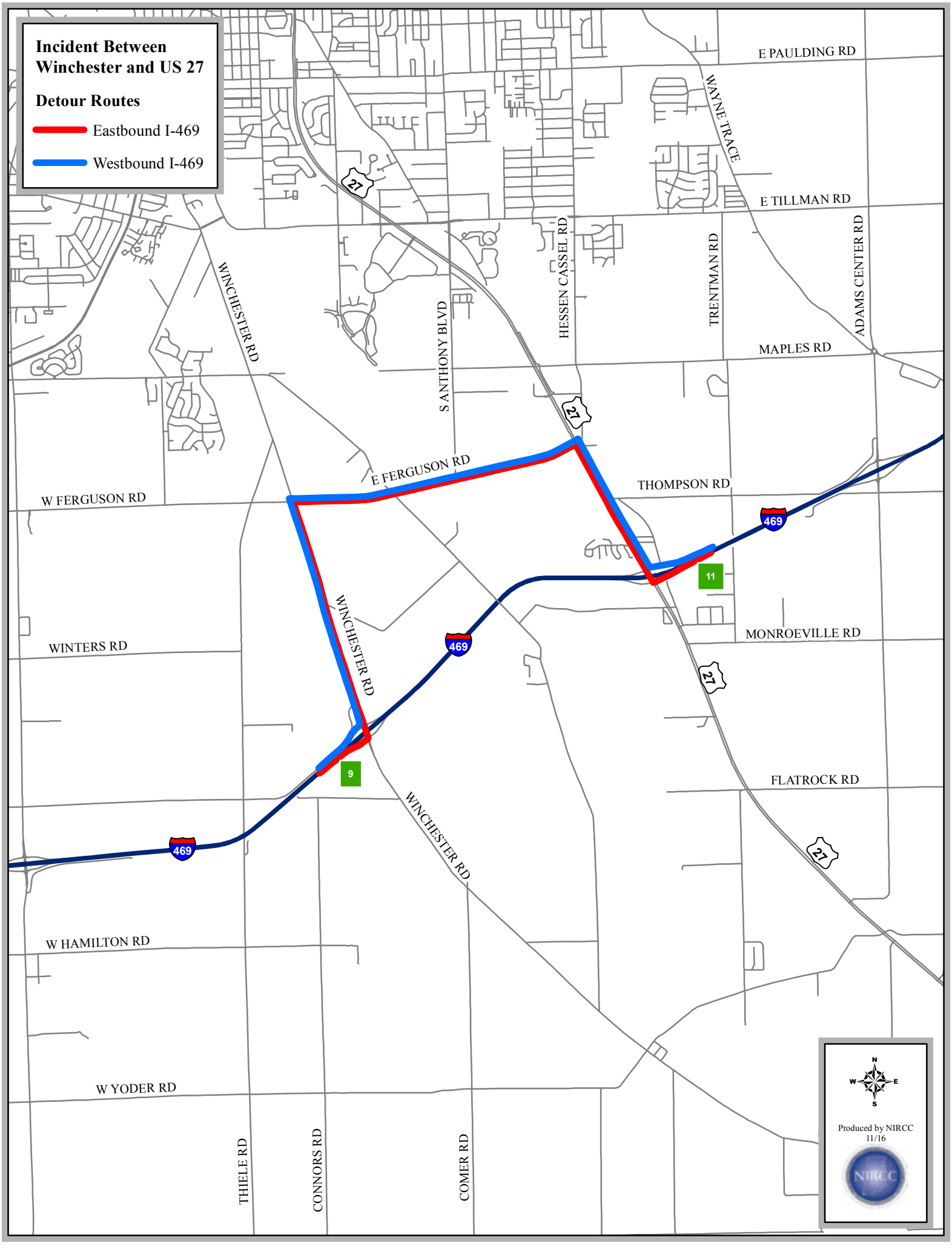
Ramp Closures

1. US 27 to WB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. US 27 and Ferguson Road


Incident Between Winchester and US 27
Detour Routes
Eastbound I-469
Westbound I-469
E PAULDING RD
WAYNE TRACE
E TILLMAN RD
HESSEN CASSEL RD
TRENTMAN RD
ADAMS CENTER RD
WINCHESTER RD
S ANTHONY BLVD
MAPLES RD
27
E FERGUSON RD
W FERGUSON RD
THOMPSON RD
469
11
WINCHESTER RD
MONROEVILLE RD
WINTERS RD
9
FLATROCK RD
WINCHESTER RD
W HAMILTON RD
W YODER RD
THIELE RD
CONNORS RD
COMER RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

US 27 & Marion Center Road

Interchange # 11 – US 27

Interchange # 13 – Marion Center Road

Eastbound Incident

Detour Route

EB I-469- take EXIT 11 ramp to US 27. US 27 south to Monroeville Road. Monroeville Road east to Marion Center Road. Marion Center Road north to EB I-469 on-ramp.

Ramp Closures

1. US 27 to EB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. US 27 and Monroeville Road (SB left turns)
2. Monroeville Road and Marion Center Road (EB left turns)

Westbound Incident

Detour Route

WB I-469 – take EXIT 13 ramp to Marion Center Road. Marion Center Road north to Maples Road. Maples Road west to Hessen Cassel Road. Hessen Cassel Road south to US 27. US 27 south to WB I-469 on-ramp.

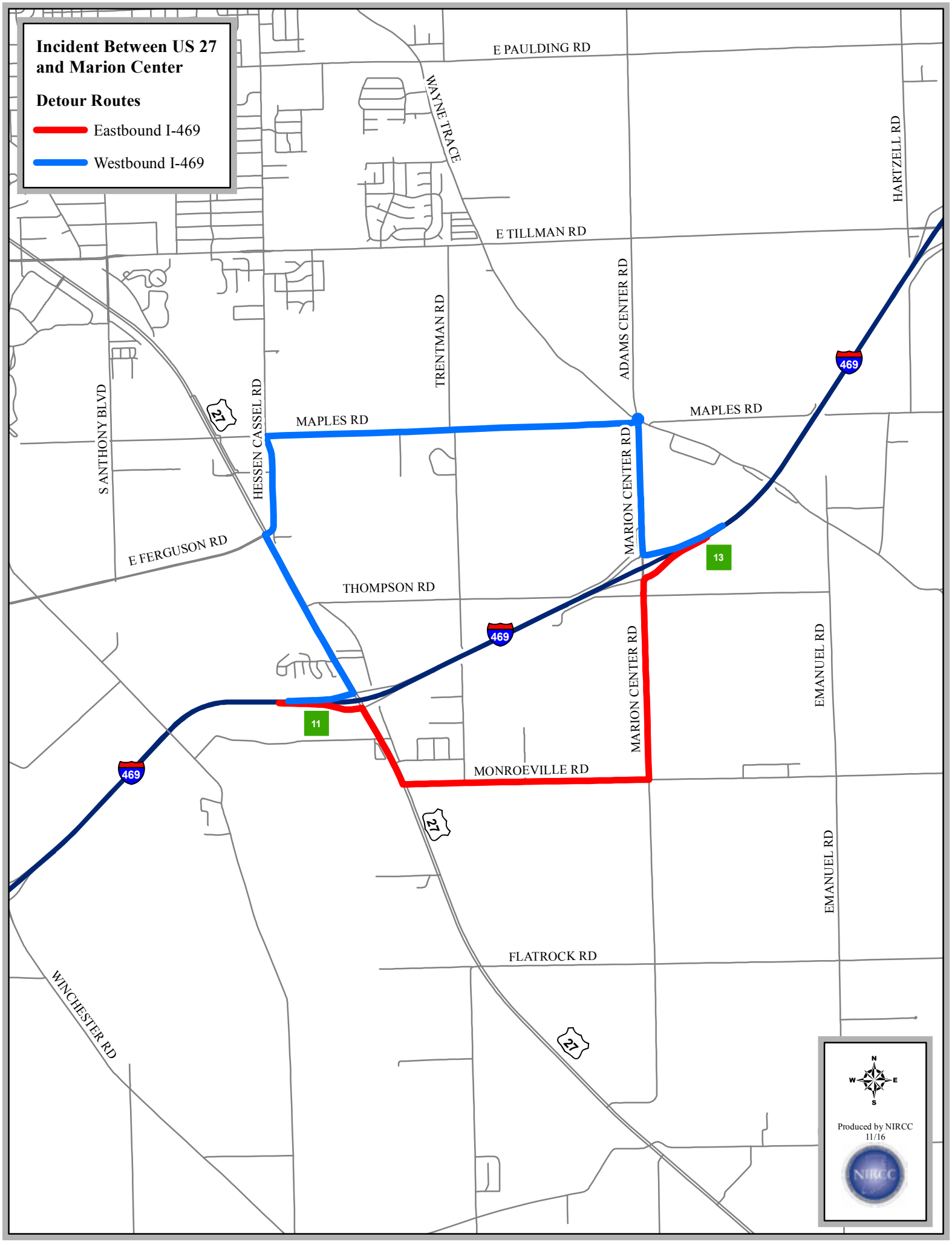
Ramp Closures

1. Marion Center to WB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. Maples Road and Hessen Cassel Road (WB left turns)
2. Hessen Cassel Road and US 27 (SB left turns)


Incident Between US 27 and Marion Center
Detour Routes
Eastbound I-469
Westbound I-469
E PAULDING RD
WAYNE TRACE
HARTZELL RD
E TILLMAN RD
TRENTMAN RD
ADAMS CENTER RD
S ANTHONY BLVD
HESSEN CASSEL RD
MAPLES RD
MAPLES RD
MARION CENTER RD
E FERGUSON RD
THOMPSON RD
MARION CENTER RD
EMANUEL RD
MONROEVILLE RD
EMANUEL RD
FLATROCK RD
WINCHESTER RD
469
469
469
27
27
27
13
11
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Marion Center Road and Tillman Road

Interchange # 13 – Marion Center Road

Interchange # 15 – Tillman Road

Eastbound / Northbound Incident

Detour Route

NB I-469- take EXIT 13 ramp to Marion Center Road. Marion Center Road/Adams Center Road north to Tillman Road. Tillman Road east to NB I-469 on-ramp

Ramp Closures

1. Marion Center to NB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 EB off-ramp and Marion Center Road (EB left turns)
2. Tillman Road and I-469 NB on-ramp (EB left turns)

Westbound / Southbound Incident

Detour Route

SB I-469 – take EXIT 15 ramp to Tillman Road. Tillman Road west to Adams Center Road. Adams Center Road/Marion Center Road south to SB I-469 on-ramp

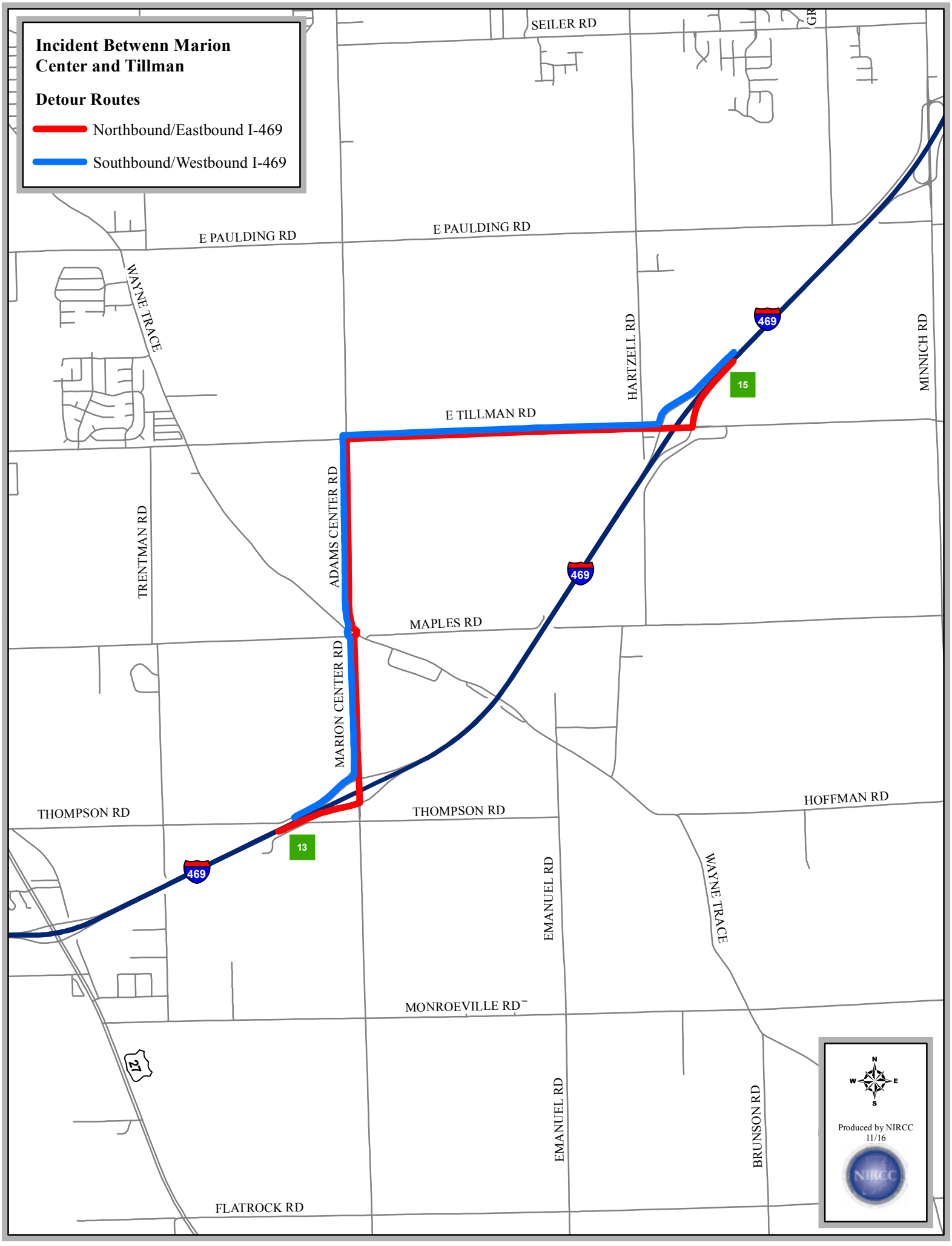
Ramp Closures

1. Tillman Road to SB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 SB off-ramp and Tillman Road (SB left turns)
2. Tillman Road and Adams Center Road (WB left turns)


Incident Betwenn Marion Center and Tillman
Detour Routes
Northbound/Eastbound I-469
Southbound/Westbound I-469
SEILER RD
E PAULDING RD
E PAULDING RD
WAYNE TRACE
HARTZELL RD
MINNICH RD
469
15
E TILLMAN RD
TRENTMAN RD
ADAMS CENTER RD
469
MAPLES RD
MARION CENTER RD
THOMPSON RD
THOMPSON RD
HOFFMAN RD
13
469
EMANUEL RD
WAYNE TRACE
MONROEVILLE RD
27
EMANUEL RD
BRUNSON RD
FLATROCK RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Tillman Road & Minnich Road

Interchange # 15 – Tillman Road

Interchange # 17 – Minnich Road

Northbound Incident

Detour Route

NB I-469- take EXIT 15 ramp to Tillman Road. Tillman Road east to Minnich Road. Minnich Road north to NB I-469 on-loop.

Ramp Closures

1. Tillman Road to NB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 NB off-ramp and Tillman Rd (NB right turns)
2. Minnich Road and Tillman Road (EB left turns)
3. Minnich Road and I-469 NB on-loop (NB left turns)

Southbound Incident

Detour Route

SB I-469 – take EXIT 17 ramp to Minnich Road. Minnich Road south to Tillman Road. Tillman Road west to SB I-469 on-ramp

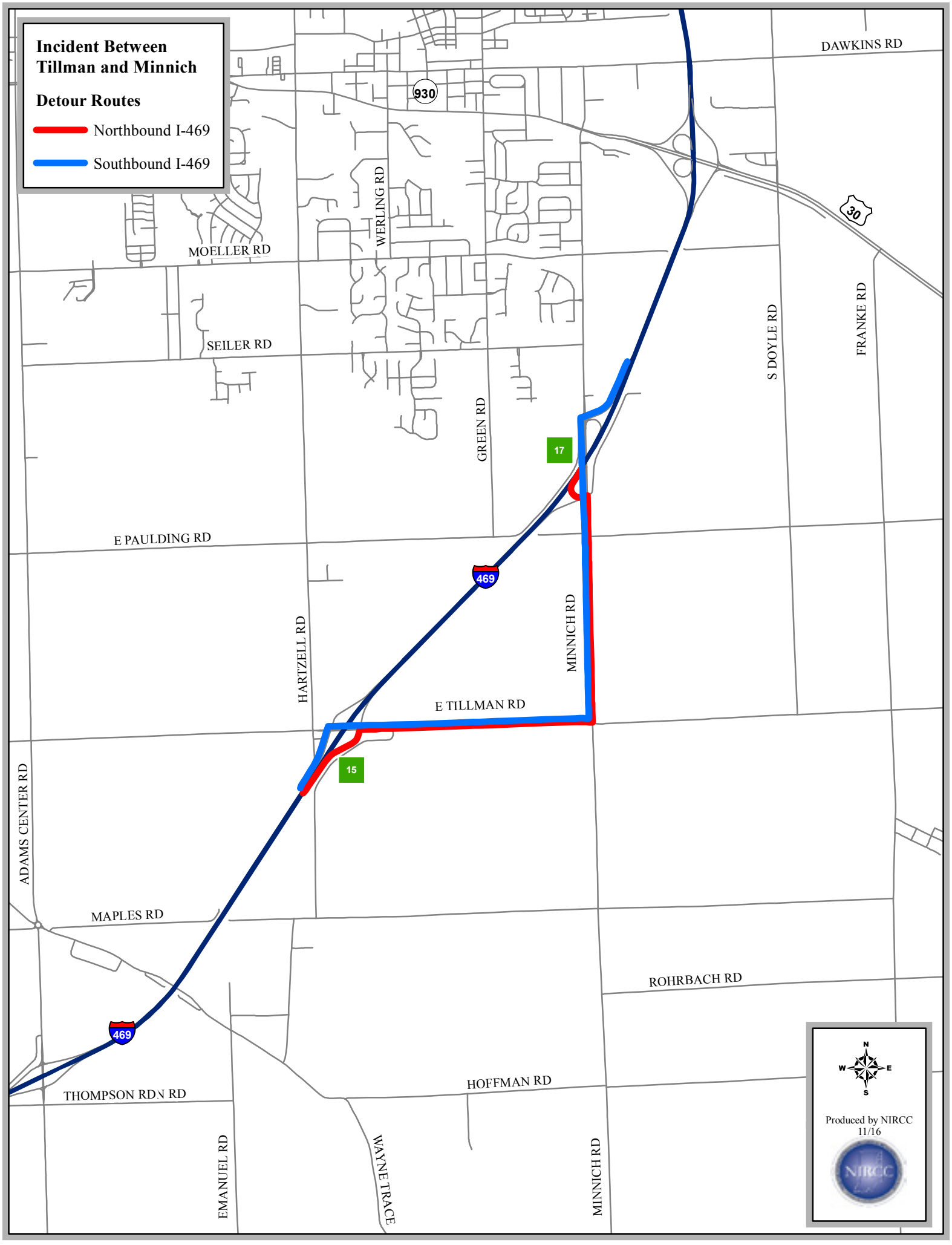
Ramp Closures

1. Minnich Road to SB I-469 on-loop

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 SB off-ramp and Minnich Road (SB left turns)
2. Tillman Road and I-469 SB on-ramp (WB left turns)


Incident Between
Tillman and Minnich
Detour Routes
Northbound I-469
Southbound I-469
DAWKINS RD
930
WERLING RD
MOELLER RD
30
SEILER RD
S DOYLE RD
FRANKE RD
GREEN RD
17
E PAULDING RD
469
HARTZELL RD
MINNICH RD
E TILLMAN RD
15
ADAMS CENTER RD
MAPLES RD
ROHRBACH RD
469
THOMPSON RD
N RD
HOFFMAN RD
EMANUEL RD
WAYNE TRACE
MINNICH RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

Minnich Road and US 30 / SR 930

Interchange # 17 – Minnich Road

Interchange # 19 – US 30 / SR 930

Northbound Incident

Detour Route

NB I-469- take EXIT 17 ramp to Minnich Road. Minnich Road north to SR 930. SR 930 east to NB I-469 on-ramp.

Ramp Closures

1. Minnich Road to NB I-469 on-loop

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 NB off-ramp and Minnich Road (NB left turns)
2. US 30 and I-469 NB on-ramp (EB left turns)

Southbound Incident

Detour Route

SB I-469 – take EXIT 19 ramp to SR 930. SR 930 west to Minnich Road. Minnich Road south to SB I-469 on-ramp.

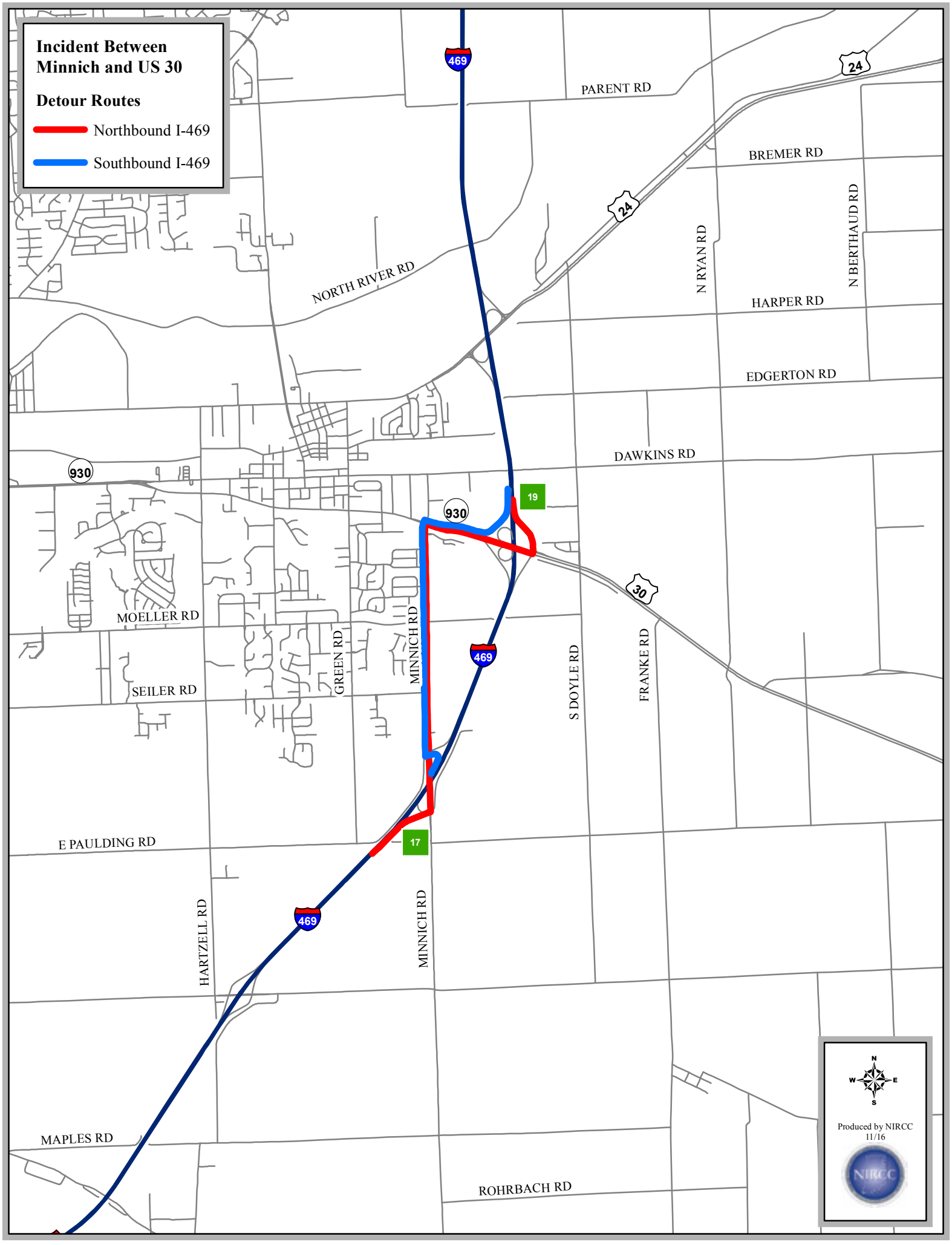
Ramp Closures

1. SR 930 to SB I-469 on-ramp
2. US 30 to SB I-469 on-loop

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. SR 930 and Minnich Road
2. Minnich Road and I-469 SB on-loop (SB left turns)


Incident Between
Minnich and US 30
Detour Routes
Northbound I-469
Southbound I-469
469
PARENT RD
24
BREMER RD
NORTH RIVER RD
N RYAN RD
N BERTHAUD RD
HARPER RD
EDGERTON RD
DAWKINS RD
930
19
930
30
MOELLER RD
GREEN RD
MINNICH RD
S DOYLE RD
FRANKE RD
469
SEILER RD
E PAULDING RD
17
HARTZELL RD
MINNICH RD
469
MAPLES RD
ROHRBACH RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

US 30 / SR 930 & US 24 / Rose Avenue

Interchange # 19 – US 30 / SR 930

Interchange # 21 – US 24 / Rose Avenue

Northbound Incident

Detour Route

NB I-469- take EXIT 19 ramp to SR 930. SR 930 west to Minnich Road. Minnich Road north to Dawkins Road. Dawkins Road/Lincoln Highway west to Broadway Street. Broadway Street north to Rose Avenue. Rose Avenue east to NB I-469 on-ramp.

Ramp Closures

1. US 30 to NB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. US 30 and NB I-469 off-ramp (NB left turns)
2. Minnich Road and Dawkins Road (NB left turns)
3. US 24 and I-469 NB on-ramp (EB left turns)

Southbound Incident

Detour Route

SB I-469 – take EXIT 21 loop to Rose Avenue. Rose Avenue west to Broadway Street. Broadway Street south to Lincoln Highway. Lincoln Highway/Dawkins Road east to Minnich Road. Minnich Road south to SR 930. SR 930 east to SB I-469 on-ramp.

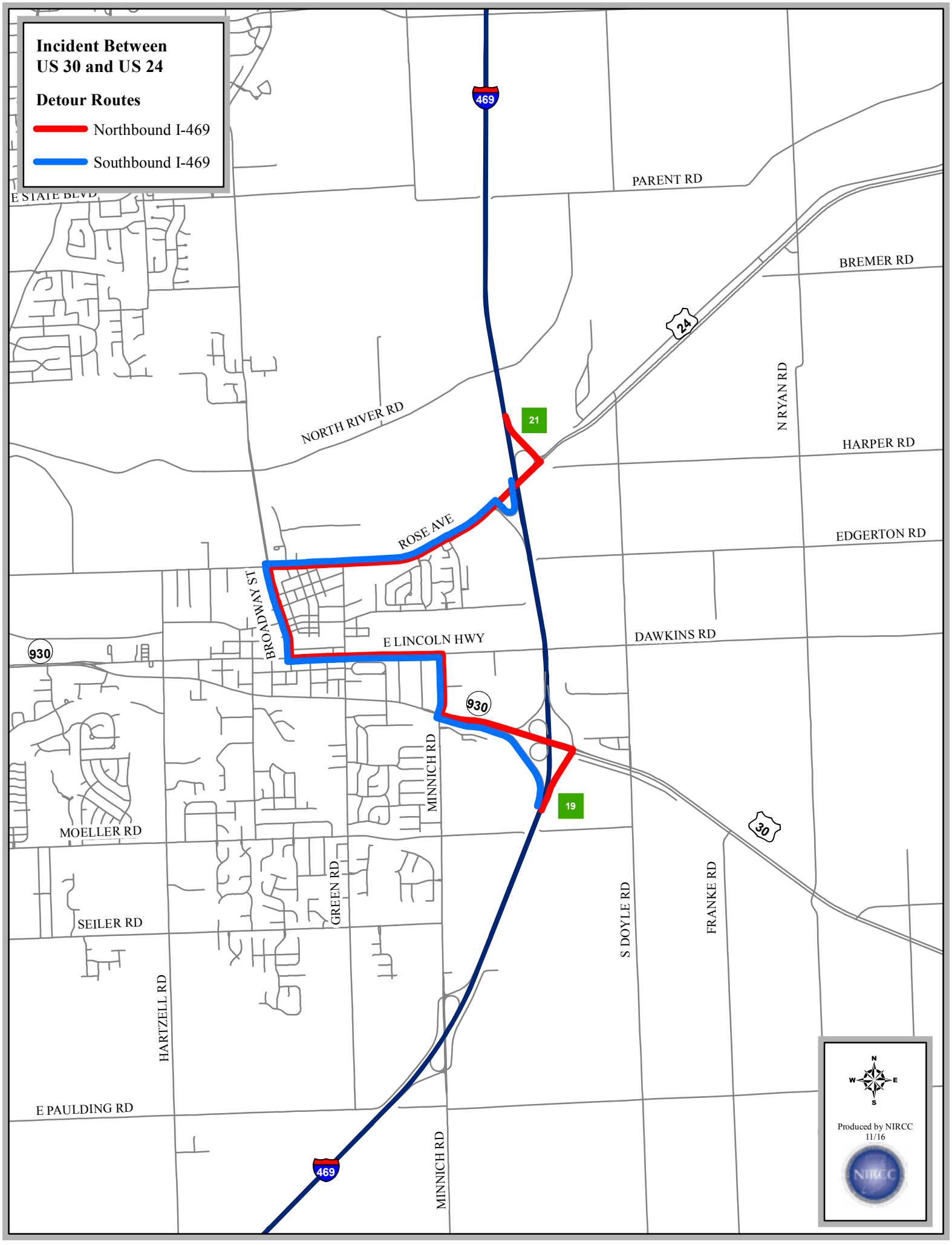
Ramp Closures

1. US 24 to SB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 SB off-ramp and Rose Avenue
2. Rose Avenue and Broadway Street


Incident Between
US 30 and US 24
Detour Routes
Northbound I-469
Southbound I-469
469
PARENT RD
BREMER RD
24
N RYAN RD
NORTH RIVER RD
21
HARPER RD
ROSE AVE
EDGERTON RD
BROADWAY ST
E LINCOLN HWY
DAWKINS RD
930
930
MINNICH RD
19
30
MOELLER RD
GREEN RD
SEILER RD
S DOYLE RD
FRANKE RD
HARTZELL RD
E PAULDING RD
MINNICH RD
469
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

US 24 / Rose Avenue & SR 37 / Maysville Road

Interchange # 21 – US 24 / Rose Avenue

Interchange # 25 – SR 37 / Maysville Road

Northbound Incident

Detour Route

NB I-469- take EXIT 21 loop to US 24. US 24 / Rose Avenue west to Broadway Street / Landin Road. Broadway Street / Landin Road north to Maysville Road. Maysville Road northeast to NB I-469 on-ramp.

Ramp Closures

1. US 24 to NB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. US 24/Rose Avenue and NB I-469 off-ramp (NB right turns)
2. Broadway Street / Landing Road and Rose Avenue (WB right turns)
3. SR 37 and I-469 NB on-ramp (NB left turns)

Southbound Incident

Detour Route

SB I-469 – take EXIT 25 ramp to Maysville Road. Maysville Road southwest to Landin Road. Landin Road / Broadway Street south to Rose Avenue. Rose Avenue east to SB I-469 on-ramp.

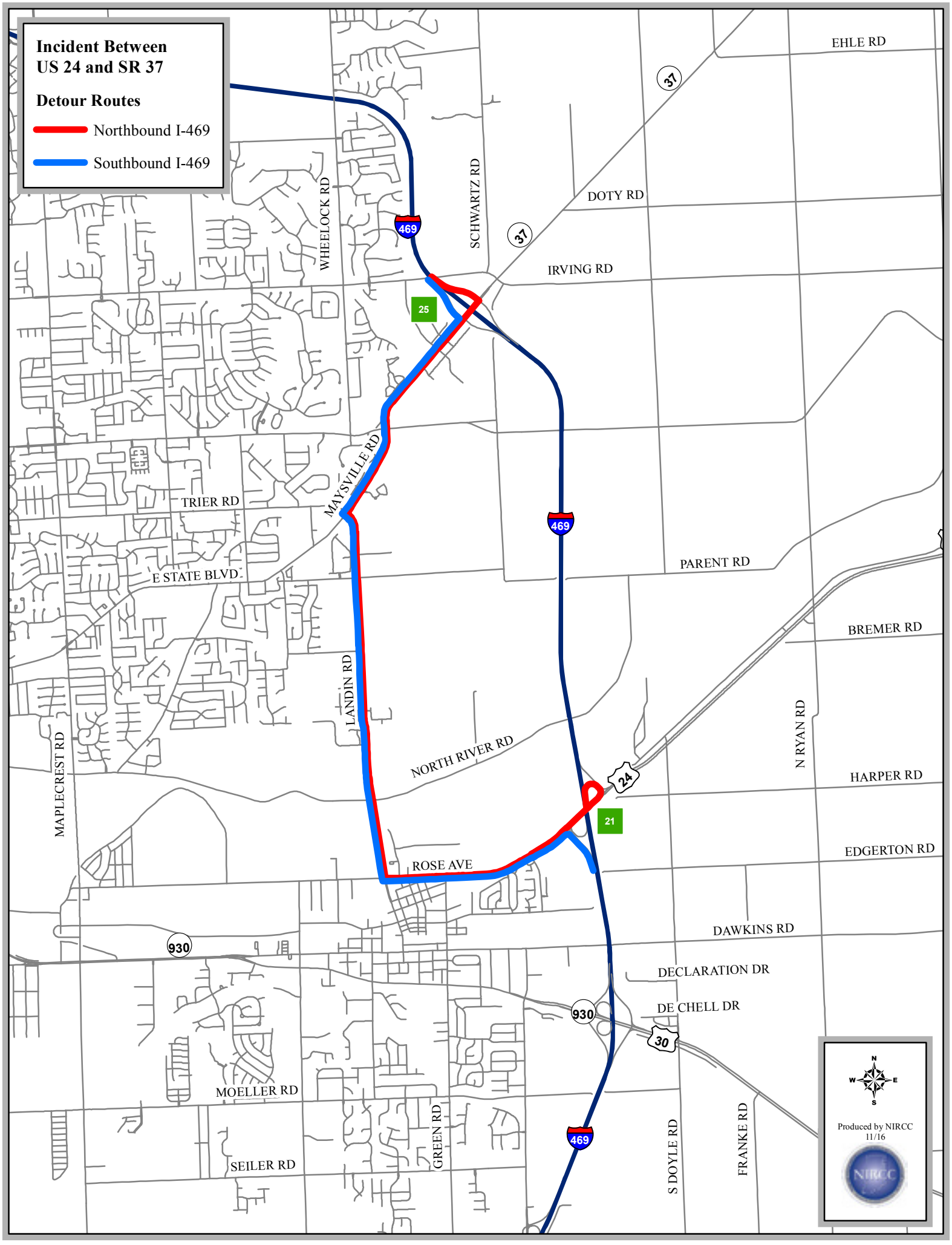
Ramp Closures

1. SR 37 to SB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. Maysville Road and SB I-469 off-ramp (SB right turns)
2. Broadway Street and Rose Avenue (SB left turns)


Incident Between
US 24 and SR 37
Detour Routes
Northbound I-469
Southbound I-469
EHLE RD
37
DOTY RD
SCHWARTZ RD
WHEELOCK RD
469
37
IRVING RD
25
MAYSVILLE RD
TRIER RD
469
E STATE BLVD
PARENT RD
BREMER RD
LANDIN RD
NORTH RIVER RD
N RYAN RD
MAPLECREST RD
24
HARPER RD
21
EDGERTON RD
ROSE AVE
DAWKINS RD
930
DECLARATION DR
DE CHELL DR
930
30
MOELLER RD
GREEN RD
469
S DOYLE RD
FRANKE RD
SEILER RD
N
W
E
S
Produced by NIRCC
11/16
NIRCC

Incident between

SR 37 / Maysville Road & Maplecrest Road

Interchange # 25 – SR 37 / Maysville Road

Interchange # 29 – Maplecrest Road

Northbound / Westbound Incident

Detour Route

NB I-469- take EXIT 25 ramp to SR 37 / Maysville Road. SR 37 / Maysville Road southwest to Stellhorn Road. Stellhorn Road west to Maplecrest Road. Maplecrest Road north to WB I-469 on-loop.

Ramp Closures

1. SR 37 to NB/WB I-469

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. SR 37 / Maysville Road and NB I-469 off-ramp (NB left turns)
2. Maysville Road and Stellhorn Road (SB right turns)
3. Stellhorn Road and Maplecrest Road (WB right turns)

Southbound / Eastbound Incident

Detour Route

SB/EB I-469 – take EXIT 29 B ramp to Maplecrest Road. Maplecrest Road south to Stellhorn Road. Stellhorn Road east to Maysville Road. Maysville Road northeast to SB I-469 on-ramp.

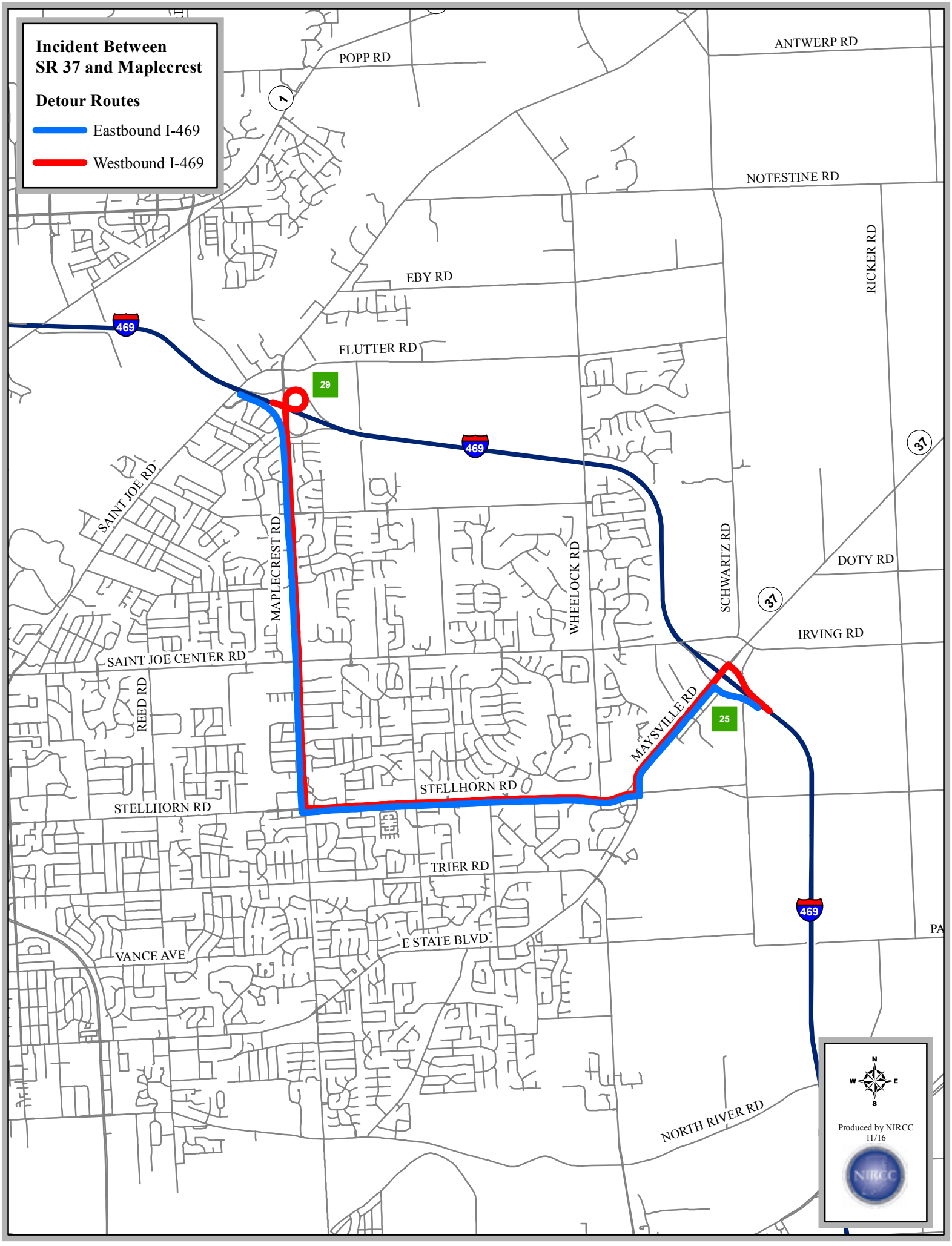
Ramp Closures

1. Maplecrest Road to EB I-469 on-ramp

Special Instructions

Law enforcement should monitor / provide traffic control at the intersections of;

1. Maplecrest Road and Stellhorn Road (SB left turns)
2. Stellhorn Road and Maysville Road (EB left turns)


Incident Between
SR 37 and Maplecrest
Detour Routes
Eastbound I-469
Westbound I-469
ANTWERP RD
POPP RD
NOTESTINE RD
EBY RD
RICKER RD
FLUTTER RD
469
29
37
SAINT JOE RD
MAPLECREST RD
WHEELOCK RD
SCHWARTZ RD
DOTY RD
IRVING RD
SAINT JOE CENTER RD
REED RD
MAYSVILLE RD
25
STELLHORN RD
TRIER RD
VANCE AVE
E STATE BLVD
NORTH RIVER RD
Produced by NIRCC
11/16
NIRCC

Incident between

Maplecrest Road & I-69 (N Jct)

Interchange # 29 – Maplecrest Road
Interchange # 31 – I-69 N Jct.
Interchange #315 – I-69 at I-469 N Jct.

Westbound Incident

Detour Route

WB I-469- take EXIT 25 ramp to Maplecrest Road. Maplecrest Road north to St. Joe Road. St Joe Road southwest to Mayhew Road. Mayhew Road north to SR 1 / Dupont Road. SR 1 / Dupont Road west to NB or SB I-69.

Ramp Closures

1. SB Maplecrest to WB I-469 on-ramp
2. NB Maplecrest to WB I-469 on-loop

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. I-469 WB off-ramp and Maplecrest Road (WB right turns)
2. Maplecrest Road and St. Joe Road (NB left turns)
3. SR 1 / Dupont Road and Clinton Street / Tonkel Road (NB left turns)

Eastbound Incident

Detour Route

NB I-469 (to go east on I-469) – take I-69 north to EXIT 316 off-ramp to SR 1/Dupont Road. SR 1/Dupont Road east to Clinton Street. Clinton Street south to Mayhew Road. Mayhew Road south to St. Joe Road. St. Joe Road northeast to Maplecrest Road. Maplecrest Road south to EB I-469 on-ramp.

SB I-69 (to go east on I-469)- take EXIT 316 off-ramp to SR 1/Dupont Road. SR 1/Dupont Road east to Clinton Street. Clinton Street south to Mayhew Road. Mayhew Road south to St. Joe Road. St. Joe Road northeast to Maplecrest Road. Maplecrest Road south to EB I-469 on-ramp.

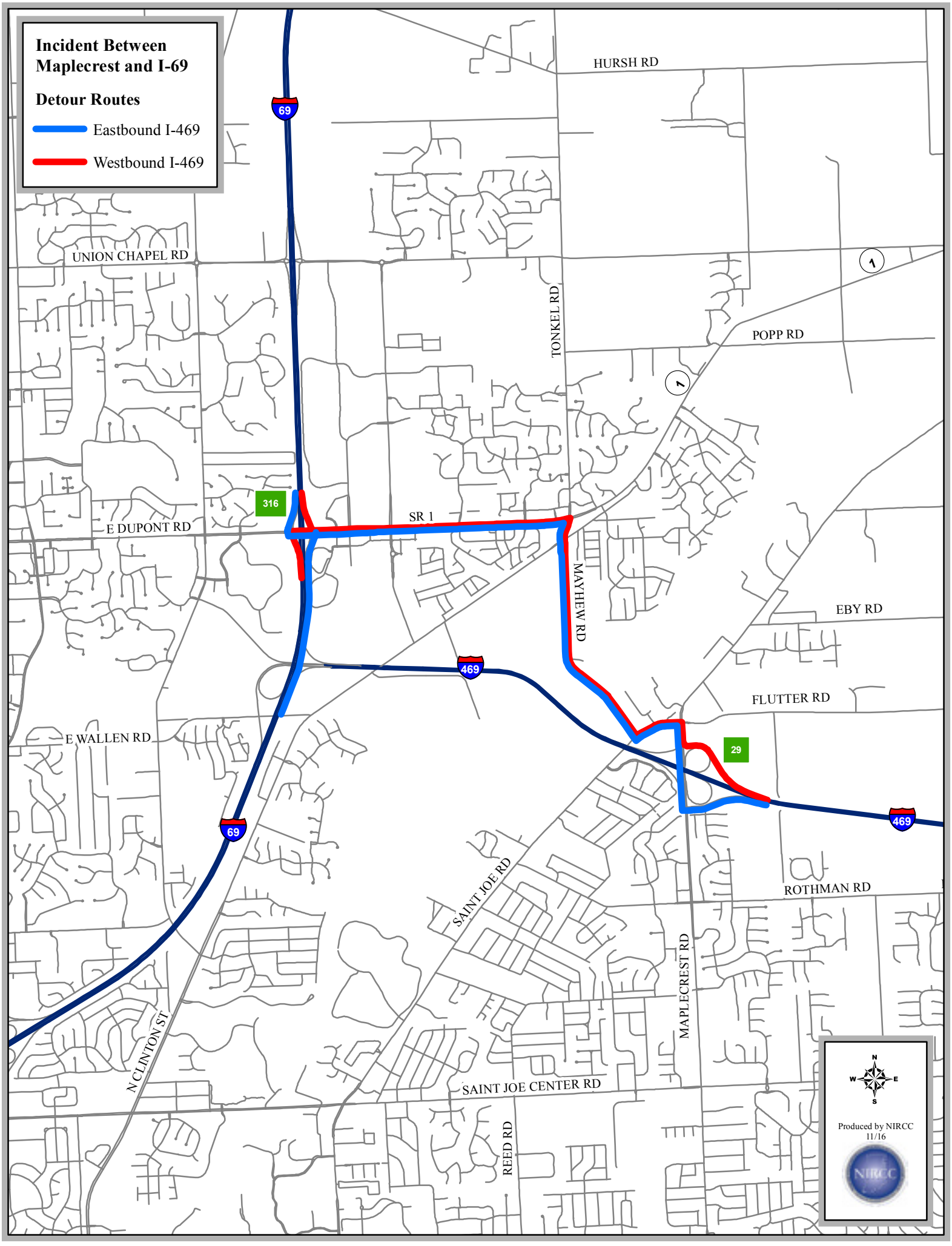
Ramp Closures

1. NB I-69 to EB I-469 on-ramp
2. SB I-69 to EB I-469 on-loop

Special Instructions

Law enforcement should monitor / provide traffic control at the intersection of;

1. SR 1 / Dupont Road and Clinton Street / Tonkel Road (EB right turns)
2. Clinton Street and Mayhew Road (SB through traffic)
3. Maplecrest Road and EB I-469 on-ramp (SB left turns)


Incident Between Maplecrest and I-69
Detour Routes
Eastbound I-469
Westbound I-469
HURSH RD
UNION CHAPEL RD
TONKEL RD
POPP RD
SR 1
E DUPONT RD
316
MAYHEW RD
EBY RD
469
FLUTTER RD
E WALLEN RD
29
69
SAINT JOE RD
ROTHMAN RD
MAPLECREST RD
N CLINTON ST
SAINT JOE CENTER RD
REED RD
Produced by NIRCC
11/16
NIRCC