

ADAMS COUNTY
TRANSPORTATION PLAN
2011

NORTHEASTERN INDIANA REGIONAL COORDINATION COUNCIL

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Acronyms

AADT – Annual Average Daily Traffic
ADA – Americans with Disabilities Act of 1990
ARIES – Automated Reporting Information Exchange System
GIS – Geographic Information System
ICC – Index of Crash Cost (Severity)
ICF – Index of Crash Frequency
INDOT – Indiana Department of Transportation
LOS – Level of Service
NIRCC – Northeastern Indiana Regional Coordinating Council
RMAC – Rural Major Collector
RMIC – Rural Minor Collector
RMV – Rate per Million Entering Vehicles
ROPA – Rural Other Principal Arterial
UC – Urban Collector
UMIA – Urban Minor Arterial
UOPA – Urban Other Principal Arterial

INTRODUCTION

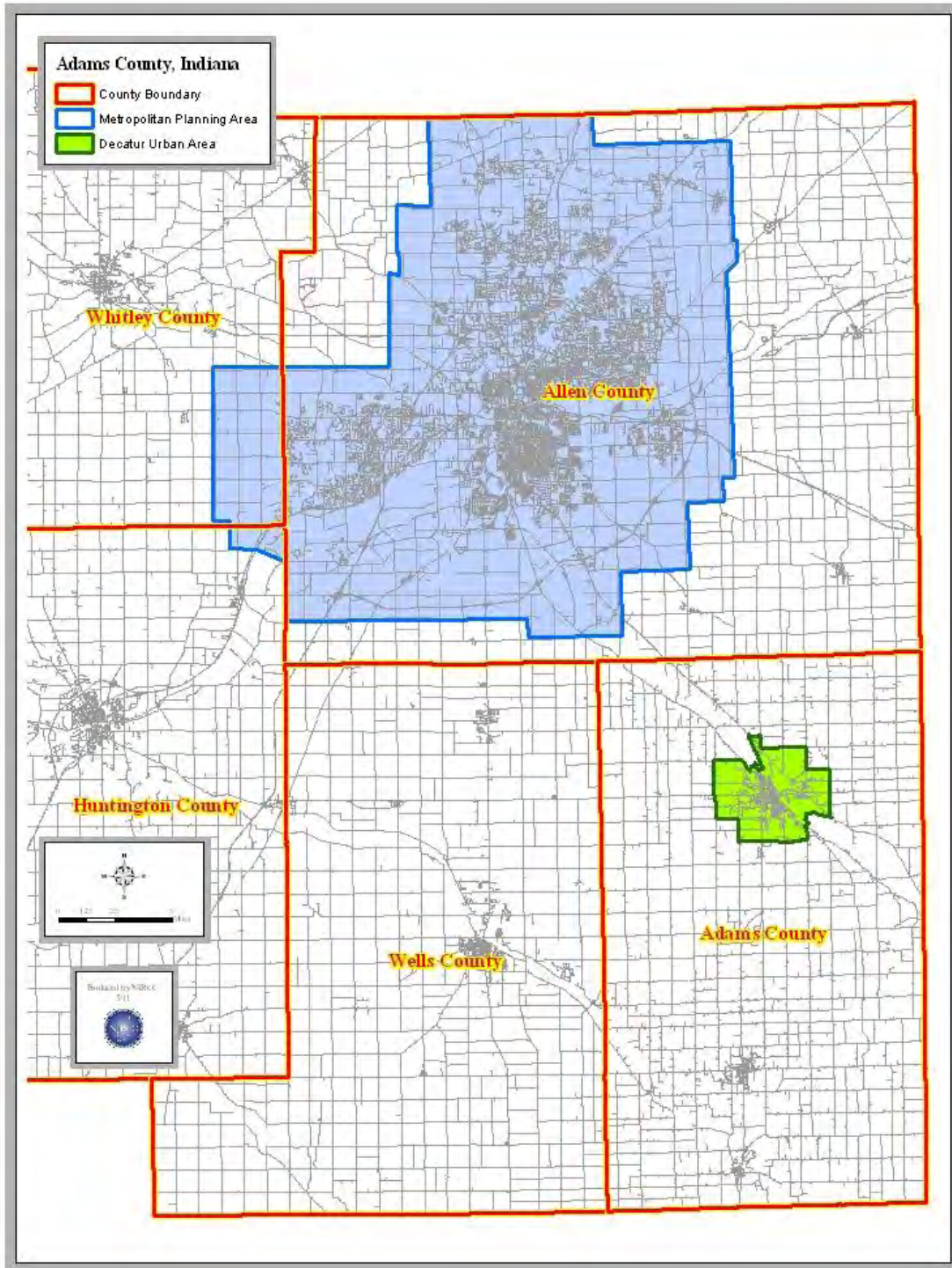
The Northeastern Indiana Regional Coordinating Council has conducted the transportation planning activities for the Fort Wayne Metropolitan Planning Area for many years. The remaining portion of rural Allen County and the adjacent surrounding counties, including the smaller urban areas, do not meet the traditional requirements for transportation planning activities. However, an interdependent relationship exists between the smaller urban communities, the rural areas, and the Metropolitan Planning Area. These areas have a symbiotic relationship with each benefiting from the resources and socioeconomic composition of the other. A planning decision in one community can influence the planning decisions in the surrounding communities. In addition, air quality concerns and issues require an expanded role by the Metropolitan Planning Organization involving data collection and planning efforts. Coordination, cooperation, and an understanding of the problems each area faces help to support a well designed and efficient transportation system. Figure 1 shows the metropolitan planning area for Allen County, rural planning area for Allen and Adams County and the urbanized area of Decatur.

In an effort to promote an efficient transportation planning process, the Northeastern Indiana Regional Coordinating Council (NIRCC) extended transportation planning activities to the smaller urban communities and rural portions within it's jurisdiction. The objective of these activities is to facilitate a cooperative, coordinated and comprehensive transportation planning process for all areas within the region. The process has resulted in a program of projects designed to solve transportation problems, improve the safety and efficiency of the transportation system, and meet the desires and needs of the citizens, businesses, and local officials of these communities.

The Small Urban / Rural Area transportation plan was established through cooperation with the Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) in 2000. NIRCC accepted the responsibility of preparing and maintaining a transportation plan for rural areas within NIRCC's jurisdiction. This report includes a summary of problem areas as identified by planning staff and local officials, data

collected, data analysis, and recommended solutions. The report serves as the short-range transportation plan for the urban communities and rural areas in Adams County.

Figure 1



TRANSPORTATION PLANNING ACTIVITIES

A short-range transportation plan encompasses all transportation-related issues within a geographic area to promote a safe and efficient transportation system that supports and encourages economic development. In order to analyze a transportation system, all problem areas must be identified. Council held meetings with local officials from Decatur, Berne, Geneva and Adams County to compile a list of locations to be analyzed. Identified problem areas are then categorized for council to begin the data collection and evaluation process. In Adams County, the issues addressed in the transportation plan will included; review of the Federal Functional Classification System, railroad crossings, intersection performance, accessibility and mobility, bicycle and pedestrian facilities, roadway capacities, and current/future high growth areas.

To gain the necessary tools council collected and reviewed traffic data, roadway characteristics, demographic data, and land use variables with the urban communities and rural areas. Analyses were preformed to identify problems, assess current and future conditions, and develop viable solutions. This report documents the transportation planning activities including the data collected, the analyses preformed, and the recommended transportation improvements.

TRANSPORTATION PLANNING TASKS

Traffic Counting and Data Collection

Traffic counting is the primary method for collecting information on the transportation system. The traffic counting activity includes three different types of traffic counts: ground counts, selected intersection counts, and classification counts. These three components constitute the framework of the traffic counting/classification program to obtain traffic volumes, traffic flow movements, and vehicle classification information for use in transportation planning and analysis.

Ground counts are the standard technique for collecting traffic volume data on roadway sections. From these counts, twenty-four hour annual average daily traffic volumes (AADT) are derived for the sampled locations. The counts were conducted for a forty-eight hour period. An average

of the two-day period was derived from the forty-eight hours to obtain a twenty-four hour annual average daily traffic volume (AADT). Axle correction and seasonal factors were applied as appropriate. Traffic volumes are used in a variety of ways in transportation planning. Traffic volumes serve as primary planning tools that serve as a preliminary value, which represents the current usage of a roadway, a value for future comparison with updated data, and as an aid projecting the future usage of a roadway given planned or anticipated development. Intersection counts will be conducted at selected intersections upon request by local officials to collect the necessary information to assess potential problems, traffic control, and level of service to determine the performance of an intersection by measuring the intersections level of service. The level of service (LOS) is based upon the average delay a vehicle is stopped by various movements within an intersection. LOS is defined alphabetically A through F, where A indicates the best LOS and F indicates the worst LOS. Council follows the standards for determining an intersection's LOS set in the "Highway Capacity Manual, 2010".

Classification counts are conducted at strategic locations to determine the mix of various vehicle types. A classification count is a specific type of ground count. Vehicle types are categorized into passenger vehicles, buses, various light trucks, and various heavy trucks depending on the number of axles and distance between axles. A percentage is calculated from the total vehicles for each category based on size and number of axles. This information offers Council the ability to determine the average number of semi tractor-trailers that use a roadway on a given day. This data is a crucial element in developing an effective transportation plan that offers a solution for a given geographical problem area due to the effect of the operating characteristics of large trucks on road and intersection design.

A considerable amount of work was given to traffic counting in the urban communities and rural areas of Adams County. Council sampled ground counts on all roadways classified on the federal functional classification system within Adams County and on roadways being considered for inclusion in the functional classification system. Additional counts were conducted at railroad crossings and selected roadways not functionally classified to determine specific information related to safety, future development or identified problems.

The combination of ground counts, intersection counts, classification counts, and crash data provides information on traffic volumes, traffic flow movements, and vehicle classification information for use in transportation planning and analysis. The traffic count information assists in the identification and clarification of problem areas, assessing the magnitude of the problem, and developing viable solutions to mitigate the problem.

Railroad Crossing Inventory

The maintenance of information on highway and railroad at-grade crossings is important for assessing the need for safety improvements. The information is updated and forwarded to the Indiana Department of Transportation. Based on this information, the Indiana Department of Transportation prioritizes railroad crossings on a statewide basis. The Indiana Department of Transportation then selects railroad crossings with the highest priorities for safety improvements.

Council collected crossing information at all at-grade highway and railroad crossings in the rural and small urban communities. The type of information collected includes crossing identification number, type of crossing protection, number of tracks, number of highway travel lanes, and other pertinent data. This information was checked against the railroad crossing inventory data from the Indiana Department of Transportation for accuracy. For crossings, which are not protected with crossing gates and flashing lights, ground counts were conducted to update the railroad-crossing inventory. The collected information is provided to the Indiana Department of Transportation. In addition to the inventory update, specific crossings were analyzed in more detail upon the request of local officials. NIRCC gathered additional land use data and photographs to address individual crossing concerns.

Demographic Data and Land Use Inventory

Demographic data assists planners by identifying where people live, work, shop, go to school, and pursue recreational activity. Comparing information from different years, show where growth is occurring and provides insight on where future growth will take place. Knowing the demographic profiles and land uses helps to understand the travel needs, desires, and traffic patterns of a community. Census data is a primary source for demographic data. Building permits and local knowledge supplements the census information. Land use information

obtained from the local planning commission provided valuable information on existing and future development.

Demographic data was collected for the rural and urban communities in Adams County. Census information including 1990 & 2000 base information on population and housing units was utilized. Meetings were held with local representatives to obtain existing and proposed land uses. The land use inventories were also reviewed. Maps were prepared based upon the information collected. Agricultural, business, manufactured housing, conservation, industrial, residential land uses were identified. The land use information provides important information necessary to identify and address current and future transportation needs.

Identify Problem Areas and Recommend Improvements

The culmination of data collection, analysis, and review of problem areas as part of the transportation planning process is documented in this plan for Adams County. The plan identifies projects, provides information and analysis specific to each location, and support data for local officials use in the implementation process. All recommended improvements are reviewed by local governments and the Northeastern Indiana Regional Coordinating Council. Upon approval, the plan becomes a tool for implementing specific projects to increase the safety and efficiency of the transportation system.

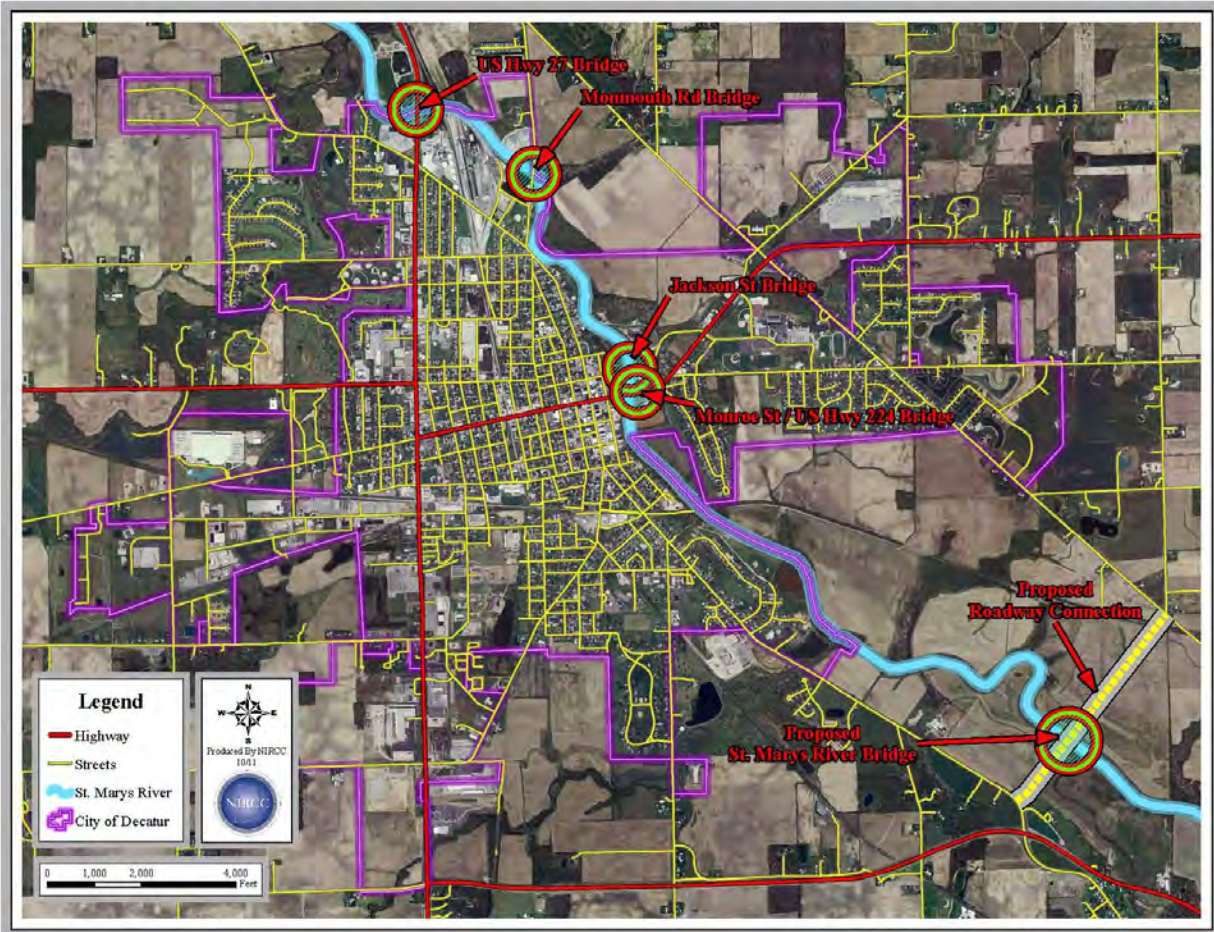
The rural transportation planning process directly involves local elected and appointed officials to represent each jurisdiction as well as the Indiana Department of Transportation District Office. This process insured that reasonable and acceptable projects were developed in a coordinated manner. The plan is submitted to the Indiana Department of Transportation to provide early information on projects for planning and programming needs. This transportation planning process will help facilitate better management of the entire transportation system

TRANSPORTATION IMPROVEMENT PROJECTS

COUNTY ROAD N 300 E – NEW ROAD & BRIDGE CONSTRUCTION

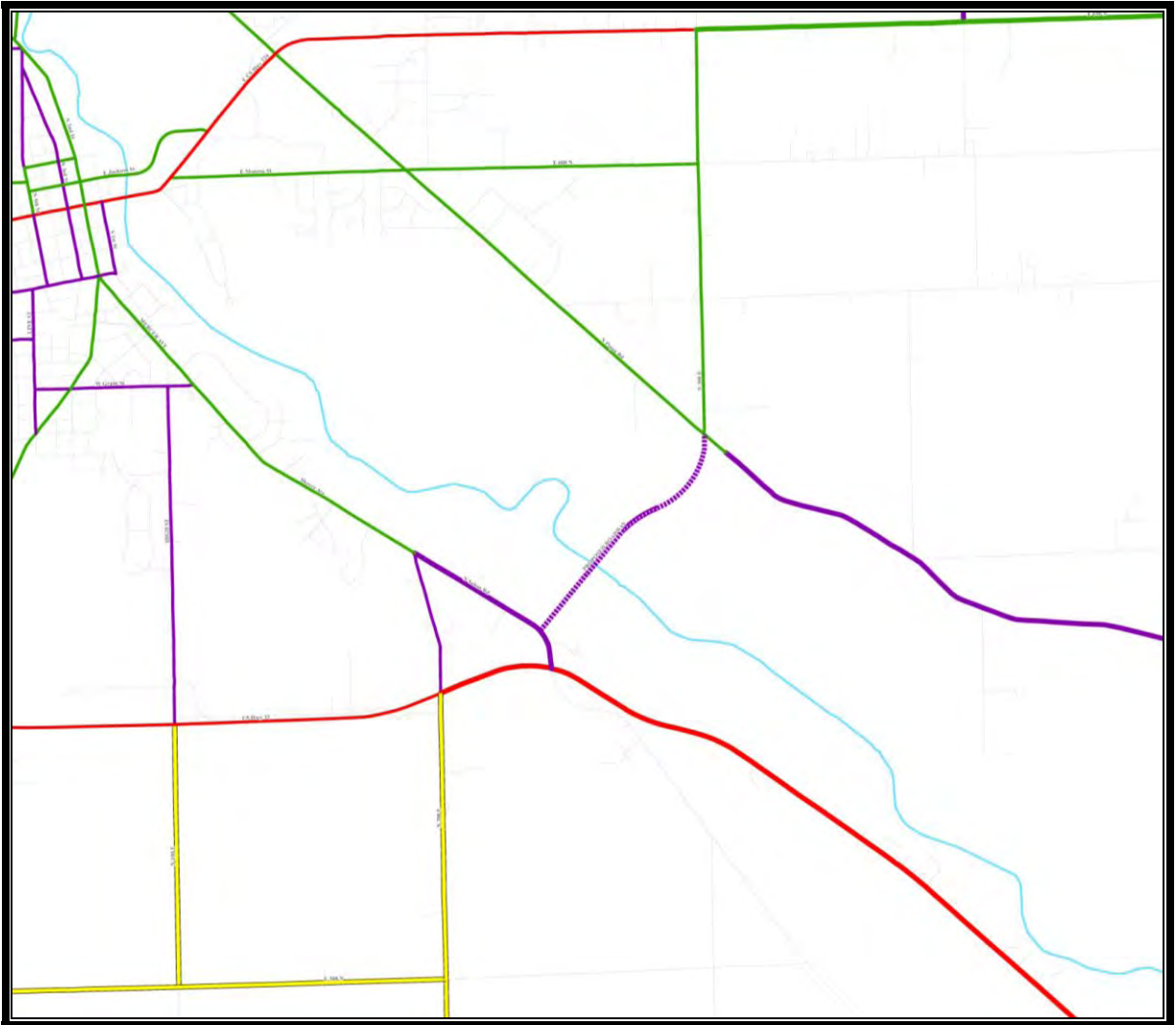
Local officials have identified the need for an additional bridge to cross the St. Mary’s River as an essential element to economic growth in the area. There are currently four bridges that traverse over the St Mary’s River (see Figure 2). An additional bridge crossing would provide access for development while having a minimal impact on existing roadways and bridges.

Figure 2



The location for the new roadway and bridge has been preliminarily identified as an extension of N 300 E south from the intersection at Piqua Road to Mercer Avenue. Figure 3 shows a conceptual drawing of the proposed roadway.

Figure 3



PIQUA ROAD: N 300 E TO US 224 – ROAD RECONSTRUCTION

The St Mary’s River defines the geographic boundary that separates the northeast portion of Decatur from the downtown area. Piqua Road is the primary northwest to southeast roadway in this area that carries 1,500 vehicles per day between US 224 and Monroe Street. Residential growth has occurred in this area increasing the importance of Piqua Road. Improvements to this roadway will be needed to address future development and additional traffic in anticipation of a proposed improvement to add an additional bridge over the St. Mary’s River.

A future project should be considered to reconstruct Piqua Road from N 300 E to US 224. The proposed improvements should include bicycle and pedestrian facilities, a continuous center left turning lane, and illumination. Access management strategies should be incorporated into the design.

US 27: W 100 S TO SOUTH COUNTY LINE – ROAD RECONSTRUCTION

US 27 is a two lane rural design state highway that carries the primary north south traffic through Adams County. The roadway carries between 6,000 and 11,000 vehicles per day on this corridor. Truck traffic comprises 15% to 20% of the traffic on this corridor of roadway. Limited shoulders exist along this portion of US 27 which create safety issues for motorists traveling the corridor especially for heavy truck traffic. Crash data show that there have been 170 crashes in 2008, 2009, and 2010 along this corridor. 30 of these crashes, 18 percent, involved a vehicle that ran off the roadway.

This section of US 27 also has a large population of Amish residents that are reluctant to travel on the narrow shoulders. Improvements to provide a shoulder for emergency stops and Amish traffic would benefit the entire corridor.

The Indiana Department of Transportation has identified an improvement project to create a “Super 2” type facility of US 27 throughout this corridor on their long range plan. The improvement however is not programmed as funding has not become available at this time. An improved corridor would provide for improved mobility of freight in the area and increase potential for economic development. NIRCC would recommend that local officials continue their efforts to seek funding support for this project. The proposed improvement will increase safety along the corridor and provide a safe means of travel for Amish residents in this area and a refuge area for disable vehicles.

PARKWAY STREET: S HARRISON ST (US 27) (S CHURCH AVE) TO VILLAGE WAY/S 150 W VILLAGE WAY/S 150 W: PARKWAY STREET TO SR 218 (W MAIN STREET)

South Adams High School is located on the south side of Parkway Street between Village Way and US 27. The increased residential development east of this location and the traffic generated from the school is increasing the volume of traffic on Parkway Street and Village Way. Crash data has identified crashes at various locations along both roadways. Parkway Street was also identified by the Indiana Department of Transportation in their annual “Indiana 2010 Five-Percent Report”. This report includes the top five percent locations throughout the state that meets specific crash frequency and severity thresholds.

Crash data from 2008 to 2010 includes 18 crashes on Parkway Street between S Harrison St (US 27) and Village Way. Four of the 18 crashes resulted in an injury to an involved individual. Additional trips are anticipated from the housing development to the west which will continue to increase traffic on both roadways. Current count data shows that approximately 1,000 vehicles travel on S 150 W south of Parkway Street. Additional data will be collected to determine the level of service for both roads and the impacted intersections.

A road reconstruction project to provide safe access to Parkway Street and Village Way may be warranted in the future. The project could require a three lane section with a continuous center left turning lane, curbs, illumination and bicycle / pedestrian facilities to address safety, mobility, and accessibility.

ACCESS MANAGEMENT

Safe and efficient transportation networks rely on the practice of access management concepts to ensure that developments can occur while having a minimal negative impact on the roadways that serve them. The development of a successful access management system requires local officials to apply standards to all developments on identified roadways to ensure that issues related to accessing proposed developments incorporate basic transportation needs. These standards are applied in Adams County on all INDOT controlled roadways through the district office.

Locally owned roadways should adhere to similar standards to ensure consistency for both roadway users and developers. The key concepts for access management are to provide accessibility to developments while making minimum impacts to the existing roadway serving the development. Strategies include; reduction in the total number of accesses, maximize the distance between accesses and intersections, use of access roads, the inclusion of auxiliary lanes.

The Northeastern Indiana Regional Coordinating Council recommends that an access management system be initiated on all federally functional classified roadways within Adams County. NIRCC will work with local officials to establish appropriate standards for developments on identified roadways.

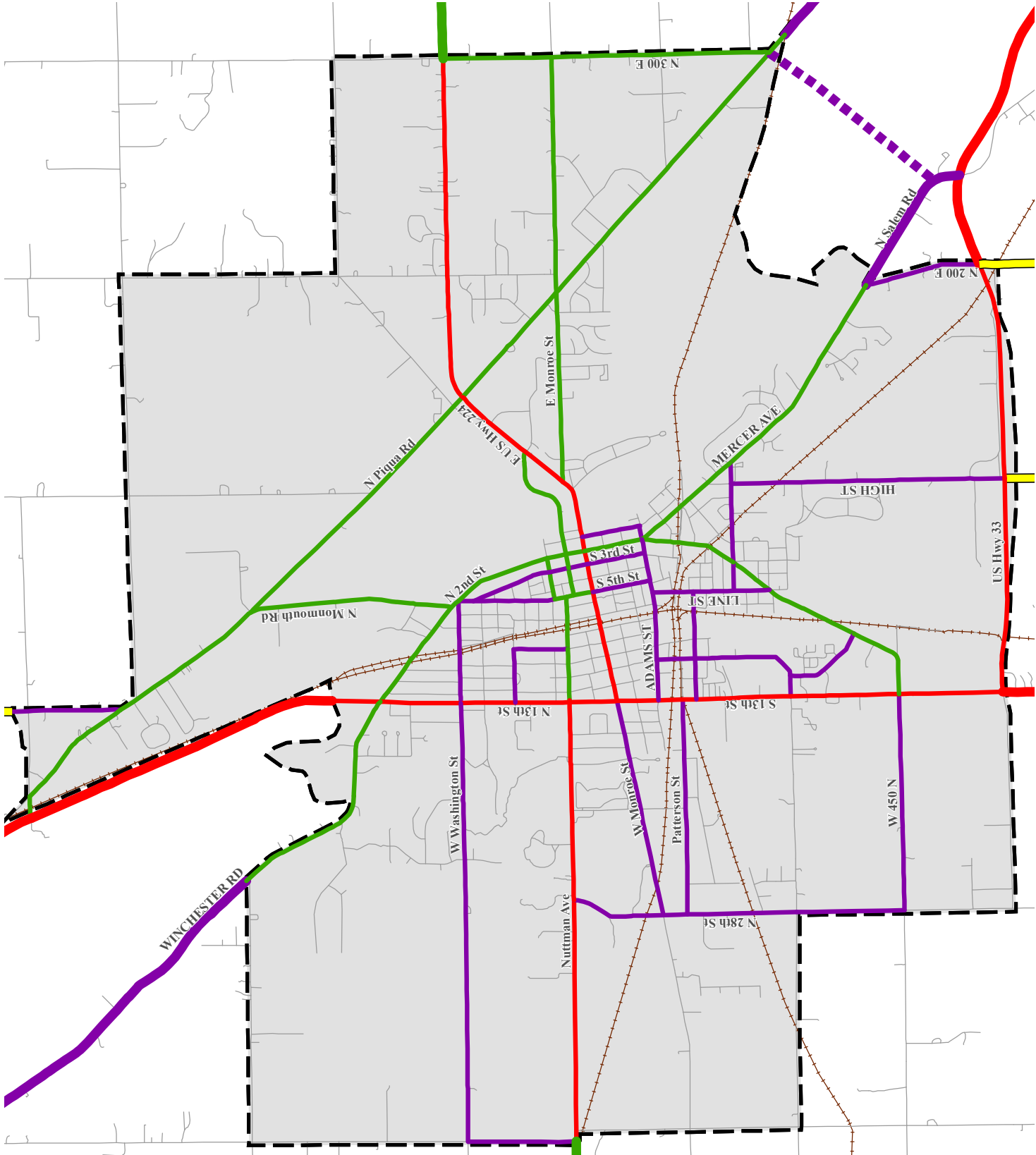
TRANSPORTATION NETWORK – FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM

The Federal Functional Classification System groups streets and highways into classes according to the character of service they provide. Roads and streets do not serve travel independently. Most travel involves movement through a network of various roadway types. Because of this it is important to understand the purpose of each road in a network and how it compliments.

Adams County officials identified a number of roadways that were classified as local streets in the Federal Functional Classification System that serve the public in a different manner. Staff reviewed the transportation network, functional classification of parallel roadways and traffic volumes to determine the appropriate classification for these roadways. NIRCC would recommend that efforts be made to include the following roadways in the Federal Functional Classification System;

1. **E 600 N** from N 300 E to N 500 E,
2. **Industrial Park Drive** from Nuttman Avenue to Patterson Street,
3. **W 500 N** from S 13th Street to N 28th Street,
4. **N 100 E** from E 300 N to State Road 124,
5. **N Salem Road** from US 33 to State Road 124,
6. **000 Road** from State Road 124 to 900 S,
7. **500 S** from S 150 W to S 200 E,
8. **700 S** from S 500 W to S 200 E,
9. **S 150 W / Village Way** from W 500 S to W 700 S

The maps below represent the proposed federal functional classification system with the addition of the roadways listed above. NIRCC will assist local officials in completing the necessary documentation to request the addition of these roadways.



FUNCTIONAL CLASSIFICATION SYSTEM FOR DECATUR, IN

URBAN FUNCTION CLASSIFICATION

- URBAN INTERSTATE
- URBAN OTHER PRINCIPAL ARTERIAL
- URBAN MINOR ARTERIAL
- URBAN COLLECTOR
- PROPOSED URBAN COLLECTOR

RURAL FUNCTION CLASSIFICATION

- RURAL INTERSTATE
- RURAL OTHER PRINCIPAL ARTERIAL
- RURAL MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- RURAL MINOR COLLECTOR
- PROPOSED RURAL MAJOR COLLECTOR
- PROPOSED RURAL MINOR COLLECTOR

Other Map Features

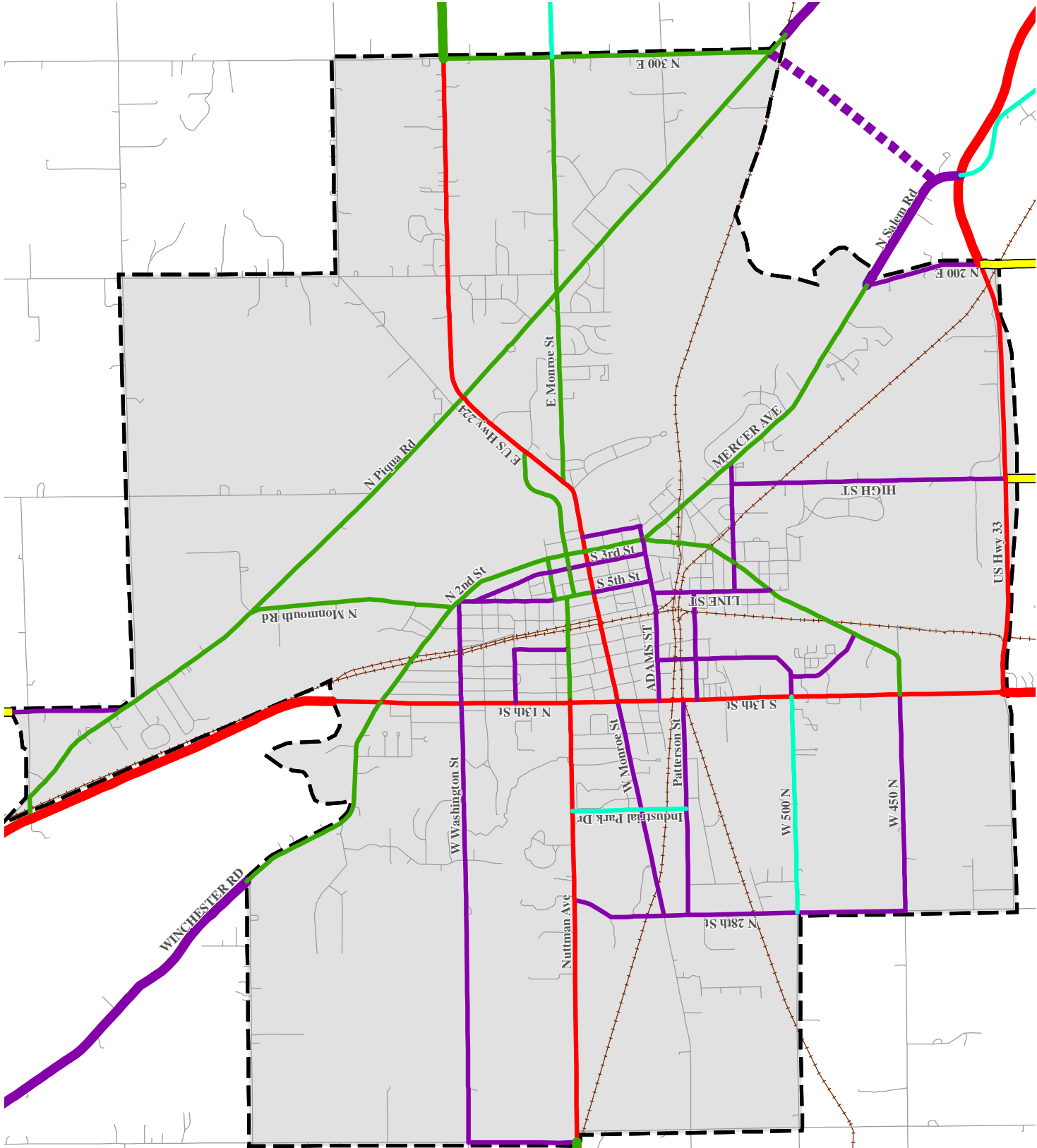
- Street
- Railroad
- Decatur Urban Boundary

Produced By NIRCC
5/11



NIRCC





PROPOSED FUNCTIONAL CLASSIFICATION SYSTEM FOR DECATUR, IN

PROPOSED FUNCTION CLASS CHANGES

- PROPOSED URBAN INTERSTATE
- URBAN OTHER PRINCIPAL ARTERIAL
- URBAN MINOR ARTERIAL
- URBAN COLLECTOR
- PROPOSED URBAN COLLECTOR

RURAL FUNCTION CLASSIFICATION

- RURAL INTERSTATE
- RURAL OTHER PRINCIPAL ARTERIAL
- RURAL MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- RURAL MINOR COLLECTOR
- PROPOSED RURAL MAJOR COLLECTOR
- PROPOSED RURAL MINOR COLLECTOR

Other Map Features

- Street
- Railroad
- Decatur Urban Boundary

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A north-south compass rose is located to the left of the text.

FUNCTIONAL CLASSIFICATION SYSTEM FOR ADAMS COUNTY, IN

URBAN FUNCTION CLASSIFICATION

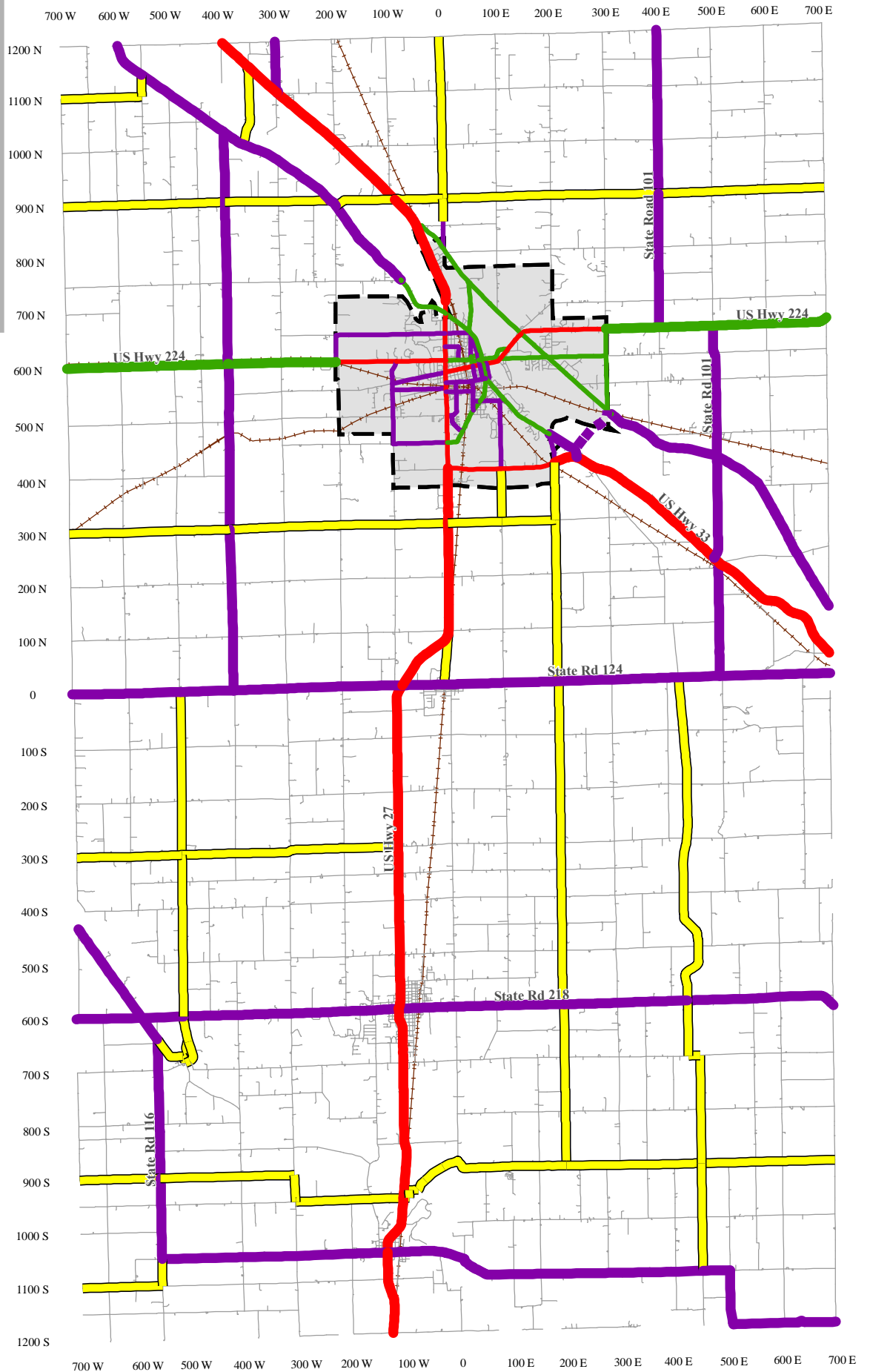
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RURAL FUNCTION CLASSIFICATION

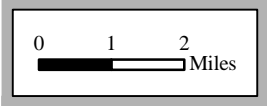
- RURAL INTERSTATE
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- RURAL MINOR ARTERIAL
- RURAL MAJOR COLLECTOR
- RURAL MINOR COLLECTOR
- PROPOSED RURAL MAJOR COLLECTOR
- PROPOSED RURAL MINOR COLLECTOR

Other Map Features

- Street
- Railroad
- Decatur Urban Boundary



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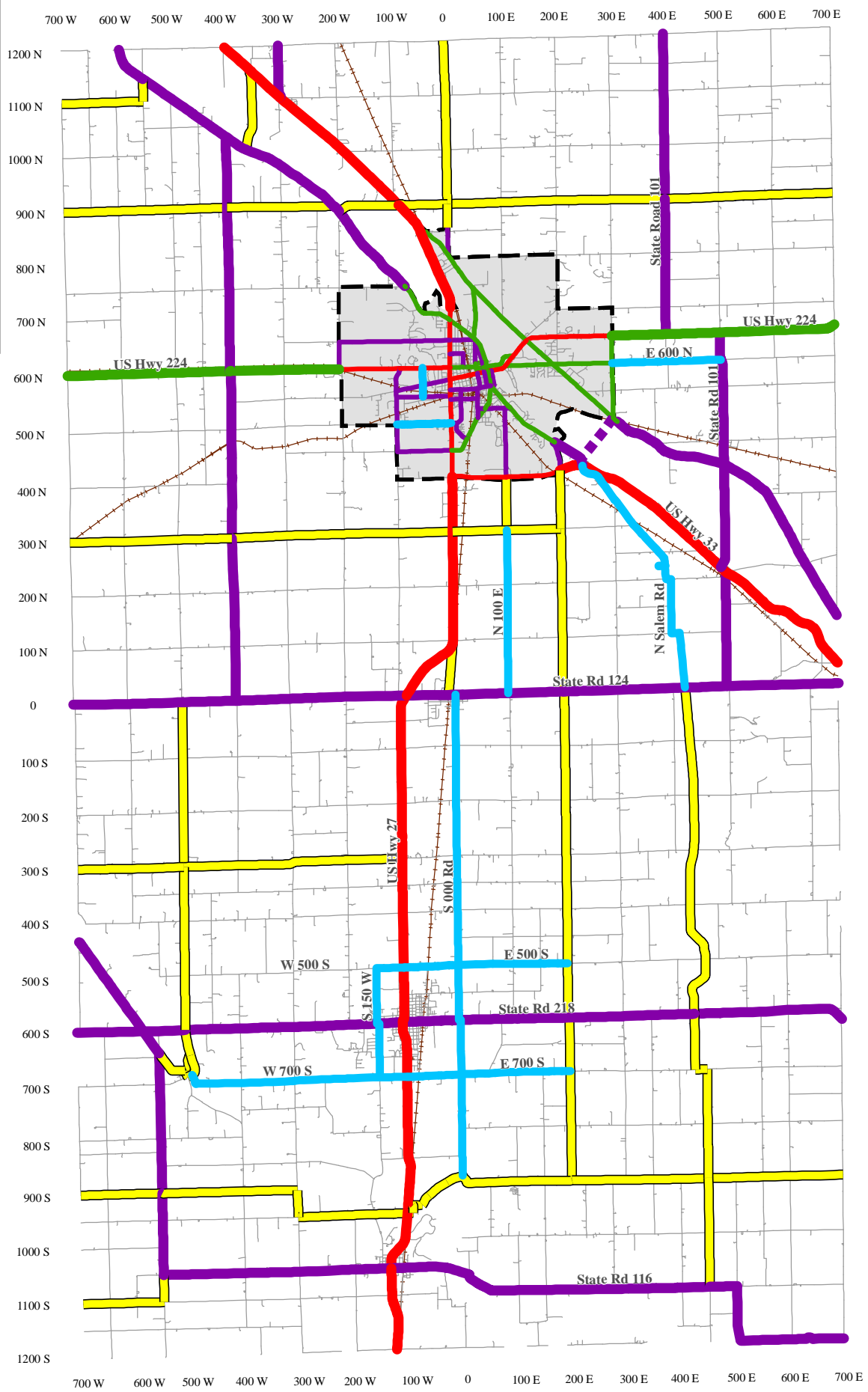
**PROPOSED
FUNCTIONAL CLASSIFICATION
SYSTEM FOR
ADAMS COUNTY, IN**

- PROPOSED FUNCTION CLASS CHANGES
- URBAN FUNCTION CLASSIFICATION**
- URBAN INTERSTATE
- URBAN OTHER PRINCIPAL ARTERIAL
- URBAN MINOR ARTERIAL
- URBAN COLLECTOR
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- RURAL FUNCTION CLASSIFICATION**
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- PROPOSED RURAL MAJOR COLLECTOR
- PROPOSED RURAL MINOR COLLECTOR
- Other Map Features**
- Street
- Railroad
- Decatur Urban Boundary



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AT-GRADE RAILROAD CROSSING SUMMARY

The Northeastern Indiana Regional Coordinating Council reviewed all public at-grade railroad crossings in Adams County. The review included an update of the Indiana Department of Transportation Public At-Grade Railroad Crossing Inventory information, field check of each site, and traffic count. The following summary includes issues identified by staff as part of the review.

Issues related to the Public At-Grade Railroad Crossing Inventory will be forwarded to Indiana Department of Transportation. Specific issues identified at crossings are included in the plan to support future improvements and ensure proper agencies are aware of issues. The Northeastern Indiana Regional Coordinating Council will work with all agencies necessary to ensure issues are addressed to ensure public safety at all public at-grade railroad crossings.

1. N 2ND STREET (CROSSING # 532307F)

- The crossing sign indicates the number of tracks as “8”. This sign should be updated to reflect the number of tracks as “9”.

2. N 13TH STREET / US 27 (CROSSING #261736J)

- This crossing does not have the railroad owner name listed on the identification plate.
- The railroad crossing pavement markings are worn at this location. Improved pavement markings should be considered to improve visibility of the crossing.

3. CROSSINGS IDENTIFIED THAT DO NOT HAVE PAVEMENT MARKINGS

- Line St (Crossing #261732G)
- 10th St (Crossing #261733N)
- 11th St (Crossing #261734V)
- Adams St (Crossing #532301P)
- Nuttman St (Crossing #532304K)
- Washington St (Crossing #532306Y)
- 900 N (Crossing #532311V)
- 100 W (Crossing #532313J)
- 1000 N (Crossing #532314R)
- 1100 N (Crossing #532315X)
- Industrial Park Dr (Crossing #918328U)

4. CROSSINGS IDENTIFIED THAT HAVE FADED OR WORN PAVEMENT MARKINGS

- 13th St / US 27 (Crossing #261736J) – Difficult to see stop lines and railroad crossing symbols

- Jefferson St (Crossing #532302W) - have faded stop line westbound and no stop line eastbound, no railroad crossing symbols
- Monroe St / US 224 (Crossing #532303D) - hard to see stop lines and no railroad crossing symbols
- Dayton St (Crossing #532305S) - have faded stop line eastbound and no stop line westbound, no railroad crossing symbols
- 2nd St (Crossing #532307F) - no stop lines visible in both directions
- 2nd St (Crossing #532308M) - have stop line westbound but no stop line visible eastbound
- Piqua Rd (Crossing #532309U) - hard to see stop lines and no railroad crossing symbols

5. CROSSINGS IDENTIFIED THAT HAVE MISSING OR DAMAGED WARNING DEVICES

- Industrial Park Dr (Crossing #918328U) – there is no warning device facing northbound, just the pre-warn sign.



Industrial Park Drive (northbound)

- 11th St (Crossing #261734V) – the southbound warning device is damaged



11th Street (southbound)



11th Street (looking west)

6. CROSSINGS IDENTIFIED THAT HAVE LIMITED OR INADEQUATE SIGHT DISTANCE

- 1100 N (Crossing #532315X) –traffic is unable to see oncoming trains at this crossing in both directions due to overgrown vegetation.



1100 N (eastbound looking south)



1100 N (westbound looking north)

- 900 N (Crossing #532311V) – westbound traffic is unable to see southbound trains at this crossing due to overgrown vegetation.



900 N (westbound looking north)

- Washington Street (Crossing #532306Y) – eastbound traffic is unable to see northbound trains at this crossing due to overgrown vegetation.



Washington Street (eastbound looking south)

- Line Street (Crossing #261732G) – northbound traffic is unable to see westbound trains at this crossing due to overgrown vegetation.



Line Street (northbound looking east)

- Industrial Park Drive (Crossing #918328U) – northbound traffic is unable to see westbound trains due to fencing and overgrown vegetation.



Industrial Park Drive (northbound looking east)

TRANSPORTATION SAFETY - CRASH DATA

Crash data is critical component in the transportation planning process. Crash data can provide insight to problem areas caused from congestion, geometrics deficiencies, limited or restricted sight distance, lack of warning devices and other various roadway characteristics. Planners and local officials can utilize this information to identify problem areas and solutions to mitigate future issues. Crash data can also be utilized in the process of project selection and prioritization.

Driver behavior is often found to be the primary contributing factor to crashes. Crash data can assist law enforcement agencies in identifying areas to focus their efforts to target specific reoccurring issues related to driver behavior that results in crashes. In order to determine where crashes are occurring and what the circumstances are involved planning staff obtains all crash reports for the entire county and maps each crash into a geographic information system (GIS). All reported details for each crash report is linked to each of these reports. By having each crash mapped at the location it occurred, planning staff is able to analyze crash data in a multitude of manners to meet specific analytical types throughout the planning process.

Crash Summary

The crash data for Adams County was retrieved through the Indiana State Police database ARIES (Automated Reporting Information Exchange System) for the past three years (2008 to 2010). This summary provides a unique location description of all the crashes within an area and includes all crashes reported within Adams County by any reporting law enforcement agency. A summary has been provided in the Crash Data section of this plan for years 2008, 2009, and 2010. This information can assist local officials in assessing the success of efforts to reduce crashes, injuries and fatalities.

Crash Analysis

Determining hazardous locations within a transportation network requires accurate crash records and geographic information tools to combine crash data with traffic data. All crash locations within Adams County are input into a GIS map layer that also contains traffic information. GIS tools are then utilized to create buffers around each crash and combine crashes that occur within a 250 feet radius of one another. This analysis is referred to as a density analysis. The density analysis establishes points at intersections and combines crashes that occur on each approach of the intersection to give planners a comparison tool to review other similar locations. Once the density analysis is complete traffic volume data is combined with the identified crash locations to establish a crash rate.

The crash rate is the manner in which locations can be compared to determine the level of safety by using volume to balance the comparison of various locations. For example, a location that has 10 crashes in one year which has a high traffic volume entering the location may be safer than a location with 5 crashes and a significantly lower volume. Table 1 shows the top ten locations identified by RMV (rate per million entering vehicles) in the density analysis using

crash data from 2008, 2009, and 2010 for Adams County. A complete listing is also included in the appendix. The list of locations is reviewed to determine accuracy of identified locations. In some instances crashes at two separate locations are combined into one if the distance between the crash points is less than that of the buffer established by the GIS analysis tool. Staff retrieves each crash report for the most hazardous locations identified and reads the details from each report to create collision diagrams. The collision diagrams are used to help planners and engineers determine what safety deficiencies exist based on the types of crashes and circumstances involved at each location. The following collision diagrams and crash summaries have been created for the top ten locations identified through the density analysis. The intersection of N Church Avenue and W Parr Road has also been included as requested by local officials.

Table 1

2008-2010 Crash Density Summary

Location	Total Crashes	Annual Average	Entering Vehicles	RMV
S 2ND ST and ADAMS ST	16	5	8,478	1.72
N 13TH ST and W WASHINGTON ST	15	5	11,626	1.18
S 13TH ST and ADAMS ST	17	6	13,449	1.15
N 13TH ST and W MONROE ST	19	6	15,200	1.14
N 13TH ST and NUTTMAN AVE	34	11	27,484	1.13
N CHURCH AVE and W MAIN ST	14	5	14,832	0.86
N 2ND ST and W MONROE ST	18	6	21,688	0.76
N 3RD ST and W MONROE ST	11	4	13,556	0.74
N US HWY 27 and US HWY 33	18	6	24,542	0.67
S 13TH ST and BOLLMAN ST	13	4	20,588	0.58
<i>N CHURCH AVE (US 27) & W PARR RD</i>	<i>10</i>	<i>3</i>	<i>10,400</i>	<i>0.88</i>

Sorted by Rate per Million Vehicles (RMV)

000 from State Road 124 to 900 S

Local officials asked that crash data be reviewed for this corridor to identify crash patterns and roadway deficiencies. Crash data from 2008 to 2010 was reviewed and summarized by staff. The crash frequency for a nine mile roadway section does not show a hazardous crash rate however the number of injury and fatal crashes support the existence of safety issues that warrant future monitoring of the corridor. Staff will review crash data annually on this corridor and track any changes.

There were 27 crashes over the three year period that included one fatality and 10 personal injuries. 14 of the crashes were single vehicle, off road collision crashes, due to weather or other environmental issues. The ICF was calculated and determined to be -0.11 while the ICC was determined to be 0.50. These values show that the corridor is operating similar to other corridors throughout the State of Indiana with similar traffic.

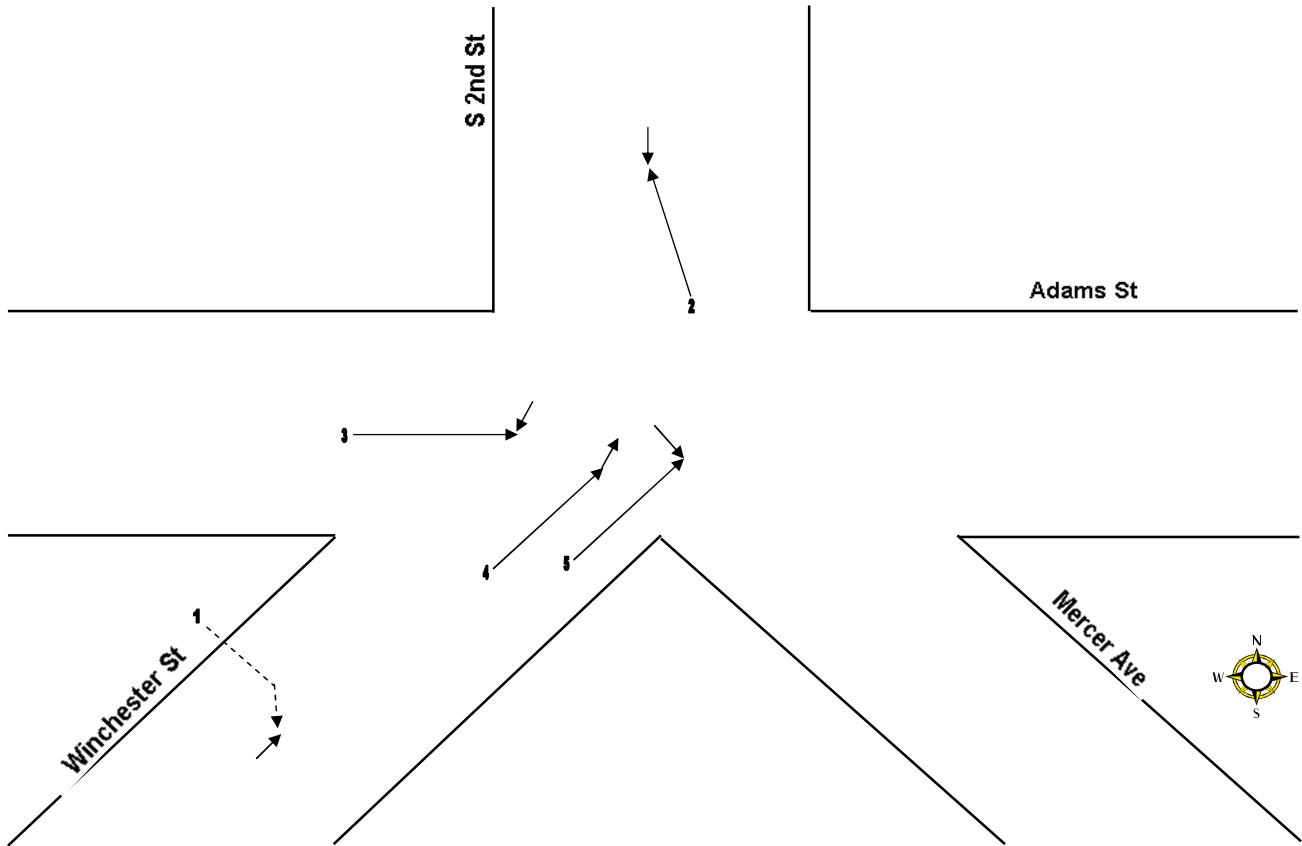
S 2nd Street & Adams Street / Winchester Street/ Mercer Avenue
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	4	1	0	1.62	-0.1	-0.56
2009	6	0	0	1.94	0.15	-0.97
2010	5	0	0	1.62	-0.1	-1.05
Total	15	1	0	1.73	0.02	-0.88

Number Entering Vehicles = 8478

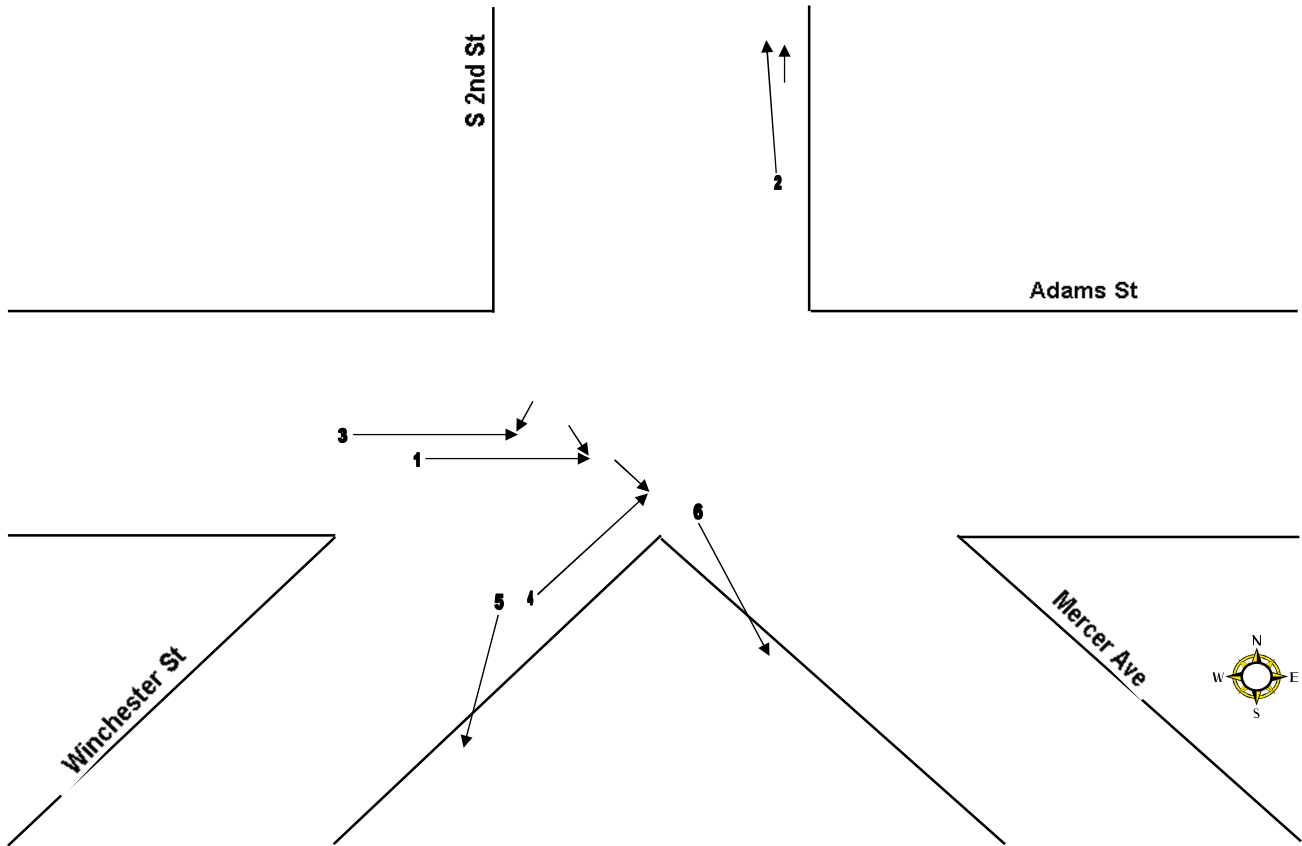


2008 Collision Diagram - S 2nd St & Adams St (Winchester St / Mercer Ave)



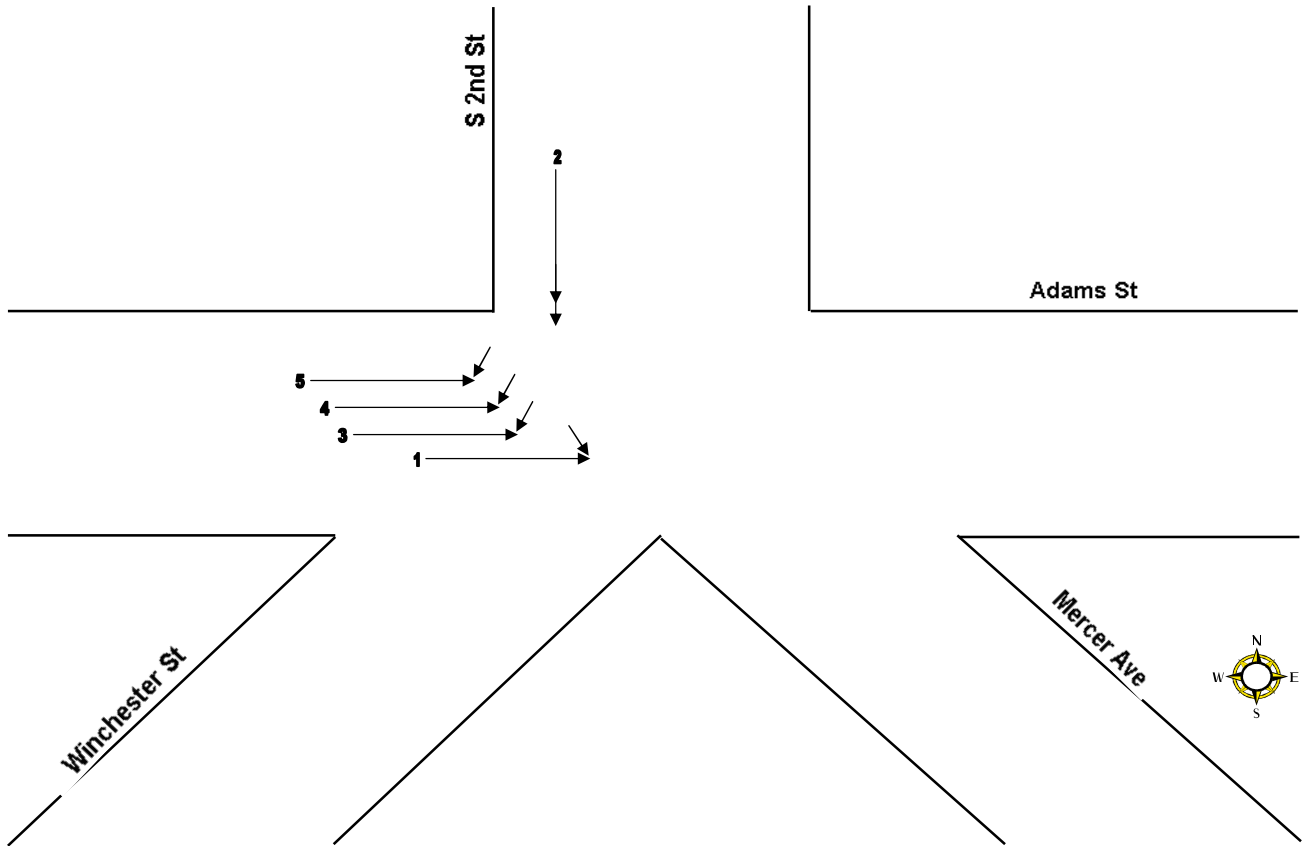
**Not to scale*

2009 Collision Diagram - S 2nd St & Adams St (Winchester St / Mercer Ave)



*Not to scale

2010 Collision Diagram - S 2nd St & Adams St (Winchester St / Mercer Ave)



**Not to scale*

N 2nd Street & W Monroe Street (US 224)

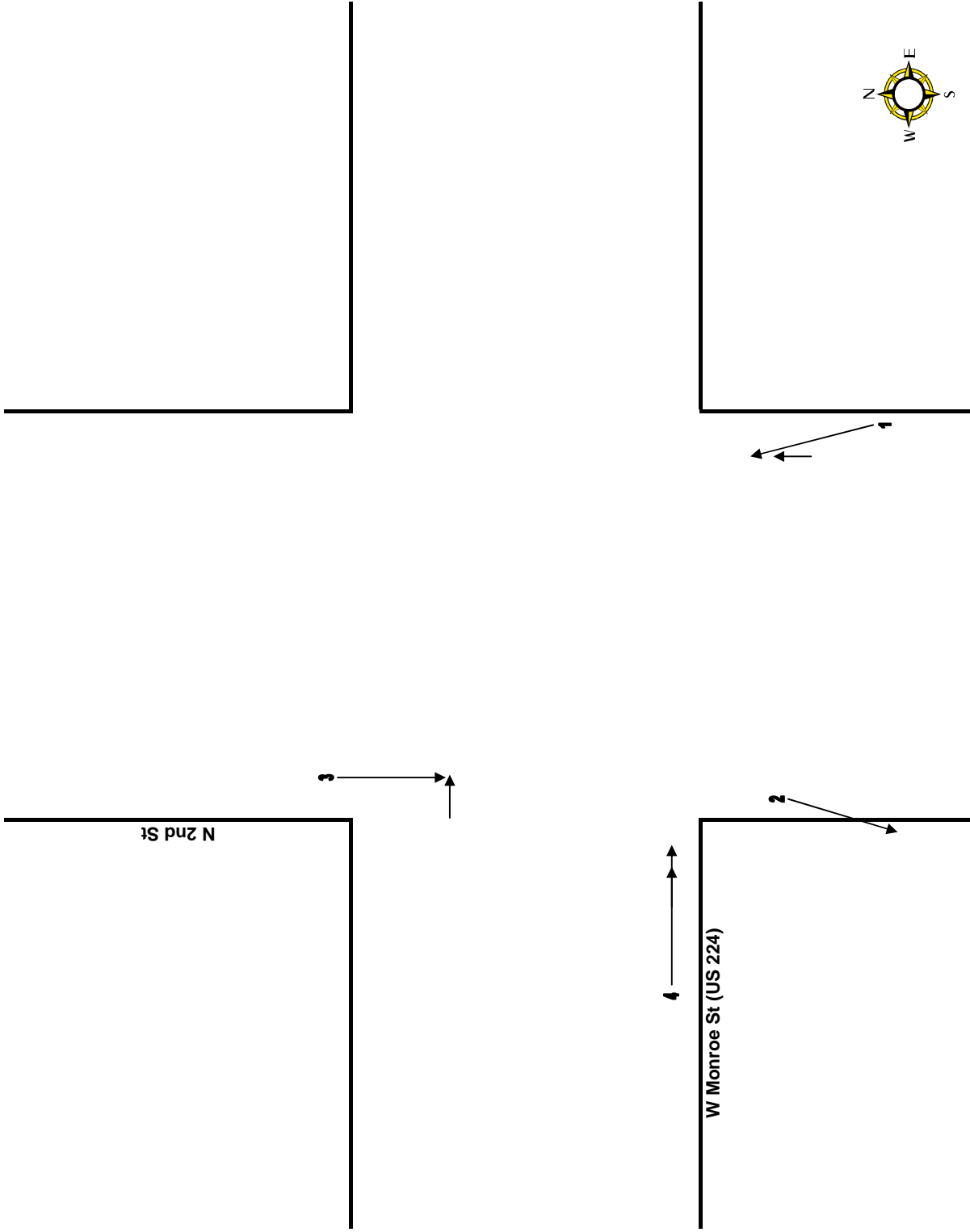
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	4	0	0	0.51	-0.33	-1.18
2009	8	3	0	1.39	0.95	0.75
2010	1	1	0	0.25	-0.76	-0.71
Total	13	4	0	0.72	0.01	-0.28

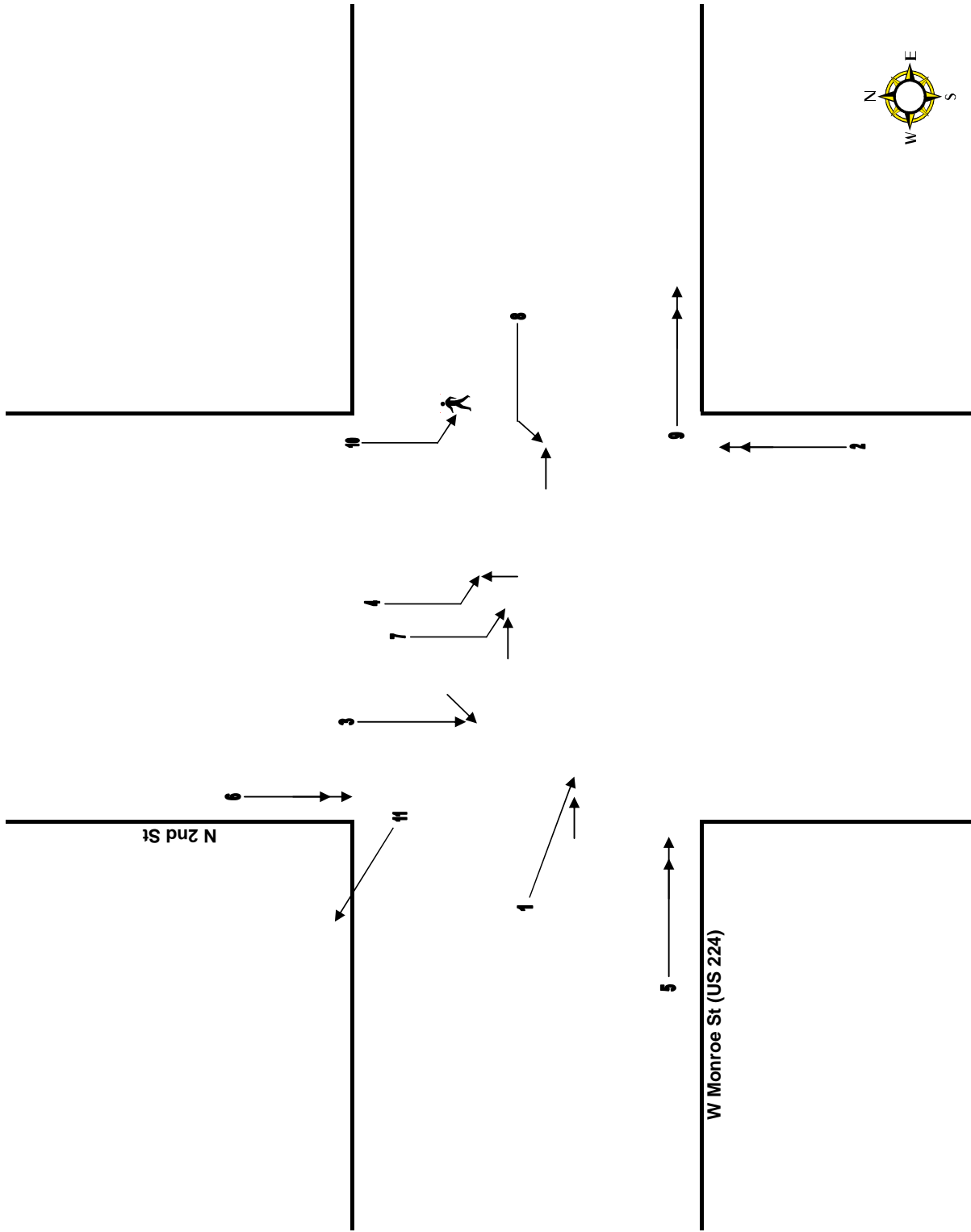
Number Entering Vehicles = 21688



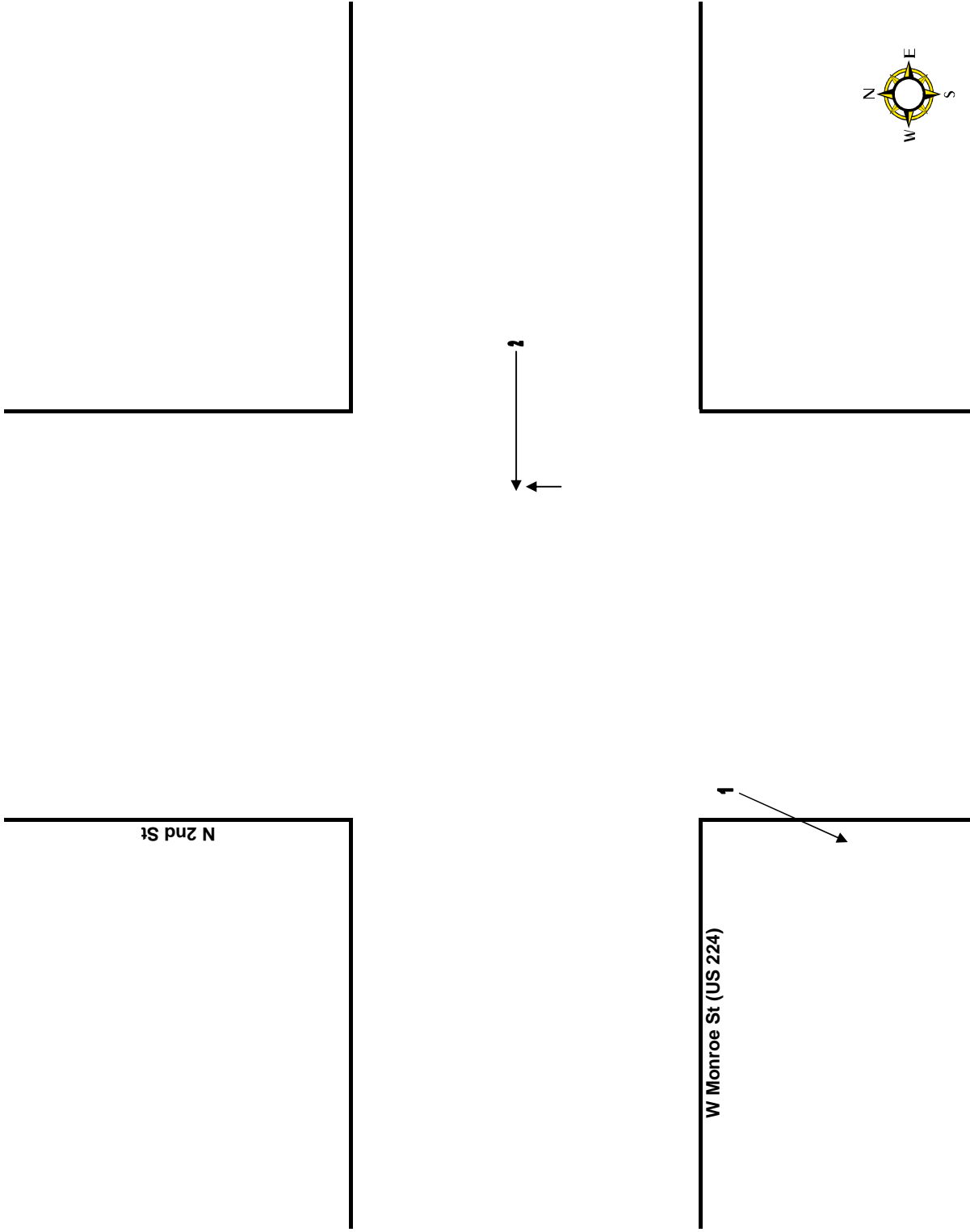
2008 Collision Diagram - N 2nd St and W Monroe St (US 224)



2009 Collision Diagram - N 2nd St and W Monroe St (US 224)



2010 Collision Diagram - N 2nd St and W Monroe St (US 224)



N 3rd Street & W Monroe Street (US 224)

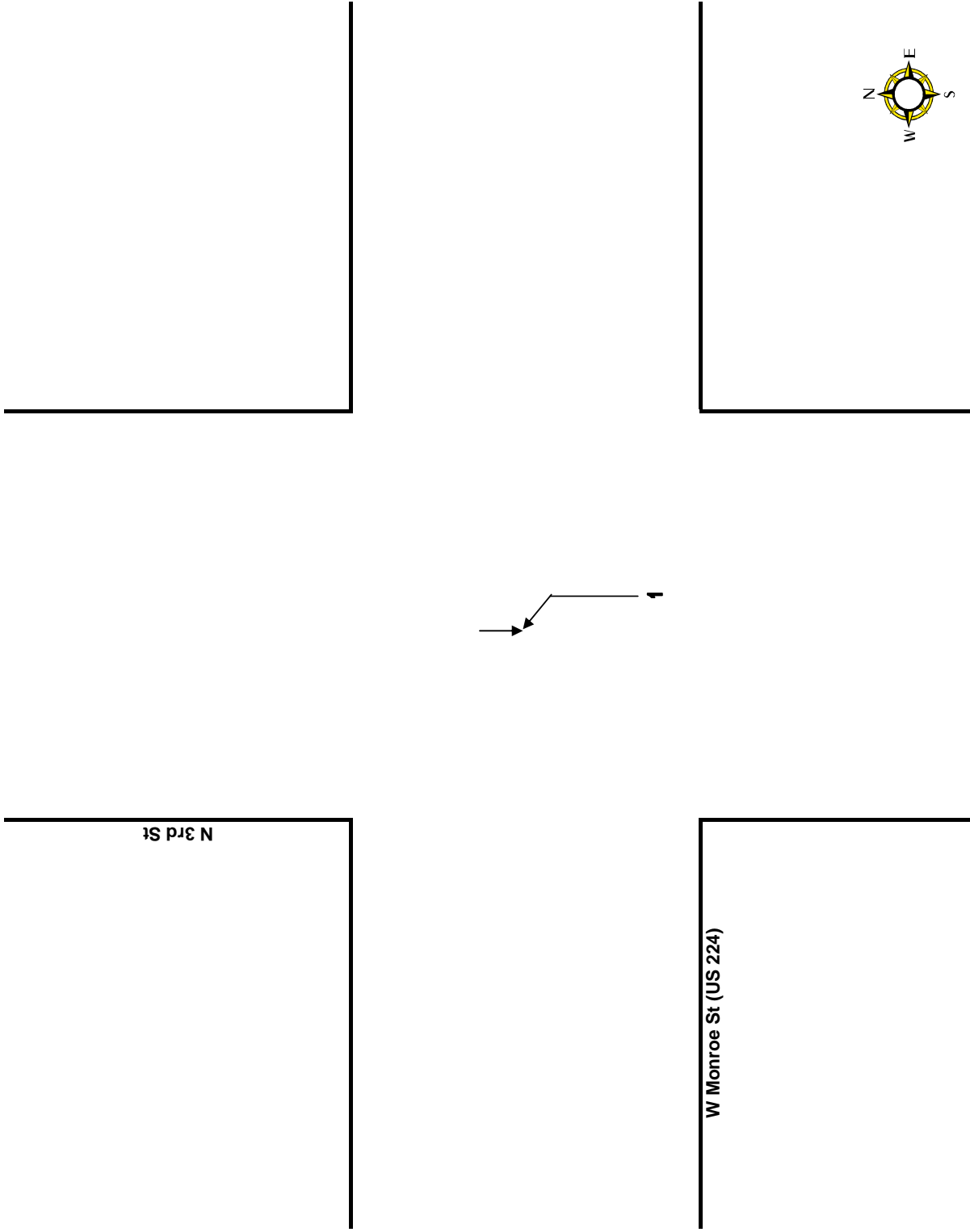
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	1	0	0	0.20	-0.84	-1.40
2009	3	0	0	0.61	-0.17	-1.13
2010	6	1	0	1.41	0.87	0.12
Total	10	1	0	0.74	0.03	-0.76

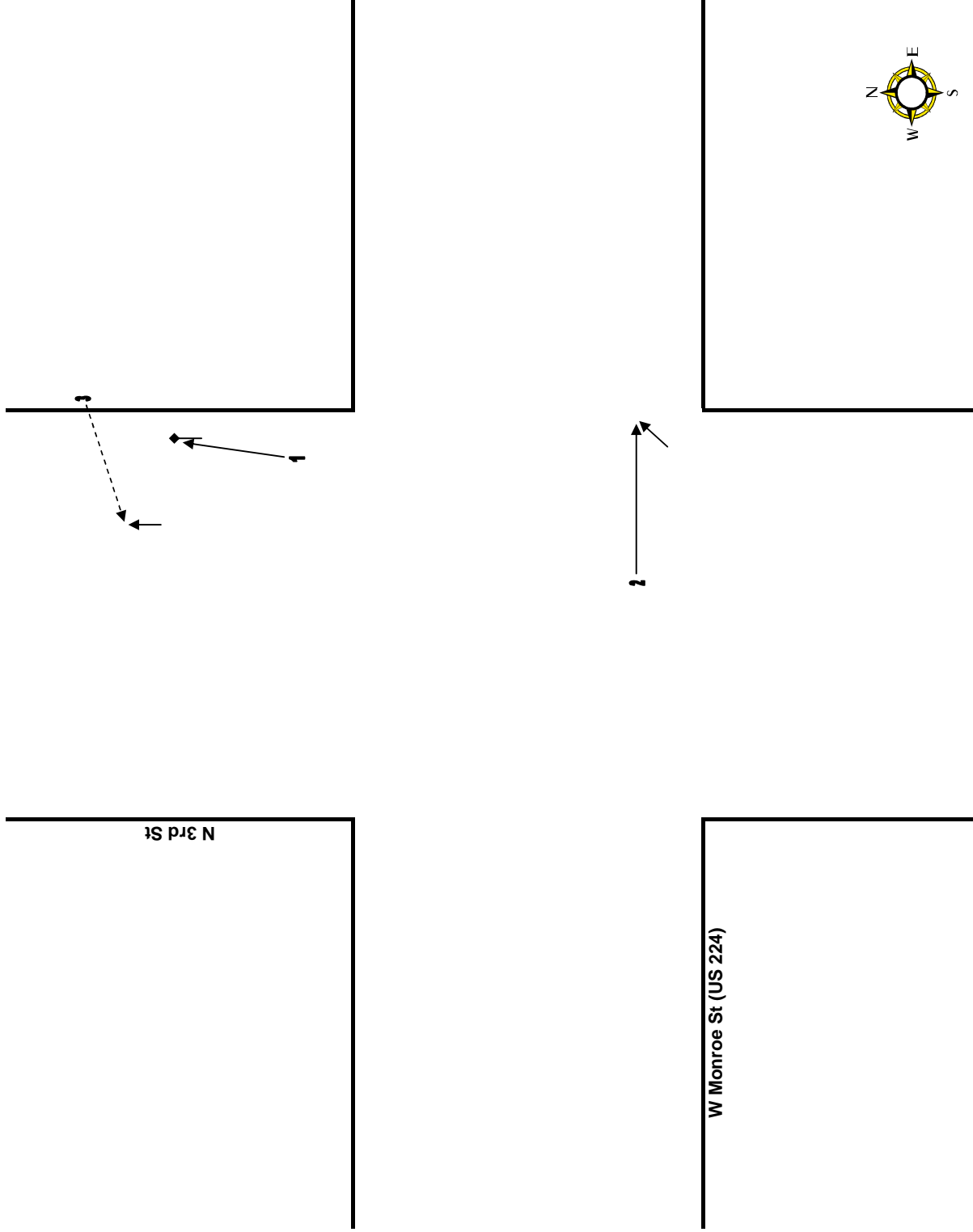
Number Entering Vehicles = 13556



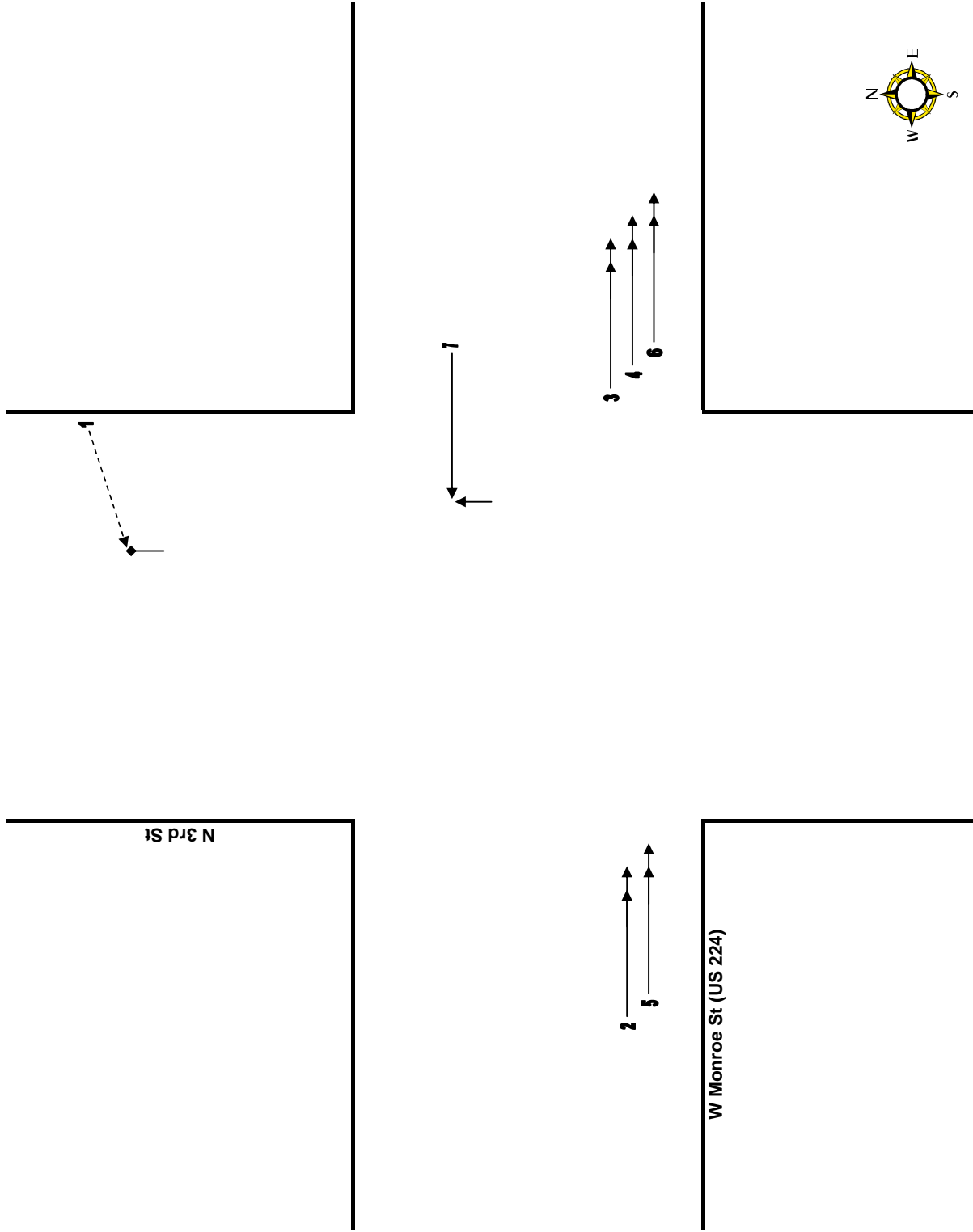
2008 Collision Diagram - N 3rd St and W Monroe St (US 224)



2009 Collision Diagram - N 3rd St and W Monroe St (US 224)



2010 Collision Diagram - N 3rd St and W Monroe St (US 224)



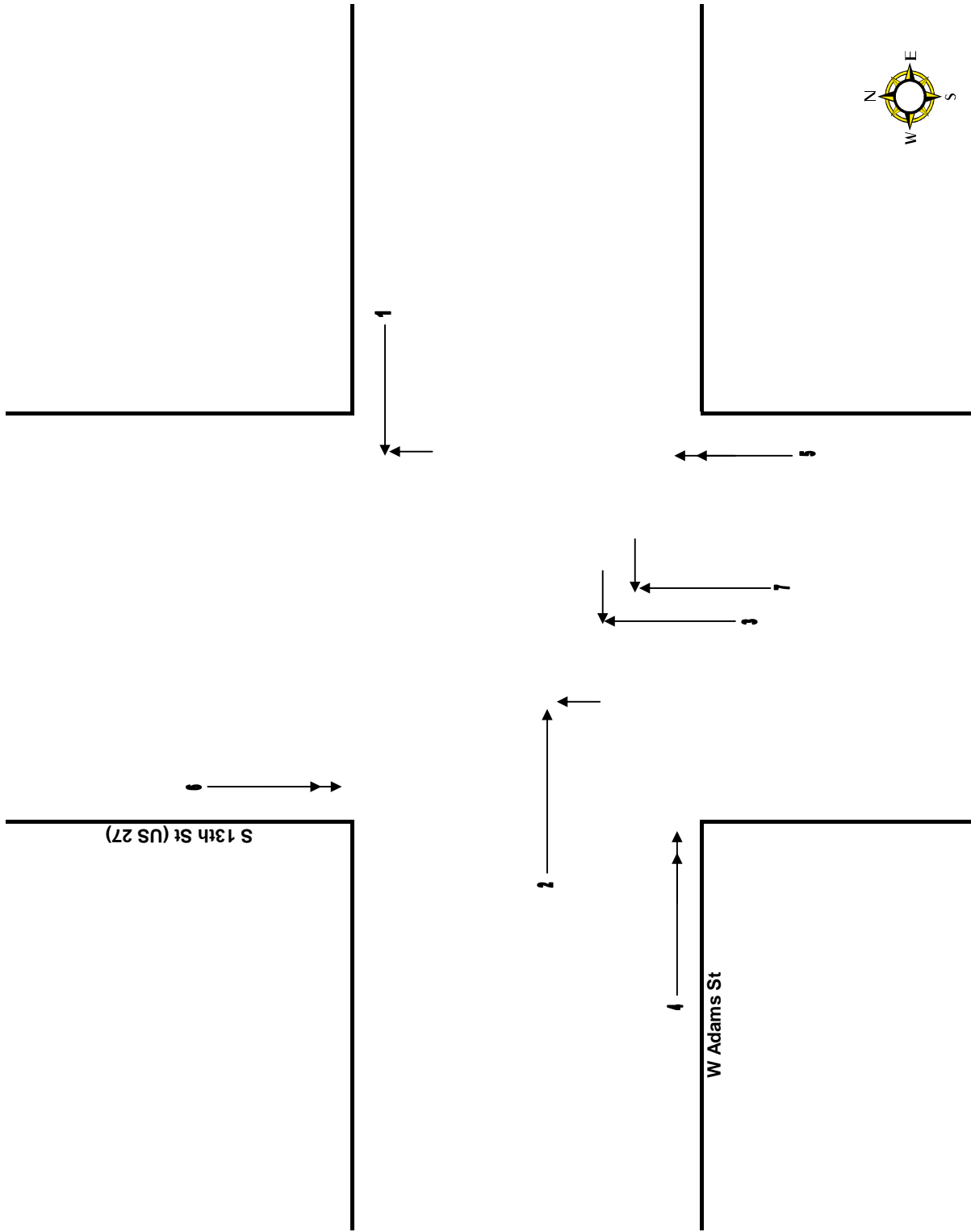
S 13th Street (US 27) & W Adams Street
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	5	2	0	1.43	0.88	0.59
2009	3	0	0	0.61	-0.17	-1.13
2010	5	2	0	1.43	0.88	0.59
Total	13	4	0	1.16	0.66	0.23

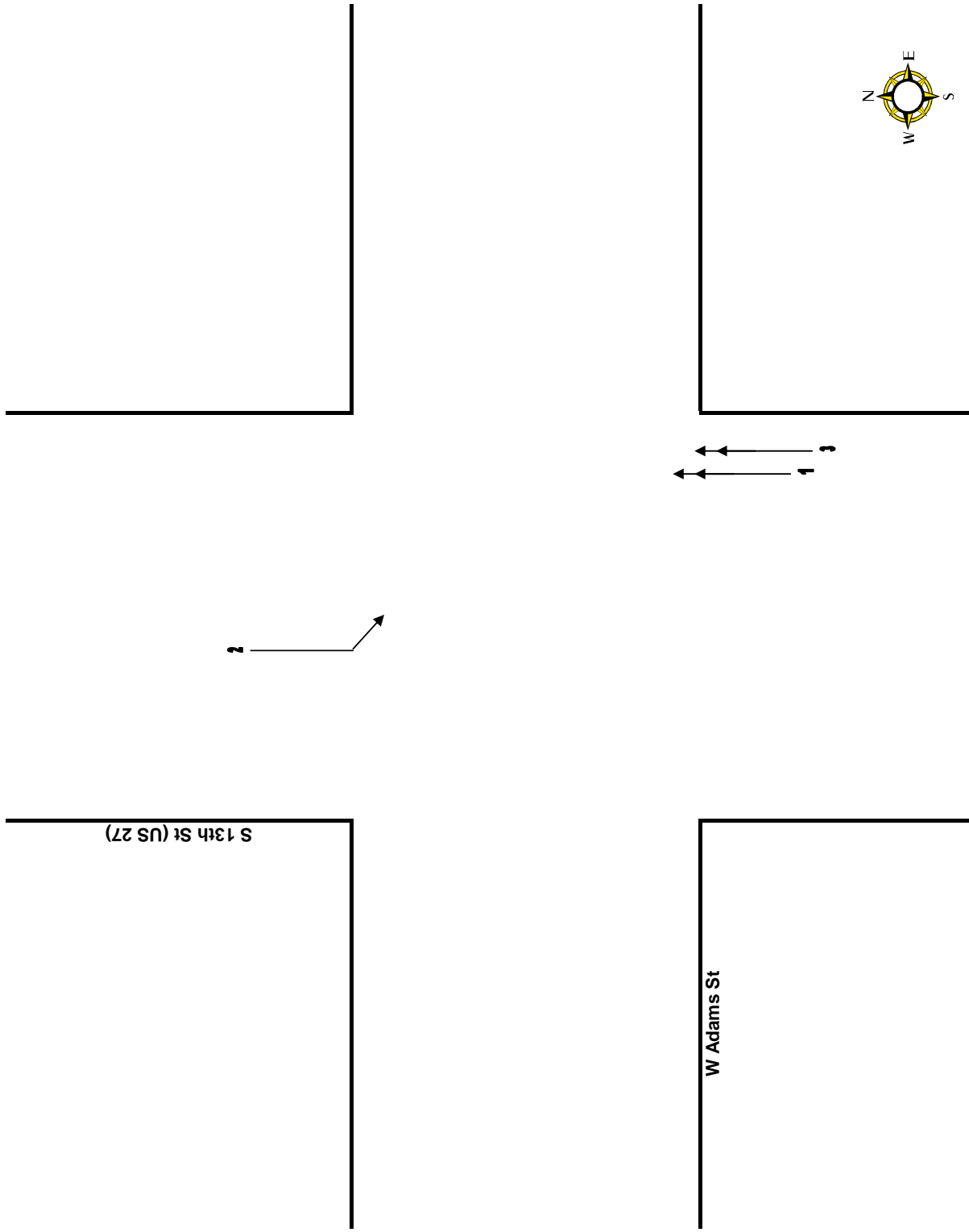
Number Entering Vehicles = 13449



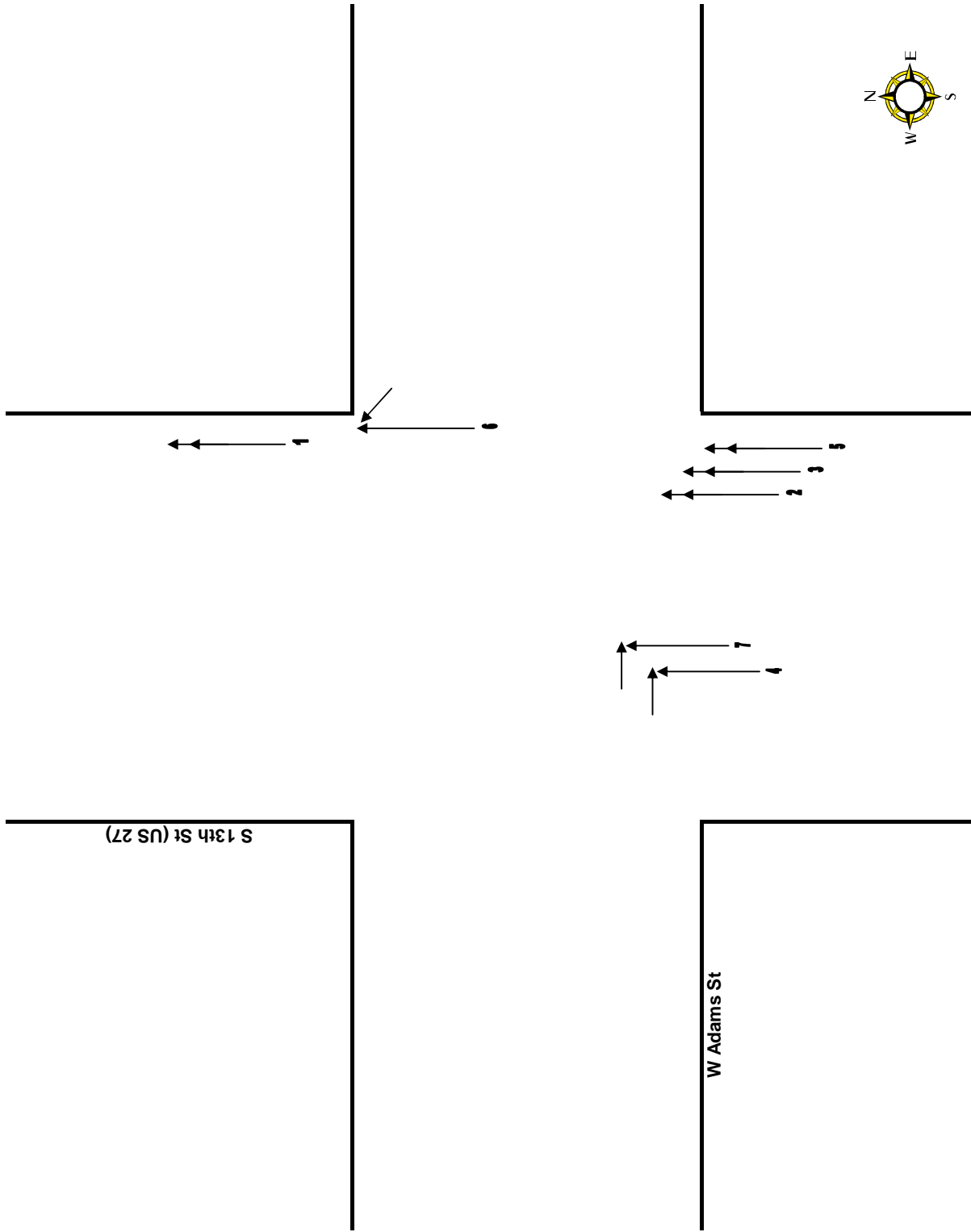
2008 Collision Diagram - S 13th St (US 27) and W Adams St



2009 Collision Diagram - S 13th St (US 27) and W Adams St



2010 Collision Diagram - S 13th St (US 27) and W Adams St



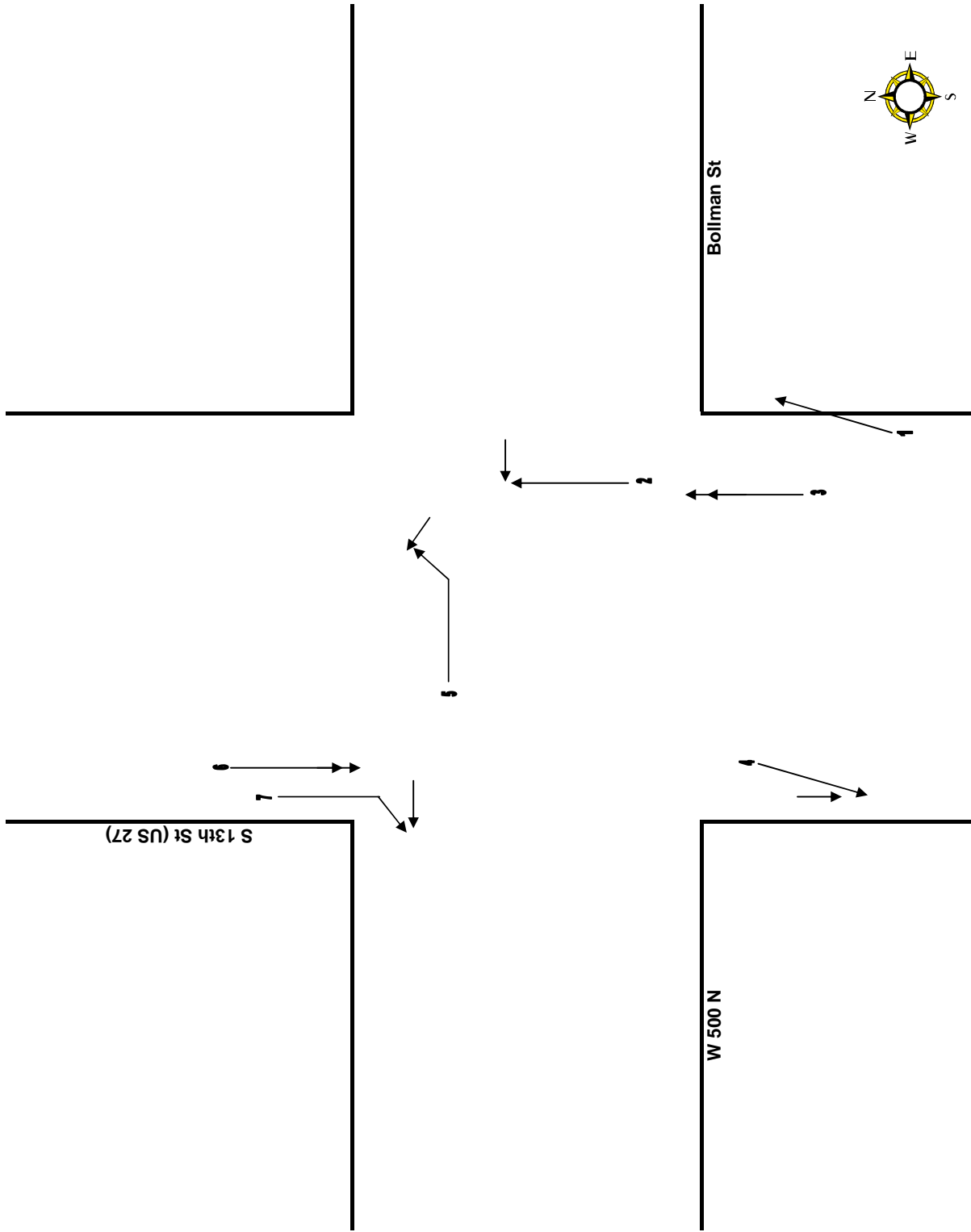
S 13th Street (US 27) & Bollman Street / W 500 N
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	5	2	0	0.93	0.32	0.19
2009	0	1	0	0.13	-0.98	-0.73
2010	3	0	0	0.40	-0.50	-1.27
Total	8	3	0	0.49	-0.38	-0.59

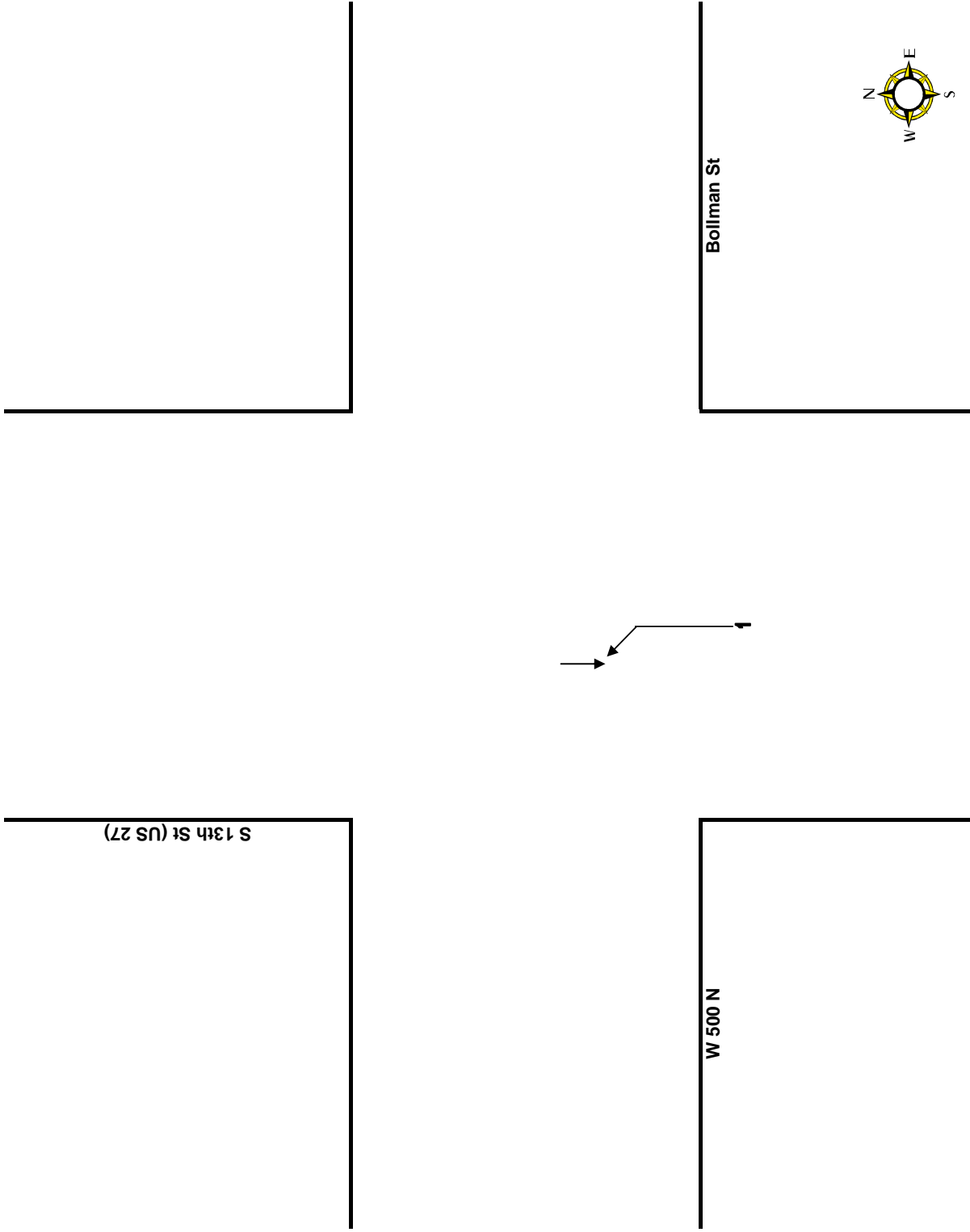
Number Entering Vehicles = 20588



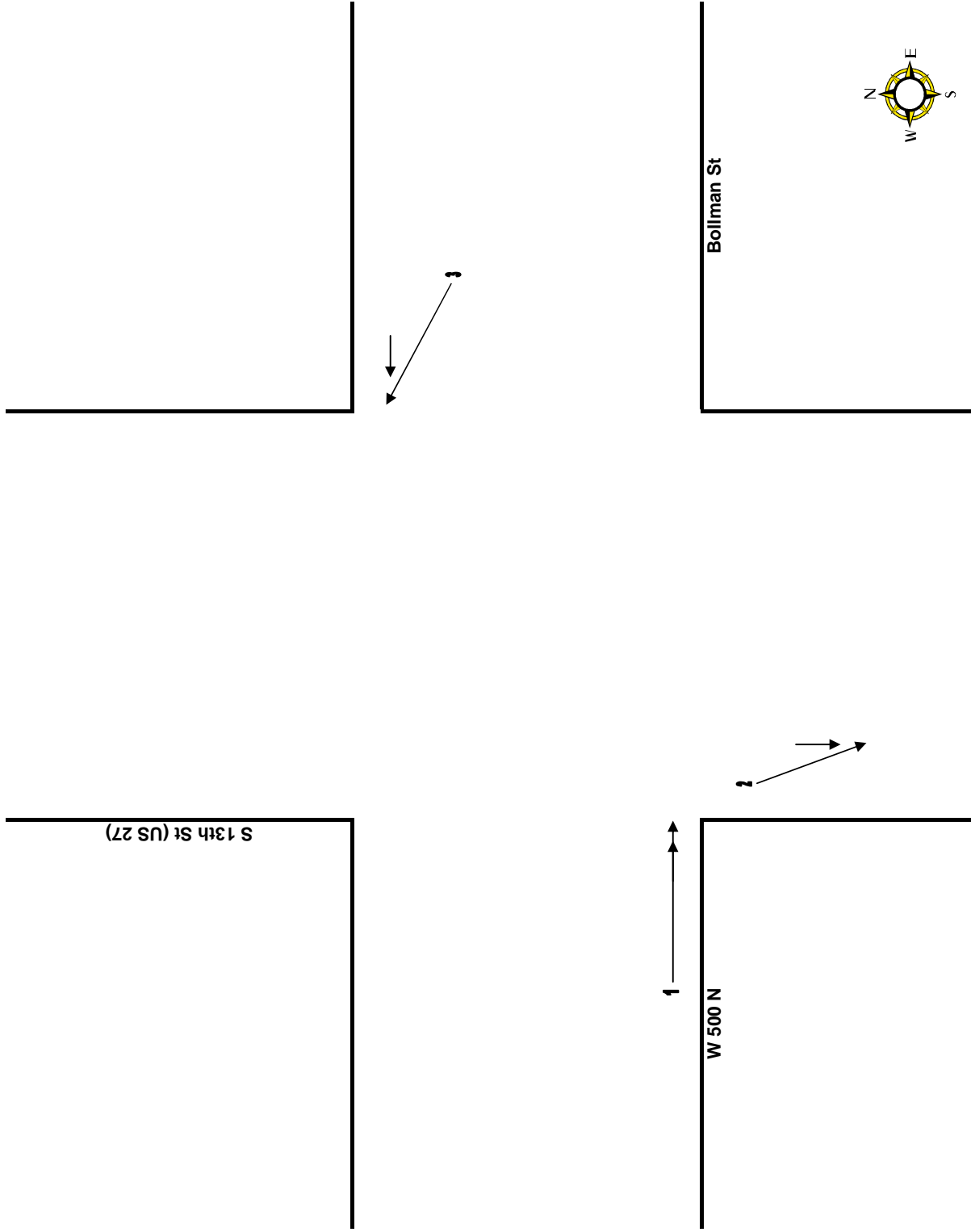
2008 Collision Diagram - S 13th St (US 27) and W 500 N / Bollman St



2009 Collision Diagram - S 13th St (US 27) and W 500 N / Bollman St



2010 Collision Diagram - S 13th St (US 27) and W 500 N / Bollman St



N 13th Street (US 27) & W Monroe Street (US 224)

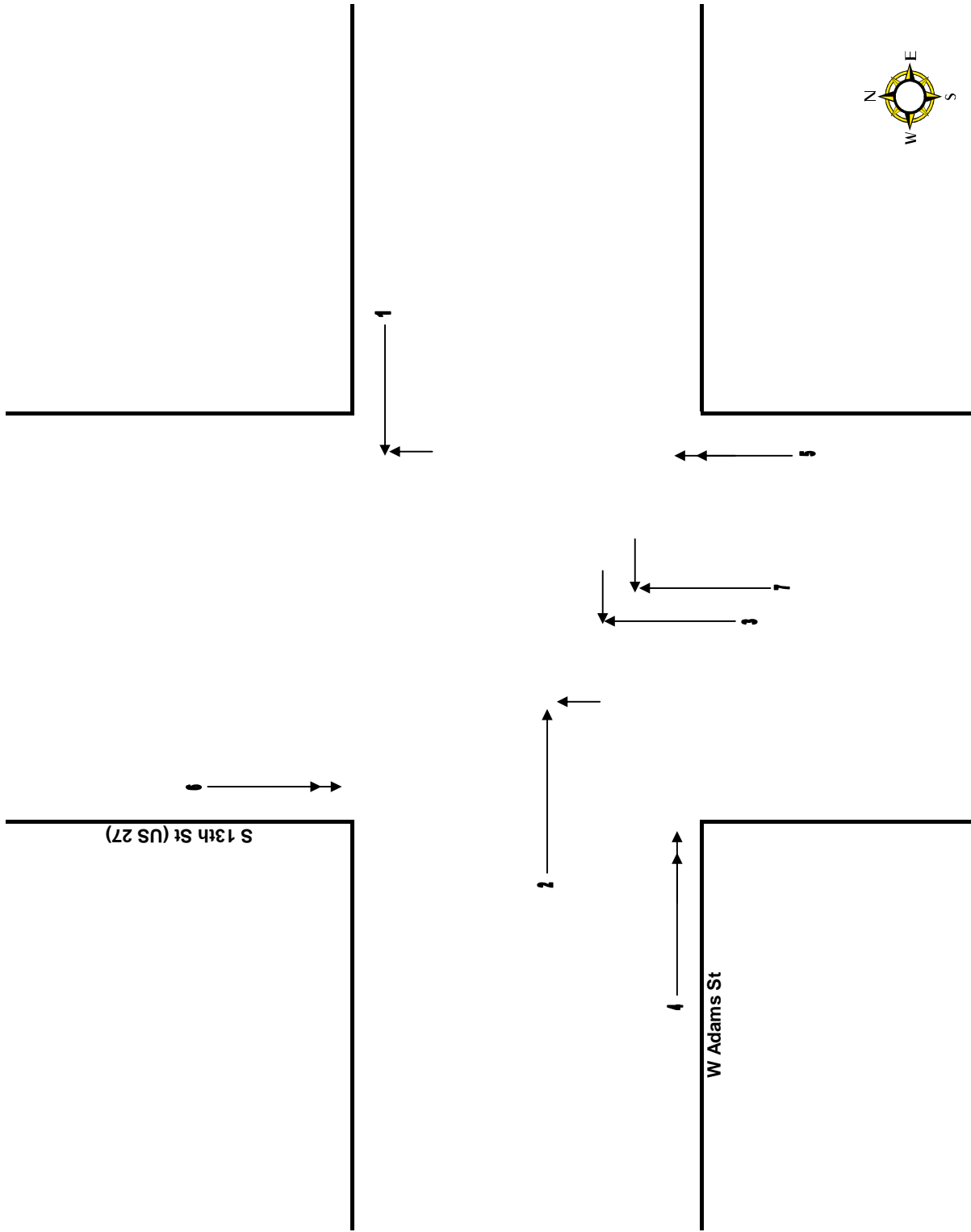
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	4	2	0	1.08	0.49	0.40
2009	6	3	0	1.62	1.13	0.96
2010	1	1	0	0.36	-0.57	-0.43
Total	11	6	0	1.02	0.47	0.49

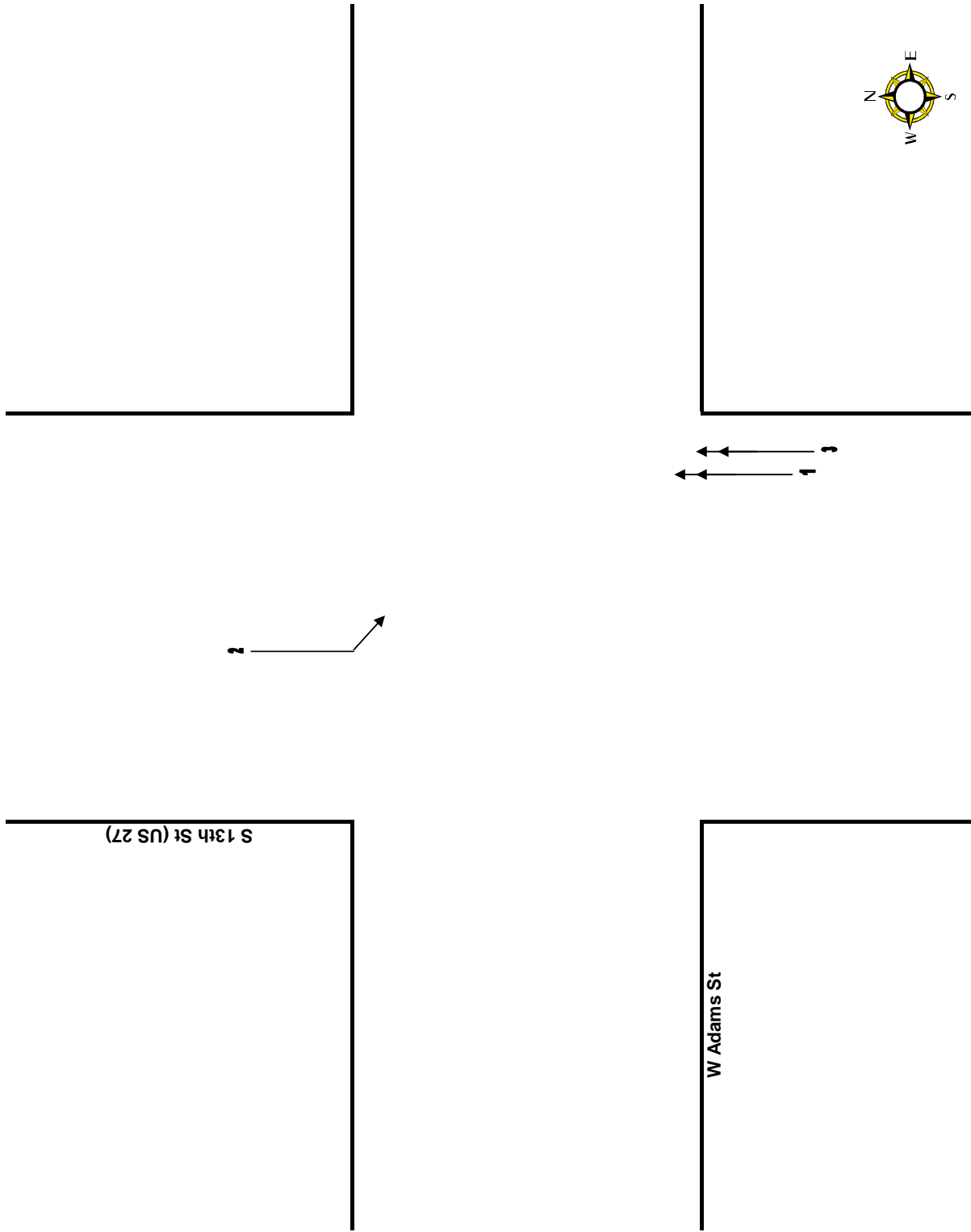
Number Entering Vehicles = 15200



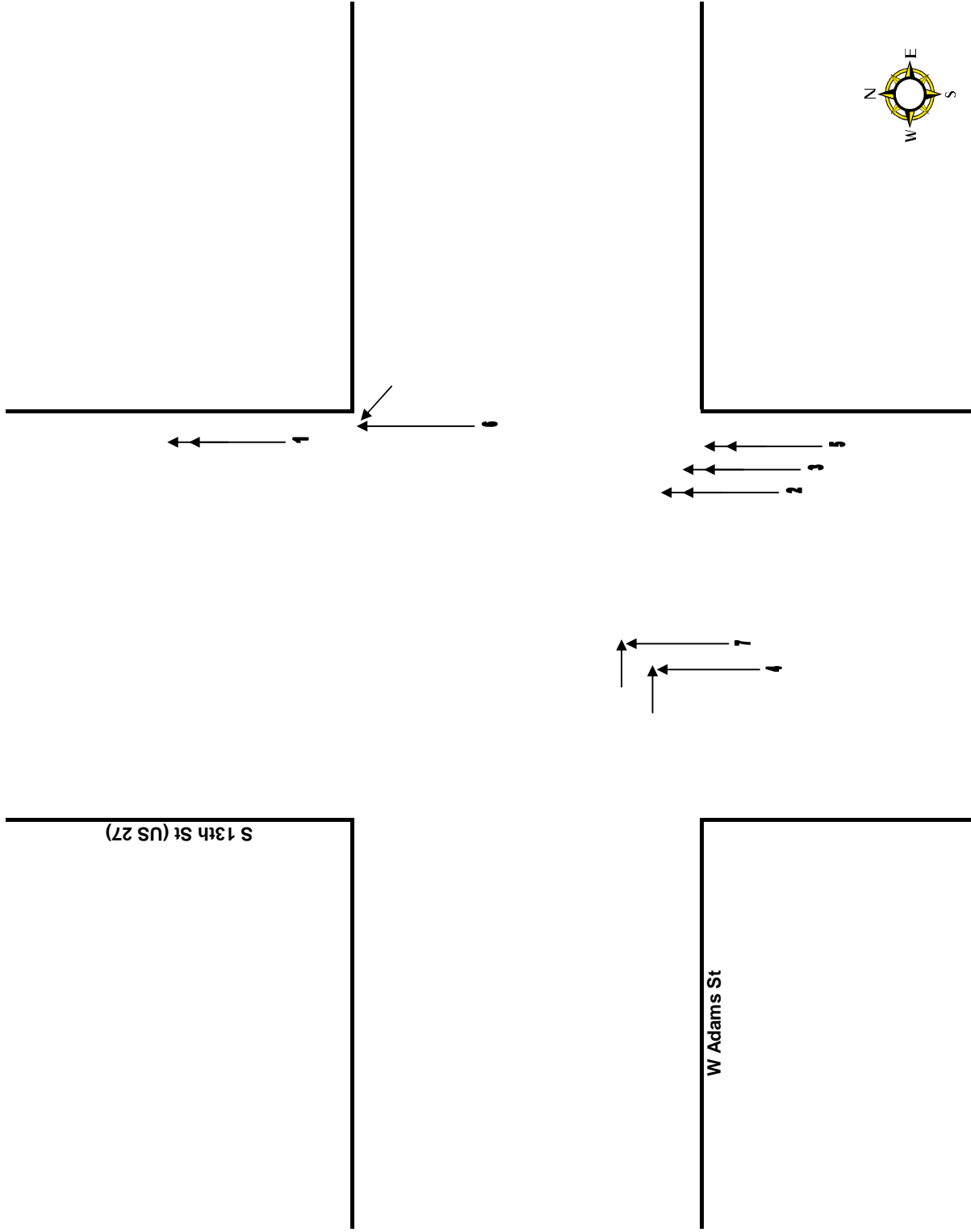
2008 Collision Diagram - S 13th St (US 27) and W Adams St



2009 Collision Diagram - S 13th St (US 27) and W Adams St



2010 Collision Diagram - S 13th St (US 27) and W Adams St



N 13th Street (US 27) & Nuttman Street (US 224)

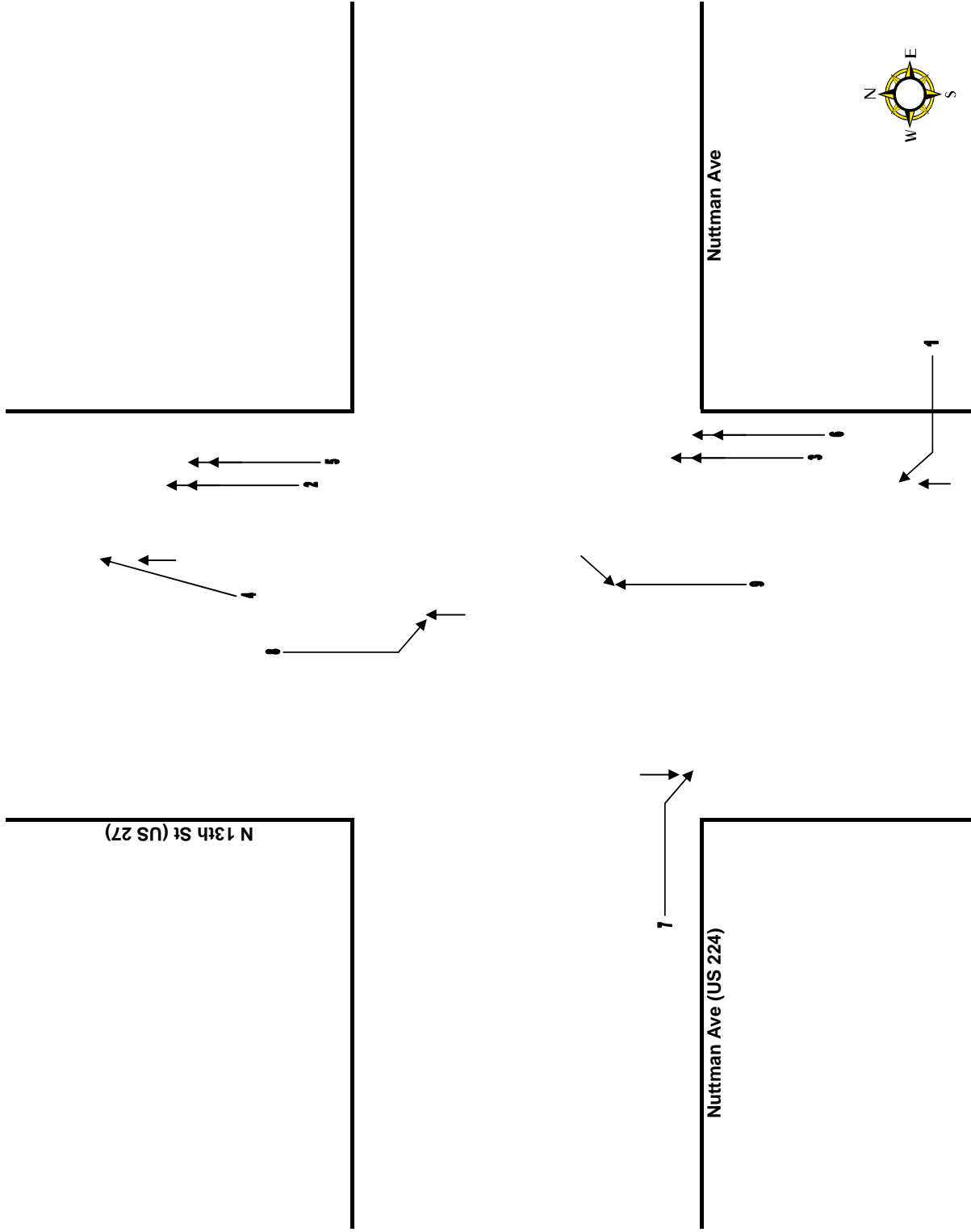
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	7	2	0	0.90	0.31	0.03
2009	10	3	0	1.30	0.88	0.58
2010	3	2	0	0.50	-0.33	-0.20
Total	20	7	0	0.90	0.33	0.18

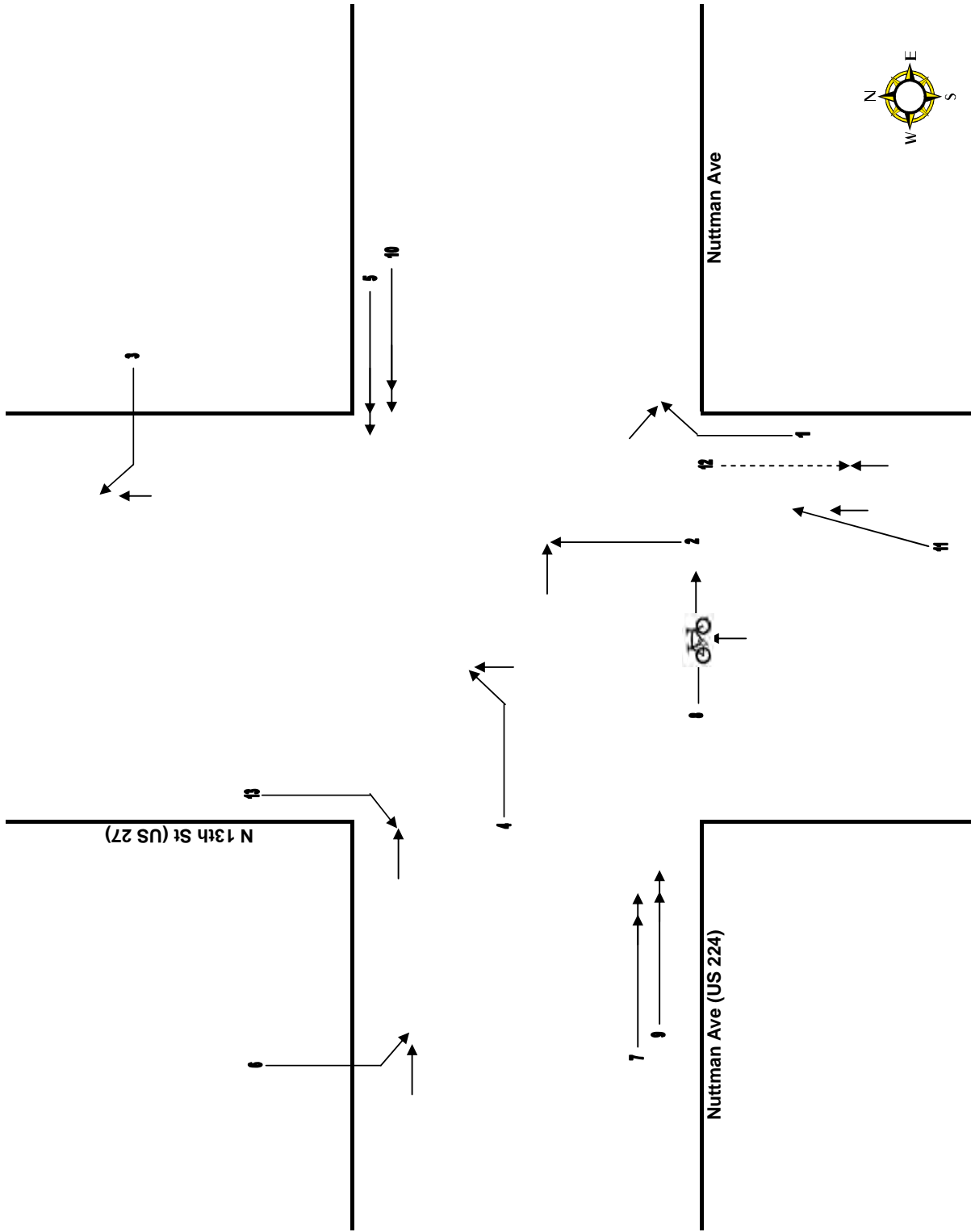
Number Entering Vehicles = 27484



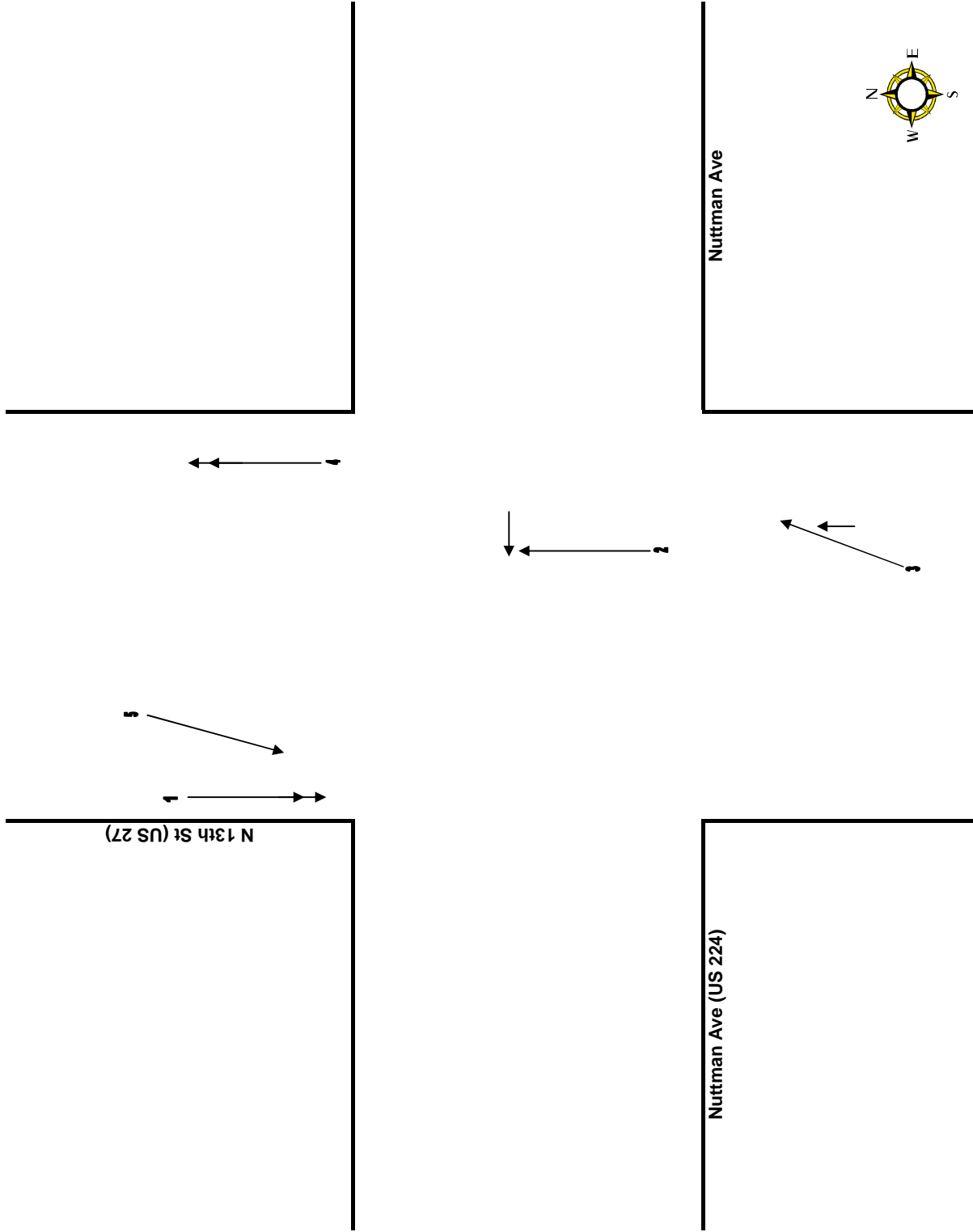
2008 Collision Diagram - S 13th St (US 27) and Nuttman Ave / US 224



2009 Collision Diagram - S 13th St (US 27) and Nuttman Ave / US 224



2010 Collision Diagram - S 13th St (US 27) and Nuttman Ave / US 224



S 13th Street (US 27) & W 400 N / US 33

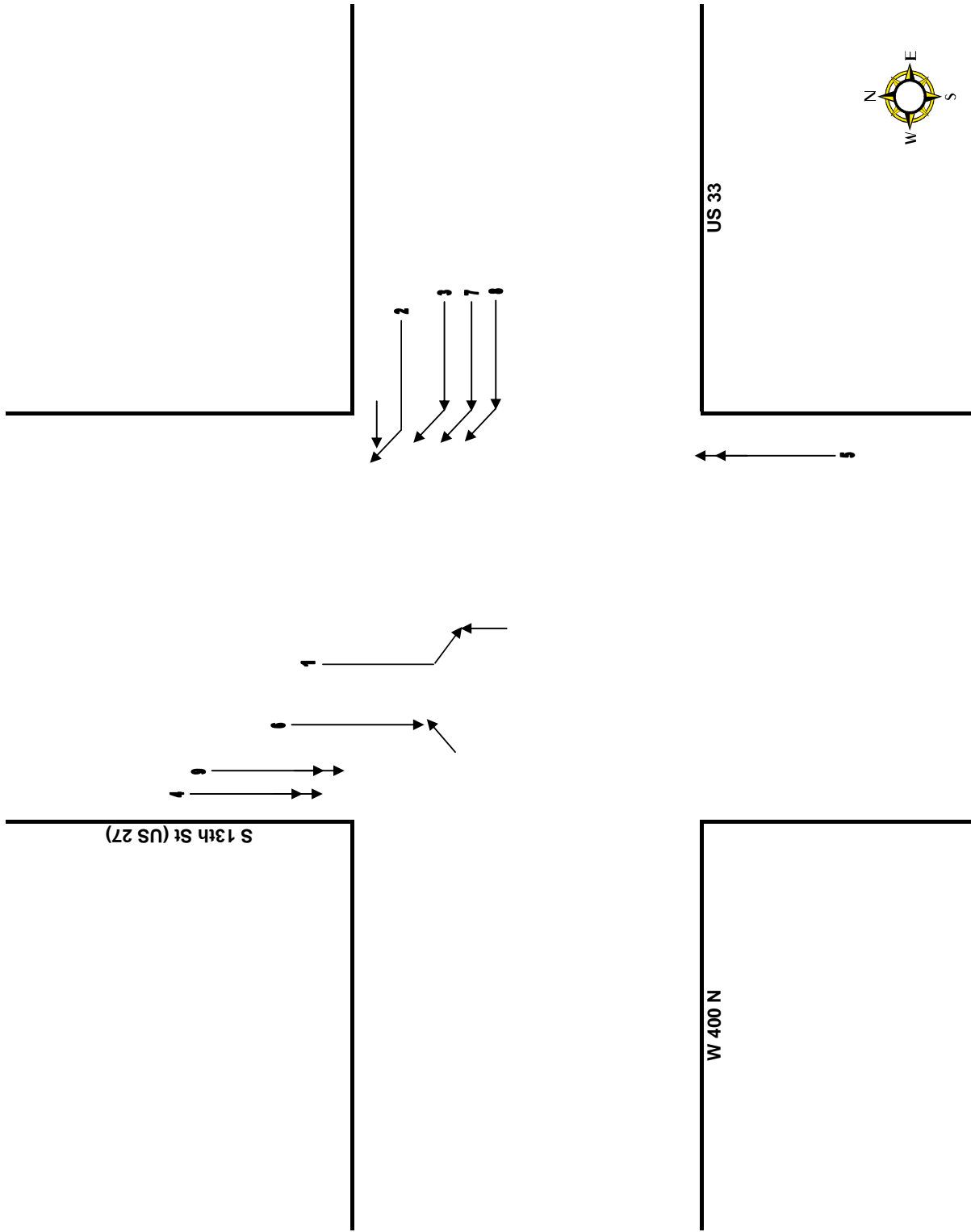
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	8	1	0	1.00	0.45	-0.27
2009	5	0	0	0.56	-0.24	-1.15
2010	5	0	0	0.56	-0.24	-1.15
Total	18	1	0	0.71	0.00	-0.87

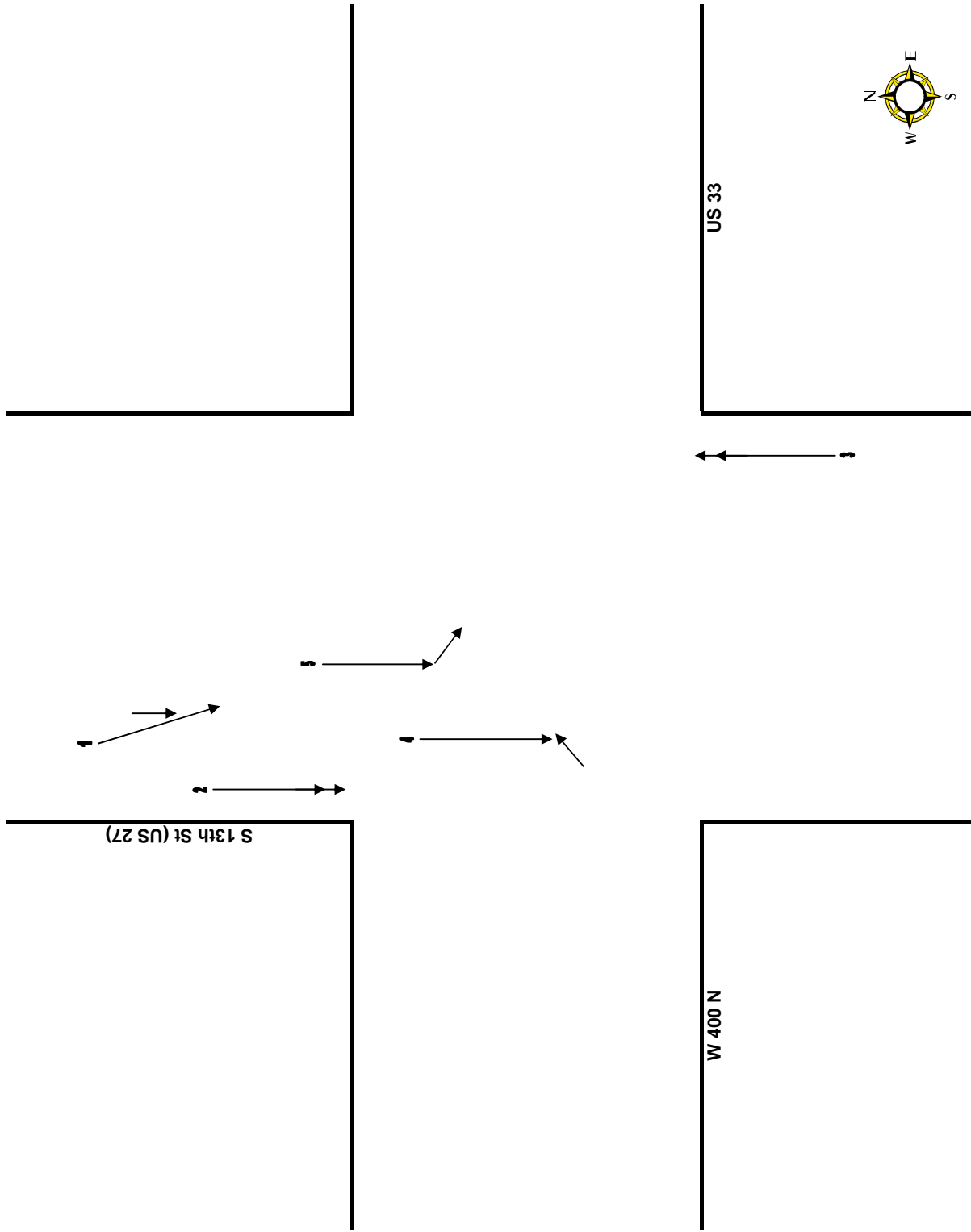
Number Entering Vehicles = 24542



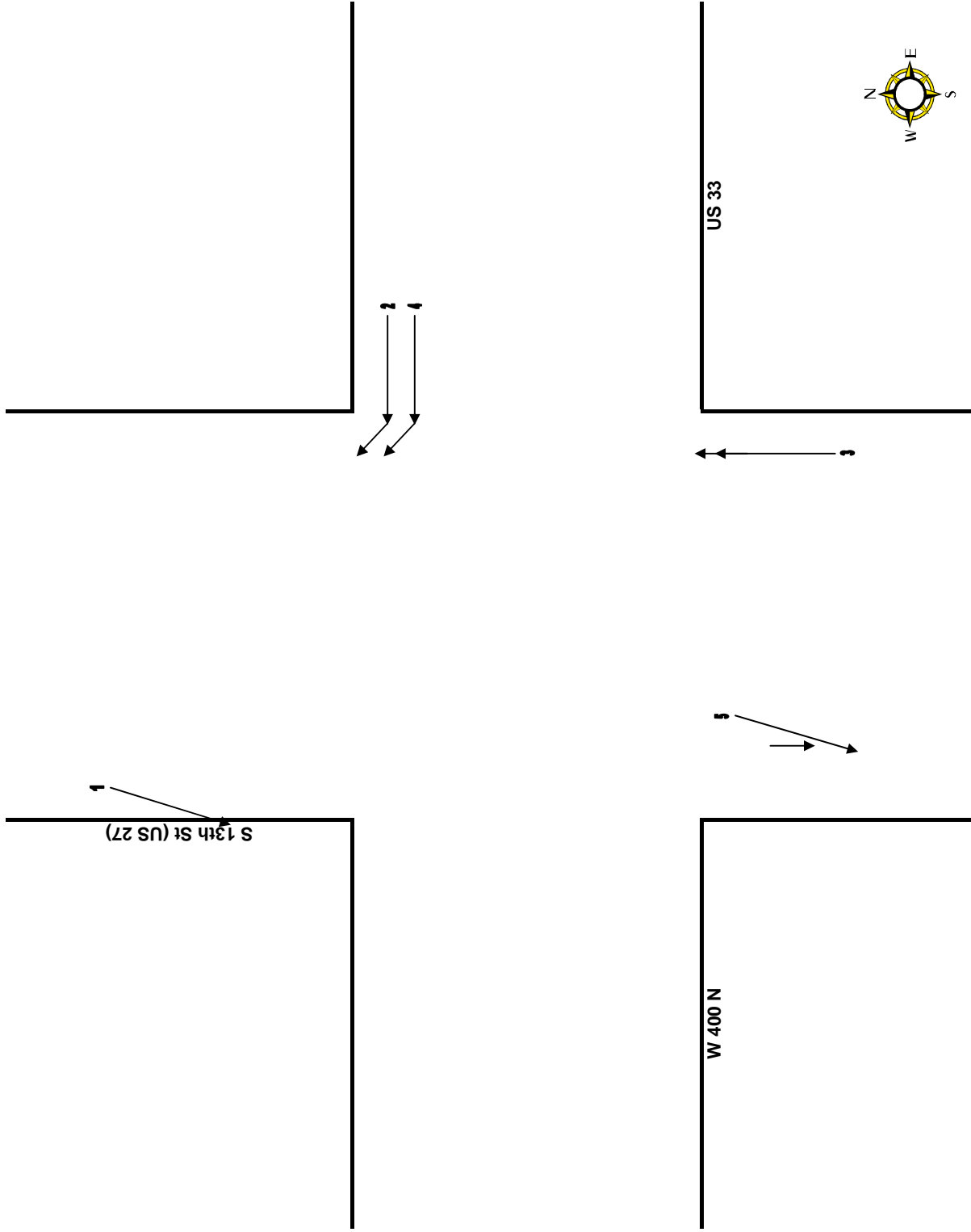
2008 Collision Diagram - S 13th St (US 27) and US 33 / W 400 N



2009 Collision Diagram - S 13th St (US 27) and US 33 / W 400 N



2010 Collision Diagram - S 13th St (US 27) and US 33 / W 400 N



N 13th Street (US 27) & W Washington St

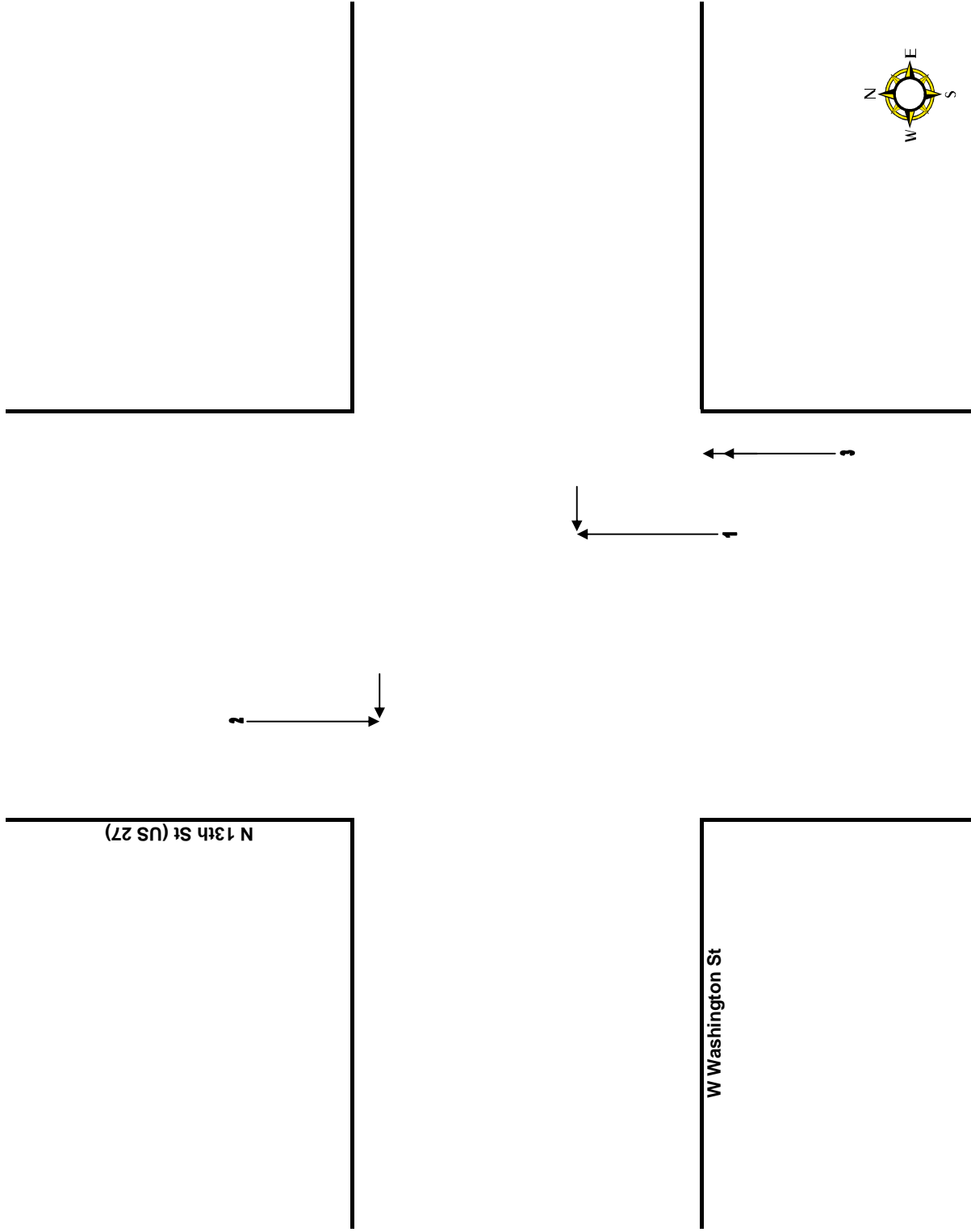
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	3	0	0	0.71	-0.03	-1.07
2009	1	1	0	0.47	-0.38	-0.23
2010	5	2	0	1.65	1.07	0.71
Total	9	3	0	0.94	0.33	-0.04

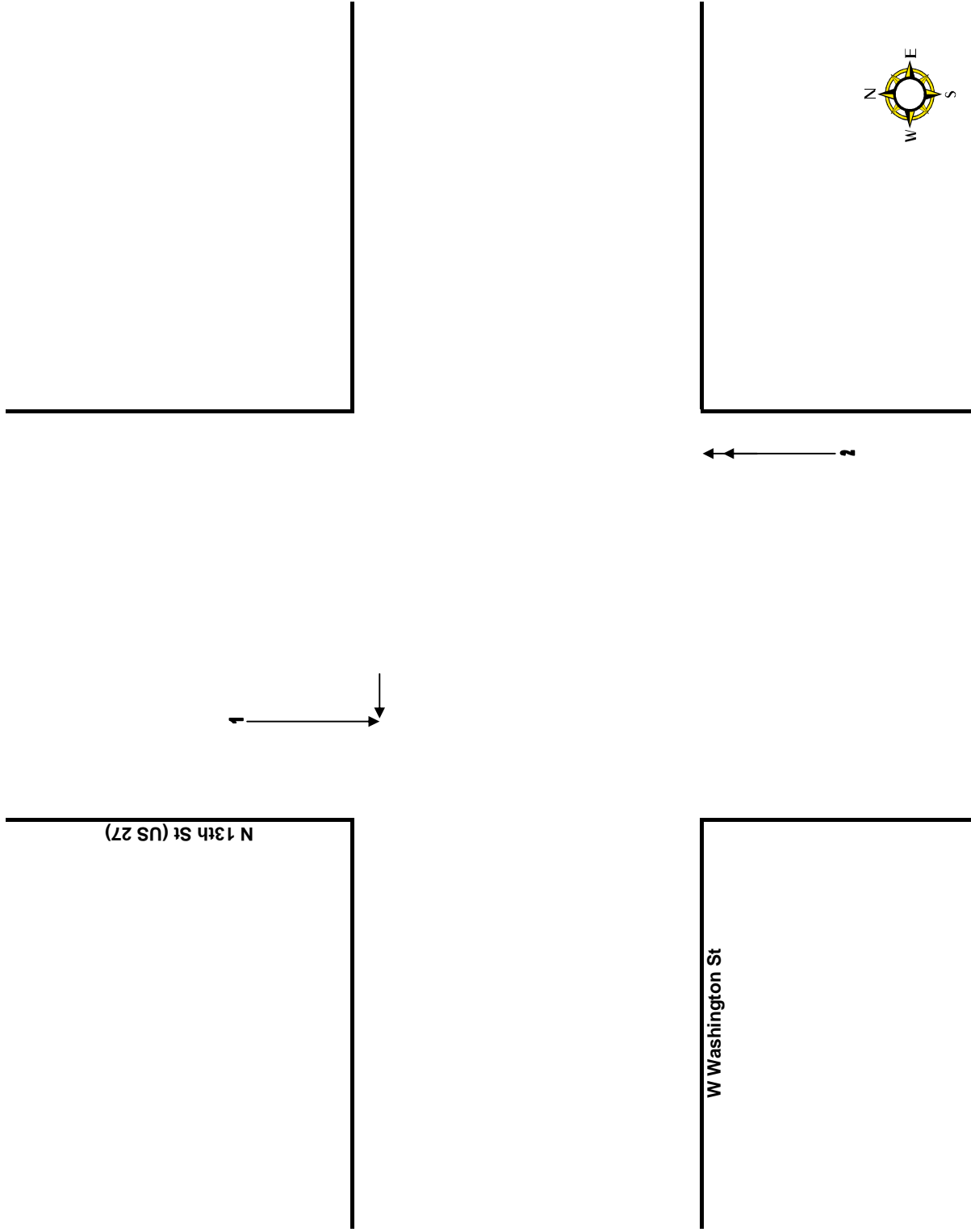
Number Entering Vehicles = 11626



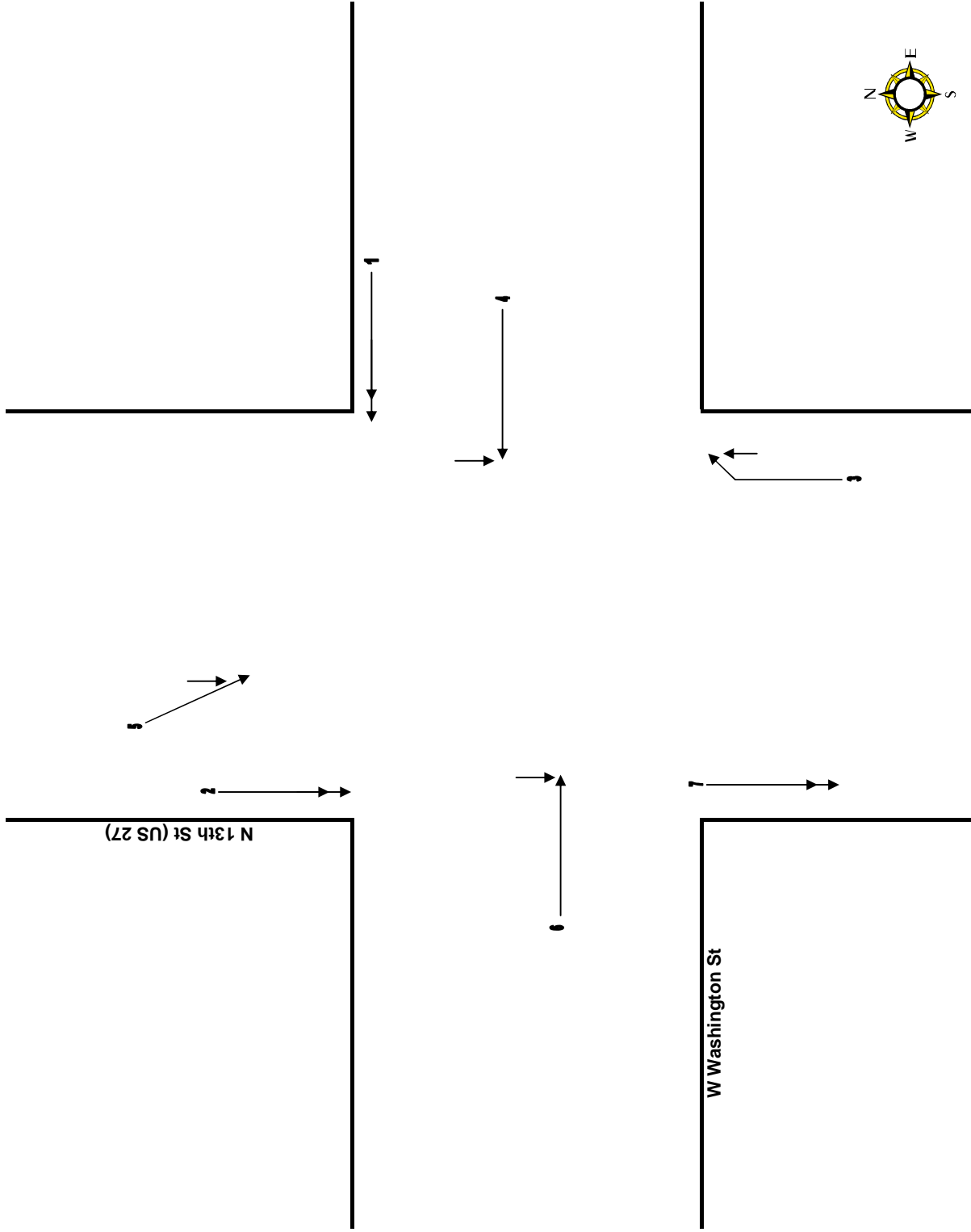
2008 Collision Diagram - N 13th St (US 27) and W Washington St



2009 Collision Diagram - N 13th St (US 27) and W Washington St



2010 Collision Diagram - N 13th St (US 27) and W Washington St



N Church Avenue (US 27) & Main Street (SR 218)

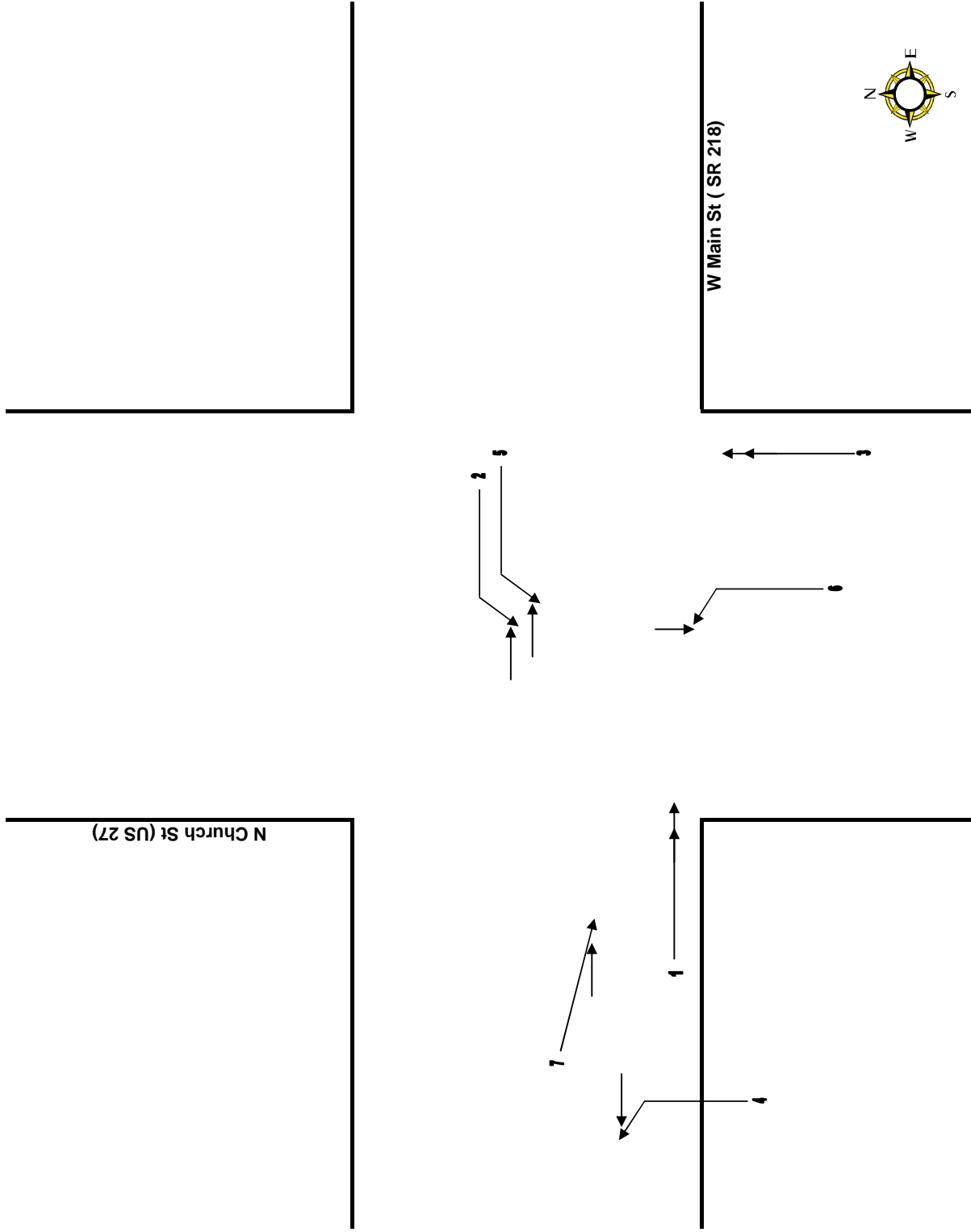
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	6	1	0	1.29	0.75	0.04
2009	4	1	0	0.92	0.28	-0.14
2010	1	1	0	0.37	-0.55	-0.41
Total	11	3	0	0.86	0.22	-0.20

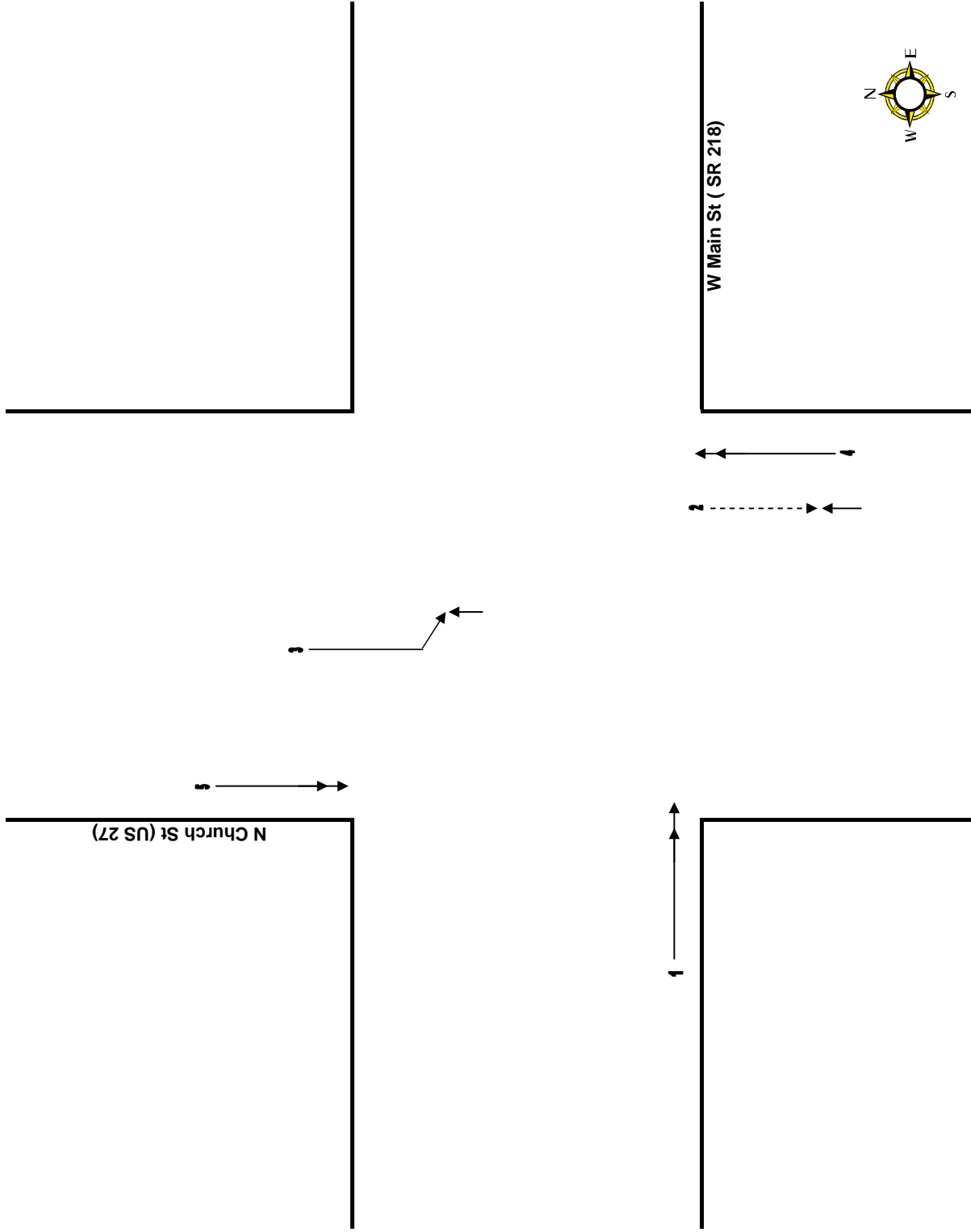
Number Entering Vehicles = 14832



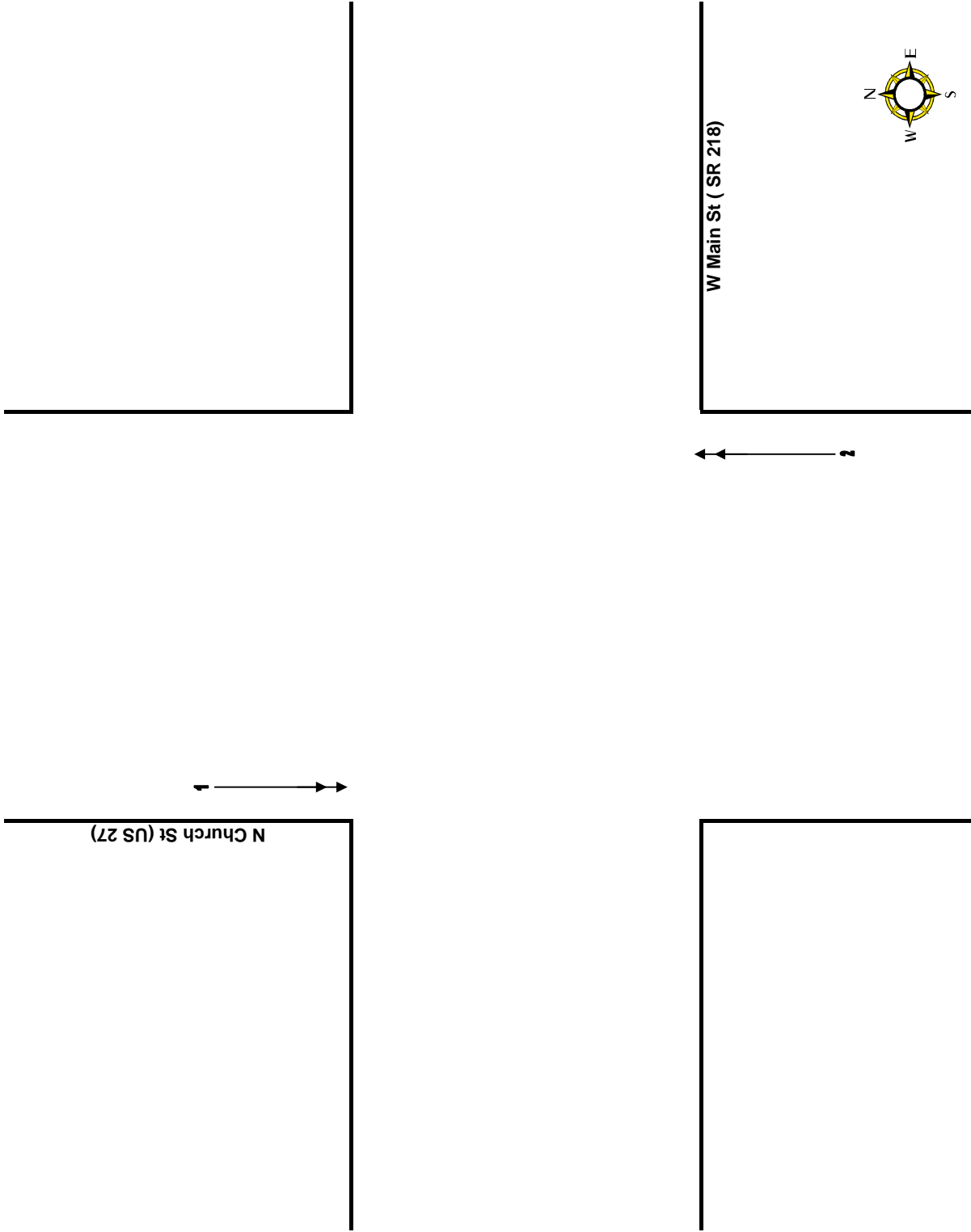
2008 Collision Diagram - N Church St (US 27) and W Main St (SR 218)



2009 Collision Diagram - N Church St (US 27) and W Main St (SR 218)



2010 Collision Diagram - N Church St (US 27) and W Main St (SR 218)



N Church Avenue (US 27) & W Parr Road

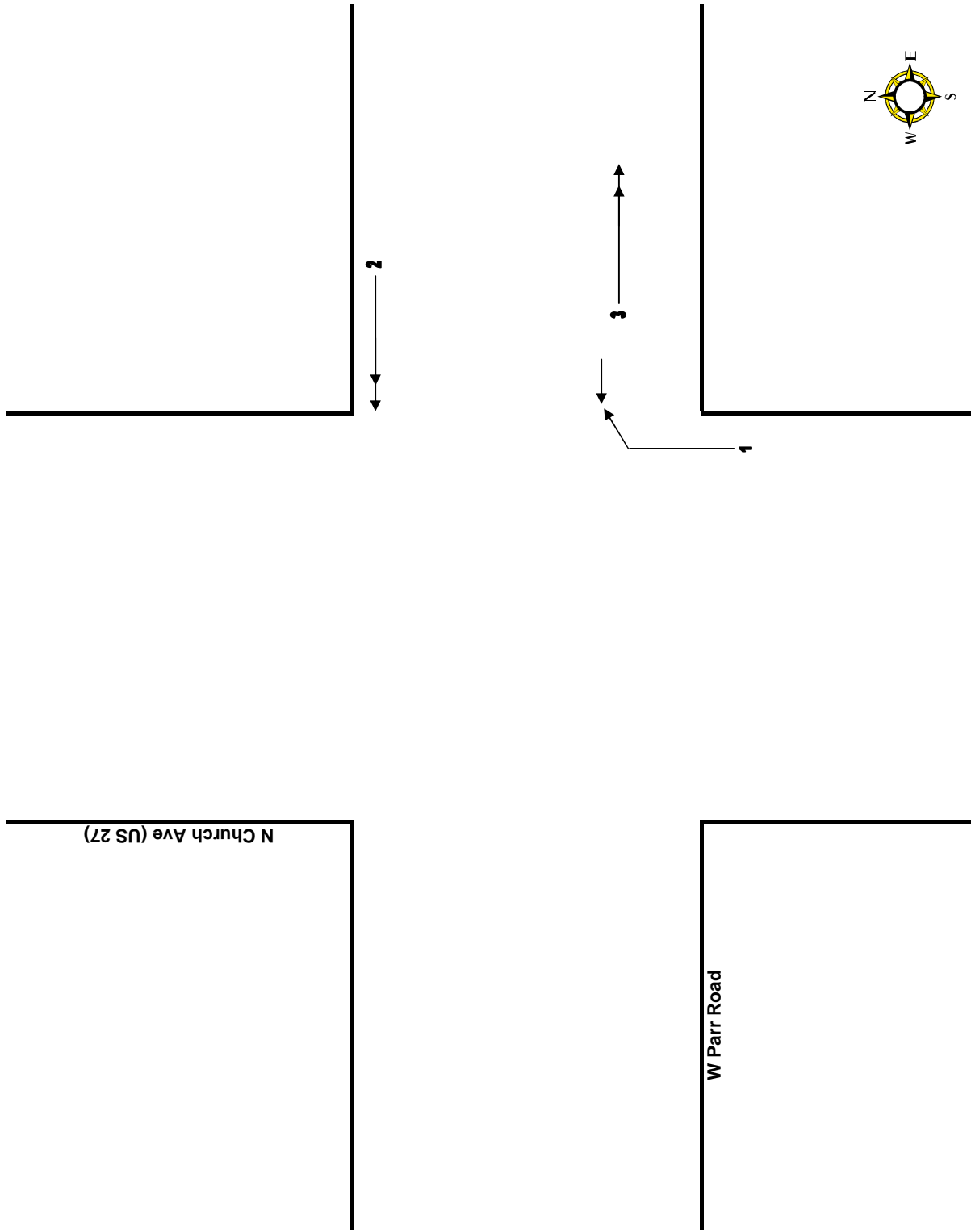
2008-2010 Crash Summary

	# Property Damage Crash	# Personal Injury Crashes	# Fatal Crashes	RMV	I _{CF}	I _{CC}
2008	3	0	0	0.79	0.07	-1.12
2009	7	0	0	1.84	1.21	-0.73
2010	0	0	0	0.00	0.00	0.00
Total	10	0	0	0.88	0.22	-1.10

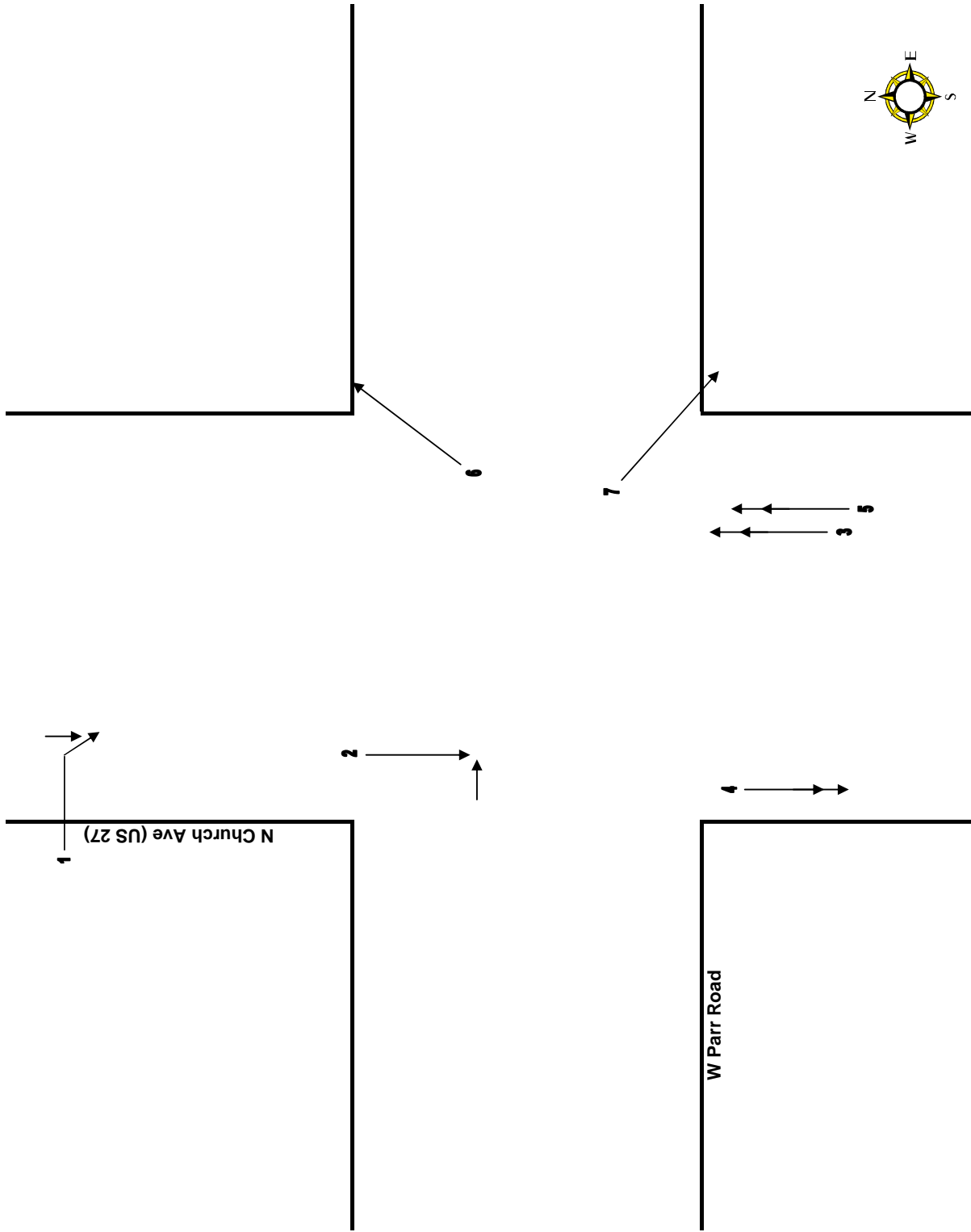
Number Entering Vehicles = 10,400



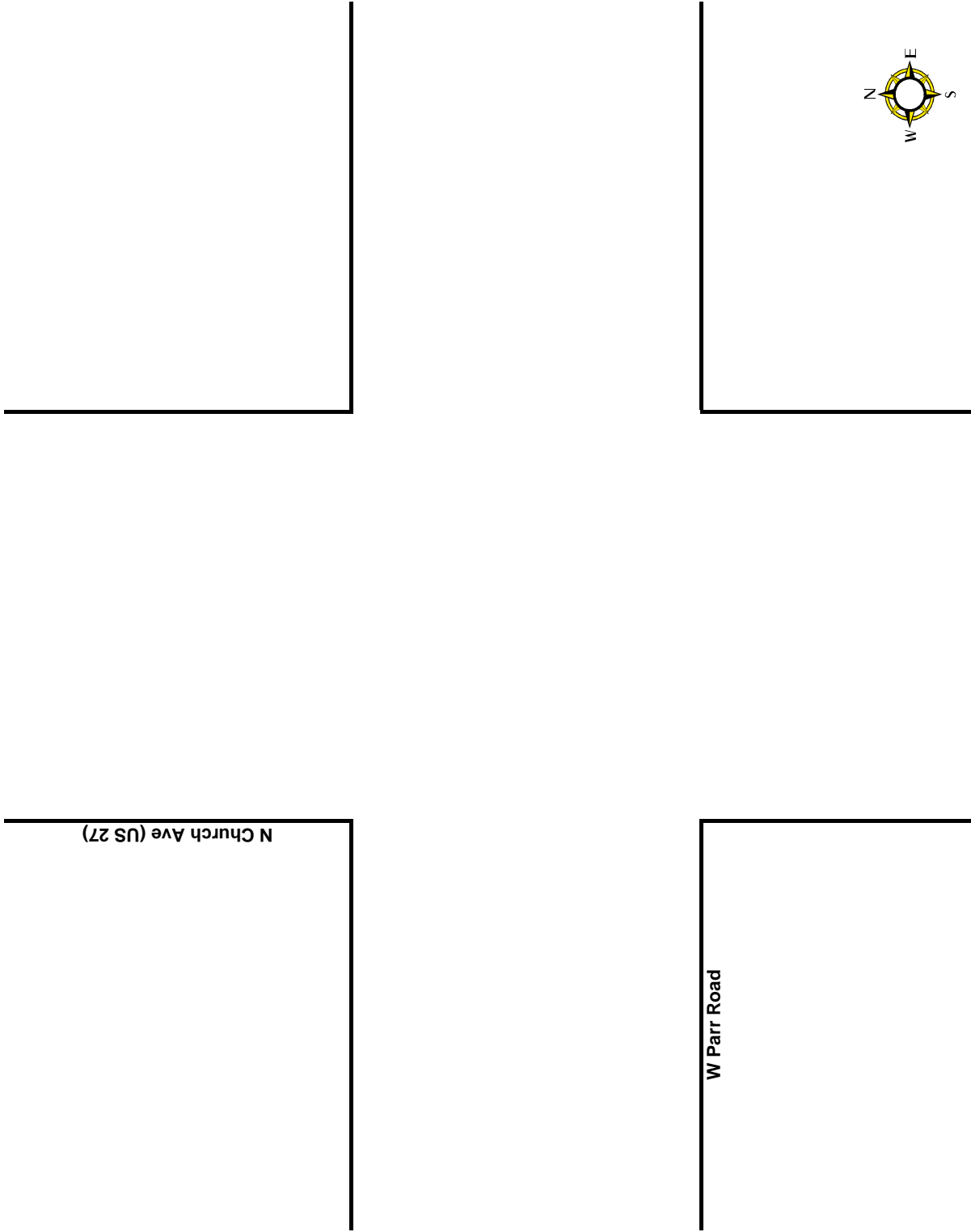
2008 Collision Diagram - N Church Ave (US 27) and W Parr Road



2009 Collision Diagram - N Church Ave (US 27) and W Parr Road



2010 Collision Diagram - N Church Ave (US 27) and W Parr Road



BICYCLE / PEDESTRIAN PLANNING

A comprehensive transportation network includes multimodal options for users. Bicycle and pedestrian facilities are essential to a vibrant community and are often the only mode choice for some users. Regional bicycle and pedestrian plans offer a base for local communities to expand upon to ensure connectivity to key areas within each jurisdiction. These connections can provide a variety of benefits to a community including relief of congestion, potential for economic growth, improved safety for existing and dependant users, and attraction of residents.

The projects included in this plan were identified to enhance the bicycle and pedestrian facilities within Adams County to ensure connectivity in the future to create a vibrant multimodal transportation network. The projects include and extend those identified in the existing “Northeast Indiana Regional Bicycle and Pedestrian Plan” and other previously identified projects.

Urban Sidewalks

Residents within an urban setting have been accustomed to sidewalks for over one hundred years. As development has occurred throughout the last century in suburban areas, sidewalks have not been consistently part of development. Today most communities are working to address the issue by requiring new developments to incorporate the construction of sidewalks and trails to new projects. While this policy will help to regain and redevelop the option for residents to safely walk or bike to a destination, there are gaps within communities where these facilities were not constructed.

Identification of these areas and potential funding sources to construct new facilities is needed within urban areas. It is also important to ensure that existing sidewalks and trails are in good condition. A complete inventory to determine improvements to existing sidewalks, gaps in sidewalks and areas that do not meet ADA (Americans with Disability Act) standards should be considered in the future to provide local officials the information needed to access the deficient areas. NIRCC has identified a number of locations they feel are important that lack pedestrian facilities.

TRAFFIC COUNT DATA

STREET	A Street	B Street	Count Date	AAADT	Truck %	Peak Hr.	Peak Hr. Volume	At-Grade Railroad	Federal Functional Classification	Pavement Width (Ft)	Pavement Type	NB/WB Avg. Speed	NB/WB 85th% Speed	SB/EB Avg. Speed	SB/EB 85th% Speed
000	SOUTH COUNTY LINE RD	900 N	10/19/2010	400	n/a	16	50	F	RMIC	9	Chip & Seal	0	0	0	0
000	900 N	PIQUA RD	9/9/2010	650	n/a	18	69	F	RMIC	9	Chip & Seal	0	0	0	0
000	SR 218	700 S	4/27/2011	1024	4.48	15	84	F	LOCAL	10	Chip & Seal	37.1	46	39.9	49.5
000	550 S	SR 218	10/3/2002	1590	6.67	17	158	F	LOCAL	10	Chip & Seal	41.9	49.9	46.3	56.4
000	900 S	900 S	4/5/2011	700	n/a	15	63	F	LOCAL	9	Chip & Seal	0	0	0	0
000 (VAN BUREN ST)	ANDREWS ST	100 S	4/27/2011	1329	6.6	15	137	F	LOCAL	12	Chip & Seal	51.1	62.9	46	53.6
100 E	US 33	300 N	11/18/2010	674	n/a	18	81	F	RMIC	8	Chip & Seal	0	0	0	0
100 E	300 N	SR 124	4/5/2011	476	n/a	17	51	F	LOCAL	10	Chip & Seal	0	0	0	0
100 W	1000 N	US 27	10/19/2010	255	n/a	18	28	T	LOCAL	8	Chip & Seal	0	0	0	0
1000 N	US 27	100 W	9/9/2010	169	n/a	19	21	T	LOCAL	9	Chip & Seal	0	0	0	0
1050 S (LINE ST)	HALE ST	25 W	9/29/2010	662	9.46	18	70	F	RMAC	10	Chip & Seal	41.1	50.2	41.5	50.1
10TH ST	ADAMS ST	ELM ST	12/2/2010	251	n/a	16	23	T	LOCAL	10	Chip & Seal	0	0	0	0
1100 N	800 E / COUNTY LINE RD	550 W	9/9/2010	113	n/a	18	17	F	RMIC	9	Chip & Seal	0	0	0	0
1100 N	200 W	1100 W	11/4/2010	139	n/a	14	13	T	LOCAL	9	Asphalt	0	0	0	0
1100 N	SR 101	500 E	9/25/2002	242	n/a	18	34	F	LOCAL	19	Chip & Seal	0	0	0	0
1100 N	300 E	SR 101	9/25/2002	306	n/a	8	57	F	LOCAL	19	Chip & Seal	0	0	0	0
1100 S	650 W	550 W	10/20/2010	223	n/a	19	25	F	RMIC	8	Chip & Seal	0	0	0	0
1100 S	000	100 E	10/20/2010	483	n/a	16	57	F	RMAC	10	Chip & Seal	0	0	0	0
1100 S	400 E	450 E	10/20/2010	348	n/a	17	44	F	RMAC	10	Chip & Seal	0	0	0	0
1100 S	600 E	700 E (STATE LINE RD)	7/17/2002	163	n/a	17	16	F	LOCAL	18	Chip & Seal	0	0	0	0
11TH ST	ADAMS ST	PATTERSON ST	9/22/2010	1332	n/a	17	136	T	LOCAL	12	Chip & Seal	0	0	0	0
11TH ST	ELM ST	VILLAGE GREEN DR	9/9/2010	1642	n/a	16	171	F	UC	12	Asphalt	0	0	0	0
1200 S	600 E	700 E (STATE LINE RD)	9/29/2010	114	n/a	17	14	F	RMAC	8	Chip & Seal	0	0	0	0
150 W	500 S	SR 218	4/5/2011	804	n/a	18	99	F	LOCAL	9	Chip & Seal	0	0	0	0
150 W	SR 218	700 S	4/6/2011	1012	n/a	8	152	F	LOCAL	9	Chip & Seal	0	0	0	0
15T ST	US 224 (MONROE ST)	ADAMS ST	11/18/2010	2960	4.67	17	270	F	UC	0	Asphalt	0	0	0	0
200 E	SALEM RD	US 33	9/28/2010	435	n/a	8	47	F	UC	12	Chip & Seal	0	0	0	0
200 E	US 33	300 S	9/28/2010	593	9.49	16	56	F	RMIC	8	Chip & Seal	0	0	0	0
200 E	300 N	SR 124	10/6/2010	443	n/a	16	47	F	RMIC	8	Chip & Seal	0	0	0	0
200 E	SR 124	SR 218	12/2/2010	307	n/a	18	31	F	RMIC	9	Chip & Seal	0	0	0	0
200 E	SR 218	900 S	11/3/2010	329	n/a	17	41	F	RMIC	9	Chip & Seal	0	0	0	0
200 E	SOUTH COUNTY LINE RD	1100 N	9/25/2002	357	n/a	16	39	F	LOCAL	18	Chip & Seal	0	0	0	0
200 E (COUNTRYBROOK RD)	US 224	N/O US 224	9/25/2002	448	n/a	17	42	F	LOCAL	19	Chip & Seal	0	0	0	0
200 W	650 N	US 224	9/9/2010	570	n/a	16	55	F	UC	9	Chip & Seal	0	0	0	0
28TH ST (100 W)	MONROE ST (550 N)	PATTERSON ST	9/9/2010	1197	5.76	16	113	F	UC	13	Chip & Seal	27.5	33.1	25.6	29.6
28TH ST (100 W)	PATTERSON ST	450 N	9/9/2010	1009	1.45	15	96	F	UC	13	Chip & Seal	42.6	50.8	41.3	47.9
28TH ST (100 W)	US 224	S/O US 224	11/16/2010	759	10.91	15	78	F	UC	11	Asphalt	32.9	39.2	33.4	40
2ND ST	MASTER DR	RAILROAD	4/6/2011	3577	n/a	17	337	T	UMIA	12	Asphalt	0	0	0	0
2ND ST	RAILROAD	MONMOUTH RD (50 E)	10/13/2010	2974	n/a	17	310	T	UMIA	13	Chip & Seal	0	0	0	0
2ND ST	MONMOUTH RD (50 E)	WASHINGTON ST	11/18/2010	3644	n/a	18	266	F	UMIA	17	Chip & Seal	0	0	0	0
2ND ST	WASHINGTON ST	MARSHALL ST	11/18/2010	4423	6.27	18	380	F	UMIA	15	Chip & Seal	0	0	0	0
2ND ST	JACKSON ST	US 224 (MONROE ST)	11/18/2010	4106	n/a	17	365	F	UMIA	9	Chip & Seal	0	0	0	0
2ND ST	MARSHALL ST	JACKSON ST	12/1/2010	4984	n/a	18	439	F	UMIA	17	Chip & Seal	0	0	0	0
2ND ST	US 224 (MONROE ST)	MADISON ST	12/1/2010	12952	n/a	17	1081	F	UMIA	11	Asphalt	0	0	0	0
2ND ST	US 27	MASTER DR	12/1/2010	3879	n/a	8	290	F	UMIA	8	Asphalt	0	0	0	0
300 E	600 N	PIQUA RD	9/9/2010	124	n/a	21	15	F	UMIA	9	Chip & Seal	0	0	0	0
300 E	US 224	600 N	4/6/2011	131	n/a	16	15	F	RMIC	10	Chip & Seal	0	0	0	0
300 N	100 E	200 E	11/18/2010	117	n/a	17	15	F	RMIC	8	Chip & Seal	0	0	0	0
300 N	US 27	100 E	11/18/2010	149	n/a	17	16	F	RMIC	8	Chip & Seal	0	0	0	0
300 N	400 W	US 27	11/17/2010	460	n/a	18	52	F	RMIC	8	Chip & Seal	0	0	0	0
300 N	800 E (WEST COUNTY LINE RD)	400 W	11/17/2010	530	n/a	18	71	F	RMIC	8	Chip & Seal	0	0	0	0
300 S	500 W	US 27	12/2/2010	486	n/a	15	42	F	RMIC	8	Chip & Seal	0	0	0	0
300 S	700 W (WEST COUNTY LINE RD)	500 W	11/17/2010	245	n/a	16	28	F	RMIC	8	Chip & Seal	0	0	0	0
300 S	SALEM RD	500 E	10/3/2002	192	n/a	17	22	F	LOCAL	18	Chip & Seal	0	0	0	0
300 S	400 E	SALEM RD	10/3/2002	254	n/a	17	28	F	LOCAL	18	Chip & Seal	0	0	0	0

STREET	A Street	B Street	Count Date	AAADT	Truck %	Peak Hr.	Peak Hr. Volume	At-Grade Railroad	Federal Functional Classification	Pavement Width (Ft)	Pavement Type	NB/WB Avg. Speed	NB/WB 85th% Speed	SB/EB Avg. Speed	SB/EB 85th% Speed
300 S	000	E/O 000	10/3/2002	531	n/a	18	52	F	LOCAL	19	Asphalt	0	0	0	0
300 S	W/O 000	000	10/8/2002	491	n/a	18	56	F	LOCAL	19	Chip & Seal	0	0	0	0
300 W	900 S	950 S	10/20/2010	292	n/a	16	34	F	RMIC	9	Chip & Seal	0	0	0	0
300 W	SOUTH COUNTY LINE RD	US 27	10/21/2010	1986	5.54	17	205	F	RMAC	9	Chip & Seal	0	0	0	0
300 W	SR 116	1100 S	10/1/2002	255	n/a	16	40	F	LOCAL	19	Chip & Seal	0	0	0	0
300 W	SR 116	N/O SR 116	10/1/2002	215	n/a	17	34	F	LOCAL	21	Chip & Seal	0	0	0	0
300 W	SR 218	S/O SR 218	10/3/2002	303	n/a	17	41	F	LOCAL	20	Chip & Seal	0	0	0	0
300 W	SR 218	N/O SR 218	4/27/2011	354	n/a	17	44	F	LOCAL	20	Chip & Seal	0	0	0	0
300 W	SR 124	S/O SR 124	4/27/2011	338	n/a	17	28	F	LOCAL	20	Chip & Seal	0	0	0	0
350 W	US 27	WINCHESTER RD	10/21/2010	656	n/a	8	92	F	RMIC	10	Chip & Seal	0	0	0	0
3RD ST	5TH ST	MARSHALL ST	9/22/2010	663	n/a	17	79	F	UC	14	Asphalt	0	0	0	0
3RD ST	MARSHALL ST	JACKSON ST	9/22/2010	1093	n/a	17	118	F	UC	14	Asphalt	0	0	0	0
3RD ST	MARSHALL ST	US 224 (MONROE ST)	10/13/2010	908	n/a	17	116	F	UC	14	Asphalt	0	0	0	0
3RD ST	US 224 (MONROE ST)	MADISON ST	11/2/2010	1906	1.61	15	172	F	UC	15	Asphalt	22.8	28.6	0	0
400 E	US 224	600 N	9/30/2010	170	n/a	19	19	F	LOCAL	9	Chip & Seal	0	0	0	0
400 N	100 W	US 27	11/16/2010	229	n/a	16	24	F	LOCAL	10	Chip & Seal	0	0	0	0
400 W	WINCHESTER RD	900 N	11/4/2010	344	n/a	18	42	F	RMAC	8	Chip & Seal	0	0	0	0
400 W	US 224 / 600 N	900 N	9/9/2010	398	n/a	18	43	F	RMAC	9	Chip & Seal	0	0	0	0
400 W	US 224 (600 N)	300 N	9/9/2010	744	n/a	18	76	F	RMAC	10	Chip & Seal	0	0	0	0
400 W	100 N	SR 124	11/17/2010	501	n/a	17	51	F	RMAC	9	Asphalt	0	0	0	0
400 W	900 S	950 S	10/1/2002	245	n/a	17	30	F	LOCAL	19	Chip & Seal	0	0	0	0
400 W	850 S	900 S	10/3/2002	294	n/a	17	34	F	LOCAL	17	Chip & Seal	0	0	0	0
450 E	700 S	900 S	9/29/2010	125	n/a	14	14	F	RMIC	8	Chip & Seal	0	0	0	0
450 E	900 S	SR 116	9/29/2010	251	n/a	18	29	F	RMIC	9	Chip & Seal	0	0	0	0
450 E	1100 S	1150 S	10/1/2002	286	n/a	17	31	F	LOCAL	19	Chip & Seal	0	0	0	0
450 N	100 W	US 27	9/9/2010	6254	n/a	17	539	F	UC	9	Chip & Seal	0	0	0	0
450 N	SR 124	.15M S/O SR 124	9/1/2008	328	n/a	10	31	F	LOCAL	10	Chip & Seal	0	0	0	0
500 E	700 N	US 224	9/30/2010	262	n/a	17	27	F	LOCAL	9	Chip & Seal	0	0	0	0
500 N	100 W	US 27	4/6/2011	996	n/a	16	103	F	LOCAL	9	Asphalt	0	0	0	0
500 S	US 27	200 E	4/27/2011	531	n/a	17	51	F	LOCAL	10	Chip & Seal	0	0	0	0
500 S	150 W	US 27	4/27/2011	684	n/a	17	66	F	LOCAL	10	Chip & Seal	0	0	0	0
500 W	SR 124	300 S	11/3/2010	520	n/a	17	65	F	RMIC	8	Chip & Seal	0	0	0	0
500 W	300 S	SR 218	11/17/2010	629	n/a	18	72	F	RMIC	9	Chip & Seal	0	0	0	0
500 W	SR 218	PARK DR (N)	11/17/2010	561	n/a	18	57	F	RMIC	9	Chip & Seal	0	0	0	0
500 W	PARK DR (N)	PARK DR (S)	10/20/2010	354	n/a	19	37	F	RMIC	10	Chip & Seal	0	0	0	0
550 N	PIQUA RD	300 E	10/10/2002	339	n/a	16	30	F	LOCAL	19	Chip & Seal	0	0	0	0
550 N	600 E	700 E (STATE LINE RD)	10/8/2002	89	n/a	17	16	F	LOCAL	18	Chip & Seal	0	0	0	0
550 W	WINCHESTER RD	1100 N	11/4/2010	200	n/a	19	21	F	RMIC	9	Chip & Seal	0	0	0	0
550 W	SR 116	1100 S	10/20/2010	333	n/a	16	33	F	RMIC	9	Chip & Seal	0	0	0	0
5TH ST	WASHINGTON ST (650 N)	3RD ST	11/18/2010	1055	n/a	17	98	F	UC	10	Chip & Seal	0	0	0	0
5TH ST	3RD ST	MARSHALL ST	11/2/2010	995	n/a	8	95	F	UC	14	Asphalt	0	0	0	0
5TH ST	MARSHALL ST	NUTTMAN AVE	11/2/2010	1900	n/a	18	194	F	UC	13	Asphalt	0	0	0	0
5TH ST	NUTTMAN AVE	JACKSON ST	10/13/2010	3229	n/a	17	365	F	UMIA	13	Asphalt	0	0	0	0
5TH ST	JACKSON ST	US 224 (MONROE ST)	10/13/2010	1597	1.33	17	175	F	UMIA	10	Chip & Seal	0	0	25.5	29.6
5TH ST	US 224 (MONROE ST)	MADISON ST	12/1/2010	1182	0.74	8	181	F	UC	10	Chip & Seal	0	0	0	0
600 N	300 E	SR 101	4/27/2011	340	n/a	16	32	F	LOCAL	9	Chip & Seal	0	0	0	0
600 W	SR 124	N/O SR 124	10/8/2002	380	n/a	17	36	F	LOCAL	19	Chip & Seal	0	0	0	0
600 W	US 224	S/O US 224	10/8/2002	224	n/a	17	28	F	LOCAL	18	Chip & Seal	0	0	0	0
700 E (STATE LINE RD)	US 224	N/O US 224	9/25/2002	520	n/a	16	55	F	LOCAL	18	Chip & Seal	0	0	0	0
700 S	SALEM RD	450 E	9/29/2010	246	n/a	17	24	F	RMIC	9	Chip & Seal	0	0	0	0
700 S	WATER ST (500 W)	PARK DR	10/20/2010	474	n/a	16	43	F	RMIC	9	Chip & Seal	0	0	0	0
700 S	500 W	300 W	4/27/2011	283	n/a	8	32	F	LOCAL	9	Chip & Seal	0	0	0	0
700 S	300 W	150 W	4/27/2011	442	n/a	8	53	F	LOCAL	10	Chip & Seal	0	0	0	0
700 S	150 W	US 27	4/27/2011	1332	n/a	8	204	F	LOCAL	9	Chip & Seal	0	0	0	0
700 S	US 27	000	4/5/2011	551	n/a	17	60	F	LOCAL	9	Chip & Seal	0	0	0	0

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700 S	000	200 E	4/27/2011	358	n/a	15	35	F	LOCAL	9	Chip & Seal	0	0	0	0
850 N	US 27	PIQUA RD	10/21/2010	2230	n/a	8	251	T	ROPA	10	Asphalt	0	0	0	0
900 N	800 E / COUNTY LINE RD	400 W	9/9/2010	375	n/a	18	36	F	RMIC	11	Chip & Seal	0	0	0	0
900 N	400 W	WINCHESTER RD	9/9/2010	357	n/a	18	36	F	RMIC	9	Chip & Seal	0	0	0	0
900 N	WINCHESTER RD	US 27	9/9/2010	476	n/a	8	53	F	RMIC	10	Chip & Seal	0	0	0	0
900 N	000	000	10/19/2010	579	n/a	16	56	T	RMIC	9	Chip & Seal	0	0	0	0
900 N	SR 101	0 SR 101	9/30/2010	125	n/a	18	17	F	RMIC	9	Chip & Seal	0	0	0	0
900 N	700 E (STATE LINE RD)	700 E (STATE LINE RD)	9/28/2010	177	n/a	16	15	F	RMIC	8	Chip & Seal	0	0	0	0
900 S	450 E	700 E (STATE LINE RD)	9/29/2010	244	n/a	18	28	F	RMIC	9	Chip & Seal	0	0	0	0
900 S	200 E	450 E	9/29/2010	271	n/a	18	25	F	RMIC	9	Chip & Seal	0	0	0	0
900 S	700 E (WEST COUNTY LINE RD)	SR 116	11/17/2010	111	n/a	17	16	F	RMIC	8	Chip & Seal	0	0	0	0
900 S	SR 116	300 W	11/17/2010	15	n/a	17	3	F	RMIC	8	Chip & Seal	0	0	0	0
900 S/COVERED BRIDGE RD	US 27	200 E	9/29/2010	475	n/a	17	56	F	RMIC	10	Chip & Seal	0	0	0	0
950 S	300 W	US 27	11/17/2010	401	n/a	17	48	F	RMIC	8	Chip & Seal	0	0	0	0
9TH ST	DAYTON ST	NUTTMAN AVE	9/22/2010	298	n/a	19	48	F	UC	15	Asphalt	0	0	0	0
ADAMS ST	8TH ST	7TH ST	11/4/2010	4690	n/a	18	384	T	UC	13	Chip & Seal	0	0	0	0
ADAMS ST	5TH ST	3RD ST	11/18/2010	4203	4.05	17	425	F	UC	13	Chip & Seal	0	0	0	0
ADAMS ST	3RD ST	2ND ST	11/2/2010	3821	n/a	17	321	F	UC	10	Chip & Seal	0	0	0	0
ADAMS ST	LINE ST	5TH ST	11/2/2010	4489	n/a	17	364	F	UC	12	Chip & Seal	0	0	0	0
ADAMS ST	2ND ST	1ST ST	9/22/2010	1323	2.25	17	126	F	UC	12	Asphalt	0	0	17.5	22.5
ADAMS ST	US 27	12TH ST	11/2/2010	3280	n/a	18	287	F	UC	11	Chip & Seal	0	0	0	0
BOLLMAN ST	US 27	VILLAGE GREEN DR	9/9/2010	2845	n/a	17	268	F	UC	15	Asphalt	0	0	0	0
DAYTON ST	US 27	9TH ST	11/18/2010	1473	3.04	8	182	F	UC	14	Chip & Seal	25.5	33.8	23.4	30.9
DAYTON ST	9TH ST	DIERKES ST	11/18/2010	1079	2.09	8	147	T	LOCAL	14	Chip & Seal	22.6	29	22.6	29.3
ELM ST	US 27	11TH ST	9/22/2010	1085	n/a	18	104	F	UC	14	Asphalt	0	0	0	0
ELM ST	11TH ST	LINE ST	9/22/2010	1432	n/a	15	125	F	UC	14	Asphalt	0	0	0	0
GRANT ST	LINE ST	WINCHESTER ST	9/22/2010	526	n/a	8	55	F	UC	11	Chip & Seal	0	0	0	0
GRANT ST	WINCHESTER ST	HIGH ST	9/22/2010	1481	n/a	15	135	F	UC	17	Chip & Seal	0	0	0	0
GRANT ST	HIGH ST	MERCER AVE	9/22/2010	783	n/a	16	86	F	UC	11	Asphalt	0	0	0	0
HIGH ST	GRANT ST	US 33	11/2/2010	1163	4.1	17	108	F	UC	9	Asphalt	0	0	0	0
INDUSTRIAL PARK RD	MONROE ST	PATTERSON ST	10/19/2010	597	n/a	17	57	T	LOCAL	8	Chip & Seal	0	0	0	0
INDUSTRIAL PARK RD	US 224 / 600 N	MONROE ST	4/6/2011	622	n/a	16	67	F	LOCAL	12	Chip & Seal	0	0	0	0
JACKSON ST	3RD ST	2ND ST	10/13/2010	3296	n/a	17	412	F	UMIA	10	Asphalt	0	0	0	0
JACKSON ST	5TH ST	3RD ST	10/13/2010	1290	n/a	17	138	F	UMIA	0	Chip & Seal	0	0	0	0
JACKSON ST	1ST ST	US 224 (BELLMONT RD)	4/6/2011	2533	1.54	8	356	F	UMIA	12	Asphalt	30.2	34.2	33.8	38.6
JEFFERSON ST	8TH ST	7TH ST	9/22/2010	226	n/a	19	44	T	LOCAL	11	Asphalt	0	0	0	0
LINE ST	ADAMS ST	ELM ST	11/2/2010	1447	n/a	17	138	T	UC	15	Chip & Seal	0	0	0	0
LINE ST	GRANT ST	WINCHESTER ST	9/22/2010	1084	n/a	15	100	F	UC	15	Chip & Seal	0	0	0	0
LINE ST	ELM ST	GRANT ST	9/22/2010	3322	n/a	15	311	F	UC	15	Asphalt	0	0	0	0
LINE ST	US 27 (MAIN ST)	WASHINGTON ST	9/29/2010	1309	2.84	16	122	F	RMAC	14	Chip & Seal	22	26.8	21.9	26.4
LINN GROVE RD	SR 116 / 550 W	700 S	10/20/2010	132	n/a	18	21	F	RMIC	8	Chip & Seal	0	0	0	0
MARSHALL ST	5TH ST	3RD ST	10/13/2010	937	1.32	18	120	F	UMIA	14	Chip & Seal	23.4	28.6	0	0
MARSHALL ST	3RD ST	2ND ST	11/2/2010	521	2.99	18	61	F	UMIA	0	Chip & Seal	0	0	0	0
MERCER AVE	ADAMS ST	GRANT ST	9/22/2010	6320	1.07	17	538	F	UMIA	12	Asphalt	29.9	34.2	32.1	37.3
MERCER AVE / SALEM RD	GRANT ST	200 E	10/6/2010	2406	1.43	17	214	F	UMIA	10	Chip & Seal	45.8	52.7	44.4	50.8
MONMOUTH RD (50TH E)	PIQUA RD	2ND ST	9/9/2010	1529	1.73	18	168	F	UMIA	9	Chip & Seal	45.2	53	42.5	49
MONROE ST	8TH ST	7TH ST	11/19/2010	9796	7.45	17	863	T	UOPA	11	Asphalt	26.2	31.1	25.7	30.7
MONROE ST	15TH ST	US 27	4/27/2011	2471	1.66	17	229	F	UC	12	Asphalt	26.2	30.6	27.9	33.7
MONROE ST	US 224 (BELLMONT RD)	PORTER VISTA	10/6/2010	4116	n/a	18	415	F	UMIA	9	Chip & Seal	0	0	0	0
MONROE ST (600 N)	PIQUA RD	300 E	9/22/2010	1391	n/a	17	165	F	UMIA	0	Chip & Seal	0	0	0	0
NUTTMAN AVE	8TH ST	7TH ST	9/22/2010	3264	n/a	19	437	T	UMIA	14	Asphalt	0	0	0	0
NUTTMAN AVE	US 27	12TH ST	11/4/2010	4497	n/a	13	373	F	UMIA	14	Asphalt	0	0	0	0
PARK DR	500 W	700 S	10/20/2010	16	n/a	16	2	F	RMIC	7	Chip & Seal	0	0	0	0
PATTERSON ST	US 27	W/O US 27	12/1/2010	2305	n/a	16	206	F	UC	10	Chip & Seal	0	0	0	0
PIQUA RD	850 N	000	10/19/2010	1692	4.93	18	191	F	UMIA	9	Chip & Seal	0	0	0	0

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PIQUA RD		0 MONMOUTH RD (50 E)	9/9/2010	3081	1.32	18	338	F	UMIA	12	Chip & Seal	47.8	53.8	44	49.2
PIQUA RD	US 224	MONROE ST (600 N)	9/9/2010	1497	1.37	8	154	F	UMIA	10	Asphalt	35.8	42	34.6	40.3
PIQUA RD	600 N (MONROE ST)	300 E	10/13/2010	764	1.81	17	90	F	UMIA	9	Chip & Seal	45.3	57.5	46.1	54.6
PIQUA RD	300 E	SR 101	9/30/2010	839	7.81	18	77	F	RMAC	12	Chip & Seal	0	0	0	0
PIQUA RD	BELLMONT RD	US 224	10/19/2010	1258	n/a	8	151	F	UMIA	11	Chip & Seal	0	0	0	0
PIQUA RD	700 E (STATE LINE RD)	700 E (STATE LINE RD)	11/16/2010	638	10.24	17	79	F	RMAC	9	Chip & Seal	0	0	0	0
POLK ST	US 27	SR 124 (WASHINGTON ST)	12/2/2010	2306	9.59	17	228	F	RMIC	12	Chip & Seal	0	0	0	0
SALEM RD	SR 124	SR 218	10/6/2010	365	n/a	18	39	F	RMIC	9	Chip & Seal	0	0	0	0
SALEM RD	SR 218	700 S	9/29/2010	127	n/a	18	25	F	RMIC	9	Chip & Seal	0	0	0	0
SALEM RD	US 33	N/O US 33	10/6/2010	1296	1.91	18	127	F	RMAC	11	Chip & Seal	54.1	61.4	46.5	53.1
SALEM RD	SR 124	N/O SR 124	4/6/2011	107	n/a	19	13	F	LOCAL	9	Chip & Seal	0	0	0	0
SALEM RD	US 33	S/O US 33	10/1/2002	666	n/a	17	67	F	LOCAL	9	Chip & Seal	0	0	0	0
SR 101	100 N	SR 124	10/6/2010	754	8.71	16	76	F	RMAC	10	Chip & Seal	51.3	59.6	55.8	65.5
SR 101	200 N	US 33	10/26/2010	954	7.56	18	92	F	RMAC	11	Asphalt	0	0	0	0
SR 101	225 N	US 33	10/26/2010	1177	16.02	17	113	F	RMAC	11	Asphalt	0	0	0	0
SR 101	450 N	PIQUA RD	9/30/2010	988	25.07	17	87	F	RMAC	11	Chip & Seal	0	0	0	0
SR 101	US 224	600 N	11/16/2010	841	20.26	18	93	F	RMAC	11	Chip & Seal	0	0	0	0
SR 101	700 N	US 224	11/16/2010	1499	15.59	18	153	F	RMAC	11	Chip & Seal	0	0	0	0
SR 101	1100 N	SOUTH COUNTY LINE RD	12/1/2010	1233	14.3	16	109	F	RMAC	12	Asphalt	50.1	58	56.2	68.1
SR 116	900 S	1050 S	10/20/2010	737	8.96	16	65	F	RMAC	9	Asphalt	0	0	0	0
SR 116	800 E (WEST COUNTY LINE RD)	SR 218	11/17/2010	1695	5.19	16	164	F	RMAC	11	Asphalt	53.4	58.9	56.5	64.4
SR 116	SR 218	550 W	11/3/2010	872	5.93	7	80	F	RMAC	9	Asphalt	47.7	54.6	49.2	56.9
SR 116	850 S	900 S	11/30/2010	778	12.27	17	82	F	RMAC	8	Asphalt	0	0	0	0
SR 116	400 W	300 W	10/20/2010	925	9.72	16	86	F	RMAC	10	Asphalt	0	0	0	0
SR 116 (LINE ST) GENEVA	COLLEGE ST	US 27 (MAIN ST)	9/29/2010	1541	n/a	18	124	F	RMAC	11	Asphalt	0	0	0	0
SR 124	500 W	400 W	12/2/2010	3032	19.24	8	280	F	RMAC	10	Asphalt	0	0	0	0
SR 124	700 W (WEST COUNTY LINE RD)	600 W	11/30/2010	2842	16.67	8	258	F	RMAC	11	Asphalt	0	0	0	0
SR 124	100 W	US 27	4/5/2011	3457	10.4	17	343	F	RMAC	10	Chip & Seal	0	0	0	0
SR 124	200 E	300 E	10/27/2010	1839	18.52	16	167	F	RMAC	11	Chip & Seal	0	0	0	0
SR 124	SALEM RD	SR 101	10/27/2010	1466	20.13	17	136	F	RMAC	11	Chip & Seal	0	0	0	0
SR 124	SR 101	600 E	10/28/2010	1245	24.03	17	112	F	RMAC	11	Asphalt	0	0	0	0
SR 124	650 E	700 E (STATE LINE RD)	10/26/2010	1224	21.46	17	114	F	RMAC	11	Chip & Seal	0	0	0	0
SR 124 (WASHINGTON ST)	POLK ST	200 E	10/6/2010	2563	15.06	18	238	F	RMAC	11	Chip & Seal	49.8	57.1	51.2	57.7
SR 124 (WASHINGTON ST)	US 27	E/O US 27	11/30/2010	2801	13.74	8	301	F	RMAC	10	Asphalt	38.8	44.4	41	47.6
SR 124 (WASHINGTON ST)	PARK ST	POLK ST	12/2/2010	3228	12.28	8	363	F	RMAC	10	Asphalt	23.1	29.9	23.3	30.4
SR 218	200 E	SALEM RD	11/3/2010	1346	16.83	18	120	F	RMAC	10	Chip & Seal	55.1	66.9	54.4	62.9
SR 218	700 W (WEST COUNTY LINE RD)	650 W	11/3/2010	1376	19.39	18	114	F	RMAC	12	Asphalt	54.5	59.7	55.5	61.7
SR 218	650 W	SR 116	11/30/2010	1237	25.59	17	115	F	RMAC	12	Asphalt	0	0	0	0
SR 218	SR 116	600 W	11/3/2010	2611	12.74	18	227	F	RMAC	9	Asphalt	56.5	65.1	45.3	51
SR 218	400 W	300 W	11/17/2010	3405	12.3	17	280	F	RMAC	9	Asphalt	59.6	67.5	55.5	59.8
SR 218	FOREST PARK DR	150 W	11/17/2010	5025	13.63	16	402	F	RMAC	9	Chip & Seal	0	0	0	0
SR 218	100 E	200 E	11/3/2010	1634	13.86	18	133	F	RMAC	12	Chip & Seal	31.9	37	32.4	37.8
SR 218	SALEM RD	550 E	11/3/2010	1164	19.08	18	93	F	RMAC	12	Chip & Seal	53	60.5	56.6	69.1
SR 218	700 E (STATE LINE RD)	W/O 700 E (STATE LINE RD)	11/17/2010	982	27.61	17	83	F	RMAC	11	Chip & Seal	0	0	0	0
SR 218 (MAIN ST) BERNE	LINN GROVE AVE	US 27	11/3/2010	5643	6.12	17	468	F	RMAC	10	Chip & Seal	24.2	29.3	27.5	32.5
SR 218 (MAIN ST) BERNE	US 27	STATE ST	11/3/2010	4303	6.22	17	380	F	RMAC	10	Chip & Seal	22.8	28.3	24.6	29.2
SR 218 (MAIN ST) BERNE	HENDRICKS ST	JEFFERSON ST	11/3/2010	5394	n/a	17	434	F	RMAC	10	Chip & Seal	0	0	0	0
SR 218 (MAIN ST) BERNE	RUESSER ST	INTERLAKEN DR	11/3/2010	2709	7.84	17	251	F	RMAC	10	Chip & Seal	0	0	0	0
SR 218 (MAIN ST) BERNE	STATE ST	US 27	10/3/2002	807	n/a	17	66	F	LOCAL	27	Asphalt	0	0	0	0
US 224	1ST ST	MONROE ST	10/13/2010	12799	7.73	17	1346	F	UOPA	0	Chip & Seal	29.6	34.3	30.3	34.9
US 224	JACKSON ST	PIQUA RD	9/9/2010	7084	n/a	17	677	F	UOPA	12	Asphalt	41.9	47.5	39.8	44.4
US 224	800 E / COUNTY LINE RD	600 W	12/1/2010	2808	20.82	16	250	F	RMIA	11	Asphalt	48.8	54.7	50.5	57.5
US 224	400 W	300 W	10/19/2010	3627	25.49	17	317	F	RMIA	11	Asphalt	0	0	0	0
US 224	200 W	100 W	10/21/2010	4104	22.29	17	339	F	UOPA	11	Asphalt	0	0	0	0
US 224	PIQUA RD	COUNTRYBROOK RD (200 E)	10/19/2010	5842	14.9	18	573	F	UOPA	11	Chip & Seal	0	0	0	0

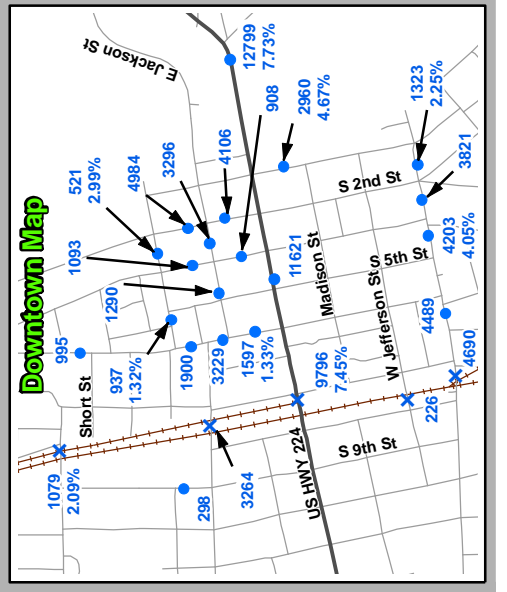
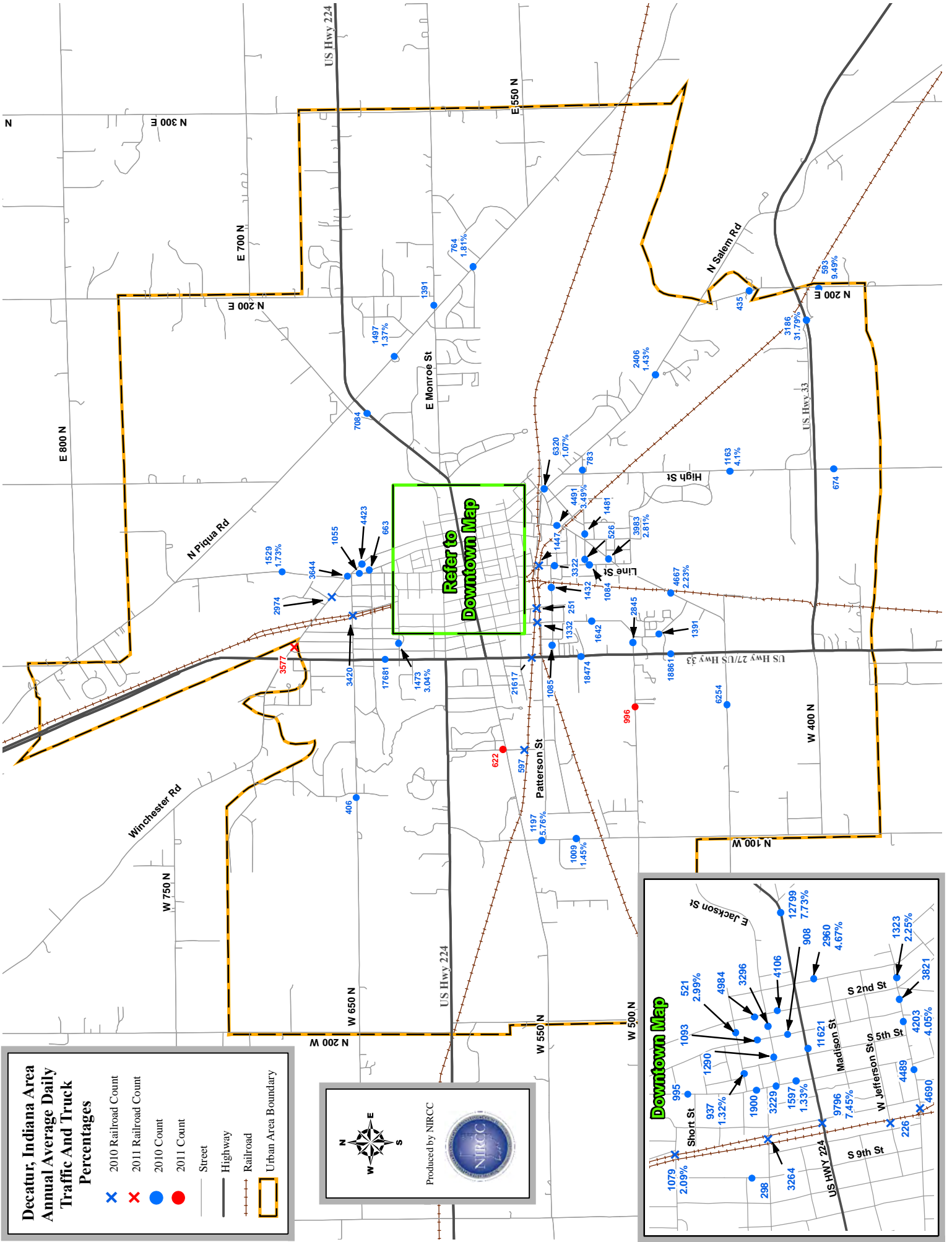
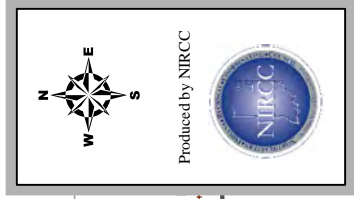
STREET	A Street	B Street	Count Date	AADT	Truck %	Peak Hr.	Peak Hr. Volume	At-Grade Railroad	Federal Functional Classification	Pavement Width (Ft)	Pavement Type	NB /WB Avg. Speed	NB/WB 85th% Speed	SB/EB Avg. Speed	SB/EB 85th% Speed
US 224	300 E	SR 101	9/30/2010	3798	21.18	15	300	F	RMIA	12	Chip & Seal	0	0	0	0
US 224	SR 101	E/O SR 101	9/30/2010	3508	22.4	17	287	F	RMIA	11	Chip & Seal	58	64.2	57.8	64.9
US 224	SR 101	W/O SR 101	9/30/2010	3409	25.67	17	280	F	RMIA	11	Chip & Seal	0	0	0	0
US 224	SR 101	600 E	9/30/2010	2666	28.12	17	210	F	RMIA	11	Chip & Seal	0	0	0	0
US 224	600 E	700 E (STATE LINE RD)	9/30/2010	2526	27.5	17	216	F	RMIA	11	Chip & Seal	0	0	0	0
US 224 (BELLMONT RD)	MONROE ST	JACKSON ST	10/21/2010	7290	22.85	17	697	F	UOPA	11	Chip & Seal	0	0	0	0
US 224 (MONROE ST)	5TH ST	3RD ST	11/2/2010	11621	n/a	15	911	F	UOPA	12	Chip & Seal	0	0	0	0
US 224 (MONROE ST)	US 27	12TH ST	11/2/2010	10161	n/a	13	772	F	UOPA	12	Asphalt	0	0	0	0
US 224 (MONROE ST)	3RD ST	2ND ST	11/4/2010	12676	n/a	15	968	F	Asphalt	11	Asphalt	0	0	0	0
US 224 (MONROE ST)	2ND ST	1ST ST	11/2/2010	13641	n/a	17	1083	F	UOPA	7	Asphalt	0	0	0	0
US 224 (NUTTMAN AVE)	16TH ST	US 27	11/4/2010	7170	n/a	17	553	F	UOPA	12	Asphalt	0	0	0	0
US 27	300 W (MINNICH RD)	900 N	10/19/2010	12736	15.35	17	1140	F	ROPA	12	Asphalt	0	0	0	0
US 27	900 N	850 N	10/21/2010	15309	n/a	17	1323	F	ROPA	11	Asphalt	0	0	0	0
US 27	ADAMS ST	PATTERSON ST	10/13/2010	21617	n/a	17	1820	T	UOPA	12	Concrete	0	0	0	0
US 27	BOLLMAN ST	WINCHESTER RD / 450 N	9/9/2010	18861	n/a	17	1607	F	UOPA	13	Concrete	0	0	0	0
US 27	350 W (CHURCH RD)	300 W (MINNICH RD)	10/21/2010	13197	n/a	18	1045	F	ROPA	12	Chip & Seal	0	0	0	0
US 27	650 N (WASHINGTON ST)	9TH ST (DAYTON ST)	12/1/2010	17681	n/a	17	1339	F	UOPA	12	Concrete	0	0	0	0
US 27	ELM ST	BOLLMAN ST	10/13/2010	18474	n/a	17	1476	F	UOPA	0	Concrete	0	0	0	0
US 27	1100 S (NORTH ST)	1200 S	9/29/2010	5224	15.9	16	490	F	ROPA	12	Chip & Seal	56.1	62.3	50.1	54.6
US 27	850 S	950 S	10/20/2010	6057	13.33	16	532	F	ROPA	11	Chip & Seal	53.4	59.9	45	50.2
US 27	200 S	300 S	4/5/2011	6708	12.02	18	573	F	ROPA	11	Chip & Seal	58.6	64	58.9	64.4
US 27	SR 124	S/O SR 124	10/26/2010	6685	17.38	18	569	F	ROPA	14	Asphalt	0	0	0	0
US 27	.5M N/O SR 124	SR 124	10/26/2010	6873	15.05	18	591	F	ROPA	10	Asphalt	0	0	0	0
US 27	300 N	200 N	11/30/2010	9862	13.38	16	943	F	ROPA	11	Asphalt	0	0	0	0
US 27	US 33	MAPLE DR	11/16/2010	11853	n/a	16	972	F	ROPA	11	Asphalt	0	0	0	0
US 27	450 N	US 33	10/20/2010	16016	n/a	18	1307	F	UOPA	11	Asphalt	0	0	0	0
US 27	US 224 (MONROE ST)	MADISON ST	11/2/2010	22329	n/a	17	1794	F	UOPA	12	Concrete	0	0	0	0
US 27	JACKSON ST	US 224 (MONROE ST)	11/17/2010	21831	n/a	17	1693	F	UOPA	12	Concrete	0	0	0	0
US 27	NUTTMAN AVE	JACKSON ST	11/17/2010	22141	n/a	17	1708	F	UOPA	12	Concrete	0	0	0	0
US 27	MARSHALL ST	NUTTMAN AVE	11/4/2010	21159	n/a	18	1616	F	UOPA	12	Concrete	0	0	0	0
US 27	2ND ST	YORKSHIRE DR	11/16/2010	15191	n/a	17	1190	F	UOPA	12	Concrete	0	0	0	0
US 27	850 N	2ND ST / WINCHESTER RD	10/21/2010	11641	19.46	17	1075	F	ROPA	12	Concrete	0	0	0	0
US 27	SOUTH COUNTY LINE RD	350 W	10/18/2010	10630	19.64	17	971	F	ROPA	12	Asphalt	0	0	0	0
US 27 (CHURCH AVE)BERNE	SR 218 (MAIN ST)	FRANKLIN ST	11/3/2010	8575	9.78	16	738	F	ROPA	11	Chip & Seal	26.1	33.9	27.6	33.5
US 27 (CHURCH AVE)BERNE	WATER ST / STATE ST	SR 218 (MAIN ST)	11/3/2010	11142	n/a	17	925	F	ROPA	13	Asphalt	0	0	0	0
US 27 (MAIN ST) GENEVA	SR 116	SHACKLEY ST	10/20/2010	5720	16.15	16	500	F	ROPA	11	Chip & Seal	28.9	35.1	30.5	36.7
US 27 (MAIN ST) GENEVA	BUTCHER ST	SR 116	9/29/2010	5790	16.29	16	522	F	ROPA	11	Asphalt	30.7	34.8	30	34.2
US 33	100 E / HIGH ST	200 E	11/18/2010	3186	31.79	17	253	F	UOPA	0	Chip & Seal	0	0	0	0
US 33	650 E	700 E (STATE LINE RD)	4/6/2011	2941	38.39	17	238	F	ROPA	11	Chip & Seal	0	0	0	0
US 33	SR 101 (S)	150 N	10/6/2010	3359	34.7	16	269	F	ROPA	11	Chip & Seal	59.5	65	58.5	64.1
US 33	JEFFERSON ST	SR 101 (S)	10/6/2010	4159	29.21	15	342	F	ROPA	10	Chip & Seal	39	47.1	36.2	43.2
US 33	SR 101 (N)	WASHINGTON ST	10/28/2010	4354	29.48	18	422	F	ROPA	10	Asphalt	0	0	0	0
US 33	MULBERRY ST	SR 101 (N)	4/6/2011	3355	27.66	17	277	F	ROPA	10	Chip & Seal	48.8	54.3	43	49
US 33	SALEM RD	E/O SALEM RD	10/6/2010	3747	28.57	17	311	F	ROPA	10	Chip & Seal	59.3	69.4	51.6	55.7
US 33	200 E	SALEM RD	11/16/2010	2955	32.23	17	244	F	ROPA	10	Chip & Seal	52.3	56.6	51.2	71
US 33	US 27	100 E / HIGH ST	10/28/2010	4049	23.81	16	322	F	UOPA	10	Asphalt	0	0	0	0
VILLAGE GREEN DR	WASHINGTON ST	BOLLMAN ST	9/28/2010	1391	n/a	18	128	F	UC	11	Chip & Seal	0	0	0	0
WASHINGTON ST	10TH ST	HARRISON ST	11/4/2010	3420	n/a	18	305	F	UC	14	Chip & Seal	0	0	0	0
WASHINGTON ST	US 27	MASTER DR	11/4/2010	4164	n/a	18	358	F	UC	8	Asphalt	0	0	0	0
WASHINGTON ST (650 N)	200 W	US 27	9/9/2010	406	n/a	15	38	F	UC	10	Chip & Seal	0	0	0	0
WINCHESTER RD	SOUTH COUNTY LINE RD	550 W	12/2/2010	676	5.63	18	76	F	RMAC	10	Chip & Seal	0	0	0	0
WINCHESTER RD	550 W	400 W	12/2/2010	720	9.21	18	84	F	RMAC	10	Chip & Seal	0	0	0	0
WINCHESTER RD	400 W	CHURCH RD (350 W)	12/2/2010	871	9.03	18	111	F	RMAC	10	Chip & Seal	0	0	0	0
WINCHESTER RD	CHURCH RD (350 W)	900 N	10/21/2010	831	1.49	17	36	F	RMAC	10	Chip & Seal	0	0	0	0
WINCHESTER RD	900 N (N)	900 N (S)	10/21/2010	1174	n/a	18	134	F	RMAC	10	Chip & Seal	0	0	0	0

STREET	A Street	B Street	Count Date	AADT	Truck %	Peak Hr.	Peak Hr. Volume	At-Grade Railroad	Federal Functional Classification	Pavement Width (Ft)	Pavement Type	NB/WB Avg. Speed	NB/WB 85th% Speed	SB/EB Avg. Speed	SB/EB 85th% Speed
WINCHESTER RD	900 N	US 27	9/9/2010	2083	4.58	18	198	F	RMAC	10	Chip & Seal	39.4	44.8	42.6	50.7
WINCHESTER ST	GRANT ST	LINE ST	10/13/2010	3983	2.81	17	379	F	UMIA	13	Chip & Seal	32.6	37.2	33.4	38.3
WINCHESTER ST	ADAMS ST	GRANT ST	10/13/2010	4491	3.49	17	445	F	UMIA	8	Chip & Seal	29.6	34.3	30.5	34.8
WINCHESTER ST	VILLAGE GREEN DR	LINE ST	10/13/2010	4667	2.23	17	455	F	UMIA	0	Chip & Seal	37.4	42.6	37.4	42.4
WINCHESTER ST	US 27	VILLAGE GREEN DR	9/28/2010	3368	3.91	18	322	F	UMIA	12	Chip & Seal	0	0	0	0

TRAFFIC COUNT MAPS

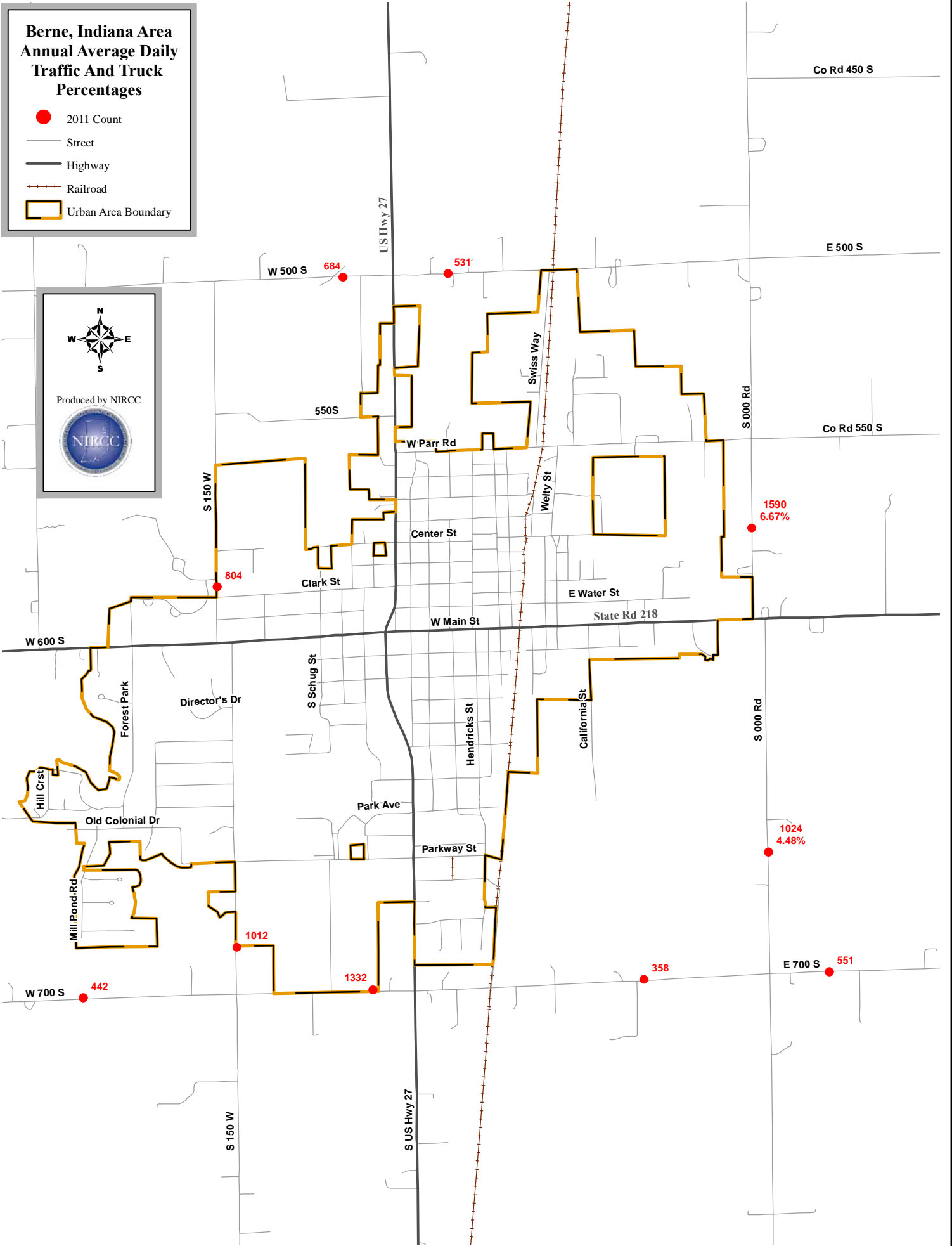
Decatur, Indiana Area Annual Average Daily Traffic And Truck Percentages

- x 2010 Railroad Count
- x 2011 Railroad Count
- 2010 Count
- 2011 Count
- Street
- Highway
- - - Railroad
- ▭ Urban Area Boundary



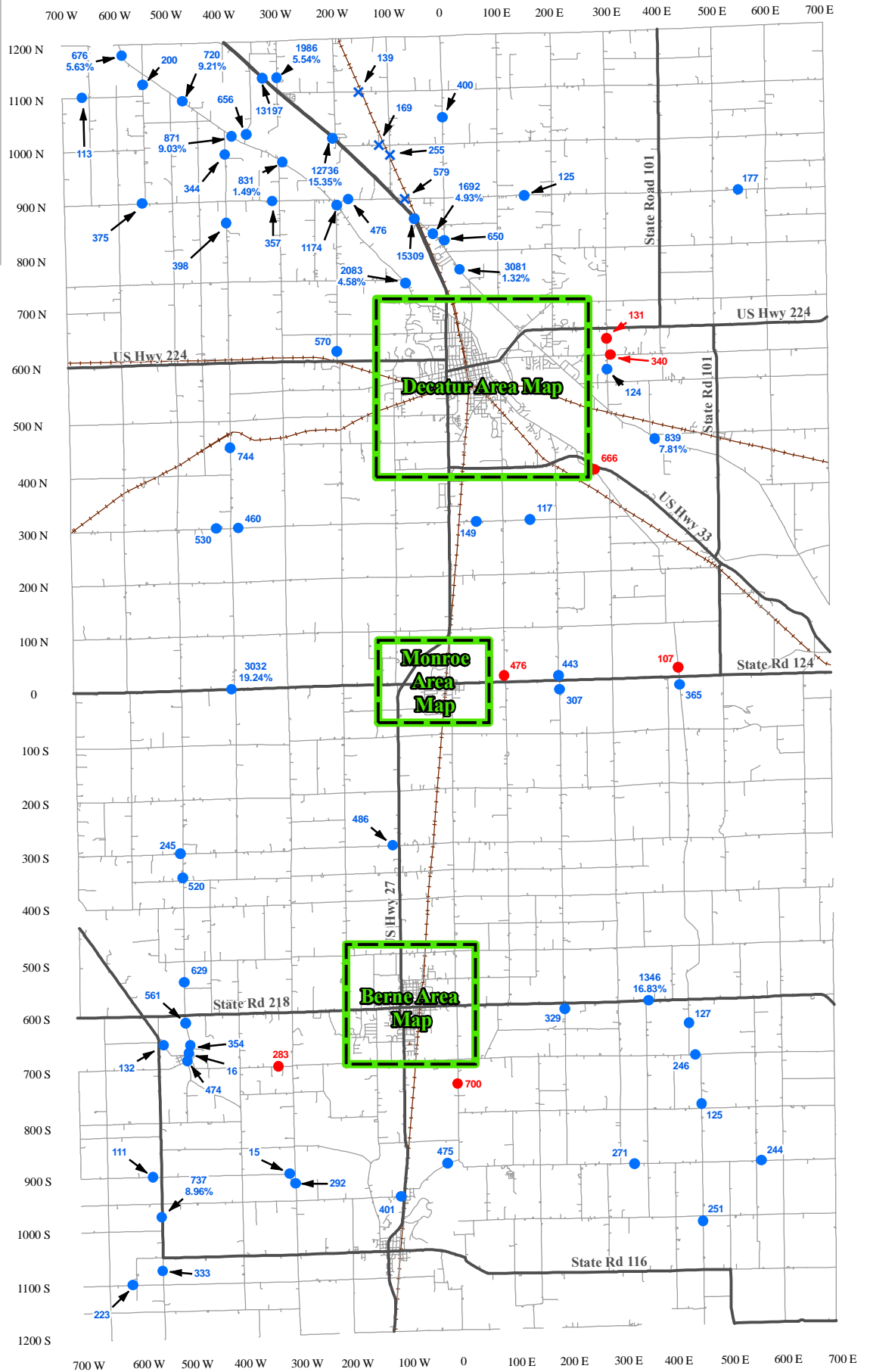
Berne, Indiana Area Annual Average Daily Traffic And Truck Percentages

- 2011 Count
- Street
- Highway
- - - Railroad
- ▭ Urban Area Boundary



Adams County, IN Annual Average Daily Traffic And Truck Percentages

- ✕ 2010 Railroad Count
- ✕ 2011 Railroad Count
- 2010 Count
- 2011 Count
- Street
- Highway
- Railroad

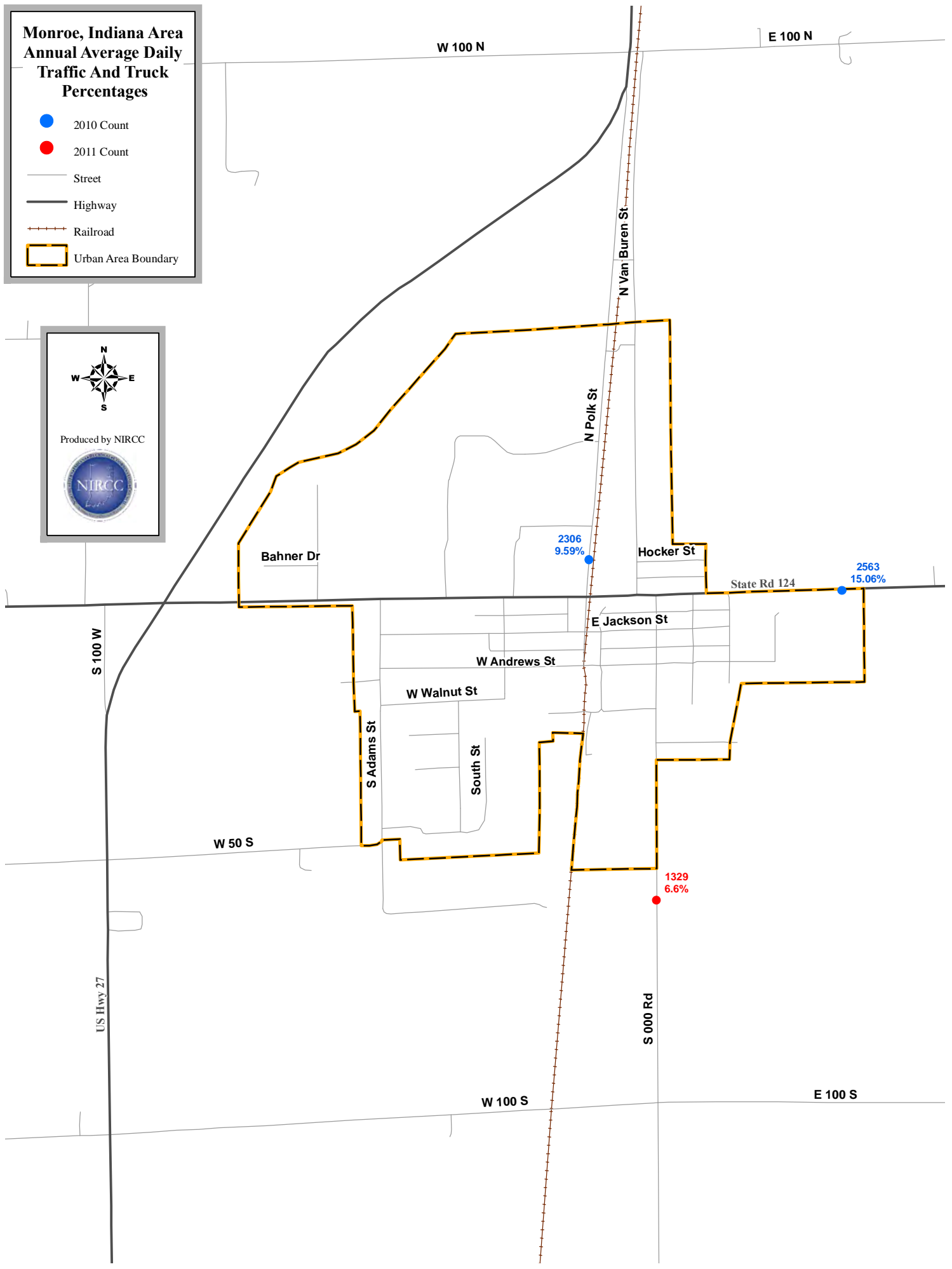


Monroe, Indiana Area Annual Average Daily Traffic And Truck Percentages

- 2010 Count
- 2011 Count
- Street
- Highway
- +—+— Railroad
- ▭ Urban Area Boundary



Produced by NIRCC

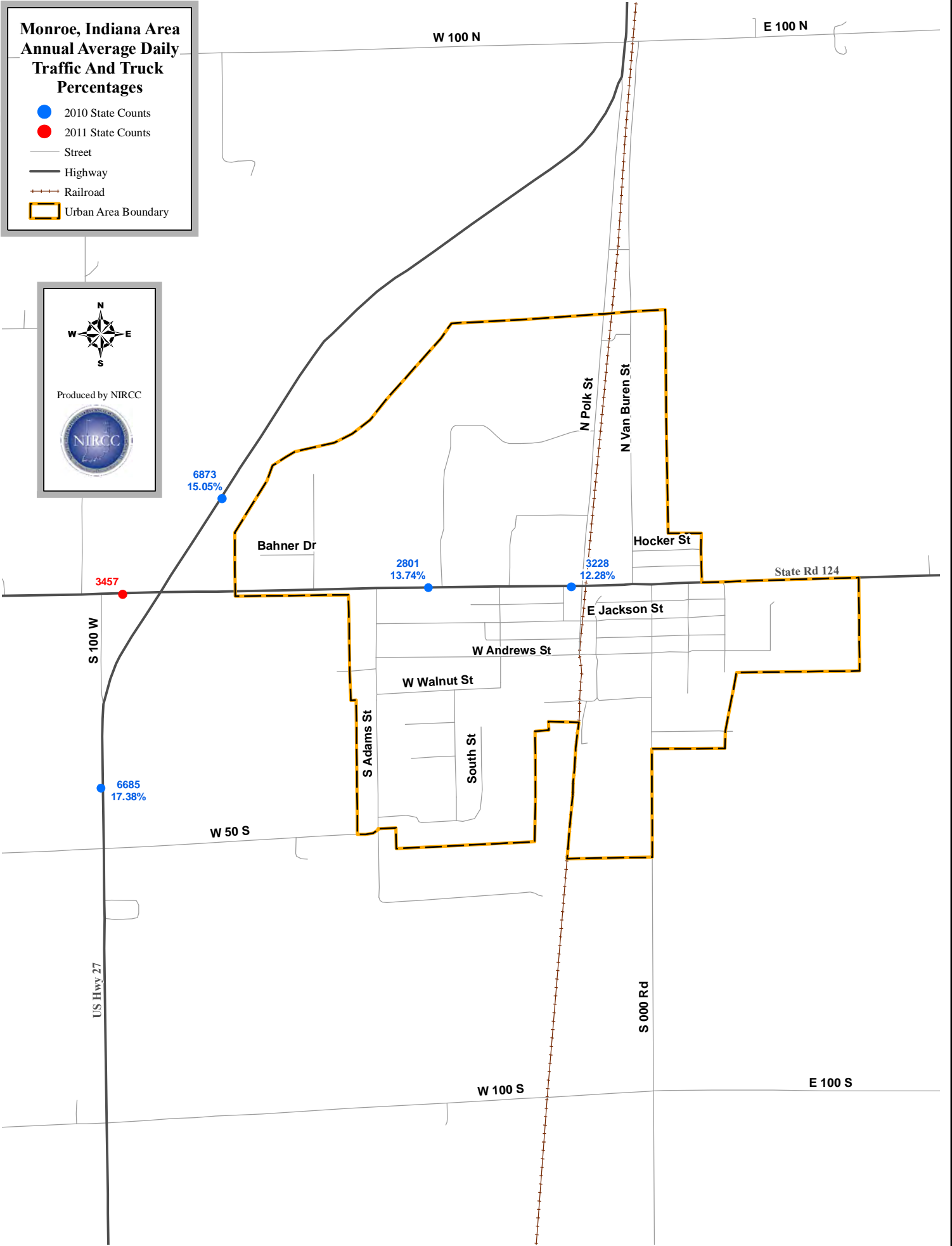


Monroe, Indiana Area Annual Average Daily Traffic And Truck Percentages

- 2010 State Counts
- 2011 State Counts
- Street
- Highway
- +— Railroad
- ▭ Urban Area Boundary



Produced by NIRCC

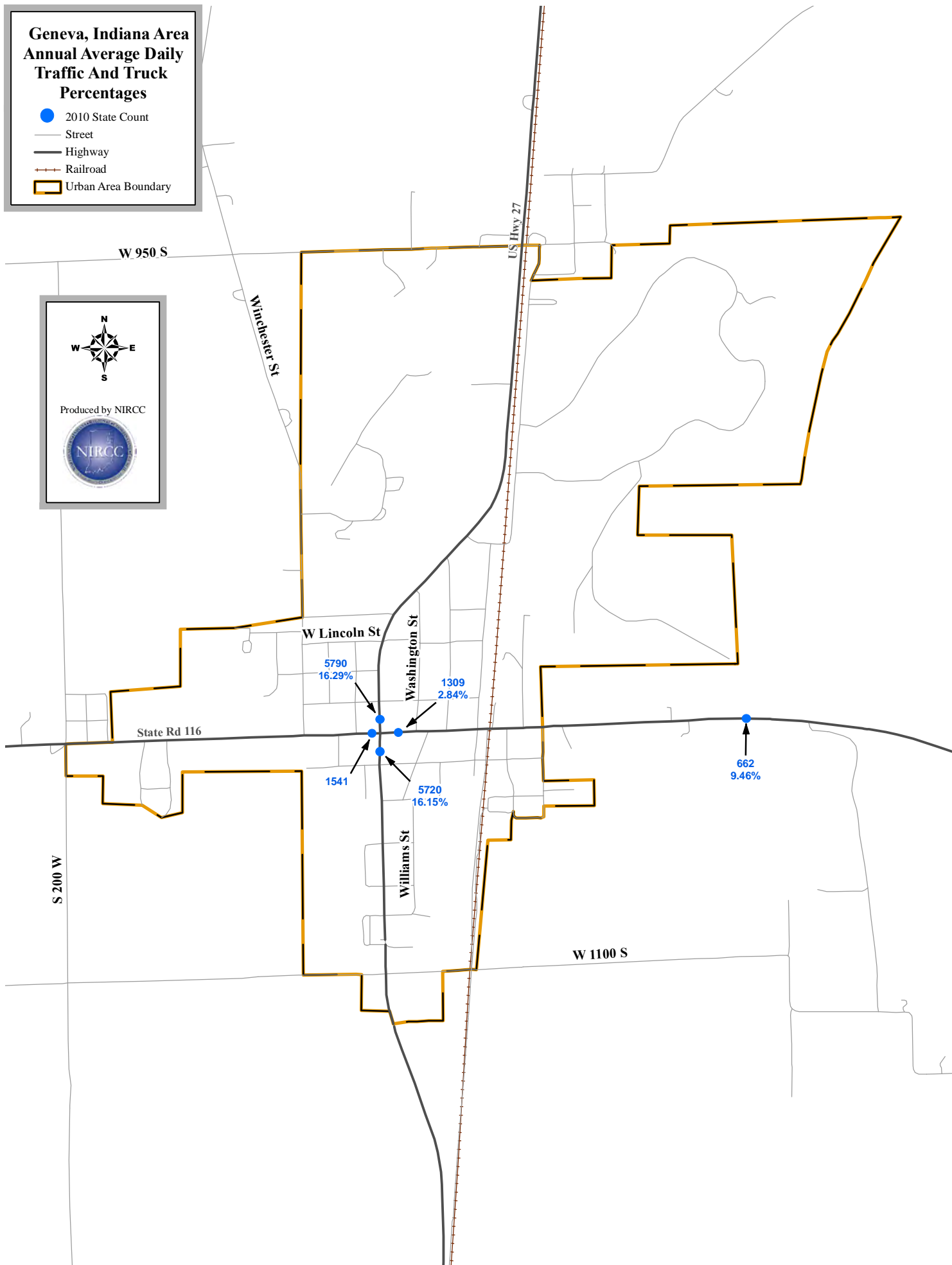


Geneva, Indiana Area Annual Average Daily Traffic And Truck Percentages

- 2010 State Count
- Street
- Highway
- +— Railroad
- ▭ Urban Area Boundary



Produced by NIRCC

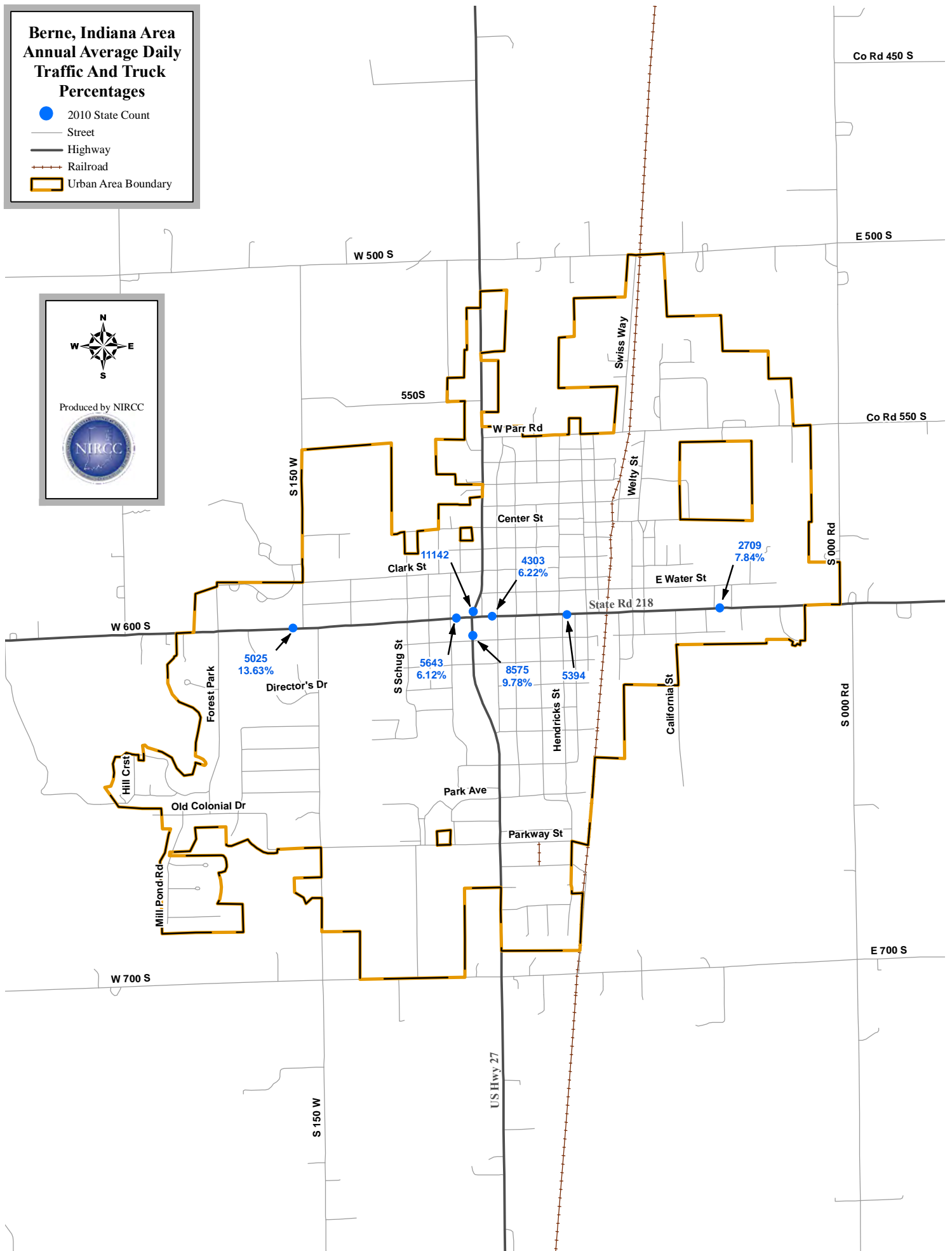


Berne, Indiana Area Annual Average Daily Traffic And Truck Percentages

- 2010 State Count
- Street
- Highway
- +—+— Railroad
- ▭ Urban Area Boundary

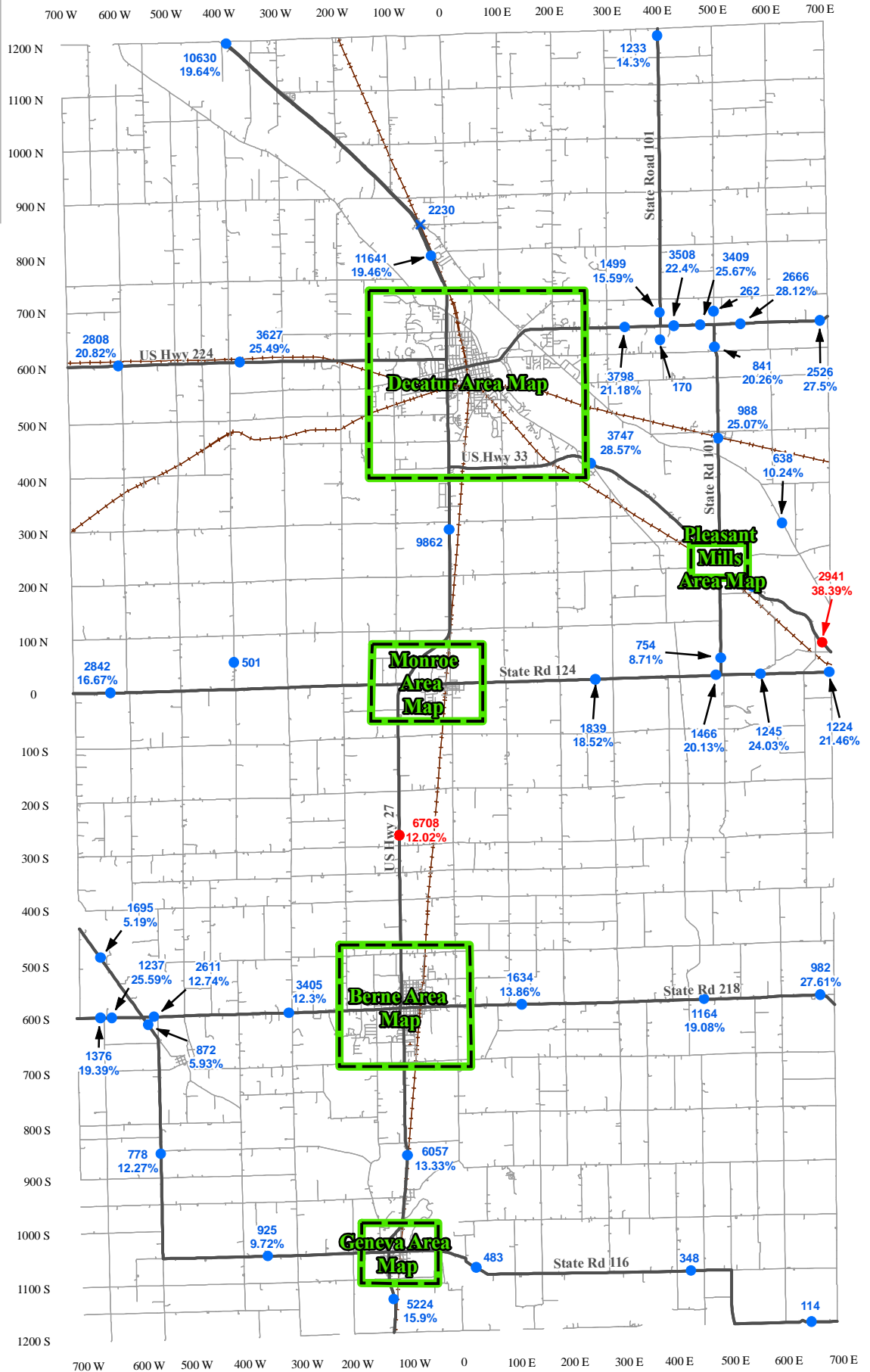


Produced by NIRCC



Adams County, IN Annual Average Daily Traffic And Truck Percentages

- ✕ 2010 Railroad Count
- 2010 State Count
- 2011 State Count
- Highway
- Street
- - - Railroad



**Pleasant Mills, Indiana Area
Annual Average Daily
Traffic And Truck
Percentages**

- 2010 State Count
- 2011 State Count
- Street
- Highway
- - - Railroad



Produced by NIRCC



State Rd 101

US Hwy 33

1177
16.02%

3355
27.66%

4354

4159
29.21%

E 225 N

E 200 N

Madison St

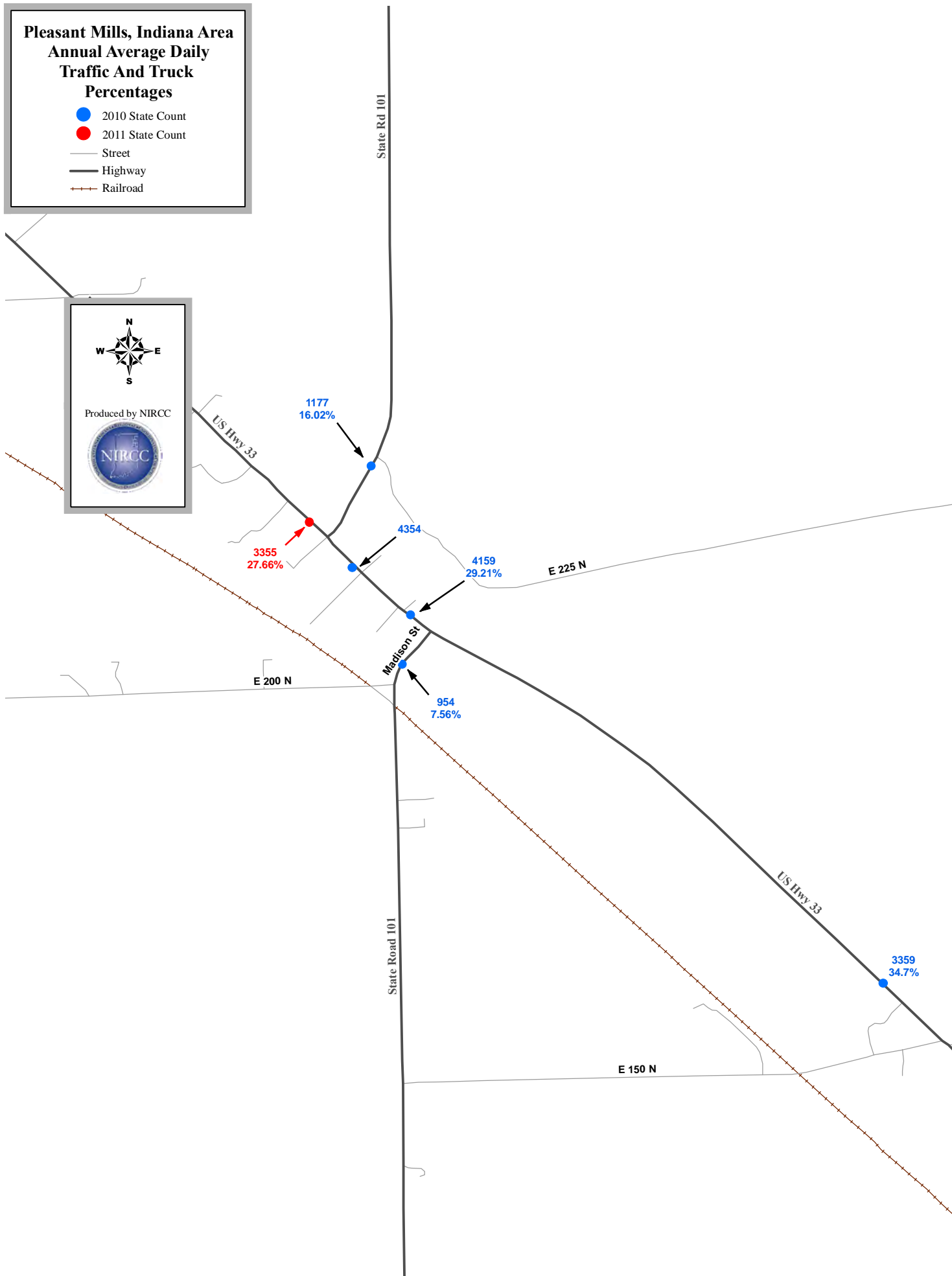
954
7.56%

State Road 101

US Hwy 33

3359
34.7%

E 150 N



RAILROAD CROSSING DATA



Annual WBAPS 2010

WEB ACCIDENT PREDICTION SYSTEM

Accident Prediction Report for Public at-Grade Highway-Rail Crossings

Including:

Disclaimer/Abbreviation Key
Accident Prediction List

Provided by:

Federal Railroad Administration
Office of Safety Analysis
Highway-Rail Crossing Safety & Trespass Prevention

Data Contained in this Report:

STATE: IN
COUNTY: ADAMS

Date Prepared: 6/16/2011



USING DATA PRODUCED BY WBAPS (Web Accident Prediction System)

WBAPS generates reports listing public highway-rail intersections for a State, County, City or railroad ranked by predicted collisions per year. These reports include brief lists of the Inventory record and the collisions over the last 10 years along with a list of contacts for further information. These data were produced by the Federal Railroad Administration's Web Accident Prediction System (WBAPS).

WBAPS is a computer model which provides the user an analytical tool, which combined with other site-specific information, can assist in determining where scarce highway-rail grade crossing resources can best be directed. This computer model does not rank crossings in terms of most to least dangerous. Use of WBAPS data in this manner is incorrect and misleading.

WBAPS provides the same reports as PCAPS, which is FRA's PC Accident Prediction System. PCAPS was originally developed as a tool to alert law enforcement and local officials of the important need to improve safety at public highway-rail intersections within their jurisdictions. It has since become an indispensable information resource which is helping the FRA, States, railroads, Operation Lifesaver and others, to raise the awareness of the potential dangers at public highway-rail intersections. The PCAPS/WBAPS output enables State and local highway and law enforcement agencies identify public highway-rail crossing locations which may require additional or specialized attention. It is also a tool which can be used by state highway authorities and railroads to nominate particular crossings which may require physical safety improvements or enhancements.

The WBAPS accident prediction formula is based upon two independent factors (variables) which includes (1) basic data about a crossing's physical and operating characteristics and (2) five years of accident history data at the crossing. These data are obtained from the FRA's inventory and accident/incident files which are subject to keypunch and submission errors. Although every attempt is made to find and correct errors, there is still a possibility that some errors still exist. Erroneous, inaccurate and non-current data will alter WBAPS accident prediction values. While approximately 100,000 inventory file changes and updates are voluntarily provided annually by States and railroads and processed by FRA into the National Inventory File, data records for specific crossings may not be completely current. Only the intended users (States and railroads) are really knowledgeable as to how current the inventory data is for a particular State, railroad, or location.

It is important to understand the type of information produced by WBAPS and the limitations on the application of the output data. WBAPS does not state that specific crossings are the most dangerous. Rather, the WBAPS data provides an indication that conditions are such that one crossing may possibly be more hazardous than another based on the specific data that is in the program. It is only one of many tools which can be used to assist individual States, railroads and local highway authorities in determining where and how to initially focus attention for improving safety at public highway-rail intersections. WBAPS is designed to nominate crossings for further evaluation based only upon the physical and operating characteristics of specific crossings as voluntarily reported and updated by States and railroads and five years of accident history data.

PCAPS and WBAPS software are not designed to single out specific crossings without considering the many other factors which may influence accident rates or probabilities. State highway planners may or may not use PCAPS/WBAPS accident prediction model. Some States utilize their own formula or model which may include other geographic and site-specific factors. At best, PCAPS and WBAPS software and data nominates crossings for further on-the-ground review by knowledgeable highway traffic engineers and specialists. The output information is not the end or final product and the WBAPS data should not be used for non-intended purposes.

It should also be noted that there are certain characteristics or factors which are not, nor can be, included in the WBAPS database. These include sight-distance, highway congestion, bus or hazardous material traffic, local topography, and passenger exposure (train or vehicle), etc. Be aware that PCAPS/WBAPS is only one model and that other accident prediction models which may be used by States may yield different, by just as valid, results for ranking crossings for safety improvements.

Finally, it should be noted that this database is not the sole indicator of the condition of a specific public highway-rail intersection. The WBAPS output must be considered as a supplement to the information needed to undertake specific actions aimed at enhancing highway-rail crossing safety at locations across the U.S. The authority and jurisdiction to appropriate resources towards the safety improvement or elimination of specific crossings lies with the individual States.



ABBREVIATION KEY

for use with WBAPS Reports

The lists produced are only for public at-grade highway-rail intersections for the entity listed at the top of the page. The parameters shown are those used in the collision prediction calculation.

RANK:	Crossings are listed in order and ranked with the highest collision prediction value first.
PRED COLLS:	The accident prediction value is the probability that a collision between a train and a highway vehicle will occur at the crossing in a year.
CROSSING:	The unique sight specific identifying DOT/AAR Crossing Inventory Number.
RR:	The alphabetic abbreviation for the railroad name.
CITY:	The city in (or near) which the crossing is located.
ROAD:	The name of the road, street, or highway (if provided) where the crossing is located.
NUM OF COLLISIONS:	The number of accidents reported to FRA in each of the years indicated. Note: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.
DATE CHG:	The date of the latest change of the warning device category at the crossing which impacts the collision prediction calculation, e.g., a change from crossbucks to flashing lights, or flashing lights to gates. The accident prediction calculation utilizes three different formulas, on each for (1) passive devices, (2) flashing lights only, and (3) flashing lights with gates. When a date is shown, the collision history prior to the indicated year-month is not included in calculating the accident prediction value.
WD:	The type of warning device shown on the current Inventory record for the crossing where: FQ=Four Quad Gates; GT = All Other Gates; FL = Flashing lights; HS = Wigwags, Highway Signals, Bells, or Other Activated; SP = Special Protection (e.g., a flagman); SS = Stop Signs; XB = Crossbucks; OS = Other Signs or Signals; NO = No Signs or Signals.
TOT TRNS:	Number of total trains per day.
TOT TRKS:	Total number of railroad tracks between the warning devices at the crossing.
TTBL SPD:	The maximum timetable (allowable) speed for trains through the crossing.
HWY PVD:	Is the highway paved on both sides of the crossing?
HWY LNS:	The number of highway traffic lanes crossing the tracks at the crossing.
AADT:	The Average Annual Daily Traffic count for highway vehicles using the crossing.



**PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED
ACCIDENTS PER YEAR AS OF 12/31/2009***

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS
OF DECEMBER 31'.

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS					DATE CHG	W D	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT	
								09*	08	07	06	05									
1	0.016616	532303D	CFE	IN	ADAMS	DECATUR	MONROE ST	0	0	0	0	0	FL	2	1	10	YES	2	6,100		
2	0.009899	532309U	CFE	IN	ADAMS	DECATUR	PIQUA RD	0	0	0	0	0	FL	2	1	10	YES	2	2,300		
3	0.008734	532301P	CFE	IN	ADAMS	DECATUR	ADAMS ST	0	0	0	0	0	FL	2	1	10	YES	2	1,000		
4	0.008734	532304K	CFE	IN	ADAMS	DECATUR	NUTTMAN ST.	0	0	0	0	0	FL	2	2	10	YES	2	1,000		
5	0.008536	532308M	CFE	IN	ADAMS	DECATUR	SECOND ST	0	0	0	0	0	FL	2	2	10	YES	2	1,500		
6	0.008201	532311V	CFE	IN	ADAMS	DECATUR	CR 900N	0	0	0	0	0	SS	2	1	10	YES	2	400		
7	0.008087	532307F	CFE	IN	ADAMS	DECATUR	SECOND ST	0	0	0	0	0	GT	2	8	10	YES	2	1,500		
8	0.006729	532306Y	CFE	IN	ADAMS	DECATUR	WASHINGTON ST	0	0	0	0	0	FL	2	5	10	YES	2	500		
9	0.005964	532305S	CFE	IN	ADAMS	DECATUR	DAYTON ST	0	0	0	0	0	GT	2	4	10	YES	2	500		
10	0.005814	532315X	CFE	IN	ADAMS	DECATUR	CR 1100N	0	0	0	0	0	SS	2	1	10	YES	2	150		
11	0.005034	532313J	CFE	IN	ADAMS	DECATUR	CR 100W	0	0	0	0	0	SS	2	1	10	YES	2	100		
12	0.005034	532314R	CFE	IN	ADAMS	DECATUR	CR 1000N	0	0	0	0	0	SS	2	1	10	YES	2	100		
13	0.004226	532302W	CFE	IN	ADAMS	DECATUR	JEFFERSON ST	0	0	0	0	0	FL	2	1	10	YES	2	150		
14	0.000492	261736J	CSX	IN	ADAMS	DECATUR	THIRTEENTH ST	0	0	0	0	0	GT	0	1	10	YES	4	11,000		
15	0.000404	918328U	CSX	IN	ADAMS	DECATUR	INDUSTRIAL PARK	0	0	0	0	0	XB	0	1	10	YES	2	5		
16	0.000217	261732G	CSX	IN	ADAMS	DECATUR	LINE ST	0	0	0	0	0	FL	0	2	10	YES	2	300		
17	0.000179	261733N	CSX	IN	ADAMS	DECATUR	TENTH ST	0	0	0	0	0	FL	0	1	10	YES	2	300		
18	0.000104	261734V	CSX	IN	ADAMS	DECATUR	ELEVENTH ST	0	0	0	0	0	11/09	HS	0	1	10	YES	2	100	
TTL:								0	0	0	0	0									



**PUBLIC HIGHWAY-RAIL CROSSINGS RANKED BY PREDICTED
ACCIDENTS PER YEAR AS OF 12/31/2009***

*Num of Collisions: Most recent year is partial year (data is not for the complete calendar year) unless Accidents per Year is 'AS OF DECEMBER 31'.

No.	CROSSING	PRED COLLS.	RANK	STATE	COUNTY	CITY	ROAD	RR	MP
1	261732G	0.000217	16	IN	ADAMS	DECATUR	LINE ST	CSX	009622
2	261733N	0.000179	17	IN	ADAMS	DECATUR	TENTH ST	CSX	009646
3	261734V	0.000104	18	IN	ADAMS	DECATUR	ELEVENTH ST	CSX	009654
4	261736J	0.000492	14	IN	ADAMS	DECATUR	THIRTEENTH ST	CSX	009679
5	532301P	0.008734	3	IN	ADAMS	DECATUR	ADAMS ST	CFE	007050
6	532302W	0.004226	13	IN	ADAMS	DECATUR	JEFFERSON ST	CFE	007060
7	532303D	0.016616	1	IN	ADAMS	DECATUR	MONROE ST	CFE	007074
8	532304K	0.008734	4	IN	ADAMS	DECATUR	NUTTMAN ST.	CFE	007091
9	532305S	0.005964	9	IN	ADAMS	DECATUR	DAYTON ST	CFE	007116
10	532306Y	0.006729	8	IN	ADAMS	DECATUR	WASHINGTON ST	CFE	007142
11	532307F	0.008087	7	IN	ADAMS	DECATUR	SECOND ST	CFE	007165
12	532308M	0.008536	5	IN	ADAMS	DECATUR	SECOND ST	CFE	007165
13	532309U	0.009899	2	IN	ADAMS	DECATUR	PIQUA RD	CFE	007367
14	532311V	0.008201	6	IN	ADAMS	DECATUR	CR 900N	CFE	007409
15	532313J	0.005034	11	IN	ADAMS	DECATUR	CR 100W	CFE	007492
16	532314R	0.005034	12	IN	ADAMS	DECATUR	CR 1000N	CFE	007520
17	532315X	0.005814	10	IN	ADAMS	DECATUR	CR 1100N	CFE	007627
18	918328U	0.000404	15	IN	ADAMS	DECATUR	INDUSTRIAL PARK	CSX	009730

TTL: 0.103004

0 0 0 0 0

LAND USE MAPS

Geneva, Indiana Area

Land Use

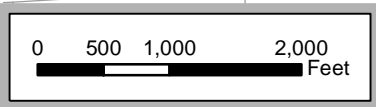
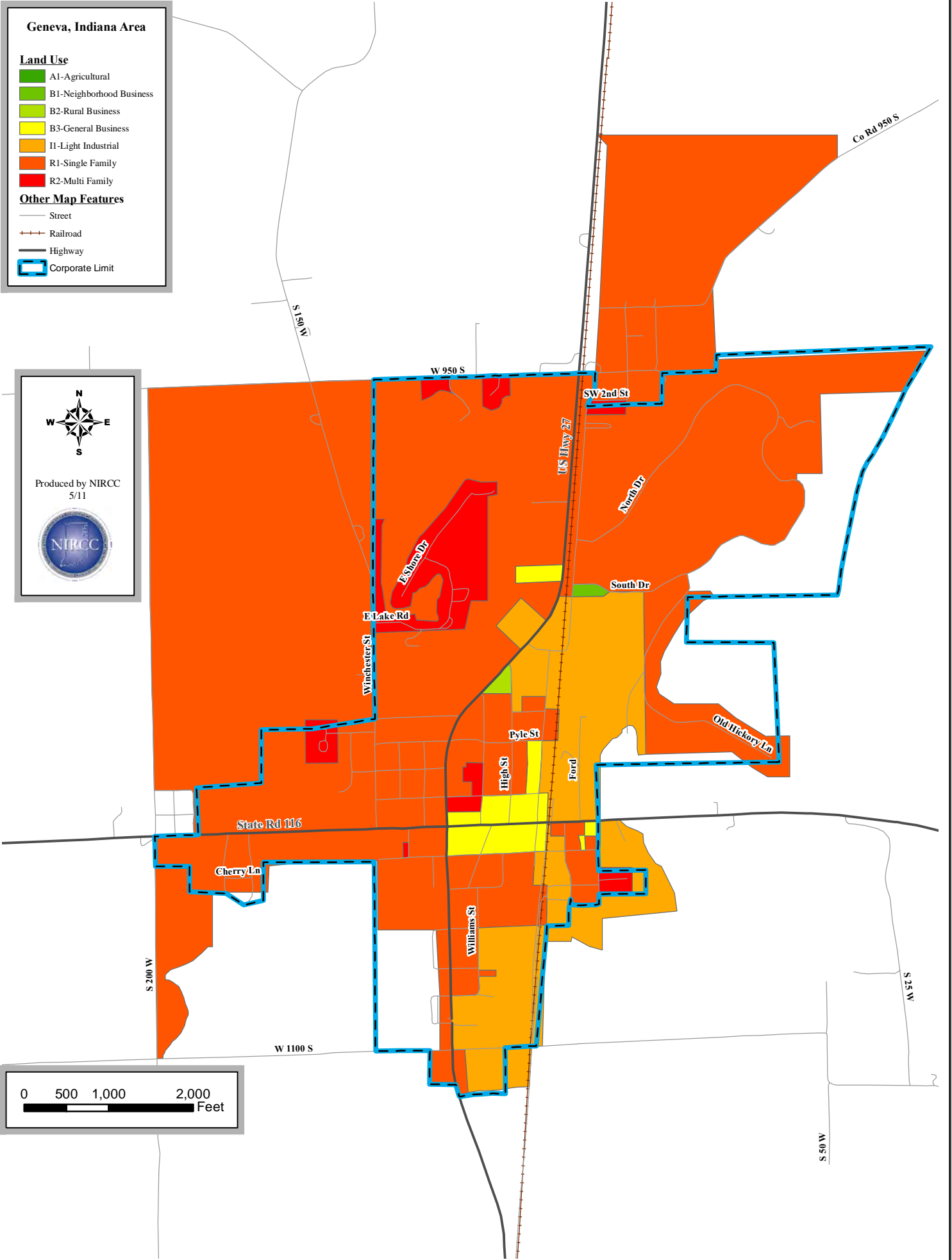
- A1-Agricultural
- B1-Neighborhood Business
- B2-Rural Business
- B3-General Business
- I1-Light Industrial
- R1-Single Family
- R2-Multi Family

Other Map Features

- Street
- Railroad
- Highway
- Corporate Limit



Produced by NIRCC
5/11



Berne, Indiana Area

Land Use

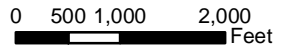
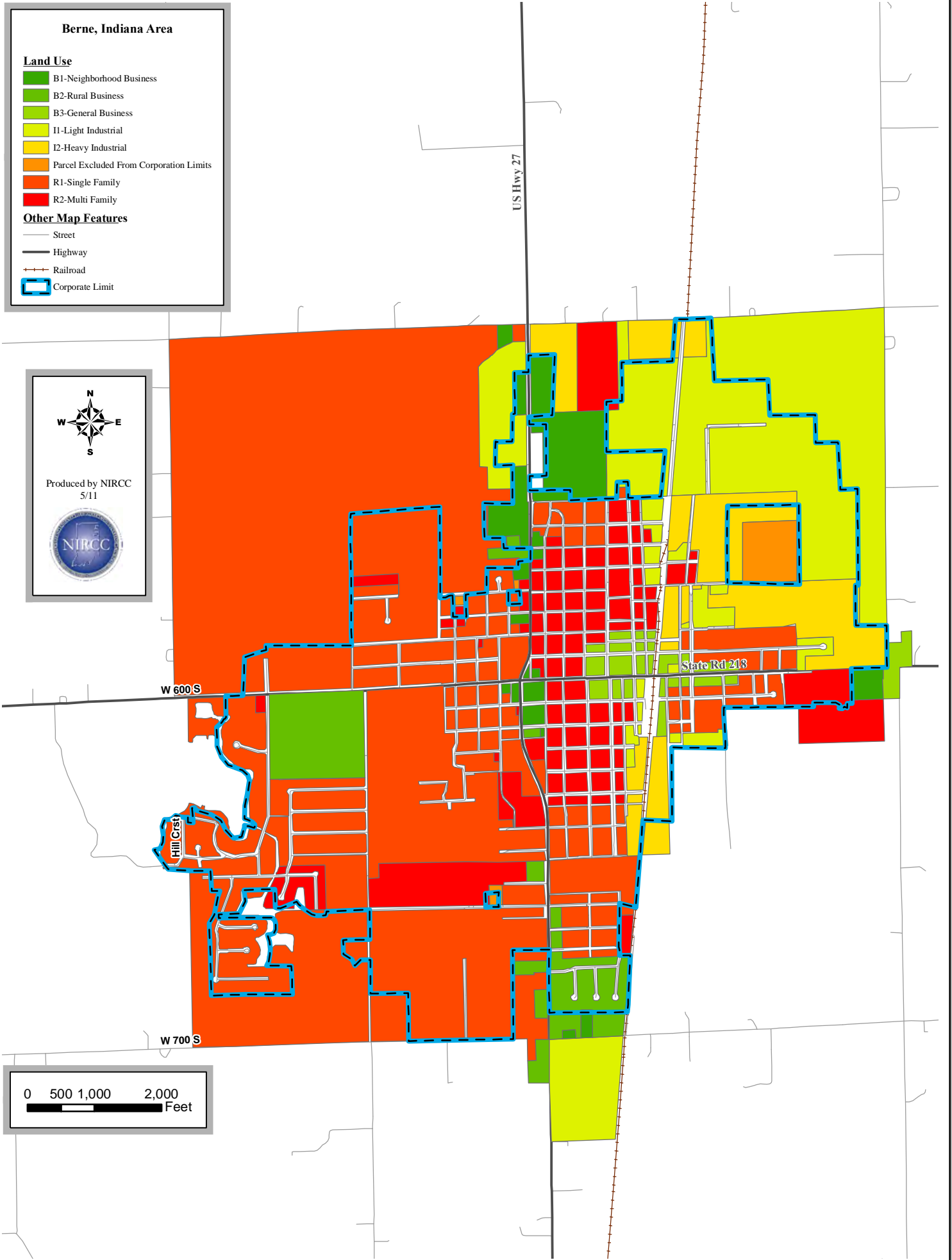
- B1-Neighborhood Business
- B2-Rural Business
- B3-General Business
- I1-Light Industrial
- I2-Heavy Industrial
- Parcel Excluded From Corporation Limits
- R1-Single Family
- R2-Multi Family

Other Map Features

- Street
- Highway
- Railroad
- Corporate Limit



Produced by NIRCC
5/11



Monroe, Indiana Area

Land Use

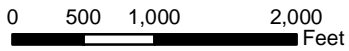
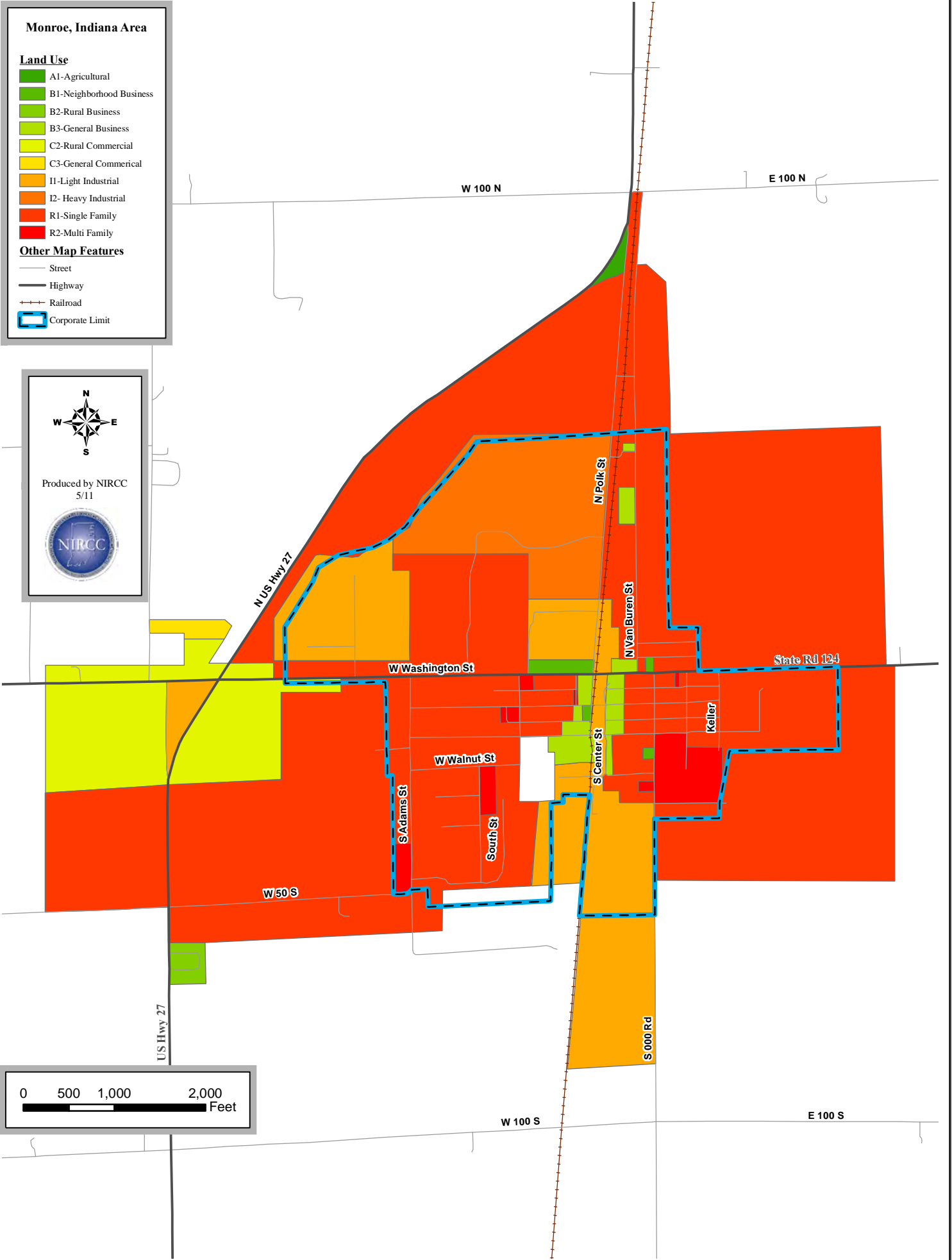
- A1-Agricultural
- B1-Neighborhood Business
- B2-Rural Business
- B3-General Business
- C2-Rural Commercial
- C3-General Commercial
- I1-Light Industrial
- I2-Heavy Industrial
- R1-Single Family
- R2-Multi Family

Other Map Features

- Street
- Highway
- Railroad
- Corporate Limit



Produced by NIRCC
5/11



CRASH DATA SUMMARY

2008 CRASH DATA SUMMARY

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
Private Property	3	0	164
Unknown Location	3	0	7
101 W 500 S	0	0	1
1011 E RIDGE DR	0	0	1
102 BELLMONT RD	0	0	1
1024 TWIN LAKES DR	0	0	1
1025 N 13TH ST	0	0	1
10267 N US HWY 27	1	0	1
10347 N 000TH RD	0	0	1
1035 LEWIS PL	0	0	1
10380 N 000TH RD	0	0	1
10461 N US HWY 27	0	0	1
1048 S 13TH ST	0	0	1
1060 LEWIS PL	0	0	1
1063 N 13TH ST	0	0	1
1063 WOODRIDGE DR	0	0	1
10632 WINCHESTER RD	0	0	1
1070 PARKVIEW DR (S)	0	0	1
1073 N CHURCH AVE	0	0	1
1080 PARKWAY ST	0	0	1
1081 E 800 N	0	0	1
1089 LEWIS PL	0	0	1
109 BELLMONT RD	1	0	1
1090 S 13TH ST	0	0	1
1098 MERCER AVE	1	0	1
110 E MONROE ST	0	0	1
110 S MAIN ST	0	0	1
1105 S 13TH ST	1	0	1
11050 N US HWY 27	0	0	1
1109 N MONMOUTH RD	1	0	1
111 E GRANT ST	0	0	1
1120 US HWY 27 N	0	0	1
1123 N 500 W	0	0	1
1125 MERCER AVE	1	0	1
1140 S 13TH ST	0	0	1
11434 MAIN ST	0	0	1
11499 S 700 E	1	0	1
1187 W 450 N	0	0	1
11885 N US HWY 27	0	0	1
120 W JACKSON ST (MONROE)	0	0	1
1202 N 2ND ST	0	0	1
1206 US HWY 27 N	0	0	1
121 S 7TH ST	0	0	1
1225 NUTTMAN AVE	1	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
1263 W 600 N	0	0	1
1265 E STATE RD 124	0	0	1
1266 N 2ND ST	0	0	1
128 BRANDYWINE LN	0	0	1
1375 S US HWY 27	0	0	1
1383 E 200 N	0	0	1
1389 CARRINGTON WAY	0	0	1
1403 HIGH ST	0	0	1
1436 W 450 N	0	0	1
1442 HIGH ST	0	0	1
1455 E 300 N	0	0	1
1480 N US HWY 27	0	0	1
1515 E US HWY 33	0	0	1
1523 STATE RD 218	0	0	1
1573 E 650 N	0	0	1
1590 W 500 N	0	0	1
1597 W 700 S	0	0	1
1602 LAKEVIEW TRL	0	0	1
1611 W WASHINGTON ST	0	0	1
1642 W 500 N	0	0	1
166 N 11TH ST	0	0	1
1715 W MONROE ST	0	0	1
173 JACKSON ST	0	0	1
1733 WINCHESTER RD	1	0	1
174 N 13TH ST	1	0	1
174 N 2ND ST	0	0	1
1780 W WASHINGTON ST	0	0	1
179 W JACKSON ST (MONROE)	0	0	1
183 N 1ST ST	0	0	1
1832 N PIQUA RD	0	0	1
1833 W 600 N	0	0	1
1860 N US HWY 27	0	0	1
1885 W 750 N	0	0	1
189 N 7TH ST	0	0	1
1909 STATE RD 218	0	0	1
1950 N US HWY 27	0	0	1
1978 W 600 N	1	0	1
1988 N 100 W	0	0	1
1989 S 200 E	0	0	1
1991 W 700 S	1	0	1
2011 W 950 S	0	0	1
2020 S SALEM RD	0	0	1
205 BERNE ST	0	0	1
2050 S US HWY 27	1	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
2096 E US HWY 33	0	0	1
210 MADISON ST	0	0	1
213 COMMUNITY PASS	0	0	1
2193 S 100 E	0	0	1
220 PARKVIEW DR	0	0	1
2202 N STATE RD 101	1	0	1
2290 W 500 N	0	0	1
239 PIEDMONT LN	0	0	1
240 E MONROE ST	0	0	1
2408 W 200 N	0	0	1
2430 MERCER AVE	1	0	1
2479 E 1000 N	1	0	1
248 S 13TH ST	0	0	1
2497 E 1100 N	0	0	1
2497 E 650 N	0	0	1
2527 S US HWY 27	0	0	1
253 N 10TH ST	0	0	1
2567 W MONROE ST	0	0	1
2595 MERCER AVE	0	0	1
2600 MERCER AVE	0	0	1
2600 S US HWY 27	1	0	3
2614 S US HWY 27	0	0	1
2636 MERCER AVE	1	0	1
2650 W 600 S	0	0	1
271 E MONROE ST	0	0	2
274 W MAIN ST	0	0	1
278 COURT ST	0	0	1
2824 E 900 N	0	0	1
2854 W 450 N	0	0	1
288 S 2ND ST	1	0	1
2885 N US HWY 27	0	0	1
289 N 13TH ST	0	0	1
2900 S US HWY 27	1	0	1
2950 N US HWY 27	0	0	1
2950 S US HWY 27	0	0	1
2957 E 600 N	0	0	1
2988 W 500 N	1	0	1
3011 W 600 S	0	0	1
3028 W 600 S	0	0	1
3060 W 300 S	1	0	1
3090 W 700 S	1	0	1
310 STEVENSON ST	0	0	1
3101 S 000TH RD	0	0	1
312 S 11TH ST	0	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
313 N 13TH ST	0	0	1
314 E MONROE ST	0	0	1
3153 W 300 N	0	0	1
322 LINE ST	0	0	1
3234 S US HWY 27	0	0	1
3253 W 950 S	0	0	1
328 N 1ST ST	0	0	1
3280 E 700 N	0	0	1
3300 STATE RD 218	0	0	1
3313 S 300 W	1	0	1
337 N 13TH ST	0	0	1
3370 N 100 W	0	0	1
3418 S 200 E	0	0	1
348 STRATTON WAY	0	0	1
3482 N US HWY 33	0	0	1
3536 E 650 N	0	0	1
3583 E 800 N	0	0	1
3625 E 650 N	0	0	1
3696 N SALEM RD	0	0	1
3732 W 500 N	0	0	1
3764 W 300 N	0	0	1
377 E 200 N	0	0	1
3850 N US HWY 27	0	0	1
388 S 13TH ST	0	0	1
388 WILLIAMS ST	0	0	1
388 WINCHESTER ST	0	0	1
3880 W 600 N	0	0	1
389 LIMBERLOST TRL	1	0	1
3915 N US HWY 33	0	0	1
3949 E 650 N	0	0	1
3950 W 600 S	1	0	1
3985 N PIQUA RD	1	0	1
3989 S 000TH RD	0	0	1
4018 W 600 N	0	0	1
4020 E 100 N	0	0	1
406 WINCHESTER ST	0	0	1
408 E JACKSON ST	0	0	1
410 S 13TH ST	0	0	1
410 W MONROE ST	0	0	1
411 N 10TH ST	0	0	1
4143 W 1050 S	0	0	1
4167 N SALEM RD	0	0	1
424 S 13TH ST	0	1	1
4245 N 400 W	0	0	2

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
425 N 13TH ST	0	0	1
4277 S 000TH RD	1	0	1
4285 E 300 S	0	0	1
4303 E 900 N	0	0	1
4316 S US HWY 27	1	0	1
4325 W STATE RD 124	0	0	1
4340 N SALEM RD	1	0	1
4355 W STATE RD 124	0	0	1
4365 W STATE RD 124	1	0	1
4415 N SALEM RD	0	0	1
4415 W STATE RD 124	0	0	1
4428 W 500 N	0	0	1
4477 W 300 S	0	0	1
450 PARK AVE	0	0	1
456 E 850 N	0	0	1
4566 E STATE RD 124	0	0	1
4580 E 600 N	1	0	1
461 MONROE ST	0	0	1
4620 W 750 N	0	0	1
466 S 11TH ST	0	0	1
4703 E 450 N	1	0	1
4798 W 900 N	0	0	1
4834 W 1050 S	0	0	1
4956 N STATE RD 101	0	0	1
4988 N 100 W	0	0	1
5007 N PIQUA RD	1	0	1
5188 W 500 S	1	0	1
5243 S 000TH RD	1	0	1
5325 N 400 W	0	0	1
5418 W 500 N	0	0	1
5483 E 900 N	1	0	1
553 E 900 S	0	0	1
5590 S 200 W	0	0	1
560 W GRANT ST	0	0	1
5618 E 600 N	0	0	1
5620 S 300 W	0	0	1
564 S CHURCH AVE	0	0	1
5670 S STATE RD 116	0	0	1
573 N CHURCH AVE	0	0	1
5754 E 900 N	0	0	1
5825 W 600 S	0	0	1
5915 S SALEM RD	0	0	1
6010 S 150 W	0	0	1
6022 S 300 W	1	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
6027 E 550 N	0	0	1
614 S 650 E	0	0	1
6147 S 550 E	0	0	1
617 INDIANA ST (BERNE)	0	0	1
617 MADISON ST	0	0	1
625 STADIUM DR	0	0	1
639 N 13TH ST	0	0	1
6419 S SALEM RD	0	0	1
6437 N 600 W	1	0	1
6502 N 200 E	0	0	1
6505 E 700 S	0	0	1
6539 S US HWY 27	0	0	1
6593 N 200 W	0	0	1
6607 W STATE RD 124	0	0	1
6650 E 650 N	0	0	1
6695 S US HWY 27	0	0	1
6721 W STATE RD 124	0	0	1
673 ADAMS ST	0	0	1
677 N 13TH ST	0	0	2
6774 N PIQUA RD	0	0	1
6794 S 300 W	0	0	1
6797 N 200 E	0	0	1
6804 E 650 N	1	0	1
683 E MONROE ST	0	0	1
6969 E 650 N	0	0	1
6979 E 650 N	1	0	1
7020 N 300 E	0	0	1
707 E LINE ST	0	0	1
7149 N 200 W	0	0	1
7242 S STATE RD 116	0	0	1
7317 S US HWY 27	1	0	1
7374 S 000TH RD	1	0	1
7429 N 200 W	1	0	1
7558 N US HWY 27	1	0	1
7571 N PIQUA RD	0	0	1
758 REITER ST	0	0	1
7604 N US HWY 27	1	0	1
7605 S US HWY 27	0	0	1
7606 N PIQUA RD	0	0	1
7642 S US HWY 27	0	0	1
7677 S 350 E	0	0	1
7686 S 000TH RD	0	0	1
773 PARKWAY ST	1	0	1
7873 S 000TH RD	0	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
788 LEHMAN ST	0	0	1
788 N CHURCH AVE	1	0	1
7884 WINCHESTER RD	0	0	1
79 N US HWY 27	0	0	1
790 N US HWY 33	0	0	1
7927 N 100 E	0	0	1
8027 N 400 E	1	0	1
8163 N US HWY 27	0	0	1
820 BUSH ST	0	0	1
823 E WATER ST	0	0	1
8270 N PIQUA RD	1	0	1
829 MERCER AVE	0	0	1
8359 N US HWY 27	0	0	1
8390 N 400 W	1	0	1
860 N VAN BUREN ST	0	0	1
8749 S 150 W	0	0	1
875 N 2ND ST	0	0	1
8778 N 100 E	0	0	1
8811 N US HWY 27	0	0	1
8828 S US HWY 27	0	0	1
8835 S US HWY 27	0	0	1
888 WOODRIDGE CT	0	0	1
890 W 500 N	0	0	1
899 E US HWY 224	1	0	2
900 N 2ND ST	0	0	1
9010 S 300 W	0	0	1
902 W 600 N	0	0	1
9052 N 200 W	1	0	1
9062 N 200 E	1	0	1
910 CHALET DR	0	0	1
910 DIERKES ST	0	0	1
9133 N US HWY 27	0	0	1
9250 S 50 E	0	0	1
9300 WINCHESTER RD	0	0	1
941 S US HWY 27	1	0	1
950 DIERKES ST	0	0	1
961 PARKWAY ST	0	0	1
9749 S STATE RD 116	0	0	1
975 S 11TH ST	0	0	1
9855 N US HWY 27	0	0	2
9979 N US HWY 27	0	0	1
ADAMS ST & S 11TH ST	0	0	1
ADAMS ST & S 3RD ST	0	0	1
ADAMS ST & S 4TH ST	0	0	2

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
ADAMS ST & S 7TH ST	0	0	1
BEHRING ST & E BUCKEYE ST	0	0	1
BELLMONT RD & E JACKSON ST	0	0	1
BELLMONT RD & E MONROE ST	0	0	3
BOLLMAN ST & HOMESTEAD DR	0	0	1
CLARK ST & NUSSBAUM ST	0	0	1
CLERMONT AVE & BELLMONT BLVD	0	0	1
COURT ST & S 2ND ST	0	0	1
COURT ST & S 3RD ST	0	0	1
E 1000 N & N 600 E	0	0	1
E 150 N & 300 E	0	0	1
E 200 N & 300 E	0	0	1
E 225 N & N STATE RD 101	1	0	1
E 650 N & N 300 E	0	0	1
E 650 N & N 400 E	0	0	2
E 650 N & N 600 E	2	0	3
E 650 N & N PIQUA RD	0	0	3
E 900 N & N 000TH RD	1	0	1
E 900 N & N 500 E	0	0	1
E FRANKLIN ST & HILTY ST	0	0	1
E GRANT ST & HIGH ST	0	0	2
E LAKESIDE DR & N 200 E	1	0	1
E MAIN ST & JACKSON ST	0	0	2
E MONROE ST & EVERGREEN LN	0	0	1
E MONROE ST & FRONT ST	0	0	1
E PARR RD & WELTY ST	0	0	1
E STATE RD 124 & CO RD 600 E	0	0	1
EDGEMONT DR & E MONROE ST	0	0	1
ELM ST & WINCHESTER ST	1	0	2
FULTON ST & DEARBORN ST	0	0	1
GUY BROWN DR & PATTERSON ST	0	0	1
HIGH ST & BALTIMORE ST	1	0	1
HIGH ST & S HOMESTEAD DR	1	0	1
HIGH ST (CEYLON) & SW 2ND ST	0	0	1
INDUSTRIAL PARK & W MONROE ST	0	0	2
LINE ST & SPENCER ST	1	0	1
LINE ST & STUDBAKER ST	0	0	1
MADISON ST & N 6TH ST	0	0	1
MEIBERS ST & N 11TH ST	0	0	1
MERCER AVE & E 250 N	0	0	1
MERCER AVE & HIGH ST	0	0	1
MERCER AVE & W RUGG ST	0	0	1
N 000TH RD & W 850 N	0	0	3
N 100 E & E 850 N	0	0	2

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
N 10TH ST & W MARSHALL ST	0	0	1
N 11TH ST & NUTTMAN AVE	0	0	1
N 11TH ST & W JACKSON ST	3	0	3
N 12TH ST & DAYTON ST	1	0	3
N 12TH ST & W MONROE ST	0	0	1
N 13TH ST & MEIBERS ST	2	0	2
N 13TH ST & N 2ND ST	0	0	1
N 13TH ST & NUTTMAN AVE	2	0	7
N 13TH ST & W JACKSON ST	1	0	1
N 13TH ST & W MARSHALL ST	0	0	5
N 13TH ST & W MONROE ST	2	0	6
N 13TH ST & W WASHINGTON ST	0	0	3
N 1ST ST & MADISON ST	0	0	1
N 1ST ST & W JACKSON ST	0	0	4
N 1ST ST & W MARSHALL ST	0	0	1
N 1ST ST & W MONROE ST	2	0	5
N 200 W & W 1100 N	1	0	1
N 200 W & W 650 N	1	0	1
N 2ND ST & MADISON ST	0	0	2
N 2ND ST & N 5TH ST	0	0	2
N 2ND ST & N MONMOUTH RD	0	0	1
N 2ND ST & N US HWY 27	0	0	5
N 2ND ST & W JACKSON ST	0	0	2
N 2ND ST & W MONROE ST	0	0	3
N 300 W & W 1100 N	0	0	1
N 300 W & W 1200 N	0	0	1
N 300 W & W 750 N	0	0	1
N 3RD ST & MADISON ST	0	0	1
N 3RD ST & W MARSHALL ST	0	0	1
N 400 E & E 700 N	1	0	1
N 400 W & W 100 N	0	0	2
N 400 W & W 900 N	1	0	2
N 450 W & W 600 N	0	0	1
N 500 E & E 1000 N	1	0	1
N 500 W & W 200 N	0	0	1
N 5TH ST & N 3RD ST	0	0	1
N 600 W & W 100 N	0	0	1
N 9TH ST & W JACKSON ST	1	0	2
N CHURCH AVE & W MAIN ST	1	0	7
N CHURCH AVE & W PARR RD	0	0	3
N JEFFERSON ST & W MAIN ST	1	0	2
N PIQUA RD & E 550 N	0	0	1
N PIQUA RD & E 800 N	0	0	1
N PIQUA RD & N 100 E	0	0	2

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
N PIQUA RD & N MONMOUTH RD	0	0	1
N POLK ST & N US HWY 27	0	0	1
N STATE RD 101 & E 450 N	0	0	1
N US HWY 27 & N 100 W	0	0	1
N US HWY 27 & N 350 W	0	0	1
N US HWY 27 & US HWY 33	1	0	9
N US HWY 27 & W 100 N	1	0	5
N US HWY 27 & W 1000 N	0	0	2
N US HWY 27 & W 1200 N	0	0	2
N US HWY 27 & W 200 N	0	0	1
N US HWY 27 & W 850 N	0	0	1
N US HWY 27 & W 900 N	1	0	1
N US HWY 33 & E 150 N	0	0	1
NUTTMAN AVE & N 10TH ST	1	0	2
NUTTMAN AVE & N 5TH ST	0	0	1
NUTTMAN AVE & N 9TH ST	0	0	2
OGG ST & E MONROE ST	0	0	1
PARK ST & W JACKSON ST	0	0	1
S 000TH RD & CO RD 550 S	0	0	1
S 000TH RD & E 100 S	0	0	1
S 000TH RD & W 700 S	1	1	1
S 100 E & E 300 S	0	0	1
S 12TH ST & ADAMS ST	0	0	1
S 13TH ST & ADAMS ST	2	0	6
S 13TH ST & MORNINGSTAR BLVD	0	0	2
S 13TH ST & PATTERSON ST	0	0	2
S 13TH ST & W 450 N	3	0	4
S 13TH ST & W 500 N	1	0	5
S 150 W & CLARK ST	0	0	2
S 150 W & PARKWAY ST	0	0	2
S 150 W & W 700 S	0	0	1
S 2ND ST & ADAMS ST	0	0	4
S 2ND ST & W JEFFERSON ST	0	0	2
S 300 W & W 350 S	0	0	1
S 300 W & W 850 S	0	1	1
S 3RD ST & W JEFFERSON ST	0	0	1
S 400 W & W 950 S	1	0	1
S 500 W & W 600 S	1	0	2
S 700 E & E 900 S	0	0	1
S CHURCH AVE & W VAN BUREN ST	0	0	1
S HARRISON ST & POPLAR AVE	1	0	1
S SCHUG ST & WABASH ST	0	0	1
S STATE RD 116 & W 600 S	1	0	2
S STATE RD 116 & W 800 S	0	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
S US HWY 27 & OBERLI ST	0	0	1
S US HWY 27 & PARKWAY ST	1	0	2
S US HWY 27 & W 300 S	0	0	3
S US HWY 27 & W 350 S	1	0	1
S US HWY 27 & W 400 S	0	0	4
S US HWY 27 & W 50 S	0	0	3
S US HWY 27 & W 700 S	1	0	3
S US HWY 27 & W STATE RD 124	0	0	1
STADIUM DR & E NORTH ADAMS DR	0	0	1
STATE RD 218 & S 200 E	0	0	1
STATE RD 218 & S 300 E	1	0	1
W 1025 S & S 000TH RD	0	0	1
W 300 N & N 500 W	1	0	1
W 300 N & N US HWY 27	0	0	1
W 350 S & S 000TH RD	0	0	1
W 350 S & S 200 W	0	0	1
W 450 N & N 100 W	0	0	2
W 450 N & N 200 W	0	0	1
W 500 N & N 200 W	0	0	1
W 500 N & N 400 W	0	0	1
W 500 S & S 150 W	0	0	1
W 500 S & SWISS WAY	0	0	1
W 550 N & N 200 W	1	0	1
W 550 N & N 28TH ST	0	0	1
W 600 N & INDUSTRIAL PARK	0	0	1
W 600 N & N 200 W	1	0	3
W 600 N & N 300 W	0	0	1
W 600 S & S 650 W	0	0	1
W 650 N & N 300 W	0	0	1
W 700 S & S 250 W	1	0	1
W JACKSON ST & N 11TH ST	1	0	1
W MAIN ST & BEHRING ST	0	0	1
W MAIN ST & SPRUNGER ST	0	0	1
W MARSHALL ST & N 4TH ST	1	0	1
W MONROE ST & N 10TH ST	0	0	1
W MONROE ST & N 11TH ST	0	0	1
W MONROE ST & N 16TH ST	0	0	2
W MONROE ST & N 3RD ST	0	0	1
W MONROE ST & N 7TH ST	0	0	1
W STATE RD 124 & N 200 W	0	0	1
W WASHINGTON ST & DIERKES ST	0	0	1
W WASHINGTON ST & MASTER DR	0	0	1
W WASHINGTON ST & S ADAMS ST	0	0	1
W WASHINGTON ST & WALNUT ST	0	0	1

2008 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
W WATER ST & N JEFFERSON ST	0	0	1
W WATER ST & SPRUNGER ST	1	0	1
WATER ST & LINN GROVE RD	0	0	1
WINCHESTER RD & CANTERBURY DR	0	0	1
WINCHESTER RD & N 450 W	0	0	1
WINCHESTER RD & W 900 N	0	0	1
WINCHESTER ST & LINE ST	0	0	1
WINCHESTER ST & STUDBAKER ST	0	0	2
WINCHESTER ST & W GRANT ST	0	0	1
WINCHESTER ST & W OAK ST	0	0	1
YORKSHIRE DR & CANTERBURY DR	0	0	1

2009 CRASH DATA SUMMARY

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
Private Property	11	0	170
Unknown Location	1	0	6
100 US HWY 33	0	0	1
1000 N US HWY 33	0	0	1
1025 GREENLEFE CT	0	0	1
10297 N US HWY 27	0	0	1
10299 N 200 W	0	0	1
1030 N US HWY 33	0	0	1
10451 N US HWY 27	0	0	1
1049 N CHURCH AVE	0	0	1
10526 N 200 W	0	0	1
10552 WINCHESTER RD	0	0	1
1060 N US HWY 33	0	0	1
1060 PARKWAY ST	0	0	1
1073 NUTTMAN AVE	0	0	1
10741 N US HWY 27	0	0	1
10749 N 500 W	0	0	1
1080 STATE RD 218	0	0	1
1088 N CHURCH AVE	0	0	1
1089 ADAMS ST	0	0	1
1097 W 600 N	0	0	1
110 E GRANT ST	0	0	1
112 W WASHINGTON ST (MONROE)	0	0	1
1120 PATTERSON ST	0	0	1
1125 W 450 N	0	0	1
11250 N US HWY 27	1	0	2
11403 S 550 W	0	0	1
11500 N 300 W	0	0	1
1161 MADISON ST	0	0	1
11720 N 300 W	0	0	1
1175 MERCER AVE	0	0	1
1175 W MAIN ST	0	0	1
118 EDMONT DR	0	0	1
1210 TIGER'S TRL	0	0	1
1225 N 200 W	1	0	1
1225 W MONROE ST	0	0	1
1232 W 700 S	0	0	1
1235 W 100 N	0	0	1
1249 N US HWY 27	0	0	2
125 HONEYSUCKLE LN	0	0	1
125 N CHURCH AVE	0	0	1
1270 E NORTH ADAMS DR	0	0	1
1280 W 600 N	1	0	1
1289 W MARSHALL ST	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
131 E MONROE ST	4	0	1
1350 NUTTMAN AVE	0	0	1
1356 WINCHESTER ST	1	0	1
1374 E 700 S	0	0	1
138 W 1200 N	0	0	1
1399 US HWY 27 N	0	0	1
1428 S US HWY 27	0	0	1
143 EVERGREEN LN	0	0	1
1440 S US HWY 27	0	0	1
1488 W MONROE ST	0	0	1
149 N JEFFERSON ST	0	0	1
1567 WINCHESTER RD	0	0	1
1569 W STATE RD 124	0	0	1
1600 WINCHESTER ST	0	0	1
1618 N 400 W	0	0	1
162 N 13TH ST	1	0	1
162 N 16TH ST	0	0	1
1660 W 750 N	0	0	1
1666 WINCHESTER ST	0	0	1
1702 N 13TH ST	0	0	1
1749 S 13TH ST	0	0	1
175 N 13TH ST	1	0	1
1787 W 1200 S	0	0	1
17TH ST & W MONROE ST	0	0	1
1800 S US HWY 27	0	0	2
187 E MONROE ST	0	0	1
189 N 13TH ST	0	0	1
1948 N 400 W	0	0	1
1978 W 700 S	1	0	1
1979 E 650 N	0	0	1
199 FRANTZ ST	0	0	1
1ST ST & RAINBOW RD	0	0	1
202 N 6TH ST	0	0	1
2039 E 650 N	0	0	1
205 N 6TH ST	0	0	1
2120 S US HWY 27	0	0	1
2167 W 600 S	1	0	1
2182 W 700 S	0	0	1
220 N 3RD ST	0	0	1
222 N 12TH ST	0	0	1
2236 N US HWY 27	0	0	1
225 N 13TH ST	0	0	1
225 N 3RD ST	0	0	1
2291 W STATE RD 124	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
2328 S US HWY 27	0	0	1
2454 W 700 S	0	0	1
250 N 9TH ST	0	0	1
251 N 600 W	0	0	1
2516 E 650 N	0	0	1
2517 E 1200 S	0	0	1
2550 W 600 N	0	0	1
2580 MERCER AVE	0	0	1
2592 MERCER AVE	0	0	1
2623 S 200 E	0	0	1
2627 E 900 N	1	0	1
2640 MERCER AVE	0	0	1
2646 MERCER AVE	0	0	1
2655 300 E	1	0	1
2729 E 1100 S	0	0	1
2738 W 850 S	1	0	1
2740 MERCER AVE	0	0	1
275 N 12TH ST	0	0	1
2787 S SALEM RD	0	0	1
288 COURT ST	0	0	3
288 S 2ND ST	0	0	1
2910 S US HWY 27	0	0	1
2945 E 1100 S	0	0	1
296 N 100 E	0	0	1
2975 E 1100 S	0	0	1
300 E & N SALEM RD	0	0	1
3015 W 300 S	0	0	1
3020 N US HWY 33	0	0	1
3030 S 200 W	0	0	1
309 PARK ST	0	0	1
310 MERCER AVE	0	0	1
311 LINE ST	1	0	1
312 E MONROE ST	0	0	1
3197 S US HWY 27	0	0	1
323 STATE RD 218	0	0	1
325 S 13TH ST	0	0	1
325 S 1ST ST	0	0	1
328 W GRANT ST	0	0	1
3298 E 1100 S	0	0	1
3379 E 700 N	0	0	1
3399 W 600 S	0	0	1
340 N 13TH ST	0	0	1
3416 E STATE RD 124	0	0	1
348 E MONROE ST	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
3490 W 300 N	2	0	1
3499 W 1050 S	1	0	1
350 E MONROE ST	2	0	1
3507 W 500 N	2	0	1
3526 E 650 N	1	0	1
365 N 13TH ST	2	0	1
3712 E 550 N	2	0	1
376 S 11TH ST	1	0	1
379 N 12TH ST	0	0	1
3796 N 400 W	0	0	1
3815 S US HWY 27	0	0	1
3900 N 400 W	0	0	1
3900 W 600 S	1	0	1
3955 S US HWY 27	0	0	1
4019 W 200 S	1	0	1
402 E JACKSON ST	0	0	2
4093 N US HWY 27	0	0	1
4166 E 1000 S	0	0	1
4200 N US HWY 27	0	0	1
421 W JACKSON ST	0	0	1
4312 N US HWY 27	3	0	1
4390 W 400 S	0	0	1
440 PATTERSON ST	0	0	1
442 US HWY 33	0	0	1
4433 S 000TH RD	0	0	1
4450 N SALEM RD	0	0	1
4476 N SALEM RD	0	0	1
450 MERCER AVE	0	0	1
4535 N SALEM RD	0	0	1
464 CO RD 550 S	0	0	1
467 E 900 N	0	0	1
4686 S 000TH RD	0	0	1
474 E 500 S	1	0	1
4803 S 200 W	1	0	1
4812 W 600 N	0	0	1
4824 N PIQUA RD	0	0	1
4878 W 700 S	0	0	1
489 N 13TH ST	0	0	1
4936 W 200 N	0	0	1
497 W 200 N	0	0	1
4988 S US HWY 27	0	0	1
4989 S US HWY 27	1	0	1
505 W 1100 N	0	0	1
515 W 500 N	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
5150 N 300 E	0	0	1
5168 S 000TH RD	1	0	1
5185 S STATE RD 116	1	0	1
5186 E 650 N	0	0	1
524 S 13TH ST	0	0	1
5241 N 300 E	0	0	1
5243 S 000TH RD	1	0	1
5298 S 000TH RD	1	0	1
534 WINCHESTER ST	0	0	1
537 E MAIN ST	0	0	1
540 DEBORAH LN	0	0	1
5400 N STATE RD 101	0	0	1
5405 E 650 N	0	0	1
5541 STATE RD 218	0	0	1
5548 W 600 N	0	0	1
556 PARKWAY ST	0	0	1
5655 W STATE RD 124	0	0	1
5685 W STATE RD 124	0	0	1
5920 S STATE RD 116	1	0	1
600 E STATE RD 124	3	0	1
600 LIMBERLOST TRL	0	0	1
6088 S 500 W	0	0	1
6120 S 000TH RD	0	0	1
6153 W 900 N	0	0	1
6160 S 700 E	0	0	1
6169 N PIQUA RD	0	0	1
620 N CHURCH AVE	0	0	1
6209 E 550 N	0	0	1
6223 E 650 N	0	0	1
625 MERCER AVE	0	0	2
6250 N 450 W	0	0	1
6307 E 500 S	0	0	1
634 W 600 N	0	0	1
643 E FRANKLIN ST	0	0	1
6527 W 600 N	0	0	1
655 N 13TH ST	0	0	1
6590 N 400 E	0	0	1
6624 E 1100 S	0	0	1
6729 W 300 S	0	0	1
6740 S 000TH RD	1	0	1
6764 W 600 N	0	0	1
6825 E 650 N	0	0	1
6830 N 300 E	0	0	1
6841 N 600 W	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
6942 S US HWY 27	2	0	1
700 N 2ND ST	1	0	1
7020 N US HWY 27	0	0	1
7030 N US HWY 27	0	0	1
7080 NW WINCHESTER RD	0	0	1
7092 N 450 W	0	0	1
7100 N US HWY 27	0	0	1
7150 N US HWY 27	0	0	1
7246 N 100 E	0	0	1
7249 N 400 E	0	0	1
7284 S 300 W	0	0	1
7334 N 300 E	0	0	1
737 WINCHESTER ST	2	0	1
7432 S US HWY 27	0	0	1
750 MERCER AVE	0	0	2
750 STATE RD 218	0	0	1
7560 N 100 E	0	0	1
7565 N US HWY 27	0	0	1
7581 N US HWY 27	0	0	1
7636 N 200 E	1	0	1
7695 N US HWY 27	0	0	1
7699 N US HWY 27	0	0	1
7794 N 700 W	0	0	1
78 E 200 N	0	0	1
7931 N US HWY 27	0	0	1
80 N US HWY 27	0	0	1
8034 N US HWY 27	0	0	1
805 S 13TH ST	0	0	1
818 HIGH ST (CEYLON)	0	0	1
820 N 3RD ST	0	0	1
825 S 13TH ST	1	0	1
825 NUTTMAN AVE	0	0	1
8253 N 200 E	0	0	1
8263 N US HWY 27	0	0	1
828 E 500 S	0	0	1
8312 N US HWY 27	0	0	1
8313 N US HWY 27	0	0	1
839 N 10TH ST	0	0	1
845 N 2ND ST	0	0	1
849 S 13TH ST	0	0	1
8600 N 400 E	0	0	1
861 S 13TH ST	0	0	1
865 N 2ND ST	0	0	1
870 N MAIN ST	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
8704 S US HWY 27	0	0	1
875 HIGH ST (CEYLON)	0	0	1
877 PARKWAY ST	1	0	1
8800 N 200 E	0	0	1
8826 WINCHESTER RD	1	0	1
8875 N 200 E	0	0	1
9049 WINCHESTER RD	0	0	1
905 W 700 S	0	0	1
9065 S 400 E	0	0	1
915 N 10TH ST	0	0	1
9174 S US HWY 27	0	0	1
9199 S US HWY 27	2	0	1
920 N 2ND ST	0	0	1
9200 N 400 E	0	0	1
9347 N US HWY 27	0	0	1
945 BEAL DR	0	0	1
945 S US HWY 27	0	0	1
974 N 11TH ST	0	0	1
974 S 13TH ST	0	0	1
988 S US HWY 27 (BERNE)	0	0	1
989 N 13TH ST	0	0	1
ADAMS ST & BELLMONT RD	0	0	3
ADAMS ST & LINE ST	0	0	1
ANGUS DR & MERCER AVE	0	0	1
BALTIMORE ST & W HOOSIER ST	0	0	1
BALTIMORE ST & W MAIN ST	1	0	1
BALTIMORE ST & W WATER ST	0	0	1
BELLMONT RD & E MONROE ST	0	0	5
BERNE ST & JACKSON ST	0	0	2
BOLLMAN ST & VILLAGE GREEN RD	1	0	2
BRYAN ST & FULTON ST	0	0	1
CANTERBURY DR & WINCHESTER RD	0	0	1
CENTER ST & N CHURCH AVE	0	0	2
CENTRAL AVE & W WASHINGTON ST	2	0	1
CLARK ST & N CHURCH AVE	0	0	2
CO RD 400 E & E 550 N	0	0	1
CROSS POINTE RD & WOODRIDGE DR	0	0	1
DORMAC ST & PARKVIEW DR	0	0	1
E 100 S & S SALEM RD	1	0	1
E 200 S & S 300 E	0	0	1
E 650 N & N PIQUA RD	1	0	1
E CLEVELAND ST & N JEFFERSON ST	1	0	1
E GRANT ST & HIGH ST	0	0	1
E GRANT ST & MERCER AVE	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
E LINE ST & N RAILROAD ST	0	0	1
E NORTH ADAMS DR & E MONROE ST	0	0	1
E US HWY 33 & N 100 E	0	0	1
E US HWY 33 & N 200 E	0	0	1
ELM ST & WINCHESTER ST	0	0	1
GREENLEFE CT & WOODRIDGE DR	0	0	1
HARVESTER LN & E MONROE ST	0	0	1
HENDRICKS ST & W MAIN ST	0	0	1
INDUSTRIAL PARK & W MONROE ST	0	0	1
LEHMAN ST & W VAN BUREN ST	2	0	1
LIMBERLOST TRL & E MONROE ST	0	0	1
LINE ST & SPENCER ST	0	0	1
LINE ST & STUDBAKER ST	1	0	1
N 000TH RD & E 1200 N	0	0	1
N 100 E & E 1000 N	0	0	1
N 100 W & W 1100 N	0	0	1
N 10TH ST & W MONROE ST	0	0	1
N 11TH ST & NUTTMAN AVE	0	0	3
N 11TH ST & W MONROE ST	0	0	1
N 12TH ST & NUTTMAN AVE	0	0	2
N 12TH ST & W MARSHALL ST	0	0	1
N 12TH ST & W WASHINGTON ST	0	0	1
N 13TH ST & DAYTON ST	2	0	1
N 13TH ST & FAIRWAY CT	0	0	1
N 13TH ST & MADISON ST	0	0	1
N 13TH ST & MEIBERS ST	0	0	1
N 13TH ST & NUTTMAN AVE	3	0	10
N 13TH ST & W JACKSON ST	0	0	1
N 13TH ST & W MONROE ST	1	0	5
N 13TH ST & W WASHINGTON ST	3	0	2
N 16TH ST & NUTTMAN AVE	0	0	1
N 1ST ST & W MONROE ST	1	0	5
N 200 W & W 600 N	0	0	2
N 2ND ST & MADISON ST	2	0	4
N 2ND ST & N MONMOUTH RD	0	0	1
N 2ND ST & W MONROE ST	4	0	12
N 2ND ST & W WASHINGTON ST	0	0	1
N 300 E & E 800 N	0	0	1
N 300 W & W 1200 N	0	0	1
N 300 W & W 550 N	0	0	1
N 300 W & W 900 N	0	0	1
N 300 W & WINCHESTER RD	0	0	1
N 3RD ST & N 5TH ST	0	0	1
N 3RD ST & W JACKSON ST	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
N 3RD ST & W MONROE ST	0	0	1
N 400 E & E 650 N	0	0	1
N 450 W & W 600 N	2	0	2
N 4TH ST & W MONROE ST	1	0	1
N 500 E & E 800 N	1	0	1
N 550 W & W 1050 N	0	0	1
N 5TH ST & W MARSHALL ST	0	0	1
N 5TH ST & W MONROE ST	1	0	2
N 600 E & E 650 N	0	0	2
N 6TH ST & W MONROE ST	0	0	1
N 7TH ST & INDIANA ST	0	0	1
N 7TH ST & W MONROE ST	0	0	2
N 8TH ST & NUTTMAN AVE	0	0	1
N CHURCH AVE & W BUCKEYE ST	1	0	2
N CHURCH AVE & W HOOSIER ST	0	0	2
N CHURCH AVE & W MAIN ST	2	0	4
N CHURCH AVE & W PARR RD	0	0	6
N MAIN ST & WASHINGTON ST	0	0	1
N POLK ST & E WASHINGTON ST	0	0	2
N STATE RD 101 & N MAIN ST	0	0	2
N STATE RD 101 & N PIQUA RD	1	0	2
N US HWY 27 & E 300 N	0	0	1
N US HWY 27 & N 100 W	0	0	1
N US HWY 27 & N 300 W	1	0	1
N US HWY 27 & N POLK ST	0	0	2
N US HWY 27 & US HWY 33	0	0	4
N US HWY 27 & W 100 N	1	0	2
N US HWY 27 & W 200 N	2	0	1
N US HWY 27 & W 850 N	0	0	2
N US HWY 27 & W WASHINGTON ST	0	0	1
N US HWY 33 & CO RD 600 E	1	0	1
N US HWY 33 & N SALEM RD	0	0	1
S 000TH RD & E 500 S	1	0	1
S 000TH RD & E 900 S	0	0	1
S 000TH RD & E MAIN ST	0	0	1
S 100 E & E 100 S	0	0	1
S 100 E & E STATE RD 124	0	0	1
S 11TH ST & ELM ST	1	0	1
S 13TH ST & ADAMS ST	0	0	2
S 13TH ST & BOLLMAN ST	1	0	2
S 13TH ST & MORNINGSTAR BLVD	0	0	1
S 13TH ST & PATTERSON ST	0	0	3
S 13TH ST & W 450 N	0	0	4
S 150 W & PARKWAY ST	0	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
S 150 W & W 500 S	0	0	1
S 150 W & W 700 S	0	0	1
S 150 W & W 950 S	1	0	1
S 150 W & W MAIN ST	0	0	1
S 16TH ST & MADISON ST	0	0	1
S 200 E & E 500 S	0	0	1
S 200 E & E 700 S	0	0	1
S 200 W & W 500 S	0	0	1
S 2ND ST & ADAMS ST	0	0	4
S 2ND ST & COURT ST	0	0	1
S 2ND ST & W JEFFERSON ST	0	0	1
S 300 W & W 1050 S	1	0	1
S 300 W & W 500 S	0	0	1
S 300 W & W 600 S	0	0	1
S 400 E & E 900 S	1	0	1
S 400 W & W 950 S	2	0	1
S 500 W & W 800 S	0	0	1
S 7TH ST & ADAMS ST	0	0	1
S 8TH ST & W JEFFERSON ST	0	0	1
S CHURCH AVE & W FRANKLIN ST	0	0	2
S HARRISON ST & POPLAR AVE	0	0	1
S HARRISON ST & W MAIN ST	0	0	1
S JEFFERSON ST & W MAIN ST	0	0	1
S LINN GROVE AVE & W MAIN ST	0	0	1
S STATE RD 116 & W 600 S	1	0	3
S US HWY 27 & OBERLI ST	0	0	1
S US HWY 27 & PARKWAY ST	1	0	3
S US HWY 27 & W 200 S	1	0	1
S US HWY 27 & W 300 S	0	0	1
S US HWY 27 & W 350 S	0	0	1
S US HWY 27 & W 400 S	0	0	1
S US HWY 27 & W 50 S	0	0	1
S US HWY 27 & W 500 S	1	0	1
S US HWY 27 & W 700 S	0	0	2
S US HWY 27 & W 850 S	2	0	3
SPRUNGER ST & W WATER ST	0	0	2
STATE RD 218 & S 400 E	0	0	1
W 100 N & N 100 W	0	0	1
W 100 N & N 300 W	0	0	1
W 100 N & N 700 W	0	0	1
W 100 S & S 300 W	1	0	2
W 1200 S & MAIN ST	0	0	1
W 200 S & S 300 W	1	1	1
W 300 N & N 600 W	1	0	1

2009 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
W 300 S & S 300 W	0	0	1
W 600 N & KEMPER LN	1	0	1
W 600 N & N 600 W	0	0	1
W 750 N & WINCHESTER RD	0	0	1
W FRANKLIN ST & LEHMAN ST	1	0	2
W FRANKLIN ST & S HARRISON ST	1	0	2
W GRANT ST & WINCHESTER ST	0	0	1
W MAIN ST & SPRUNGER ST	0	0	3
W OAK ST & MERCER AVE	1	0	1
W STATE RD 124 & N 500 W	1	0	1
WINCHESTER ST & VILLAGE GREEN DR	2	0	1

2010 CRASH DATA SUMMARY

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
PRIVATE PROPERTY	5	0	137
10 W 700 S	0	0	1
1000 PARKWAY ST	0	0	1
10015 S 450 E	0	0	1
1005 N 2ND ST	0	0	1
1005 N US HWY 33	0	0	1
10100 WINCHESTER RD	0	1	1
1020 N 13TH ST	0	0	1
1020 S 13TH ST	0	0	1
1040 VINE ST	0	0	1
10400 N US HWY 27	0	0	1
1050 TWIN LAKES DR	0	0	1
1070 W 700 S	0	0	1
1075 N CHURCH AVE	0	0	1
10930 WINCHESTER RD	0	0	1
11050 N US HWY 27	0	0	1
1125 E US HWY 33	0	0	1
11250 MAIN ST	0	0	1
11370 MAIN ST	0	0	1
11400 MAIN ST	0	0	3
11468 N US HWY 27	0	0	1
1150 W 300 N	0	1	1
1150 W STATE RD 124	0	0	1
1160 S 13TH ST	0	0	1
11730 WINCHESTER RD	0	0	1
1175 ELM ST	0	0	1
1180 S 13TH ST	0	0	1
1185 W 700 S	0	0	1
1187 W 450 N	0	0	1
1190 S 13TH ST	0	0	1
1195 BOLLMAN ST	0	0	1
11975 N US HWY 27	0	0	1
11975 WINCHESTER RD	0	0	1
120 S 16TH ST	0	0	1
120 S 700 W	0	0	1
1200 LEWIS PL	0	0	1
1200 US HWY 27 N	0	0	1
1209 N 2ND ST	1	0	1
1215 E BELLMONT RD	0	0	1
1220 S 13TH ST	0	0	1
1250 N 2ND ST	0	0	1
1250 US HWY 27 N	0	0	1
1275 N 2ND ST	0	0	1
1280 TIGER'S TRL	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
1325 E US HWY 33	0	0	1
1325 WINCHESTER RD	0	0	1
1348 S 13TH ST	0	0	1
1350 E 100 S	0	0	1
1350 N 13TH ST	0	0	1
1400 N US HWY 33	0	0	1
1485 S 13TH ST	1	0	1
150 N 16TH ST	0	0	1
1500 E 900 N	1	0	1
1550 HIGH ST	0	0	1
1710 N 13TH ST	0	0	1
175 BELLMONT RD	1	0	1
175 E ANDREWS ST	0	0	1
175 E MONROE ST	0	0	1
175 S 2ND ST	0	0	1
1750 S US HWY 27	0	0	1
180 N 13TH ST	0	0	1
185 CO RD 600 E	1	0	1
1920 E 900 S	0	0	1
195 CO RD 600 E	0	0	1
1ST ST & S US HWY 27	1	0	1
2025 E 650 N	0	0	1
2040 N 400 W	0	0	1
2080 W 500 S	1	0	1
210 17TH ST	0	0	1
210 N 7TH ST	0	0	1
2100 W MONROE ST	0	0	1
215 BALTIMORE ST	1	0	1
215 HILTY ST	0	0	1
215 N 16TH ST	0	0	1
2185 W 600 N	0	0	1
220 CLERMONT AVE	0	0	1
225 N 8TH ST	0	0	1
225 S 400 E	0	0	1
2267 W STATE RD 124	0	0	1
2280 S US HWY 27	0	0	1
2300 E 1100 S	0	0	1
2325 N SALEM RD	0	0	1
2350 W 750 N	0	0	1
239 PIEDMONT LN	0	0	1
240 CLERMONT AVE	0	0	1
2480 W STATE RD 124	0	0	1
250 W 1200 S	1	0	1
2550 MERCER AVE	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
2560 W 700 S	0	0	1
2585 MERCER AVE	0	0	1
2605 MERCER AVE	0	0	1
2625 S 200 E	0	0	1
2726 MERCER AVE	0	0	1
275 W MONROE ST	0	0	1
280 N 2ND ST	0	0	1
2800 E STATE RD 124	1	0	1
2840 GUY BROWN DR	0	0	1
285 E WATER ST	0	0	1
2850 MERCER AVE	1	0	1
2850 N 400 W	0	0	1
2872 E 650 N	0	0	1
2874 E 700 N	0	0	1
290 COURT ST	0	0	1
290 NORTHBROOK CT	0	0	1
2900 N 400 W	1	0	1
2920 E 600 N	0	0	1
2920 S US HWY 27	0	0	1
295 COURT ST	0	0	1
295 W MONROE ST	0	0	1
2960 S US HWY 27	1	0	1
300 E 1000 N	0	0	1
300 W 100 N	0	0	1
305 S LINN GROVE AVE	0	0	1
3085 N 200 E	0	0	1
312 N 5TH ST	0	0	1
312 S 13TH ST	0	0	1
3130 N US HWY 33	0	0	1
3140 W 750 N	0	0	1
320 LINE ST	0	0	1
3200 W 600 S	0	0	1
325 LIMBERLOST TRL	0	0	1
325 WINCHESTER ST	0	0	1
3250 W 600 N	0	0	1
3260 N US HWY 33	0	0	1
330 E JACKSON ST (Decatur)	0	0	1
3325 S 200 W	0	0	1
335 N 13TH ST	0	0	1
3372 W 300 N	0	0	1
340 N 12TH ST	0	0	1
3485 S US HWY 27	0	0	1
350 E MONROE ST	0	0	1
350 S 13TH ST	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
3500 W 550 N	0	0	1
3500 W 750 N	0	0	1
3510 E 650 N	0	0	1
365 N 13TH ST	1	0	1
3650 S 600 W	0	0	1
3675 E 700 N	0	0	1
3690 N US HWY 33	0	0	1
375 HIGH ST (GENEVA)	0	0	1
375 S 1ST ST	0	0	1
3750 N 100 E	0	0	1
3775 S 000TH RD	0	0	1
3800 E 200 N	0	0	1
3820 W STATE RD 124	0	0	1
3845 W 100 N	0	0	1
3850 E 450 N	0	0	1
3875 E 650 N	0	0	1
3878 N SALEM RD	0	0	1
3900 S US HWY 27	1	0	1
4050 N SALEM RD	0	0	1
4050 W State Rd 124	0	0	1
410 N 13TH ST	0	0	1
4120 N SALEM RD	0	0	1
4175 S US HWY 27	1	0	1
420 WINCHESTER ST	0	0	1
425 MERCER AVE	0	0	1
425 STRATTON WAY	0	0	1
4325 W 750 N	0	0	1
4350 CO RD 750 N	0	0	1
440 E JACKSON ST (Decatur)	1	0	1
4450 N 700 E	0	0	1
4450 S 200 W	0	0	1
4490 W 100 N	1	0	1
450 N US HWY 27	0	0	1
4500 S US HWY 27	0	0	1
4590 E 650 N	0	0	1
4650 W 500 N	0	0	1
4700 S US HWY 27	0	0	1
4725 E 200 N	1	0	1
4900 N PIQUA RD	0	0	1
4920 S US HWY 27	0	0	1
4925 E 200 S	0	0	1
4925 S US HWY 27	0	0	1
50 S 700 W	0	0	2
500 N 600 W	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
500 S 700 W	0	0	1
5030 N 300 W	0	0	1
5090 N PIQUA RD	0	0	1
5105 W 700 S	0	0	1
5109 W 600 N	0	0	1
5115 W 500 N	0	0	1
515 N CHURCH AVE	0	0	1
521 N 3RD ST	0	0	1
530 N 13TH ST	1	0	1
5380 W STATE RD 124	0	0	1
5500 N 600 W	0	0	1
575 BELLMONT RD	0	0	1
575 LINE ST	0	0	1
575 N 100 E	1	0	1
575 W WASHINGTON ST	0	0	1
5750 E STATE RD 124	0	0	1
5800 N STATE RD 101	0	0	1
5800 W STATE RD 124	0	0	1
585 N 3RD ST	0	0	1
605 MADISON ST	0	0	1
6050 E 350 N	0	0	1
6060 S STATE RD 116	1	0	1
6070 W 300 S	0	0	1
6085 E 650 N	0	0	1
6175 E 650 N	0	0	1
6175 N 400 W	0	0	1
6186 S STATE RD 116	0	0	1
6195 E 650 N	0	0	1
6240 S STATE RD 116	0	0	1
625 PATTERSON ST	0	0	1
6300 W STATE RD 124	0	0	1
6420 E 650 N	0	0	1
6470 N 500 W	0	0	1
650 N 13TH ST	0	0	1
650 N 2ND ST	0	0	1
6670 N PIQUA RD	0	0	1
6720 E 650 N	1	0	1
675 COLUMBIA ST	1	0	1
6830 N PIQUA RD	0	0	1
6870 E 650 N	0	0	1
6905 N PIQUA RD	0	0	1
6915 N PIQUA RD	0	0	1
7040 S 300 W	0	0	1
7150 N 400 W	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
724 INDIANA ST	0	0	1
725 WINCHESTER ST (GENEVA)	0	0	1
730 WINCHESTER ST	0	0	1
7300 N PIQUA RD	0	0	1
735 S 13TH ST	0	0	1
7375 N 400 W	0	0	1
7375 WINCHESTER RD	1	0	1
750 S 13TH ST	0	0	1
7500 S US HWY 27	0	0	1
7565 N US HWY 27	0	0	1
7600 S 300 W	0	0	1
765 N 2ND ST	0	0	1
7650 N 100 E	0	0	1
7675 N 400 E	0	0	1
7700 S 000TH RD	1	0	1
785 N 3RD ST	0	0	1
785 S 13TH ST	0	0	1
7850 N 400 W	0	0	1
8000 S US HWY 27	0	0	1
8010 S 450 E	0	0	1
8050 S STATE RD 116	0	0	1
8080 N 200 E	0	0	1
8100 N 100 E	0	0	1
8120 N US HWY 27	0	0	1
815 S 13TH ST	0	0	1
815 W WASHINGTON ST	0	0	1
8160 N US HWY 27	0	0	1
8180 N US HWY 27	0	0	1
825 HENDRICKS ST	0	0	1
8305 N US HWY 27	0	0	1
840 S MAIN ST	0	0	1
850 N 3RD ST	0	0	1
8500 S 700 E	0	0	1
8540 N US HWY 27	0	0	2
8570 N 500 E	1	0	1
860 S 13TH ST	1	0	1
865 N 2ND ST	0	0	1
8690 N US HWY 27	0	0	1
870 NUTTMAN AVE	0	0	1
8725 N US HWY 27	0	0	1
875 N 11TH ST	0	0	1
875 WOODRIDGE CT	0	0	1
8780 N US HWY 27	1	0	1
8800 N 400 E	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
8824 S 000TH RD	0	0	1
8950 N US HWY 27	0	0	1
9100 N 400 W	0	0	1
916 N 13TH ST	0	0	1
9200 N 100 E	1	0	1
9215 S US HWY 27	0	0	1
9225 S US HWY 27	0	0	1
925 WALNUT ST	0	0	1
9280 S 150 W	1	0	1
9380 S 400 W	0	0	1
9385 S US HWY 27	0	0	1
940 N 11TH ST	0	0	1
945 N MAIN ST	0	0	1
950 E 900 S	0	0	1
950 HIGH ST	0	0	1
950 PARKWAY ST	0	0	1
9540 S 400 W	0	0	1
9660 N US HWY 27	0	0	1
9690 S State Rd 116	1	0	1
9885 N 400 E	0	0	1
990 WAYNESBORO AVE	0	0	1
9910 N 300 E	0	0	1
BEHRING ST & W MAIN ST	0	0	1
BELLMONT RD & E Jackson St (Decatur)	0	0	1
BELLMONT RD & LIMBERLOST TRL	0	0	1
CALIFORNIA ST & E MAIN ST	1	0	1
CARRINGTON WAY & MILL POND RD	0	0	1
CLARK ST & COLUMBIA ST	0	0	1
DEARBORN ST & HENDRICKS ST	0	0	1
DORWIN ST & LINE ST	0	0	1
E 100 N & N 200 E	0	0	1
E 100 N & N VAN BUREN ST	0	0	1
E 150 S & S 650 E	0	0	1
E 200 N & N 500 E	0	0	1
E 225 N & N 700 E	0	0	1
E ADAMS ST & WATER ST	0	0	1
E BUTCHER ST & High St (GENEVA)	0	0	2
E MONROE ST & N PIQUA RD	0	0	1
E NORTH ADAMS DR & STADIUM DR	0	0	1
EDGEMONT DR & E MONROE ST	0	0	1
EMMENTAL DR & W MAIN ST	0	0	1
HARRISON ST & W WASHINGTON ST	0	0	1
HENDRICKS ST & POPLAR AVE	0	0	1
INDUSTRIAL PARK & W MONROE ST	0	0	1

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
JACKSON ST & E MAIN ST	1	0	1
JACKSON ST & MAPLE ST	0	0	1
MERCER AVE & PARKVIEW DR	0	0	1
MERCER AVE & STEVENSON ST	1	0	1
MERCER AVE & W OAK ST	0	0	1
MERCER AVE & W RUGG ST	0	0	3
N 100 E & E 1100 N	0	0	1
N 100 E & E 200 N	0	0	1
N 100 E & E 850 N	1	0	1
N 100 E & N PIQUA RD	0	0	1
N 100 W & N US HWY 27	0	0	1
N 100 W & W 450 N	1	0	1
N 100 W & W CREEK RD	0	0	1
N 10TH ST & W MONROE ST	1	0	1
N 11TH ST & W MONROE ST	1	0	1
N 12TH ST & NUTTMAN AVE	0	0	3
N 12TH ST & W MONROE ST	1	0	2
N 13TH ST & MADISON ST	1	0	3
N 13TH ST & MANCHESTER ST	0	0	2
N 13TH ST & MEIBERS ST	0	0	1
N 13TH ST & NUTTMAN AVE	1	0	3
N 13TH ST & W MONROE ST	1	0	2
N 13TH ST & W WASHINGTON ST	2	0	6
N 16TH ST & W MONROE ST	0	0	1
N 1ST ST & E MONROE ST	0	0	1
N 200 E & DOWN RIDGE DR	0	0	1
N 200 E & E 650 N	0	0	1
N 200 E & E US HWY 33	1	0	2
N 200 W & N US HWY 27	0	0	2
N 200 W & W 200 N	0	0	1
N 200 W & WINCHESTER RD	0	0	1
N 28th St & N 100 W	0	0	2
N 2ND ST & CENTRAL AVE	0	0	1
N 2ND ST & MADISON ST	0	0	1
N 2ND ST & MIX AVE	0	0	1
N 2ND ST & N 13TH ST	1	0	5
N 2ND ST & N 5TH ST	1	0	1
N 2ND ST & W JACKSON ST	0	0	1
N 2ND ST & W MONROE ST	1	0	2
N 300 E & E 600 N	0	0	1
N 300 W & N US HWY 27	0	0	2
N 300 W & W 1200 N	0	0	1
N 300 W & W 500 N	0	0	1
N 300 W & W 750 N	2	0	2

2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
N 300 W & W 900 N	1	0	1
N 3RD ST & W MONROE ST	1	0	5
N 400 E & E 1000 N	0	0	1
N 400 E & E 1200 N	0	0	1
N 400 E & E 650 N	1	0	3
N 4TH ST & W JACKSON ST	1	0	1
N 4TH ST & W MONROE ST	0	0	1
N 500 E & E 650 N	0	0	1
N 500 W & W 500 N	0	0	1
N 500 W & W 900 N	0	0	1
N 550 W & WINCHESTER RD	0	0	1
N 5TH ST & INDIANA ST	0	0	1
N 5TH ST & NUTTMAN AVE	0	0	1
N 5TH ST & W MONROE ST	0	0	1
N 600 E & E 650 N	0	0	1
N 7TH ST & INDIANA ST	0	0	1
N 7TH ST & NUTTMAN AVE	0	0	1
N 8TH ST & W MONROE ST	0	0	1
N 9TH ST & W MONROE ST	0	0	1
N CHURCH AVE & W HOOSIER ST	0	0	1
N CHURCH AVE & W MAIN ST	1	0	2
N HARRISON ST & W MAIN ST	0	0	1
N US HWY 27 & N POLK ST	0	0	4
N US HWY 27 & US HWY 33	0	0	5
N US HWY 33 & N SALEM RD	0	0	2
PARK ST (MONROE) & W WALNUT ST	0	0	1
PARKWAY ST & S US HWY 27	0	0	1
S 000TH RD & CO RD 550 S	1	0	1
S 000TH RD & E 400 S	0	0	1
S 000TH RD & E 700 S	1	0	1
S 000TH RD & E MAIN ST	1	0	4
S 100 E & E 300 S	1	0	2
S 11TH ST & ADAMS ST	0	0	1
S 11TH ST & PATTERSON ST	0	0	1
S 13TH ST & ADAMS ST	2	0	6
S 13TH ST & PATTERSON ST	0	0	1
S 13TH ST & W 500 N	0	0	2
S 150 E & E 900 S	0	0	1
S 150 W & W 700 S	0	0	1
S 200 E & E 300 S	0	0	1
S 200 E & E 800 S	1	0	1
S 200 W & W 250 S	1	0	1
S 28TH ST & N 100 W	0	0	2
S 2ND ST & ADAMS ST	0	0	4

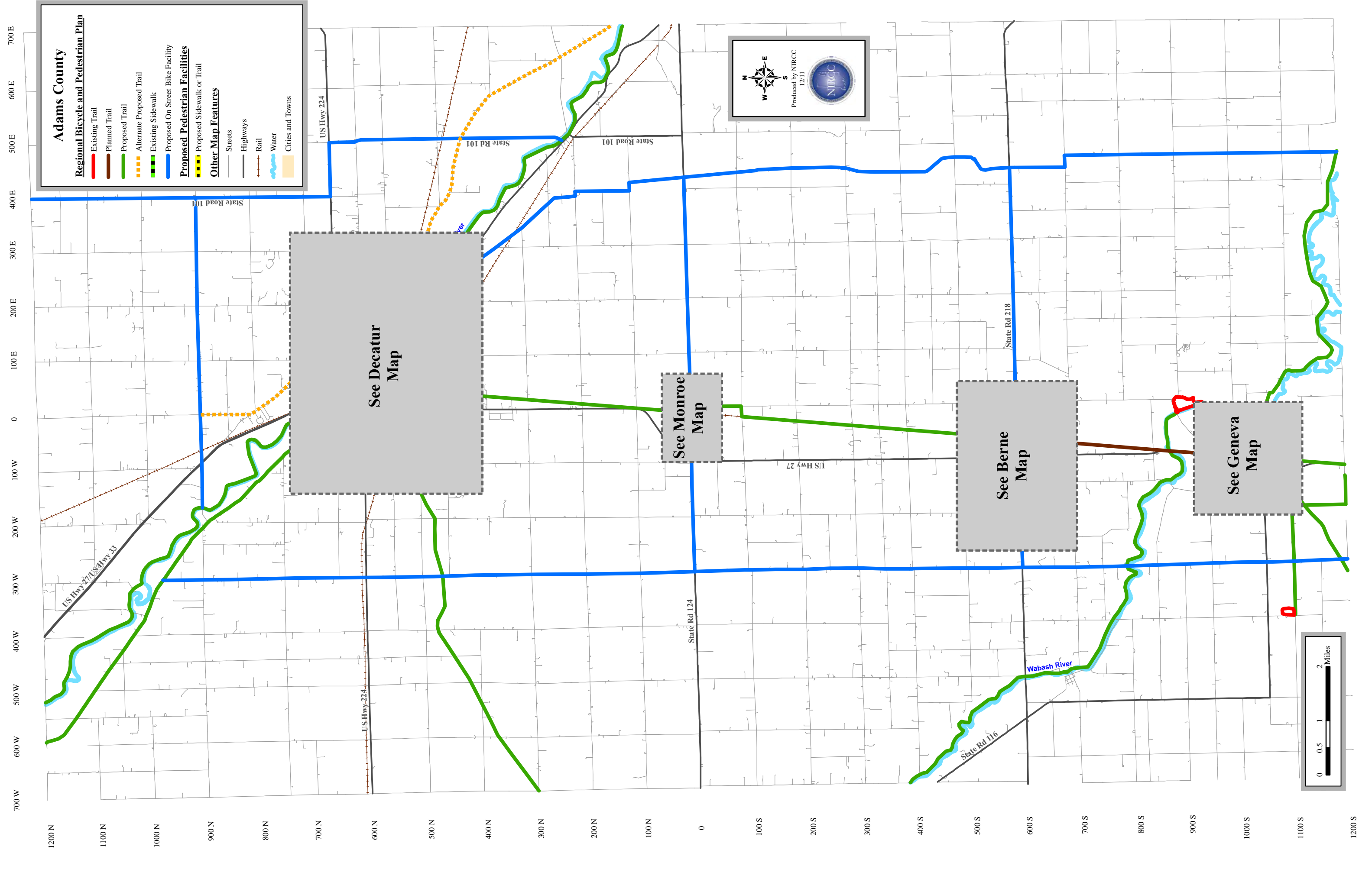
2010 Adams County Crash Data Summary

Location	Total Injury Crashes	Total Fatal Crashes	Total Crashes
S 2ND ST & E JEFFERSON ST	1	0	3
S 300 E & STATE RD 218	0	0	1
S 300 W & W 300 S	0	0	1
S 300 W & W 900 S	0	0	1
S 3RD ST & COURT ST	0	0	1
S 400 W & W 1050 S	0	0	1
S 400 W & W 600 S	0	0	1
S 400 W & W 700 S	1	0	1
S 4TH ST & MADISON ST	0	0	1
S 500 W & W 600 S	1	0	2
S 550 W & S STATE RD 116	1	0	1
S 550 W & W 1050 S	0	0	1
S 700 E & E 1100 S	0	0	1
S CHURCH AVE & W FRANKLIN ST	0	0	2
S HARRISON ST & POPLAR AVE	0	0	1
S MAIN ST & E SHACKLEY ST	0	0	1
S US HWY 27 & OBERLI ST	0	0	1
S US HWY 27 & WIND RIDGE TRL	0	0	1
S US Hwy 27 & W 850 S	0	0	1
STRATTON WAY & TRL END	0	0	1
VILLAGE GREEN DR & WINCHESTER ST	0	0	1
W 100 N & N 400 W	0	0	2
W 1200 S & MAIN ST	0	0	1
W 300 N & N 500 W	0	0	1
W 300 N & N US HWY 27	0	0	2
W 300 S & S 500 W	1	0	1
W 300 S & S US HWY 27	1	0	4
W 350 S & S US HWY 27	2	0	3
W 400 S & S 500 W	0	0	1
W 50 S & S ADAMS ST	0	0	1
W 500 N & N 600 W	1	0	1
W 500 S & SWISS WAY	0	0	1
W 600 S & S STATE RD 116	0	0	2
W 700 S & S US HWY 27	0	0	2
W 750 N & WINCHESTER RD	0	0	1
W 850 N & N US HWY 27	0	0	2
W 900 N & WINCHESTER RD	1	0	1
W FRANKLIN ST & HENDRICKS ST	0	0	1
W GRANT ST & WINCHESTER ST	0	0	1
W LINE ST & N MAIN ST	0	0	2
W MAIN ST & S 150 W	1	0	2
W RUGG ST & WINCHESTER ST	0	0	1

BICYCLE AND PEDESTRIAN PLAN MAPS

Adams County Regional Bicycle and Pedestrian Plan

- Regional Bicycle and Pedestrian Plan**
 - Existing Trail (Red line)
 - Planned Trail (Brown line)
 - Proposed Trail (Green line)
 - Alternate Proposed Trail (Dashed Orange line)
 - Existing Sidewalk (Black line)
 - Proposed On Street Bike Facility (Blue line)
- Proposed Pedestrian Facilities**
 - Proposed Sidewalk or Trail (Yellow dashed line)
- Other Map Features**
 - Streets (Thin grey lines)
 - Highways (Thick black lines)
 - Rail (Red dashed line)
 - Water (Blue wavy lines)
 - Cities and Towns (Yellow shaded areas)

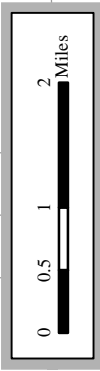


See Decatur
Map

See Monroe
Map

See Berne
Map

See Geneva
Map




Decatur, Indiana







Regional Bicycle and Pedestrian Plan

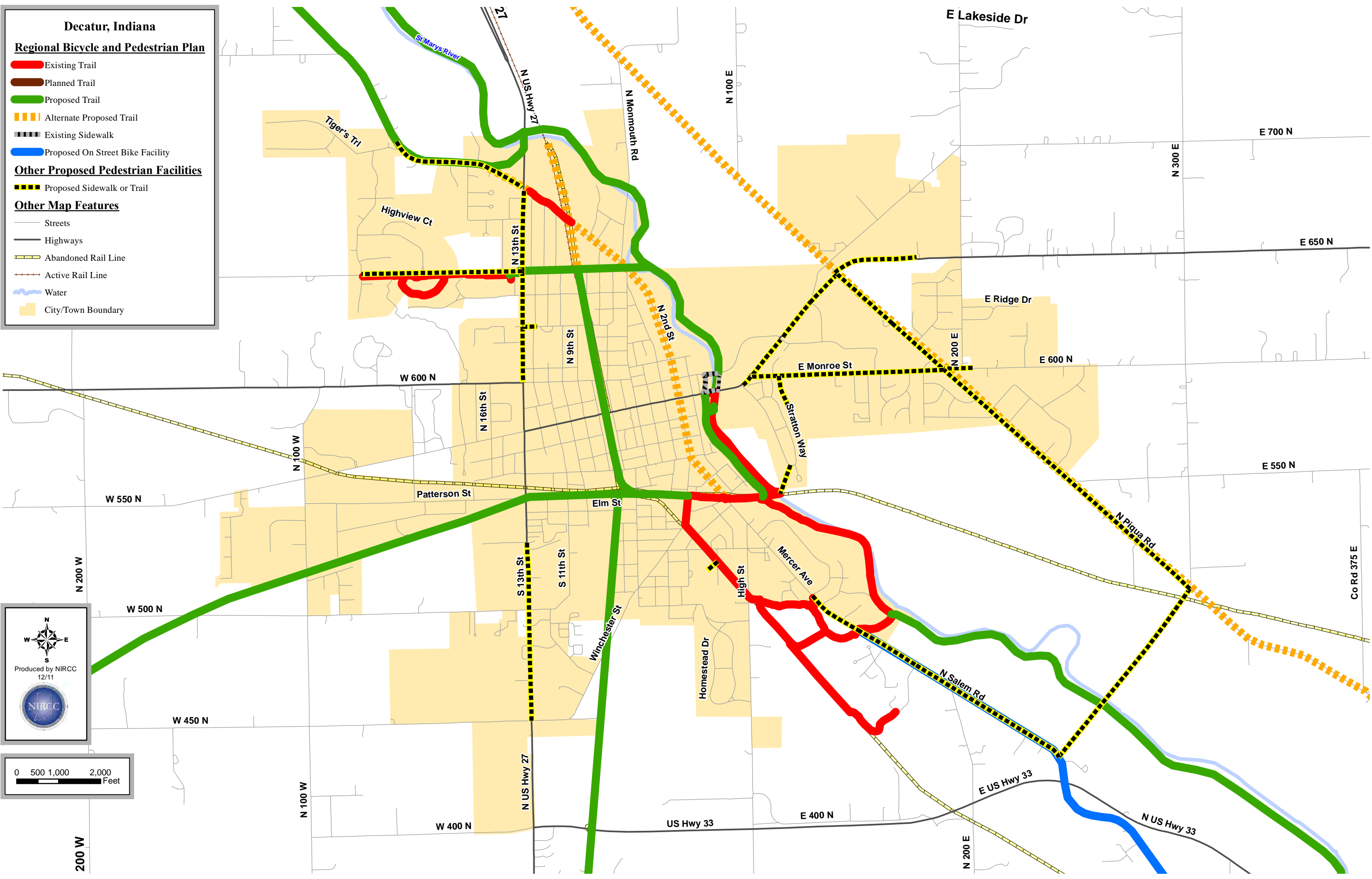
-  Existing Trail
-  Planned Trail
-  Proposed Trail
-  Alternate Proposed Trail
-  Existing Sidewalk
-  Proposed On Street Bike Facility

Other Proposed Pedestrian Facilities

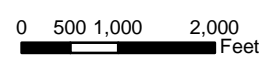
-  Proposed Sidewalk or Trail

Other Map Features

-  Streets
-  Highways
-  Abandoned Rail Line
-  Active Rail Line
-  Water
-  City/Town Boundary



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12/11



200 W

Monroe, Indiana

Regional Bicycle and Pedestrian Plan

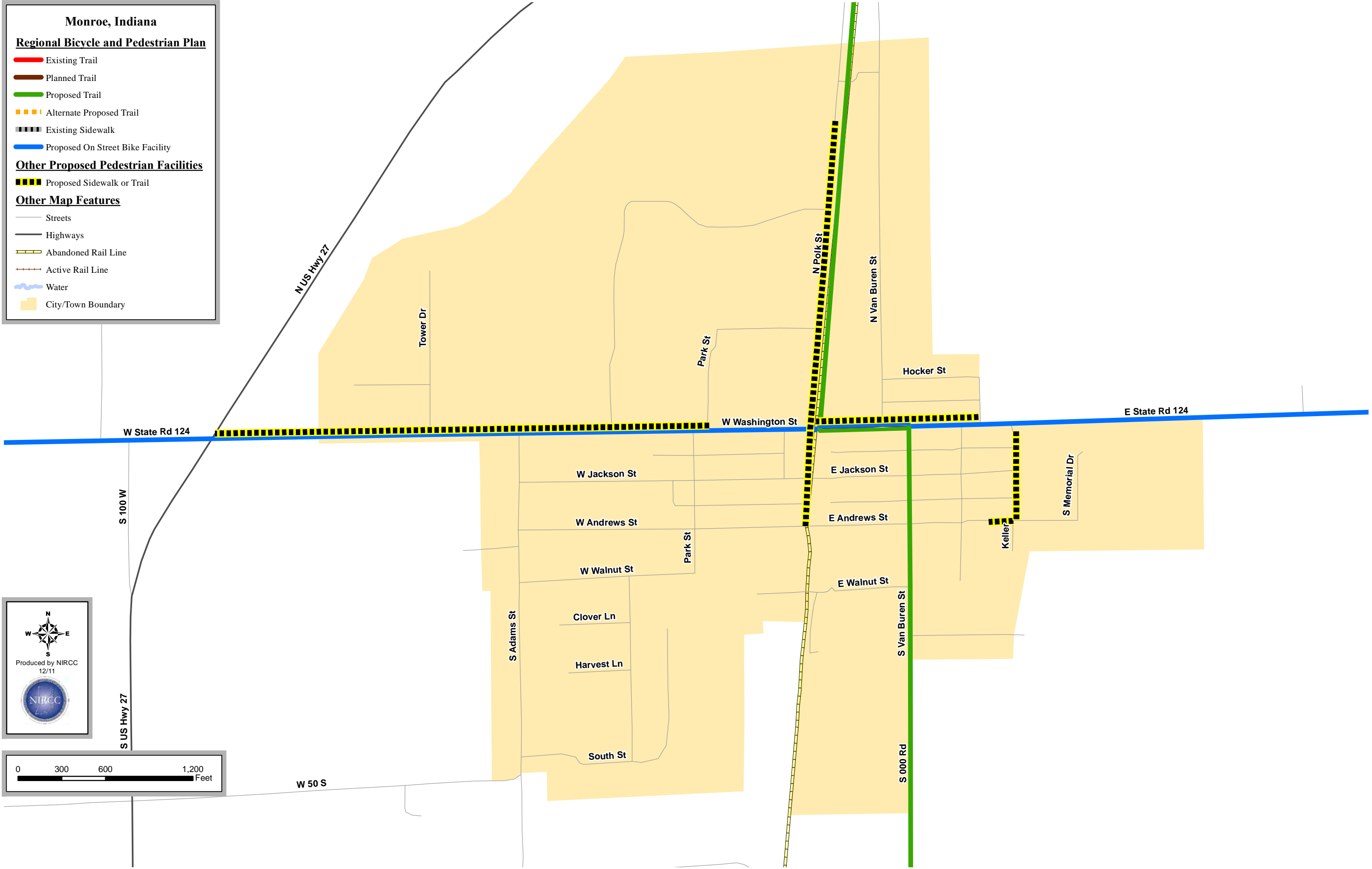
- Existing Trail
- Planned Trail
- Proposed Trail
- Alternate Proposed Trail
- Existing Sidewalk
- Proposed On Street Bike Facility

Other Proposed Pedestrian Facilities

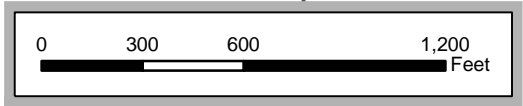
- Proposed Sidewalk or Trail

Other Map Features

- Streets
- Highways
- Abandoned Rail Line
- Active Rail Line
- Water
- City/Town Boundary



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Berne, Indiana

Regional Bicycle and Pedestrian Plan

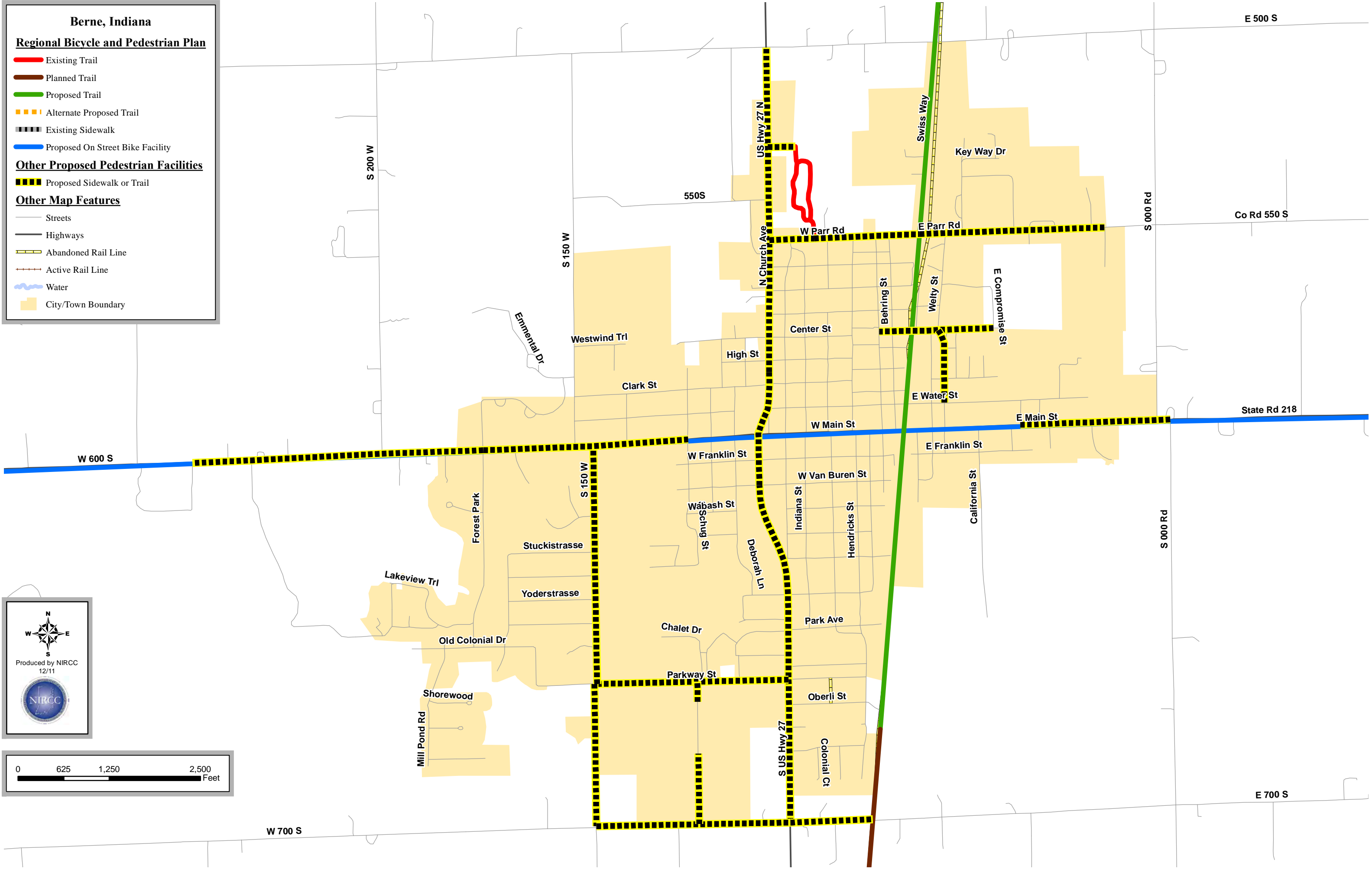
- Existing Trail
- Planned Trail
- Proposed Trail
- Alternate Proposed Trail
- Existing Sidewalk
- Proposed On Street Bike Facility

Other Proposed Pedestrian Facilities

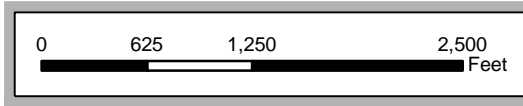
- Proposed Sidewalk or Trail

Other Map Features

- Streets
- Highways
- Abandoned Rail Line
- Active Rail Line
- Water
- City/Town Boundary



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Geneva, Indiana

Regional Bicycle and Pedestrian Plan

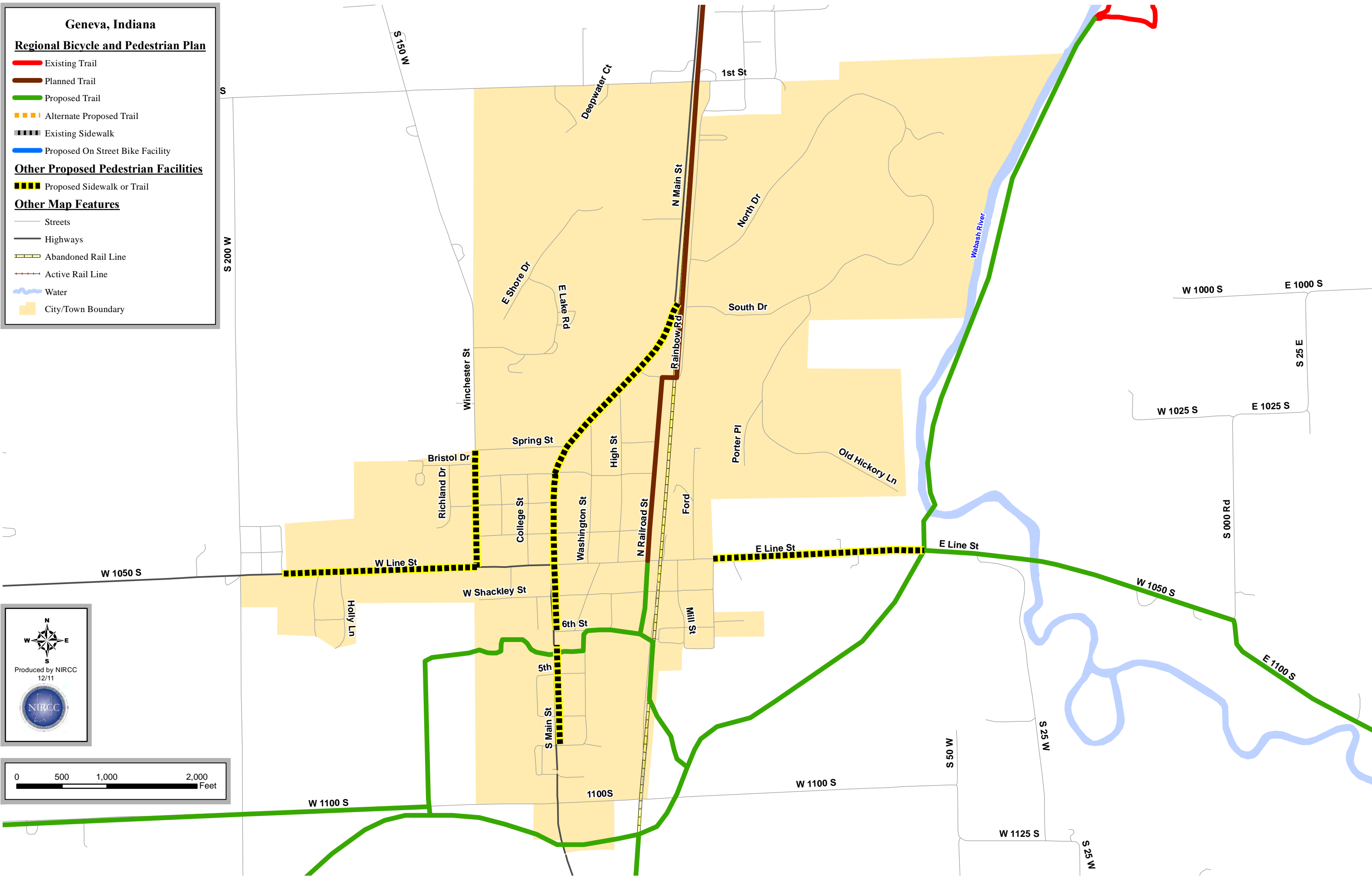
- Existing Trail
- Planned Trail
- Proposed Trail
- Alternate Proposed Trail
- Existing Sidewalk
- Proposed On Street Bike Facility

Other Proposed Pedestrian Facilities

- Proposed Sidewalk or Trail

Other Map Features

- Streets
- Highways
- Abandoned Rail Line
- Active Rail Line
- Water
- City/Town Boundary



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