Appendix A

Congestion Management Process

CONGESTION MANAGEMENT PROCESS
NORTHEASTERN INDIANA REGIONAL COORDINATING COUNCIL

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

In Fiscal Year 1994, activities began to formalize a CMP. The activities associated with the development of the CMP continued through Fiscal Years 1995, 1996, and 1997. The culmination of these activities resulted in a CMP for the TMA that was adopted in 1997. Since the adoption of the CMP in 1997, elements in the CMP are continually updated. In Fiscal Years 2000, 2002, 2005, 2009, 2012, 2017,2019 and 2023 a review and updates of the CMP were completed. This was accomplished by evaluating vehicle capacity ratios and the potential for future congestion, as well as updates to traffic volumes, intersection studies, corridor studies, and travel time and delay studies. In Fiscal Year 2007 the CMP was reviewed, updated, and modified to address the requirements of SAFETEA-LU as stated in federal regulation §450.320 Congestion Management Process in Transportation Management Areas. Staff maintained the CMP to ensure compliance with BIL (Bipartisan Infrastructure Legislature) in the fiscal year 2023 update. This report contains all materials reviewed and updated as part of the Fiscal Year 2023 activities.

Congestion Management Agency

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

Congestion Management Process Advisory Committee

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

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

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

Development of the CMP - Work Plan Elements

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

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

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

Year 2019 CMP continues to utilize the work plan elements listed above to address the requirements of FAST ACT.

Define Congestion Management Network

Geographic boundaries for Congestion Management Network

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

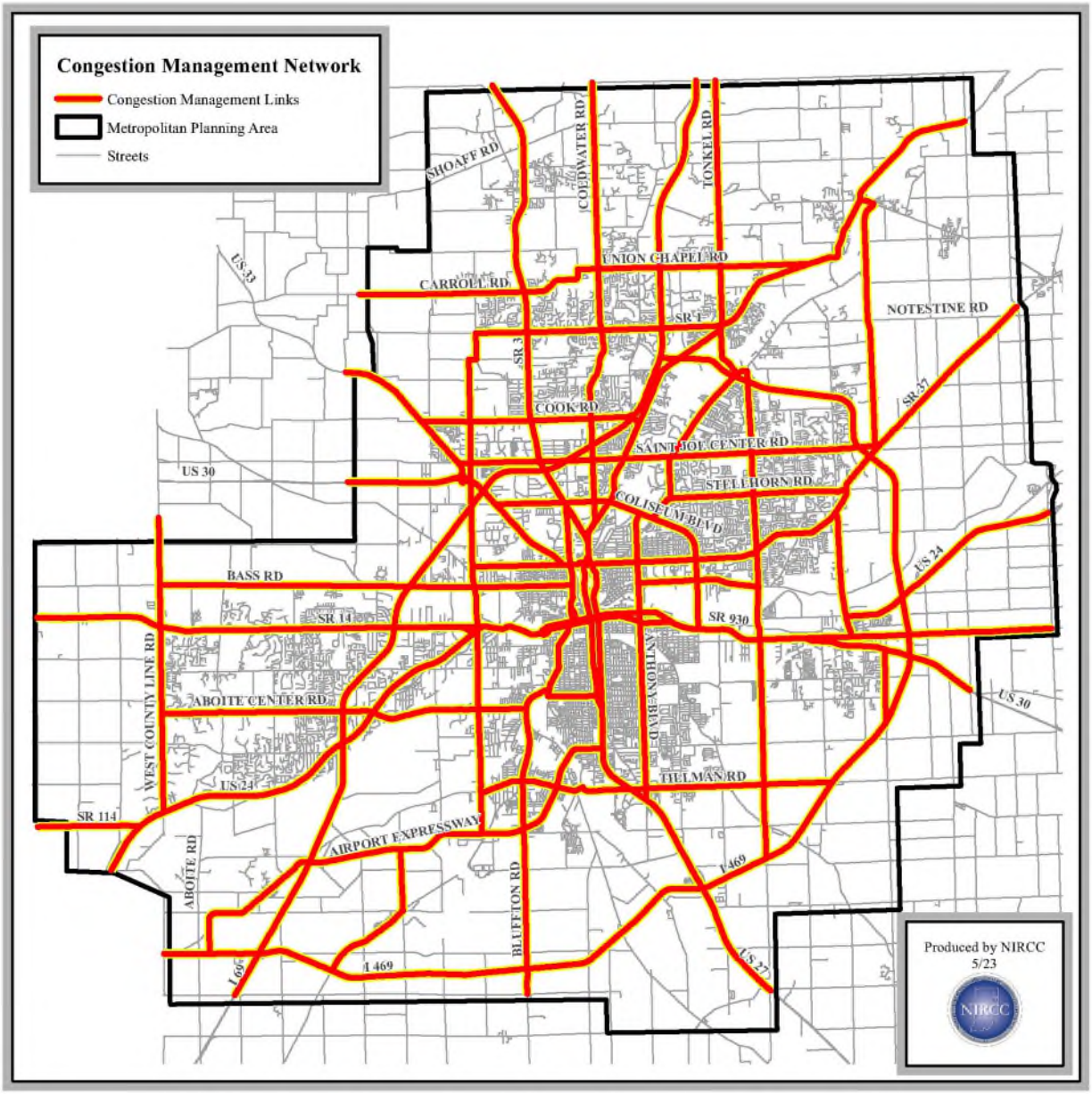
Preliminary Network

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

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

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

Figure 1



Establish Performance Measures

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

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

System Performance Measures

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

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

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

The roadway system performance measures selected are as follows:

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

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

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

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

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

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

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

Strategy Evaluation Performance Measures

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

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

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

Table 1
Measures of Effectiveness

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

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

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

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

Establish System Performance Standards

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

Highway System

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

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

Table 2
Lane Capacities

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

Table 3
Benchmark V/C Ratios

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

Transit System

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

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

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

Establish Data Collection and Monitoring Program

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

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

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

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

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

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

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

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

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

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

Identify Roadway and Transit System Deficiencies

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

Highway System

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

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

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

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

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

Figure 2

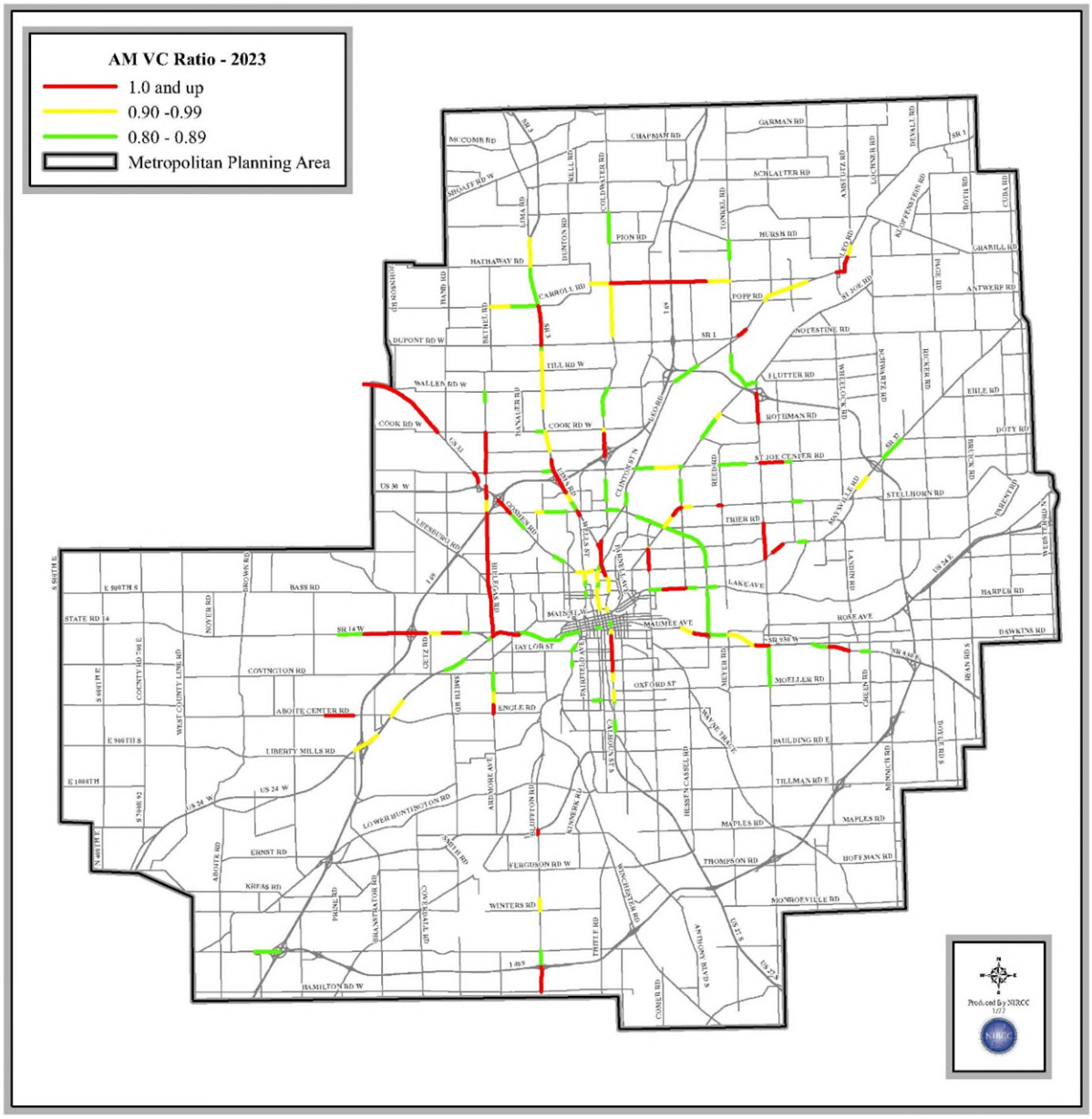

AM VC Ratio - 2023
1.0 and up
0.90 -0.99
0.80 - 0.89
Metropolitan Planning Area
Produced by NIRCC 2023
NIRCC

Figure 3

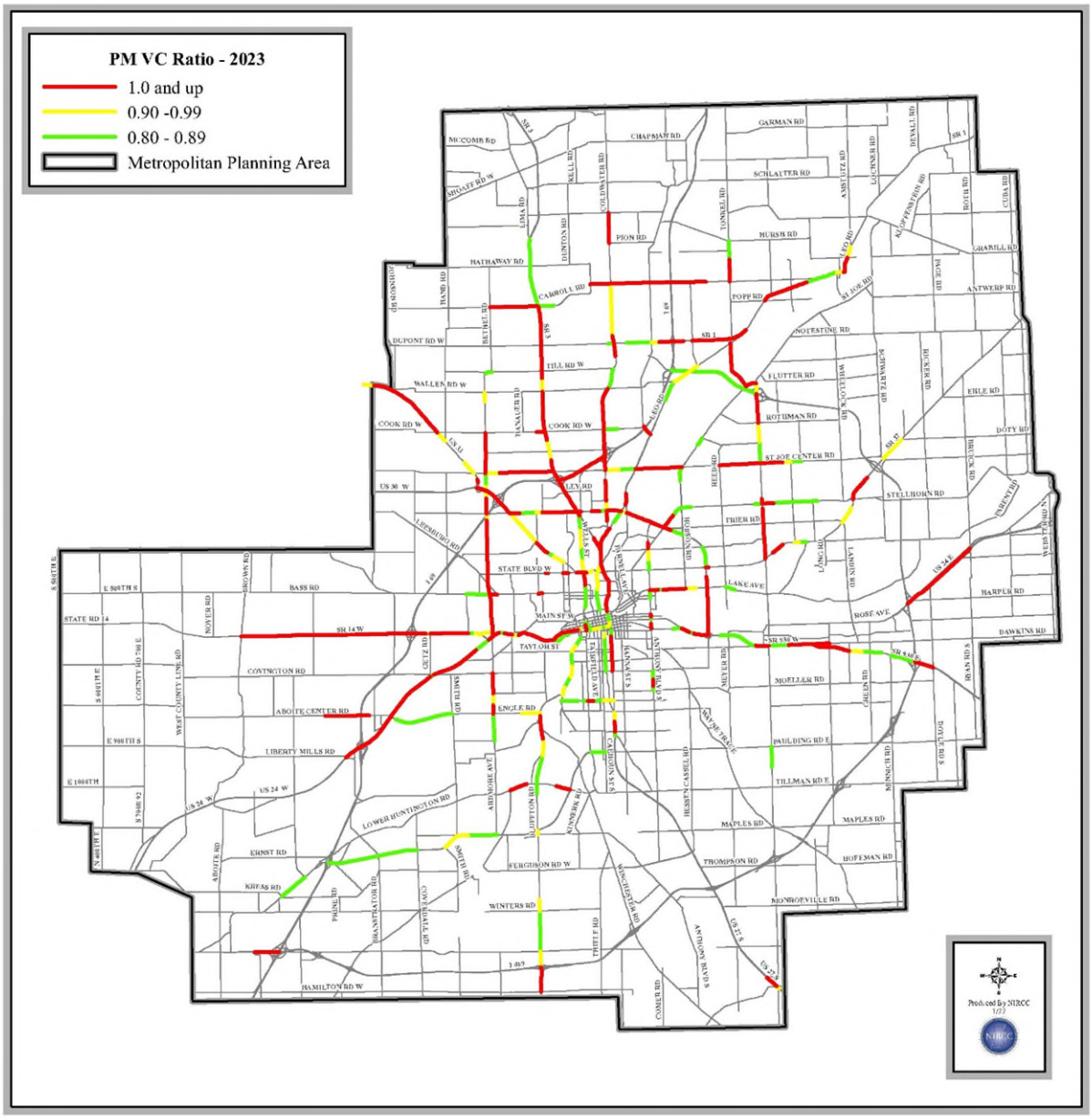

PM VC Ratio - 2023
1.0 and up
0.90 -0.99
0.80 - 0.89
Metropolitan Planning Area
Produced by NIRCC
NIRCC

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

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**Total**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	31.34	0.00	2.26	0.00	0.00	0.00	0.00
Other Freeway & Expressway	3.52	0.67	0.42	0.67	0.42	0.08	0.00
Other Principal Arterial	72.29	19.69	33.92	9.72	20.84	4.90	10.65
Minor Arterial	131.84	14.57	33.31	6.45	20.58	3.87	12.50
Major Collector	9.65	4.82	5.25	4.82	5.19	3.37	4.24
Minor Collector	2.62	0.00	0.61	0.00	0.61	0.00	0.00
Total	251.26	39.75	75.77	21.66	47.64	12.22	27.39

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

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	Total	AM	PM	AM	PM	AM	PM
Interstate	26.13	0.00	0.00	0.00	0.00	0.00	0.00
Other Freeway & Expressway	4.20	0.00	0.00	0.00	0.00	0.00	0.00
Other Principal Arterial	13.77	2.01	2.27	1.59	2.01	1.59	1.59
Minor Arterial	9.61	1.28	2.29	0.62	1.00	0.62	0.61
Major Collector	33.95	3.31	4.38	1.97	3.64	0.00	1.00
Minor Collector	8.60	0.54	2.22	0.00	1.73	0.00	0.07
Total	96.26	7.14	11.16	4.18	8.38	2.21	3.27

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

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**Total**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	31.34	0%	7%	0%	0%	0%	0%
Other Freeway & Expressway	3.52	19%	12%	19%	12%	2%	0%
Other Principal Arterial	72.29	27%	47%	13%	29%	7%	15%
Minor Arterial	131.84	11%	25%	5%	16%	3%	9%
Major Collector	9.65	50%	54%	50%	54%	35%	44%
Minor Collector	2.62	0%	23%	0%	23%	0%	0%
Average		21%	29%	17%	22%	9%	14%

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

		Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**Total**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	26.13	0%	0%	0%	0%	0%	0%
Other Freeway & Expressway	4.20	0%	0%	0%	0%	0%	0%
Other Principal Arterial	13.77	15%	16%	12%	15%	12%	12%
Minor Arterial	9.61	13%	24%	6%	10%	6%	6%
Major Collector	33.95	10%	13%	6%	11%	0%	3%
Minor Collector	8.60	6%	26%	0%	20%	0%	1%
Average		7%	13%	4%	9%	3%	4%

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

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	127099	146548	0	11292	0	0	0	0
Other Freeway & Expressway	5763	6346	1541	1320	1541	1320	124	0
Other Principal Arterial	115172	139476	43197	83831	23307	56418	11296	29961
Minor Arterial	104938	133951	18681	48643	9464	31944	5705	20216
Major Collector	9287	11032	5404	6303	5404	6183	3788	5021
Minor Collector	2077	2712	0	914	0	914	0	0
Total	364336	440065	68823	152303	39716	96779	20913	55198

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

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	47726	56036	0	0	0	0	0	0
Other Freeway & Expressway	5005	5969	0	0	0	0	0	0
Other Principal Arterial	16061	17985	1755	2388	1425	2149	1425	1753
Minor Arterial	6440	7960	1054	2133	580	970	580	653
Major Collector	17428	21217	3874	5641	2903	5119	0	2156
Minor Collector	7876	10251	1213	4408	0	3682	0	158
Total	100536	119418	7896	14570	4908	11920	2005	4720

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

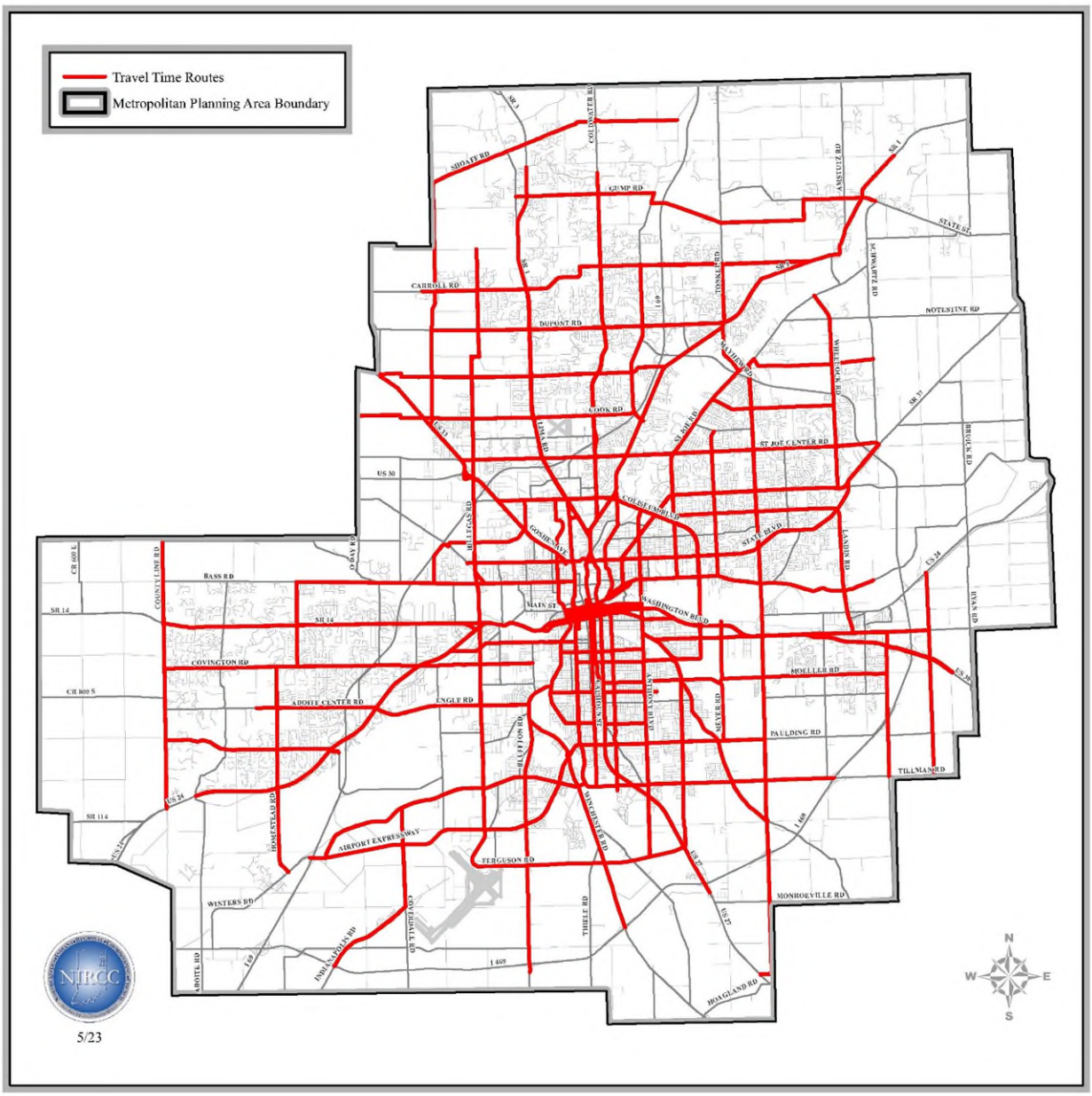
			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	127099	146548	0%	8%	0%	0%	0%	0%
Other Freeway & Expressway	5763	6346	27%	21%	27%	21%	2%	0%
Other Principal Arterial	115172	139476	38%	60%	20%	40%	10%	21%
Minor Arterial	104938	133951	18%	36%	9%	24%	5%	15%
Major Collector	9287	11032	58%	57%	58%	56%	41%	46%
Minor Collector	2077	2712	0%	34%	0%	34%	0%	0%
Average			28%	36%	23%	28%	12%	16%

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

			Mileage ≥ 0.80		Mileage ≥ 0.90		Mileage ≥ 1.00	
Functional Classification	**AM VMT**	**PM VMT**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Interstate	47726	56036	0%	0%	0%	0%	0%	0%
Other Freeway & Expressway								
Other Principal Arterial	16061	17985	11%	13%	9%	12%	9%	10%
Minor Arterial	6440	7960	16%	27%	9%	12%	9%	8%
Major Collector	17428	21217	22%	27%	17%	24%	0%	10%
Minor Collector	7876	10251	15%	43%	0%	36%	0%	2%
Average			13%	22%	7%	17%	4%	6%

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

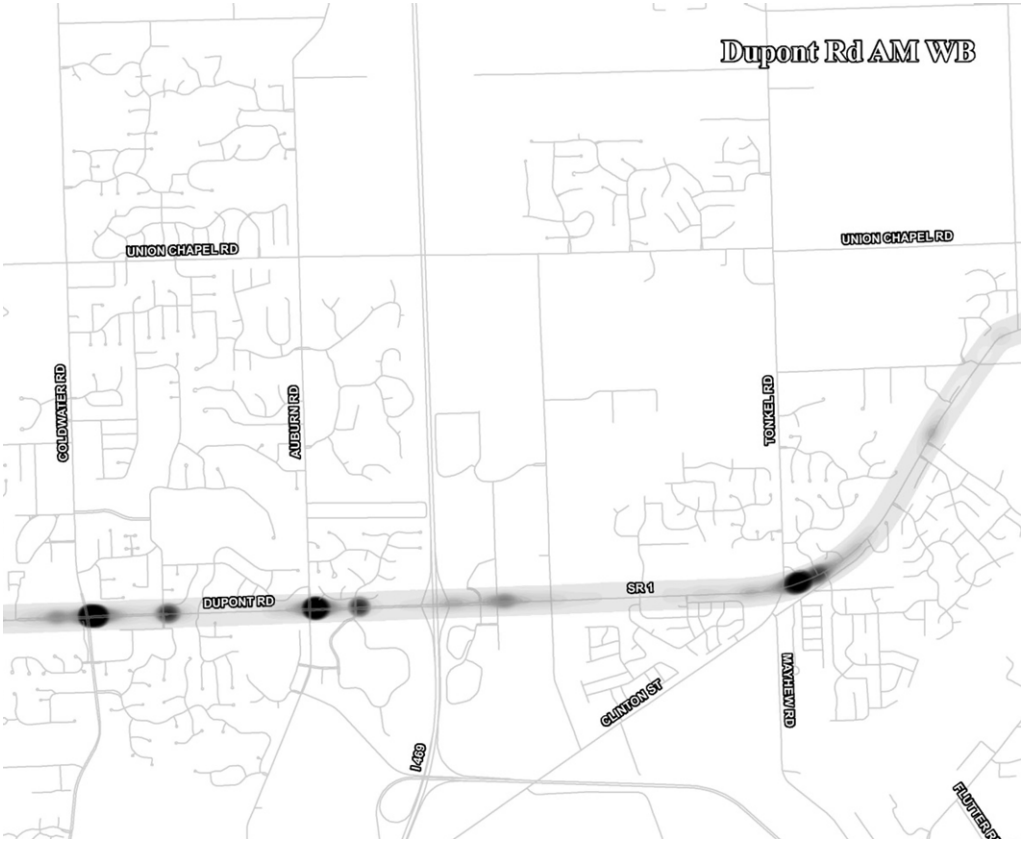
Figure 4



Travel time and delay studies have also been conducted on ninety six (968 major corridors in or surrounding the congestion management network. Figure 4 illustrates the corridors that have been studied between 1994 and 2023. These studies help monitor traveling speeds and identify locations where delays occur along the corridor. The information helps to establish baseline data

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

Figure 5



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

Table 14

Comparison of 2006 and 2019 Travel Time and Delay Studies for Coverdale Rd / Indianapolis Rd

Coverdale Rd / Indianapolis Rd - Lower Huntington Rd to I-469						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2006	2019	Change	2006	2019	Change
AM	5.9	5.9	0.0	48.1	48.2	0.1
PM	6.0	5.7	-0.3	46.7	49.9	3.2
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2006	2019	Change	2006	2019	Change
AM	6.4	5.8	-0.6	44.4	48.7	4.3
PM	6.1	5.8	-0.3	46.5	48.6	2.1

Table 15

Comparison of 2008 and 2019 Travel Time and Delay Studies for Pontiac St / Coliseum Blvd

Pontiac St / Coliseum Blvd - Fairfield Ave to McCormick Ave						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2008	2019	Change	2008	2019	Change
AM	8.2	8.9	0.7	24.0	22.4	-1.6
PM	9.9	9.2	-0.7	19.9	21.5	1.6
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2008	2019	Change	2008	2019	Change
AM	9.3	8.4	-0.9	21.2	23.7	2.5
PM	9.5	8.3	-1.2	20.9	23.7	2.8

Table 16

Comparison of 2006 and 2020 Travel Time and Delay Studies for Coldwater Rd

Coldwater Rd - Twin Eagles Dr to Lima Rd						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2006	2020	Change	2006	2020	Change
AM	14.9	15.6	0.7	35.5	33.8	-1.7
PM	18.3	17.7	-0.6	28.8	29.8	1.0
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2006	2020	Change	2006	2020	Change
AM	16.4	17.2	0.8	32.2	30.7	-1.5
PM	18.3	19.5	1.2	28.8	27.0	-1.8

Table 17

Comparison of 2008 and 2020 Travel Time and Delay Studies for Gump Rd / Auburn Rd / Hursh Rd / Halter Rd / Hosler Rd / Grabill Rd

Gump Rd / Auburn Rd / Hursh Rd / Halter Rd / Hosler Rd / Grabill Rd - Lima Rd to SR 1						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2008	2020	Change	2008	2020	Change
AM	15.1	16.4	1.3	38.5	35.5	-3.0
PM	14.9	16.0	1.1	39.0	36.4	-2.6
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2008	2020	Change	2008	2020	Change
AM	14.6	17.2	2.6	39.9	33.9	-6.0
PM	14.7	15.2	0.5	39.6	38.1	-1.5

Table 18

Comparison of 2009 and 2020 Travel Time and Delay Studies for Taylor St

Taylor St - W Jefferson Blvd to Fairfield Ave						
Northbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2009	2020	Change	2009	2020	Change
AM	7.6	7.0	-0.6	24.5	26.7	2.2
PM	8.1	7.8	-0.3	23.0	24.0	1.0
Southbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2009	2020	Change	2009	2020	Change
AM	7.0	7.6	0.6	26.5	24.7	-1.8
PM	7.5	7.2	-0.3	24.7	25.8	1.1

Table 19

Comparison of 2011 and 2021 Travel Time and Delay Studies for Aboite Center Rd / Engle Rd

Aboite Center Rd / Engle Rd - Homestead Rd to Bluffton Rd						
Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2011	2021	Change	2011	2021	Change
AM	12.4	12.1	-0.3	29.9	30.6	0.7
PM	12.2	13.4	1.2	30.4	27.7	-2.7
Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2011	2021	Change	2011	2021	Change
AM	12.2	11.2	-1.0	30.3	33.2	2.9
PM	12.5	13.4	0.9	29.6	27.7	-1.9

Table 20

Comparison of 2010 and 2021 Travel Time and Delay Studies for Crescent Ave / Stellhorn Rd / Maysville Rd

Crescent Ave / Stellhorn Rd / Maysville Rd - Columbia Ave to St Joe Center Rd						
Northbound / Eastbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2010	2021	Change	2010	2021	Change
AM	15.8	16.2	0.4	31.4	30.6	-0.8
PM	19.8	19.0	-0.8	25.0	26.0	1.0
Southbound / Westbound	Travel Time (Minutes)			Speed (MPH)		
Peak	2010	2021	Change	2010	2021	Change
AM	19.5	18.0	-1.5	25.4	27.6	2.2
PM	18.9	17.7	-1.2	26.1	28.0	1.9

Table 21

2022 Travel Time and Delay Studies for Doyle Rd

Doyle Rd - Old US 24 to Tillman Rd		
Eastbound	Travel Time (Minutes)	Speed (MPH)
Peak	2022	2022
AM	7.5	39.2
PM	7.6	38.9
Westbound	Travel Time (Minutes)	Speed (MPH)
Peak	2022	2022
AM	7.6	38.5
PM	7.7	38.2

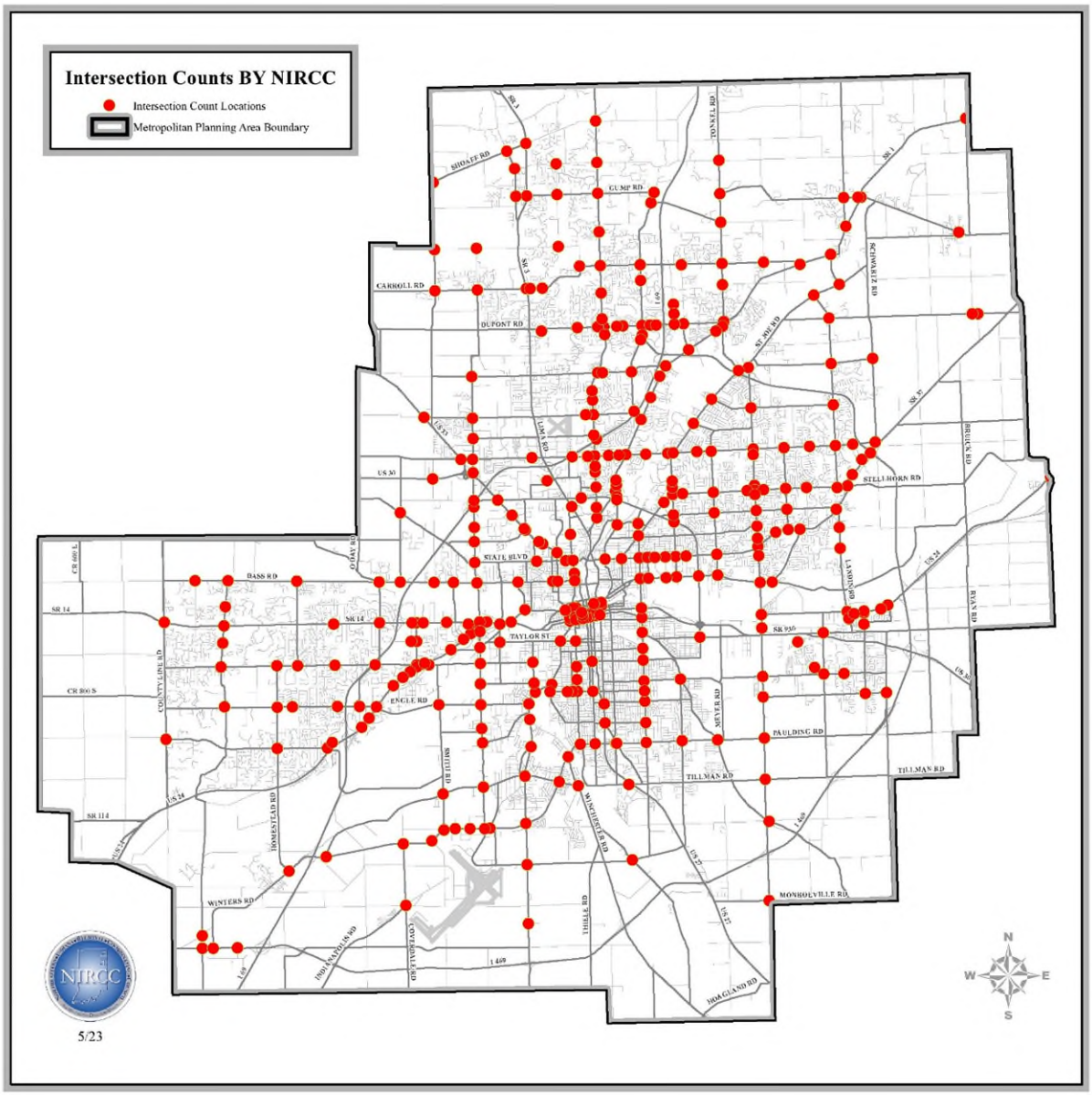
Table 22

2022 Travel Time and Delay Studies for Shoaff Rd / Coldwater Rd / Chapman Rd

Shoaff Rd / Coldwater Rd / Chapman Rd - Heffelfinger Rd to Auburn Rd		
Eastbound	Travel Time (Minutes)	Speed (MPH)
Peak	2022	2022
AM	11.8	41.4
PM	11.7	41.9
Westbound	Travel Time (Minutes)	Speed (MPH)
Peak	2022	2022
AM	11.3	43.4
PM	11.7	41.8

Approximately two hundred three (203) signalized, one hundred forty (140) non-signalized intersections have been evaluated to determine their level of service. The intersections that have been evaluated are illustrated in Figure 6 and the Intersections Counted Report is included in Appendix C. These analyses are conducted for peak periods pursuant to the Highway Capacity Manual 2000 published by the Transportation Research Board. Intersections that are predetermined to have a level of service "D" or less will also be evaluated to determine the number of queued vehicles that do not clear the intersection at the end of the analysis period. This type of analysis is felt to be the most accurate indicator for intersection demand and performance. The results of these analyses are documented in a separate report each year.

Figure 6



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

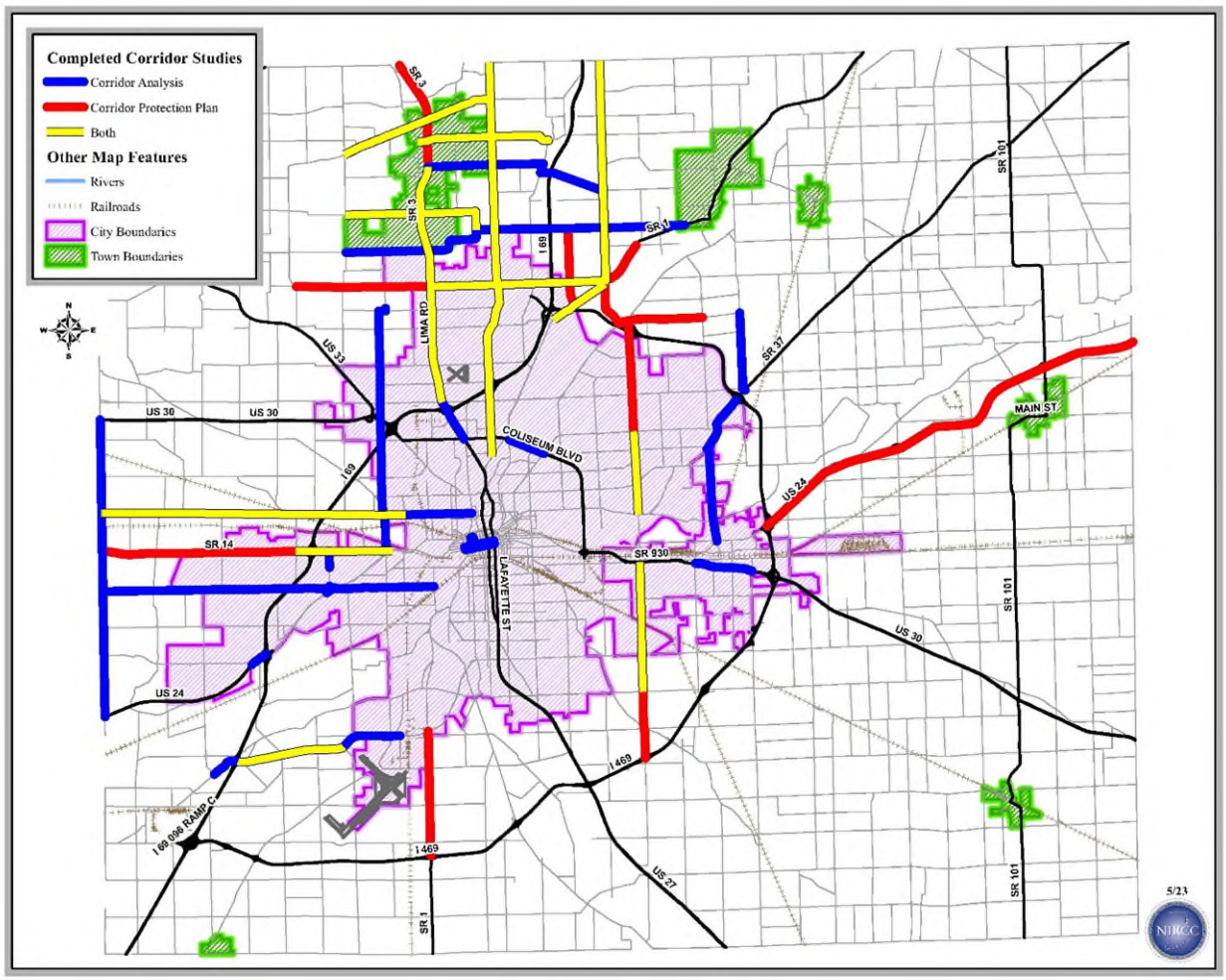
New mapping technology will allow corridors to be reviewed with multiple methods simultaneously. Traffic volumes, v/c ratios, travel time information, intersection level of service, and crash frequency can all be factored together to determine where congestion "hot spots" are occurring. This technology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

Two types of corridor studies, corridor analysis and corridor protection plans, have been conducted on several major roadways within the TMA. The locations of these studies are illustrated in Figure 7. Corridor analysis studies have been conducted on thirty (30) major roadways within the TMA. These studies evaluate existing conditions and measure current levels of congestion, similar in nature to arterial and intersection analyses. Corridor analysis however goes beyond existing conditions and assesses the impacts from planned and future development. The corridor analysis serves as a good tool for selecting congestion mitigation strategies before congestion reaches critical levels. The following corridors have undergone corridor analysis:

Airport Expressway – (Homestead Road to Lower Huntington Rd)
Adams Center Road (SR 930 to Tillman Road)
Ardmore Avenue (West Jefferson Boulevard to Lower Huntington Road)
Bass Road/Spring Street (Wells Street to West County Line Road)
Carroll Road/ Union Chapel Road (Hand Road to Leo Road / SR 1)
Cedar Canyons Road (Lima Rd to Auburn Road)
Coldwater Road (North Clinton Street to North County Line Road)
Coliseum Blvd (Parnell Avenue to Crescent Avenue
Covington Road (Brooklyn Avenue to West County Line Road)
Dupont Road/ SR 1 (Lima Road/SR3 to Tonkel Road)
Ewing Street/Fairfield Avenue (Jefferson Boulevard to Main Street)
Goshen Road/Goshen Avenue (Coliseum Boulevard to State Boulevard)
Gump Road/ Hursh Road (Lima Road/ SR 3 to Tonkel Road)
Huguenard Rd/ Hillegas Rd (Till Rd to West Jefferson Road)
Hathaway Road (Union Chapel Road to Hand Road)
Illinois Rd/SR 14 (Hadley Road to Ardmore Avenue)
Jefferson Boulevard/ Getz Road/ Covington Road (Intersections and Corridors)
Jefferson Boulevard (Van Buren Street to Lafayette Street)

Landin Road / Maysville Road (Interstate 469 to Rose Avenue)
Lima Road/ SR 3 (Coliseum Boulevard/ SR 930 to Gump Road)
Maplecrest Road (Stellhorn Road to Lake Avenue)
North Clinton Street (Wallen Road to Dupont Road/SR 1)
Schwartz Rd (Flutter to St Joe Center and SR 37)
Shoaff Road (Hand Road to Coldwater Road)
SR 930 East (Hartzell Road to Minnich Road)
Tonkel Road (Dupont Road to North County Line Road)
US 24 (Interstate 69 to Liberty Mills Road)
Washington Boulevard (Van Buren Street to Lafayette Street)
West County Line Road (US 30 to US 24)

Figure 7



Corridor protection studies have also been conducted on fifteen (15) major roadways within the TMA. Corridor protection studies evaluate and identify optimal access points along corridors for future developments and improvements. This aids in the development of strategies to mitigate

congestion. The intent of these studies is to maximize the efficiency and safety of the existing corridor. The recommendations from these studies aid local officials, planners, and developers during future development by protecting the integrity of the corridor from detrimental access. Corridor Protection Plans have been developed for the following corridors:

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

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

Transit System

The transit system has been studied several times since the initial CMS was developed. The Fort Wayne PTC (dba Citilink) conducted a four-week capacity study during September and October 1995 during the development of the CMS. The NIRCC staff evaluated the ridership data and created spreadsheets for each route. As previously mentioned, the benchmark standards established for transit service are based upon the maximum load factors of the transit vehicles.

Ninety percent of the seating capacity and/or eighty percent of the total capacity has been set as the threshold for determining "congestion" on the transit system. Load factors were calculated for each route and direction at specific times of the day. Those routes exceeding the thresholds were designated as congested and forwarded onto the PTC.

A needs assessment study completed in the Fall of 1997 provided information regarding transit ridership. Based upon this information and additional studies, transit routes and schedules were modified in June 1999. In 2004, studies of the transit system were conducted in conjunction with the Citilink Transportation Development Plan by Urbitran Associates and RLS & Associates. The information acquired allowed the development of improvements over the next five years that include new services, modified and new routes, and increased frequency of bus service. The plan was adopted in 2004 and several of the improvements have already been implemented. A majority of the Citilink routes now operate at 30 minute frequencies.

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

Analyze and Evaluate Congestion Mitigation Strategies

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

As micro-analyses are completed for specific corridors, intersections, and transit routes, congestion mitigation strategies currently in use along with other appropriate strategies will be evaluated. The evaluation of practical mitigation strategies will assess the anticipated benefits of

each strategy or combination of strategies. The evaluation will include intermodal, transit, pedestrian, and bicycle issues and concerns. A schedule for implementation of selected strategies will be developed and will include the responsible implementing agency(ies) and funding sources.

Implement Strategies

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

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

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

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

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

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

Access Management

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

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

Many of the ongoing strategies have been initiated and implemented in the TMA through the committee system. The Access Management Program has been particularly effective due to the

use of the Access Standards Manual, the Traffic Impact Study Manual, Corridor Protection Plans, and Access Road Plans. These tools are constantly monitored and updated as needed.

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

Transit Programs

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

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

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

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

ITS / Signalization Improvements

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

In 2005, the Allen County Regional ITS architecture was finalized and adopted. The architecture was updated in 2008, 2012,2017 and 2023. This architecture identifies the ITS technologies that currently exist within the region and those that are needed in the future. The architecture will assist planners in determining where ITS technologies should be used. As ITS technologies are developed and implemented within the TMA, the architecture will be updated on a continual basis.

Incident Management

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

Safety Management

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

The Federal Highway Administration (FHWA) has Hazard Safety Improvement Program (HSIP) funds available to correct hazardous locations in each state. Using the database containing the crash records from all reporting law enforcement agencies within Allen County, crash locations are reviewed to determine whether any of the crash locations would be considered for HSIP funds. Staff focuses on the number of crashes, type of crashes, RMV, and the number of personal injury crashes versus property damage crashes to determine the hazardous locations within Allen County. Once the locations have been identified staff reviews each to determine what is contributing to the problem and how it can be solved. Roadway geometrics, signage, signal timings, sight distance are common items reviewed. Staff also assesses the V/C ratio at the location to determine if congestion is a contributing factor. Staff works with the local public agency and technical committees to then identify improvements to address any identified problems. If the identified improvements are eligible, NIRCC will seek HSIP funds to correct the issues. HSIP funds provide a resource to address congestion issues that have a direct impact on the safety of the traveling public.

Pedestrian / Bicycle Access

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

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

Expansion Projects

Expansion projects have been identified by the NIRCC as improvements that add through travel lanes / capacity to an existing corridor. All applicable congestion mitigation strategies were considered for each project. Staff reviewed bicycle/pedestrian facilities, transit, intelligent transportation systems (ITS), and access management strategies for mitigation of congestion. The following expansion projects are included in the 2045 Transportation Plan to reduce current and anticipated congestion.

New Construction

Felfer Road/Leesburn Road and US 30 – New Interchange

This interchange will be located on the west side of Allen County along US 30. Access management strategies, bicycle/pedestrian facilities, transit considerations, and ITS related signalization have been included in the design of the project. This new interchange will improve safety and congestion along the corridor.

Flaugh Road and US 30– New Interchange

This interchange will be located on the west side of Allen County along US 30. Access management strategies, bicycle/pedestrian facilities, transit considerations, and ITS related signalization have been included in the design of the project. This new interchange will improve safety and congestion along the corridor.

Kroemer Road and US 30 – Restricted Access Interchange

This interchange will be located on the west side of Allen County along US 30. Access management strategies, bicycle/pedestrian facilities, transit considerations, and ITS related signalization have been included in the design of the project. This new interchange will improve safety and congestion along the corridor.

Paul Shaffer Drive: California Road to Clinton Street (illustrative/unfunded project)

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

Drive will mitigate congestion at the intersection of Parnell Avenue and Coliseum Boulevard while adding capacity to the overall transportation system.

Spring Street: Wells Street to Spy Run Avenue (illustrative/unfunded project)

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

Widen to Six Lanes

Interstate 69: SR 1/Dupont Road to Hursh Road (illustrative/unfunded project)

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

Interstate 469: Maplecrest Road to Interstate 69 (illustrative/unfunded project)

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

State Road 3/Lima Road: Dupont Road to Gump Road (illustrative/unfunded project)

State Road 3/Lima Road is a north south "minor arterial". This corridor serves commercial development land use and also connects with Interstate 69. Transit serves the Cross Creek Shopping center and connects with the central business district of Fort Wayne. This corridor applies the access road concept and will be part of the signal-timing project. Improvements to ITS and access management will be considered in future improvements. A corridor protection

study was completed in FY 99 that determined access points for this section of State Road 3 / Lima Road. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Widen to Four Lanes

Ardmore Avenue: Covington Road to Engle Road

Ardmore Avenue: Engle Road to Lower Huntington Road

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

Clinton Street: Auburn Road to Wallen Road

Clinton Street: Wallen Road to Diebold Road

Clinton Street: Diebold Road to Mayhew Road

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

Dielbold Road: Clinton Street to Meijer Entrance Roundabout

Diebold Road is a north/south arterial on the north side of Fort Wayne. This corridor serves as a connection to residential to the south and Parkview Hospital to the north. This area is experiencing rapid growth in both residential and commercial. Currently, ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

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

State Road 1/ Bluffton Road: Interstate 469 to SR 116 / SR 124 (illustrative/unfunded project)
State Road 1 is a north/south roadway on the south side of Fort Wayne. This corridor connects Fort Wayne with the City Bluffton and Ossian (Wells County). This section of SR 1 also provides access to the Fort Wayne International Airport and has access at the intersection with Interstate 469. Currently ITS, access management, and transit strategies are in place and improvements to these strategies will be considered for these corridors in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on these corridors will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Stellhorn Road: Maplecrest to Maysville Road (illustrative/unfunded project)
Stellhorn Road is an east/west arterial on the northeast side of Fort Wayne. There is a variety of land uses along the corridor. Currently, ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor

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

Washington Center Road: West Creel Boulevard/County Forest Drive to US 33 (illustrative/unfunded project)

Washington Center Road is an east/west arterial on the northwest side of Fort Wayne. This corridor connects US Highway 33 and State Road 3. There is mixed land use of industrial, commercial and residential along the corridor.. Currently, ITS and access management strategies are in place and improvements to these strategies will be considered for this corridor in the future. Implementation of bicycle/pedestrian facilities and transit mitigation strategies on this corridor will reduce traffic, although not at a significant rate. The only feasible option to mitigate congestion on this corridor is to add travel lanes to increase capacity.

Tonkel Road: Dupont Road to Hursh Road

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

Evaluate the Effectiveness of Implemented Strategies

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

Establish CMP Update Process

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

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

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

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

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

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

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

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

The CMP is designed to be a dynamic process. As new information on the transportation system is collected, analyzed, and reviewed, strategies will be developed and evaluated for mitigating congestion. Implemented strategies will be evaluated providing feedback on their success at

reducing congestion. This information will be documented in annual updates to the CMP report. Comprehensive reviews of the CMP will take place in conjunction with the scheduled update of the Transportation Plan.

Summary

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

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

Appendix A

NIRCC	STREET	ASTREET	BSTREET	AM PEAK VOL	PM PEAK VOL	AM V/C RATIO	PM V/C RATIO	LENGTH (MILES)	FUNCTION CLASS
4	ABOITE CTR RD	W COUNTY LINE RD	.75M E/O W COUNTY LINE RD	105	90	0.15	0.13	0.75	UMIA
4.1	ABOITE CTR RD	.75M E/O W COUNTY LINE RD	WEST HAMILTON RD	170	161	0.24	0.23	0.71	UMIA
4.2	ABOITE CTR RD	WEST HAMILTON RD	EGGEMAN RD	250	214	0.35	0.30	0.77	UMIA
5	ABOITE CTR RD	EGGEMAN RD	HOMESTEAD RD	119	209	0.17	0.29	0.50	UMIA
6	ABOITE CTR RD	HOMESTEAD RD	TURF LN	486	563	0.68	0.79	0.79	UMIA
7	ABOITE CTR RD	TURF LN	COVENTRY LN	790	1377	1.10	1.93	0.68	UMIA
7.1	ABOITE CTR RD	COVENTRY LN	DICKE RD	914	1583	0.64	1.11	0.41	UMIA
8	ABOITE CTR RD	DICKE RD	ROSEWOOD DR	785	759	0.55	0.53	0.43	UMIA
9	ABOITE CTR RD	ROSEWOOD DR	JEFFERSON BLVD	704	828	0.49	0.58	0.11	UMIA
10	S MAPLECREST RD	SR 930	MOELLER RD	616	540	0.86	0.76	1.00	UMIA
11	S MAPLECREST RD	MOELLER RD	SEILER RD	468	415	0.65	0.58	0.50	UMIA
12	S MAPLECREST RD	SEILER RD	.51M N/O PAULDING RD	391	404	0.66	0.68	0.48	RMAC
13	ADAMS CTR RD	.51M N/O PAULDING RD	PAULDING RD	367	359	0.62	0.61	0.52	RMAC
15	ADAMS CTR RD	PAULDING RD	.5M S/O PAULDING RD	322	526	0.55	0.89	0.50	RMAC
16	ADAMS CTR RD	.5M S/O PAULDING RD	TILLMAN RD	282	240	0.48	0.41	0.50	RMAC
17	ADAMS CTR RD	TILLMAN RD	.48M S/O TILLMAN RD	196	205	0.33	0.35	0.48	RMAC
17.1	ADAMS CTR RD	.48M S/O TILLMAN RD	WAYNE TRACE	217	366	0.37	0.62	0.47	RMAC
20	ANTHONY BLVD	COLISEUM BLVD	.17M S/O COLISEUM BLVD	485	798	0.34	0.56	0.18	UMIA
20.1	ANTHONY BLVD	.17M S/O COLISEUM BLVD	ST JOE RIVER DR	642	1036	0.45	0.72	0.19	UMIA
20.2	ANTHONY BLVD	ST JOE RIVER DR	.16M S/O ST JOE RIVER DR	524	617	0.37	0.43	0.16	UMIA
21	ANTHONY BLVD	.16M S/O ST JOE RIVER DR	CRESCENT AVE	542	1397	0.61	1.56	0.14	UMIA
22	ANTHONY BLVD	CRESCENT AVE	VANCE AVE	675	1339	0.94	0.94	0.03	UMIA
23	ANTHONY BLVD	VANCE AVE	CHARLOTTE AVE	716	682	1.00	0.95	0.25	UMIA
24	ANTHONY BLVD	CHARLOTTE AVE	STATE BLVD	742	610	1.04	0.85	0.26	UMIA
25	ANTHONY BLVD	STATE BLVD	DELAWARE AVE	356	476	0.50	0.67	0.23	UMIA
26	ANTHONY BLVD	DELAWARE AVE	LAKE AVE	291	521	0.41	0.73	0.27	UMIA
27	ANTHONY BLVD	LAKE AVE	EDGEWATER AVE	390	630	0.55	0.88	0.21	UMIA
28	ANTHONY BLVD	EDGEWATER AVE	BERRY ST	493	532	0.69	0.74	0.39	UMIA
29	ANTHONY BLVD	BERRY ST	WAYNE ST	364	1315	0.51	1.84	0.05	UMIA
30	ANTHONY BLVD	WAYNE ST	WASHINGTON BLVD	490	585	0.69	0.82	0.07	UMIA
31	ANTHONY BLVD	WASHINGTON BLVD	.1M S/O WASHINGTON BLVD	479	611	0.33	0.43	0.10	UMIA
32	ANTHONY BLVD	.1M S/O WASHINGTON BLVD	MAUMEE AVE	422	951	0.30	1.06	0.12	UMIA
33	ANTHONY BLVD	MAUMEE AVE	LEWIS ST	383	484	0.27	0.34	0.05	UMIA
34	ANTHONY BLVD	LEWIS ST	WAYNE TRACE	333	433	0.47	0.61	0.31	UMIA
35	ANTHONY BLVD	WAYNE TRACE	CREIGHTON AVE	419	535	0.59	0.75	0.38	UMIA
36	ANTHONY BLVD	CREIGHTON AVE	PONTIAC ST	379	506	0.53	0.71	0.31	UMIA
37	ANTHONY BLVD	PONTIAC ST	COLERICK ST	374	580	0.52	0.81	0.21	UMIA
38	ANTHONY BLVD	COLERICK ST	DREXEL AVE	372	1188	0.52	1.66	0.16	UMIA
39	ANTHONY BLVD	DREXEL AVE	OXFORD ST	349	625	0.49	0.87	0.11	UMIA
40	ANTHONY BLVD	OXFORD ST	RUDISILL BLVD	455	533	0.64	0.75	0.24	UMIA
41	ANTHONY BLVD	RUDISILL BLVD	MCKINNIE AVE	372	551	0.26	0.39	0.26	UMIA
42	ANTHONY BLVD	MCKINNIE AVE	W COLONIAL AVE	394	1108	0.28	0.77	0.23	UMIA
43	ANTHONY BLVD	W COLONIAL AVE	PETTIT AVE	337	535	0.24	0.37	0.27	UMIA
44	ANTHONY BLVD	PETTIT AVE	FAIRFAX AVE	349	460	0.24	0.32	0.15	UMIA
45	ANTHONY BLVD	FAIRFAX AVE	PAULDING RD	347	438	0.24	0.31	0.34	UMIA
46	ANTHONY BLVD	PAULDING RD	HOLLIS LN	309	411	0.22	0.29	0.26	UMIA
47	ANTHONY BLVD	HOLLIS LN	TILLMAN RD	263	408	0.18	0.29	0.74	UMIA
49	ANTHONY BLVD	TILLMAN RD	OLD DECATUR RD	302	782	0.21	0.55	0.08	UMIA
50	ANTHONY BLVD	OLD DECATUR RD	LAFAYETTE ST	253	358	0.18	0.25	0.20	UMIA
54	ARDMORE AVE	JEFFERSON BLVD	N WASHINGTON RD	742	868	0.52	0.61	0.13	UMIA
55	ARDMORE AVE	N WASHINGTON RD	TAYLOR ST	664	758	0.46	0.53	0.39	UMIA
56	ARDMORE AVE	TAYLOR ST	GENEVA DR	722	802	0.50	0.56	0.31	UMIA
57	ARDMORE AVE	GENEVA DR	COVINGTON RD	622	776	0.43	0.54	0.07	UMIA
58	ARDMORE AVE	COVINGTON RD	NUTTMAN AVE	639	791	0.89	1.11	0.50	UMIA
59	ARDMORE AVE	NUTTMAN AVE	FOREST RIDGE DR	713	696	1.00	0.97	0.29	UMIA
59.1	ARDMORE AVE	FOREST RIDGE DR	ENGLE RD	798	1352	1.12	1.89	0.21	UMIA
60	ARDMORE AVE	ENGLE RD	KNOLL RD	522	578	0.73	0.81	0.67	UMIA
61	ARDMORE AVE	KNOLL RD	SAND POINT RD (E)	490	526	0.69	0.74	0.25	UMIA
62	ARDMORE AVE	SAND POINT RD (E)	SAND POINT RD (W)	367	482	0.51	0.67	0.08	UMIA
63	ARDMORE AVE	SAND POINT RD (W)	HARDROCK DR	429	497	0.60	0.70	0.60	UMIA
64	ARDMORE AVE	HARDROCK DR	LWR HUNTINGTON RD	409	494	0.57	0.69	0.41	UMIA
64.1	ARDMORE AVE	LWR HUNTINGTON RD	AIRPORT EXPRESSWAY	284	333	0.40	0.47	1.00	UMIA
77	AUBURN RD	COOK RD	CLINTON ST	648	1338	0.76	1.56	0.26	UMIA
80	AIRPORT EXPRESSWAY	FAIRFIELD AVE	WINCHESTER RD	743	866	0.43	0.50	0.46	UOPA
81	AIRPORT EXPRESSWAY	WINCHESTER RD	LWR HUNTINGTON RD	599	735	0.35	0.42	0.66	UOPA
82	AIRPORT EXPRESSWAY	LWR HUNTINGTON RD	BLUFFTON RD	712	607	0.41	0.35	1.36	UOPA
83	AIRPORT EXPRESSWAY	BLUFFTON RD	AIRPORT DR	911	827	0.53	0.48	0.77	UOPA
84	AIRPORT EXPRESSWAY	AIRPORT DR	BAER RD	803	804	0.46	0.46	0.13	UOPA
85	AIRPORT EXPRESSWAY	BAER RD	ARDMORE AVE	639	1312	0.37	0.76	0.13	UOPA
86	AIRPORT EXPRESSWAY	ARDMORE AVE	AVIATION DR	792	1435	0.46	0.83	0.71	UOPA
86.1	AIRPORT EXPRESSWAY	AVIATION DR	SMITH RD (E)	886	1642	0.51	0.95	0.26	UOPA
86.2	AIRPORT EXPRESSWAY	SMITH RD (E)	SMITH RD (W)	833	1600	0.51	0.98	0.41	ROPA
86.3	AIRPORT EXPRESSWAY	SMITH RD (W)	COVERDALE RD	734	1151	0.45	0.70	0.70	ROPA
86.4	AIRPORT EXPRESSWAY	COVERDALE RD	LWR HUNTINGTON RD	799	1314	0.49	0.80	1.90	ROPA
86.5	AIRPORT EXPRESSWAY	LWR HUNTINGTON RD	INTERSTATE 69	785	1327	0.48	0.81	0.34	ROPA
87	BASS RD	WEST COUNTY LINE RD	WEST HAMILTON RD N	90	93	0.13	0.13	1.56	UMIA
87.1	BASS RD	WEST HAMILTON RD N	SCOTT RD	179	195	0.25	0.27	1.68	UMIA
88	BASS RD	SCOTT RD	YELLOW RIVER RD	355	369	0.50	0.52	2.00	UMIA
89	BASS RD	YELLOW RIVER RD	HADLEY RD	420	483	0.59	0.68	0.01	UMIA
90	BASS RD	HADLEY RD	FLAUGH RD	436	435	0.61	0.61	0.51	UMIA
92	BASS RD	FLAUGH RD	KROEMER RD	257	324	0.36	0.45	0.82	UMIA
93	BASS RD	KROEMER RD	DIAMOND CREEK BLVD	306	382	0.43	0.53	0.15	UMIA
94	BASS RD	DIAMOND CREEK BLVD	THOMAS RD	253	308	0.35	0.43	0.32	UMIA
95	BASS RD	THOMAS RD	HILLEGAS RD	527	576	0.74	0.81	0.58	UMIA
96	BASS RD	HILLEGAS RD	LEESBURG RD	397	1034	0.56	1.45	0.18	UMIA
124	BETHEL RD	DUPONT RD	TILL RD	299	413	0.52	0.72	0.64	RMIC
125	BLUFFTON RD	BROADWAY	QUIMBLY VILLAGE ENT	864	1081	0.60	0.76	0.22	UMIA
126	BLUFFTON RD	QUIMBLY VILLAGE ENT	BROOKLYN AVE	778	1116	0.54	0.78	0.21	UMIA
127	BLUFFTON RD	BROOKLYN AVE	WAWONAISSA TRAIL	771	839	0.54	0.59	0.08	UMIA
128	BLUFFTON RD	WAWONAISSA TRAIL	ENGLE RD	656	879	0.46	0.61	0.25	UMIA
129	BLUFFTON RD	ENGLE RD	DEFOREST AVE	1002	1092	0.70	0.76	0.07	UMIA
130	BLUFFTON RD	DEFOREST AVE	SAND POINT RD	865	1890	0.60	1.32	0.15	UMIA
131	BLUFFTON RD	SAND POINT RD	WINCHESTER RD	821	1093	0.57	1.02	0.16	UMIA
132	BLUFFTON RD	WINCHESTER RD	WOODHAVEN DR	606	763	0.42	1.07	0.26	UMIA
133	BLUFFTON RD	WOODHAVEN DR	OLD TRAIL RD	514	648	0.72	0.91	0.42	UMIA
134	BLUFFTON RD	OLD TRAIL RD	INTERLAKEN DR	406	579	0.57	0.81	0.32	UMIA
135	BLUFFTON RD	INTERLAKEN DR	LWR HUNTINGTON RD	469	597	0.66	0.83	0.41	UMIA
136	BLUFFTON RD	LWR HUNTINGTON RD	CHURCH ST	537	572	0.75	0.80	0.25	UMIA
137	BLUFFTON RD	CHURCH ST	OLD TRAIL RD	378	452	0.53	0.63	0.22	UMIA
138	BLUFFTON RD	OLD TRAIL RD	AIRPORT EXPRESSWAY	438	483	0.61	0.68	0.68	UMIA
139	BLUFFTON RD	AIRPORT EXPRESSWAY	DUNKLEBERG RD	1041	653	1.46	0.91	0.10	UMIA

140	BLUFFTON RD	DUNKLEBERG RD	FERGUSON RD	421	500	0.59	0.70	0.89	UMIA
141	BLUFFTON RD	FERGUSON RD	ELSINORE AVE	454	512	0.63	0.72	0.72	RMIA
141.1	BLUFFTON RD	ELSINORE AVE	WINTERS RD	547	541	0.93	0.92	0.28	RMIA
142	BLUFFTON RD	WINTERS RD	PLEASANT CTR RD	412	472	0.70	0.80	1.01	RMIA
143	BLUFFTON RD	PLEASANT CTR RD	INTERSTATE 469	483	569	0.82	0.96	0.39	RMIA
143.1	BLUFFTON RD	INTERSTATE 469	.48M S/O INTERSTATE 469	634	646	1.07	1.09	0.48	RMIA
143.2	BLUFFTON RD	.48M S/O INTERSTATE 469	HAMILTON RD	645	620	1.09	1.05	0.14	RMIA
156	BROADWAY	JEFFERSON BLVD	LAVINA ST	510	570	0.71	0.80	0.14	UMIA
157	BROADWAY	LAVINA ST	SWINNEY AVE	490	616	0.69	0.86	0.26	UMIA
158	BROADWAY	SWINNEY AVE	TAYLOR ST	574	669	0.80	0.94	0.16	UMIA
159	BROADWAY	TAYLOR ST	CREIGHTON AVE	535	597	0.75	0.83	0.25	UMIA
160	BROADWAY	CREIGHTON AVE	HUESTIS AVE	574	635	0.80	0.89	0.11	UMIA
161	BROADWAY	HUESTIS AVE	PARK AVE	552	653	0.77	0.91	0.27	UMIA
162	BROADWAY	PARK AVE	WILDWOOD AVE	481	584	0.67	0.82	0.13	UMIA
163	BROADWAY	WILDWOOD AVE	PACKARD AVE	462	631	0.65	0.88	0.17	UMIA
164	BROADWAY	PACKARD AVE	BLUFFTON RD	521	670	0.73	0.94	0.21	UMIA
165	BROADWAY	BLUFFTON RD	RUDISILL BLVD	550	822	0.38	0.57	0.15	UMIA
213	CARROLL RD	.24M W/O JOHNSON RD	JOHNSON RD	145	166	0.25	0.28	0.24	RMAC
213.1	CARROLL RD	JOHNSON RD	HAND RD	99	110	0.17	0.19	1.53	RMAC
214	CARROLL RD	HAND RD	PRESERVE BLVD	128	173	0.22	0.29	0.52	RMAC
214.1	CARROLL RD	PRESERVE BLVD	BETHEL RD	168	245	0.23	0.34	0.51	RMAC
215	CARROLL RD	BETHEL RD	MILLSTONE DR	656	852	0.92	1.19	0.46	UMIA
215.1	CARROLL RD	MILLSTONE DR	LIMA RD	621	1088	0.87	1.52	0.74	UMIA
216	CARROLL RD	LIMA RD	CORAL SPRINGS DR	457	478	0.79	0.83	0.39	UMAC
217	CARROLL RD	CORAL SPRINGS DR	CORBIN RD	320	408	0.56	0.71	1.00	UMAC
226	CLINTON ST	WALLEN RD	CLINTON PARK DR (S)	533	587	0.75	0.82	0.52	UMIA
226.1	CLINTON ST	CLINTON PARK DR (S)	AUBURN RD	520	514	0.73	0.72	0.92	UMIA
227	CLINTON ST	AUBURN RD	BETHANY LN	694	988	0.49	0.69	0.69	UMIA
229	CLINTON ST	BETHANY LN	WASHINGTON CTR RD	927	1077	0.65	0.75	0.24	UMIA
230	CLINTON ST	WASHINGTON CTR RD	MEDICAL PARK DR	726	1125	0.51	0.79	0.67	UMIA
231	CLINTON ST	MEDICAL PARK DR	PARNELL AVE	1202	2727	0.84	1.73	0.27	UMIA
232	CLINTON ST	PARNELL AVE	COLISEUM BLVD	724	727	0.51	0.51	0.20	UMIA
233	CLINTON ST	COLISEUM BLVD	FERNWOOD AVE	731	1271	0.51	0.89	0.33	UMIA
234	CLINTON ST	FERNWOOD AVE	RIDGEWOOD DR	593	728	0.41	0.51	0.19	UMIA
234.1	CLINTON ST	RIDGEWOOD DR	COLDWATER RD	492	836	0.34	1.17	0.10	UMIA
235	CLINTON ST	COLDWATER RD	GLENN AVE	1114	1951	0.78	1.36	0.14	UOPA
236	CLINTON ST	GLENN AVE	LIVINGSTON AVE	1139	1546	0.80	1.08	0.14	UOPA
237	EDGEWOOD AVE	LIVINGSTON AVE	LIMA RD	1080	910	0.67	0.57	0.12	UOPA
238	CLINTON ST	LIVINGSTON AVE	LIMA RD	931	1184	1.30	1.66	0.22	UOPA
240	CLINTON ST	LIMA RD	GROVE ST	1667	2178	1.17	1.52	0.20	UOPA
241	CLINTON ST	GROVE ST	SPY RUN AVE	1878	3190	1.31	2.23	0.15	UOPA
242	CLINTON ST	SPY RUN AVE	STATE BLVD	1800	2051	0.84	0.96	0.21	UOPA
243	CLINTON ST	STATE BLVD	ELIZABETH ST	1963	2110	0.92	0.98	0.25	UOPA
243.1	CLINTON ST	ELIZABETH ST	.19M S/O ELIZABETH ST	1914	1968	0.89	0.92	0.19	UOPA
244	CLINTON ST	.19M S/O ELIZABETH ST	4th ST	2037	1804	0.95	0.84	0.16	UOPA
245	CLINTON ST	4th ST	SUPERIOR ST	2043	1829	0.95	0.85	0.36	UOPA
247	CLINTON ST	SUPERIOR ST	.08M N/O MAIN ST	1848	1723	0.71	0.66	0.06	UOPA
248	CLINTON ST	.08M N/O MAIN ST	MAIN ST	1892	1821	0.71	0.68	0.08	UOPA
249	CLINTON ST	MAIN ST	BERRY ST	2048	2048	0.79	0.79	0.07	UOPA
250	CLINTON ST	BERRY ST	WAYNE ST	1811	2112	0.56	0.65	0.07	UOPA
251	CLINTON ST	WAYNE ST	WASHINGTON BLVD	2082	2238	0.64	0.69	0.07	UOPA
252	CLINTON ST	WASHINGTON BLVD	.03M N/O JEFFERSON BLVD	2343	2015	0.72	0.62	0.01	UOPA
253	CLINTON ST	.03M N/O JEFFERSON BLVD	JEFFERSON BLVD	1439	2029	0.44	0.62	0.06	UOPA
254	CLINTON ST	JEFFERSON BLVD	LEWIS ST	1683	2034	0.52	0.63	0.09	UOPA
255	CLINTON ST	LEWIS ST	DOUGLAS ST	1393	1646	0.43	0.51	0.07	UOPA
256	CLINTON ST	DOUGLAS ST	BRACKENRIDGE ST	1522	1879	0.76	0.93	0.07	UOPA
257	CLINTON ST	BRACKENRIDGE ST	MASTERSON AVE	1126	1925	0.52	0.90	0.33	UOPA
258	CLINTON ST	MASTERSON AVE	WILLIAMS ST	964	1719	0.45	0.80	0.07	UOPA
258.1	CLINTON ST	WILLIAMS ST	CREIGHTON AVE	1029	1908	0.48	0.89	0.22	UOPA
259	CLINTON ST	CREIGHTON AVE	PONTIAC ST	1019	1819	0.48	0.85	0.25	UOPA
260	CLINTON ST	PONTIAC ST	WILDWOOD AVE	887	1604	0.41	0.75	0.26	UOPA
261	CLINTON ST	WILDWOOD AVE	RUDISILL BLVD	1090	1575	0.45	0.65	0.48	UOPA
262	CLINTON ST	RUDISILL BLVD	BRANNING ST	791	1411	0.33	0.58	0.15	UOPA
263	CLINTON ST	BRANNING ST	LAFAYETTE ST	874	1380	0.36	0.57	0.18	UOPA
264	COLDWATER RD	NORTH COUNTY LINE RD	FITCH RD E	169	398	0.29	0.67	0.30	RMAC
264.1	COLDWATER RD	FITCH RD E	CHAPMAN RD	160	210	0.27	0.36	0.65	RMAC
264.2	COLDWATER RD	CHAPMAN RD	SHOAFF RD	204	198	0.35	0.34	0.04	RMAC
265	COLDWATER RD	SHOAFF RD	CEDAR CANYONS RD	185	214	0.26	0.30	1.01	UMIA
266	COLDWATER RD	CEDAR CANYONS RD	GUMP RD	311	401	0.43	0.56	0.75	UMIA
267	COLDWATER RD	GUMP RD	PION RD	595	899	0.83	1.26	0.75	UMIA
268	COLDWATER RD	PION RD	UNION CHAPEL RD	458	516	0.64	0.72	1.00	UMIA
269	COLDWATER RD	UNION CHAPEL RD	MILL LAKE RD	694	662	0.97	0.93	1.30	UMIA
270	COLDWATER RD	MILL LAKE RD	DUPONT RD	730	877	0.51	1.23	0.19	UMIA
271	COLDWATER RD	DUPONT RD	CHOCTAW PASS	927	1954	0.65	1.37	0.32	UMIA
272	COLDWATER RD	CHOCTAW PASS	TILL RD	876	1113	0.61	0.78	0.34	UMIA
273	COLDWATER RD	TILL RD	WALLEN RD	852	1196	0.60	0.84	0.51	UMIA
275	COLDWATER RD	WALLEN RD	RILEY DR	1172	2085	0.82	1.46	0.70	UMIA
276	COLDWATER RD	RILEY DR	COOK RD	1082	2270	0.76	1.59	0.35	UMIA
277	COLDWATER RD	COOK RD	SPRINGBROOK RD	1552	2882	0.96	1.34	0.11	UMIA
278	COLDWATER RD	SPRINGBROOK RD	LUDWIG RD	1771	3094	1.24	2.16	0.55	UMIA
281	COLDWATER RD	INTERSTATE 69	WASHINGTON CTR RD	1708	3440	0.70	1.42	0.35	UOPA
282	COLDWATER RD	WASHINGTON CTR RD	COLDWATER SHOPPING CROSSING	1116	1496	0.52	0.70	0.25	UOPA
283	COLDWATER RD	COLDWATER SHOPPING CROSSING	ESSEX LN	1193	1451	0.83	1.01	0.13	UOPA
283.1	COLDWATER RD	ESSEX LN	COLLINS RD	1190	1512	0.83	1.06	0.37	UOPA
284	COLDWATER RD	COLLINS RD	NOBLE DR	1085	1355	0.76	0.95	0.16	UOPA
285	COLDWATER RD	NOBLE DR	COLISEUM BLVD	1064	1404	0.74	0.98	0.09	UOPA
286	COLDWATER RD	COLISEUM BLVD	.25M S/O COLISEUM BLVD	698	1571	0.49	1.10	0.25	UOPA
287	COLDWATER RD	.25M S/O COLISEUM BLVD	CLINTON ST	565	858	0.40	0.60	0.27	UOPA
290	COLISEUM BLVD	GOSHEN RD	.24M E/O GOSHEN RD	1077	2285	0.75	1.60	0.24	UOPA
291	COLISEUM BLVD	.24M E/O GOSHEN RD	HARRIS RD	984	1198	0.69	0.84	0.42	UOPA
292	COLISEUM BLVD	HARRIS RD	EXECUTIVE BLVD	1363	1381	0.95	0.97	0.15	UOPA
292.1	COLISEUM BLVD	EXECUTIVE BLVD	SHERMAN BLVD	1240	2404	0.87	1.68	0.59	UOPA
293	COLISEUM BLVD	SHERMAN BLVD	LIMA RD	1075	2648	0.50	1.23	0.27	UOPA
294	COLISEUM BLVD	LIMA RD	INDUSTRIAL RD	1410	3369	0.66	1.57	0.09	UOPA
295	COLISEUM BLVD	INDUSTRIAL RD	SPEEDWAY DR	1399	1668	0.65	0.78	0.27	UOPA
296	COLISEUM BLVD	SPEEDWAY DR	GLENBROOK ENT	1396	3459	0.65	1.61	0.19	UOPA
297	COLISEUM BLVD	GLENBROOK ENT	COLDWATER RD	1510	1905	0.70	0.89	0.18	UOPA
298	COLISEUM BLVD	COLDWATER RD	.29M E/O COLDWATER RD	1852	2281	0.86	1.06	0.29	UOPA
299	COLISEUM BLVD	.29M E/O COLDWATER RD	CLINTON ST	1654	4366	0.77	2.04	0.07	UOPA
300	COLISEUM BLVD	CLINTON ST	PARNELL AVE	1698	2054	0.79	0.96	0.14	UOPA
301	COLISEUM BLVD	PARNELL AVE	PAUL SHAFFER DR	1662	4160	0.77	1.94	0.28	UOPA
302	COLISEUM BLVD	PAUL SHAFFER DR	ANTHONY BVLD	1814	2270	0.85	1.06	0.38	UOPA
303	COLISEUM BLVD	ANTHONY BLVD	CRESCENT AVE	1842	3595	0.86	1.68	0.34	UOPA

304	COLISEUM BLVD	CRESCENT AVE	TRIER RD	1261	3063	0.88	2.14	0.18	UOPA
305	COLISEUM BLVD	TRIER RD	HOBSON RD	1204	1203	0.84	0.84	0.32	UOPA
306	COLISEUM BLVD	HOBSON RD	VANCE AVE	1157	1059	0.81	0.74	0.58	UOPA
307	COLISEUM BLVD	VANCE AVE	STATE BLVD	1222	1230	0.85	0.86	0.52	UOPA
309	COLISEUM BLVD	STATE BLVD	DELAWARE AVE	1001	1172	0.47	0.55	0.23	UOPA
309.1	COLISEUM BLVD	DELAWARE AVE	LAKE AVE	790	2559	0.37	1.19	0.27	UOPA
310	COLISEUM BLVD	LAKE AVE	COLUMBIA AVE	1018	2427	0.71	1.13	0.12	UOPA
311	COLISEUM BLVD	COLUMBIA AVE	WASHINGTON BLVD	1256	2631	0.88	1.84	1.06	UOPA
326	COOK RD	US 33	FRITZ RD	108	153	0.15	0.21	0.20	RMAC
327	COOK RD	FRITZ RD	LANDLORD LN	191	168	0.27	0.23	0.38	RMAC
327.1	COOK RD	LANDLORD LN	HUGUENARD RD	146	254	0.20	0.36	0.61	RMAC
328	COOK RD	HUGUENARD RD	CHALFANT RD	364	385	0.51	0.54	0.58	UMIA
328.1	COOK RD	CHALFANT RD	.2M W/O LIMA RD	295	389	0.41	0.54	0.70	UMIA
328.2	COOK RD	.2M W/O LIMA RD	LIMA RD	585	865	0.82	1.21	0.20	UMIA
329	COOK RD	LIMA RD	WOODBINE AVE	340	495	0.48	0.69	0.33	UMIA
330	COOK RD	WOODBINE AVE	COLDSPRINGS BLVD	324	483	0.45	0.68	0.94	UMIA
331	COOK RD	COLDSPRINGS BLVD	COLDWATER RD	675	899	0.47	0.63	0.18	UMIA
332	COOK RD	COLDWATER RD	ORCHARD PLACE	564	591	0.79	0.83	0.35	UMIA
333	COOK RD	ORCHARD PLACE	AUBURN RD	169	283	0.24	0.40	0.66	UMIA
336	CORBIN RD	UNION CHAPEL RD	CARROLL RD	354	398	0.62	0.69	0.23	UMAC
337.3	COVERDALE RD	AIRPORT EXPRESSWAY	FERGUSON RD W	115	133	0.19	0.23	0.54	RMAC
338	COVERDALE RD	FERGUSON RD W	INDIANAPOLIS RD	126	137	0.21	0.23	0.96	RMAC
372	CRESCENT AVE	HOBSON RD	LAWSHE DR	1449	1185	1.01	0.83	0.28	UMIA
373	CRESCENT AVE	LAWSHE DR	COLISEUM BLVD	1351	2124	0.94	1.49	0.37	UMIA
398	DUPONT RD	BETHEL RD	CHERRY CREEK RD	309	375	0.43	0.52	0.30	UMIA
398.1	DUPONT RD	CHERRY CREEK RD	SR 3	284	507	0.40	0.71	0.95	UMIA
399	DUPONT RD	SR 3	RADBOURNE DR	619	863	0.43	0.60	0.29	UMIA
400	DUPONT RD	RADBOURNE DR	DAWSONS CREEK BLVD	631	962	0.44	0.67	0.88	UMIA
401	DUPONT RD	DAWSONS CREEK BLVD	KROGER ACCESS	839	1108	0.59	0.77	0.50	UMIA
401.1	DUPONT RD	KROGER ACCESS	COLDWATER RD	923	1161	0.65	0.81	0.14	UMIA
402	DUPONT RD	COLDWATER RD	PINE MILLS RD	703	1099	0.49	0.77	0.32	UMIA
403	DUPONT RD	PINE MILLS RD	AUBURN RD	892	1253	0.62	0.88	0.61	UMIA
404	DUPONT RD	AUBURN RD	LONGWOOD DR	901	1303	0.63	0.91	0.19	UMIA
404.1	DUPONT RD	LONGWOOD DR	INTERSTATE 69	1033	2450	0.72	1.71	0.33	UMIA
405	DUPONT RD	INTERSTATE 69	PARKVIEW PLAZA DR	1092	2875	0.51	2.01	0.26	UMIA
405.1	DUPONT RD	PARKVIEW PLAZA DR	DIEBOLD RD	1031	1235	0.48	0.58	0.23	UMIA
405.2	DUPONT RD	DIEBOLD RD	OLD WOODS RD	1068	2083	0.75	1.46	0.57	UMIA
406	DUPONT RD	OLD WOODS RD	TONKEL RD	953	1607	0.67	1.12	0.41	UMIA
412	ENGLE RD	JEFFERSON BLVD	JEFFERSON PARK OFFICES	913	869	0.64	0.61	0.15	UMIA
412.1	ENGLE RD	JEFFERSON PARK OFFICES	SMITH RD	606	1229	0.42	0.86	1.43	UMIA
413	ENGLE RD	SMITH RD	CLUBVIEW DR	409	490	0.57	0.69	0.57	UMIA
414	ENGLE RD	CLUBVIEW DR	ARDMORE AVE	447	539	0.63	0.75	0.44	UMIA
415	ENGLE RD	ARDMORE AVE	MARK DR	435	532	0.61	0.74	0.24	UMIA
416	ENGLE RD	MARK DR	INDIAN HILLS DR	440	516	0.62	0.72	0.47	UMIA
417	ENGLE RD	INDIAN HILLS DR	BLUFFTON RD	406	673	0.57	0.94	0.46	UMIA
420	EWING ST	SUPERIOR ST	MAIN ST	161	292	0.25	0.45	0.15	UMIA
421	EWING ST	MAIN ST	.05M S/O MAIN ST	197	346	0.30	0.53	0.05	UMIA
422	EWING ST	.05M S/O MAIN ST	BERRY ST	197	346	0.30	0.53	0.03	UMIA
423	EWING ST	BERRY ST	.01M S/O BERRY ST	178	238	0.27	0.37	0.01	UMIA
424	EWING ST	.01M S/O BERRY ST	WAYNE ST	178	238	0.27	0.37	0.06	UMIA
425	EWING ST	WAYNE ST	WASHINGTON BLVD	168	581	0.26	0.89	0.07	UMIA
426	EWING ST	WASHINGTON BLVD	JEFFERSON BLVD	172	407	0.26	0.63	0.07	UMIA
435	FAIRFIELD AVE	SUPERIOR ST	MAIN ST	432	487	0.66	0.75	0.15	UMIA
436	FAIRFIELD AVE	MAIN ST	BERRY ST	368	478	0.51	0.67	0.07	UMIA
437	FAIRFIELD AVE	BERRY ST	.02M S/O BERRY ST	384	548	0.59	0.84	0.02	UMIA
438	FAIRFIELD AVE	.02M S/O BERRY ST	WAYNE ST	384	548	0.59	0.84	0.05	UMIA
439	FAIRFIELD AVE	WAYNE ST	WASHINGTON BLVD	376	903	0.58	1.39	0.07	UMIA
440	FAIRFIELD AVE	WASHINGTON BLVD	JEFFERSON BLVD	466	732	0.65	1.02	0.07	UMIA
497	US 33	VALENTINE RD	O'DAY RD	641	582	1.09	0.99	0.26	ROPA
497.1	US 33	O'DAY RD	JOHNSON RD	594	614	1.01	1.04	0.53	ROPA
498	US 33	JOHNSON RD	STEELE ST	611	673	1.04	1.14	1.06	ROPA
499	US 33	STEELE ST	COOK RD	716	644	1.21	1.09	0.42	ROPA
500	US 33	COOK RD	FRITZ RD	629	939	0.44	0.94	0.28	UOPA
501	US 33	FRITZ RD	DOWNY AVE	848	754	0.59	0.53	0.24	UOPA
502	US 33	DOWNY AVE	MERCHANT DR	775	837	0.54	0.59	0.48	UOPA
503	US 33	MERCHANT DR	WASHINGTON CTR RD	947	1389	0.66	0.97	0.36	UOPA
504	US 33	WASHINGTON CTR RD	OLD GOSHEN RD	868	961	1.21	0.67	0.17	UOFE
504.1	US 33	OLD GOSHEN RD	US 30 RAMPS	963	1608	1.35	1.12	0.08	UOFE
506	GOSHEN RD	COLISEUM BLVD	INDEPENDENCE DR	631	683	0.88	0.96	0.51	UMIA
507	GOSHEN RD	INDEPENDENCE DR	HARRIS RD	497	700	0.70	0.98	0.48	UMIA
509	GOSHEN RD	HARRIS RD	CAMBRIDGE BLVD	526	738	0.74	1.03	0.35	UMIA
509.1	GOSHEN RD	CAMBRIDGE BLVD	POINSETTE DR	491	635	0.69	0.89	0.20	UMIA
510	GOSHEN RD	POINSETTE DR	ST MARY'S AVE	573	652	0.80	0.91	0.28	UMIA
511	GOSHEN RD	ST MARY'S AVE	SHERMAN BLVD	362	480	0.51	0.67	0.12	UMIA
512	GOSHEN RD	SHERMAN BLVD	STATE BLVD	306	367	0.43	0.51	0.29	UMIA
513	GRABILL RD	LEO RD	SCHWARTZ RD	266	341	0.37	0.48	0.34	UMIA
519	GREEN ST	ROSE AVE	POWERS ST	97	283	0.17	0.49	0.05	UMAC
611	HILLEGAS RD	WASHINGTON CTR RD	OLD GOSHEN RD	567	634	0.79	0.89	0.33	UMIA
612	HILLEGAS RD	OLD GOSHEN RD	STALF CT	723	679	1.01	0.95	0.29	UMIA
612.1	HILLEGAS RD	STALF CT	CALIFORNIA RD	701	720	0.98	1.01	0.38	UMIA
613	HILLEGAS RD	CALIFORNIA RD	COLISEUM BLVD	751	701	1.05	0.98	0.16	UMIA
614	HILLEGAS RD	COLISEUM BLVD	INDEPENDENCE DR	828	1016	1.16	1.42	0.49	UMIA
615	HILLEGAS RD	INDEPENDENCE DR	BUTLER RD	732	885	1.02	1.24	0.35	UMIA
616	HILLEGAS RD	BUTLER RD	HUSTED ST	729	911	1.02	1.27	0.20	UMIA
617	HILLEGAS RD	HUSTED ST	STATE BLVD	792	1865	1.11	2.61	0.30	UMIA
618	HILLEGAS RD	STATE BLVD	LEESBURG RD	874	957	1.22	1.34	0.21	UMIA
618.1	HILLEGAS RD	LEESBURG RD	BASS RD	852	967	1.19	1.35	0.29	UMIA
618.2	HILLEGAS RD	BASS RD	ILLINOIS RD	810	898	1.13	1.26	0.96	UMIA
618.3	HILLEGAS RD	ILLINOIS RD	JEFFERSON BLVD	678	1548	0.47	1.08	0.10	UMIA
651	SR 14	W COUNTY LINE RD	NOYER RD	364	329	0.51	0.46	0.77	UMIA
651.1	SR 14	NOYER RD	WEST HAMILTON RD	462	476	0.65	0.67	0.70	UMIA
651.2	SR 14	WEST HAMILTON RD	SYCAMORE HILLS PKWY	605	1492	0.42	1.04	0.84	UMIA
652	SR 14	SYCAMORE HILLS PKWY	SCOTT RD	593	1781	0.41	1.25	0.94	UMIA
653	SR 14	SCOTT RD	TIMBERLAKE TRL	927	1799	0.65	1.26	0.63	UMIA
653.1	SR 14	TIMBERLAKE TRL	GLENCARIN BLVD	1275	1454	0.89	1.02	0.63	UMIA
653.2	SR 14	GLENCARIN BLVD	HADLEY RD	1500	2304	1.05	1.61	0.74	UMIA
654	SR 14	HADLEY RD	I-69	1908	3270	1.33	1.52	0.43	UMIA
655	ILLINOIS RD	I-69	MAGNAVOX WAY	2190	3408	1.02	1.59	0.36	UOPA
656	ILLINOIS RD	MAGNAVOX WAY	GETZ RD	1370	2008	0.64	0.94	0.11	UOPA
657	ILLINOIS RD	GETZ RD	SUTTON AVE	1387	2751	0.97	1.92	0.31	UOPA
658	ILLINOIS RD	SUTTON AVE	RECKEWEG RD	1482	1591	1.04	1.11	0.42	UOPA
659	ILLINOIS RD	RECKEWEG RD	THOMAS RD	1201	2532	0.84	1.77	0.21	UOPA
660	ILLINOIS RD	THOMAS RD	ILLINOIS RD S	875	1187	0.61	0.83	0.17	UOPA

660.1	ILLINOIS RD SOUTH	ILLINOIS RD	ILLINOIS RD (JEFFERSON PT ENT)	848	1391	0.59	0.97	0.15	UOPA
661	ILLINOIS RD SOUTH	ILLINOIS RD (JEFFERSON PT ENT)	JEFFERSON BLVD	615	1032	0.43	0.72	0.22	UOPA
661.1	ILLINOIS RD	ILLINOIS RD SOUTH	ILLINOIS RD	158	422	0.11	0.30	0.08	UOPA
662	ILLINOIS RD	ILLINOIS RD	.18M W/O HILLEGAS RD	815	1009	0.00	0.71	0.20	UOPA
662.1	ILLINOIS RD	.18M W/O HILLEGAS RD	HILLEGAS RD	677	1320	0.47	0.92	0.22	UOPA
662.2	ILLINOIS RD	HILLEGAS RD	JEFFERSON BLVD	683	849	0.48	0.59	0.16	UOPA
663	HUGUENARD RD	TILL RD	WALLEN RD	323	250	0.60	0.46	0.48	RMIC
664	HUGUENARD RD	WALLEN RD	PLANTATION TRL	443	516	0.82	0.96	0.23	RMIC
665	HUGUENARD RD	COOK RD	LUDWIG RD	580	785	1.01	1.37	0.50	UMAC
666	HUGUENARD RD	LUDWIG RD	WASHINGTON CTR RD	611	732	1.06	1.27	0.50	UMAC
670	INTERSTATE 69	NORTH COUNTY LINE RD	HURSH RD	1526	1554	0.42	0.43	3.20	UI
670.1	INTERSTATE 69	HURSH RD	UNION CHAPEL RD	1489	1546	0.41	0.43	1.51	UI
670.2	INTERSTATE 69	UNION CHAPEL RD	DUPONT RD	2205	2108	0.61	0.59	1.47	UI
671	INTERSTATE 69	DUPONT RD	INTERSTATE 469	2906	3604	0.54	0.67	0.72	UI
672	INTERSTATE 69	INTERSTATE 469	COLDWATER RD	3366	3651	0.62	0.68	2.81	UI
673	INTERSTATE 69	COLDWATER RD	SR 3	3884	7463	0.72	1.38	1.30	UI
674	INTERSTATE 69	LIMA RD (SR 3)	GOSHEN RD (US 30 WEST)	3817	3976	0.71	0.74	1.68	UI
675	INTERSTATE 69	GOSHEN RD (US 30 WEST)	ILLINOIS RD	3444	3799	0.64	0.70	3.99	UI
677	INTERSTATE 69	ILLINOIS RD	US 24 WEST	2355	2266	0.44	0.42	3.25	UI
678	INTERSTATE 69	US 24 WEST	LWR HUNTINGTON RD	1633	1637	0.45	0.45	3.05	UI
678.1	INTERSTATE 69	LWR HUNTINGTON RD	LAFAYETTE CTR RD	1390	2777	0.39	0.77	2.52	RI
679	INTERSTATE 69	LAFAYETTE CTR RD	HAMILTON RD	798	2385	0.22	0.66	1.17	RI
682.1	INDIANAPOLIS RD	COVERDALE RD	WOODLAKE RUN	185	281	0.31	0.48	0.45	RMAC
683	INDIANAPOLIS RD	WOODLAKE RUN	LAFAYETTE CTR RD	130	146	0.22	0.25	1.33	RMAC
683.1	INDIANAPOLIS RD	LAFAYETTE CTR RD	INTERSTATE 469	128	140	0.22	0.24	0.52	RMAC
684	INTERSTATE 469	INTERSTATE 69	LAFAYETTE CTR RD	936	1822	0.26	0.34	1.00	RI
685	INTERSTATE 469	LAFAYETTE CTR RD	INDIANAPOLIS RD	905	1707	0.17	0.32	0.86	RI
686	INTERSTATE 469	INDIANAPOLIS RD	BLUFFTON RD	660	1545	0.18	0.43	4.77	RI
687	INTERSTATE 469	BLUFFTON RD	WINCHESTER RD	765	924	0.21	0.26	2.59	RI
688	INTERSTATE 469	WINCHESTER RD	US 27/33	773	1045	0.21	0.29	2.35	RI
689	INTERSTATE 469	US 27/33	MARION CTR RD	756	1121	0.21	0.31	1.70	UI
690	INTERSTATE 469	MARION CTR RD	TILLMAN RD	680	917	0.19	0.25	2.50	RI
691	INTERSTATE 469	TILLMAN RD	MINNICH RD	779	943	0.22	0.26	1.94	RI
692	INTERSTATE 469	MINNICH RD	US 30 EAST	802	985	0.22	0.27	1.72	RI
693	INTERSTATE 469	US 30 EAST	US 24 EAST	1286	1774	0.36	0.49	1.45	UI
694	INTERSTATE 469	US 24 EAST	SR 37	1325	1590	0.37	0.44	3.69	UI
695	INTERSTATE 469	SR 37	MAPLECREST RD	1524	1822	0.00	0.51	3.99	UI
696	INTERSTATE 469	MAPLECREST RD	INTERSTATE 69	2052	2949	0.57	0.82	2.26	UI
701	JEFFERSON BLVD	INTERSTATE 69	LUTHERAN HOSPITAL ENT	2013	2815	0.94	1.97	0.48	UOPA
702	JEFFERSON BLVD	LUTHERAN HOSPITAL ENT	ABOITE CTR RD	1119	1561	0.71	1.09	0.60	UOPA
704	JEFFERSON BLVD	ABOITE CTR RD	SOUTH BEND DR	1418	1500	0.99	1.05	0.46	UOPA
704.1	JEFFERSON BLVD	SOUTH BEND DR	GETZ RD	1121	2738	0.78	1.91	0.94	UOPA
705	JEFFERSON BLVD	GETZ RD	COVINGTON RD	1004	1195	0.67	0.84	0.10	UOPA
706	JEFFERSON BLVD	COVINGTON RD	SOUTH BEND DR	1089	1461	0.76	1.02	0.30	UOPA
707	JEFFERSON BLVD	SOUTH BEND DR	RECKEWEG RD	1155	1544	0.81	1.08	0.41	UOPA
708	JEFFERSON BLVD	RECKEWEG RD	TAYLOR ST	1145	2886	0.80	2.02	0.13	UOPA
709	JEFFERSON BLVD	TAYLOR ST	APPLE GLEN BLVD	1038	2670	0.73	1.87	0.39	UOPA
710	JEFFERSON BLVD	APPLE GLEN BLVD	ILLINOIS RD S	1107	1328	0.77	0.88	0.40	UOPA
711	JEFFERSON BLVD	ILLINOIS RD S	ARDMORE AVE	1323	1790	0.80	1.09	0.11	UOPA
712	JEFFERSON BLVD	ARDMORE AVE	ILLINOIS RD	1555	1451	1.09	1.01	0.19	UOPA
713	JEFFERSON BLVD	ILLINOIS RD	WILLOWDALE RD	1497	1723	1.05	0.80	0.15	UOPA
714	JEFFERSON BLVD	WILLOWDALE RD	FREEMAN ST	1546	3360	1.08	1.57	0.18	UOPA
715	JEFFERSON BLVD	FREEMAN ST	CATALPA ST	1729	1934	1.21	0.90	0.17	UOPA
716	JEFFERSON BLVD	CATALPA ST	MAIN ST	1253	3145	0.88	2.20	0.13	UOPA
717	JEFFERSON BLVD	MAIN ST	.22M E/O MAIN ST	1182	1621	0.83	1.13	0.22	UOPA
718	JEFFERSON BLVD	.22M E/O MAIN ST	WASHINGTON BLVD	1226	1529	0.86	1.07	0.54	UOPA
719	JEFFERSON BLVD	WASHINGTON BLVD	COLLEGE ST	1161	1231	0.81	0.86	0.45	UOPA
720	JEFFERSON BLVD	COLLEGE ST	VAN BUREN ST	1180	1142	0.83	0.80	0.25	UOPA
721	JEFFERSON BLVD	VAN BUREN ST	BROADWAY	1309	1268	0.61	0.59	0.07	UOPA
722	JEFFERSON BLVD	BROADWAY	FAIRFIELD AVE	1631	1552	0.76	0.72	0.14	UOPA
723	JEFFERSON BLVD	FAIRFIELD AVE	EWING ST	1470	1692	0.75	0.87	0.07	UOPA
724	JEFFERSON BLVD	EWING ST	WEBSTER ST	1440	1573	0.74	0.81	0.11	UOPA
725	JEFFERSON BLVD	WEBSTER ST	HARRISON ST	1510	1787	0.77	0.92	0.08	UOPA
726	JEFFERSON BLVD	HARRISON ST	CALHOUN ST	1597	1903	0.82	0.98	0.08	UOPA
727	JEFFERSON BLVD	CALHOUN ST	CLINTON ST	1245	1753	0.48	0.67	0.08	UOPA
728	JEFFERSON BLVD	CLINTON ST	BARR ST	1465	2127	0.56	0.82	0.08	UOPA
729	JEFFERSON BLVD	BARR ST	.05m W/O LAFAYETTE ST	1312	2091	0.58	0.92	0.05	UOPA
729.1	JEFFERSON BLVD	.05m W/O LAFAYETTE ST	LAFAYETTE ST	1135	1883	0.50	0.83	0.04	UOPA
730	JEFFERSON BLVD	LAFAYETTE ST	CLAY ST	1089	1685	0.42	0.65	0.09	UOPA
731	JEFFERSON BLVD	CLAY ST	MONROE ST	944	1124	0.36	0.43	0.08	UOPA
732	JEFFERSON BLVD	MONROE ST	HANNA ST	804	1253	0.40	0.62	0.08	UOPA
733	JEFFERSON BLVD	HANNA ST	DIVISION ST	823	1318	0.38	0.61	0.26	UOPA
744	LAFAYETTE CTR RD	W COUNTY LINE RD	LWR HUNTINGTON RD	390	624	0.33	0.53	0.32	RMAC
744.1	LAFAYETTE CTR RD	LWR HUNTINGTON RD	ABOITE RD	296	351	0.25	0.30	0.53	RMAC
745.2	LAFAYETTE CTR RD	ABOITE RD	FOGWELL PKWY	337	902	0.29	0.76	0.26	RMAC
745.3	LAFAYETTE CTR RD	FOGWELL PKWY	ZUBRICK RD	524	491	0.44	0.42	0.60	RMAC
746	LAFAYETTE CTR RD	ZUBRICK RD	INTERSTATE 69	988	1631	0.84	1.38	0.60	RMAC
750	LAFAYETTE ST	SUPERIOR ST	COLUMBIA AVE	1755	2266	0.90	1.16	0.07	UOPA
751	LAFAYETTE ST	COLUMBIA AVE	MAIN ST	1655	1998	0.64	0.77	0.07	UOPA
752	LAFAYETTE ST	MAIN ST	BERRY ST	1809	2225	0.70	0.86	0.07	UOPA
753	LAFAYETTE ST	BERRY ST	WAYNE ST	1792	2190	0.69	0.84	0.07	UOPA
754	LAFAYETTE ST	WAYNE ST	WASHINGTON BLVD	1980	1779	0.76	0.68	0.07	UOPA
755	LAFAYETTE ST	WASHINGTON BLVD	.02M S/O WASHINGTON BLVD	2177	2344	0.84	0.90	0.03	UOPA
756	LAFAYETTE ST	.02M S/O WASHINGTON BLVD	JEFFERSON BLVD	2320	1941	0.89	0.75	0.04	UOPA
757	LAFAYETTE ST	JEFFERSON BLVD	LEWIS ST	1803	1788	0.69	0.69	0.12	UOPA
758	LAFAYETTE ST	LEWIS ST	BRACKENRIDGE ST	1897	1585	0.97	0.81	0.14	UOPA
759	LAFAYETTE ST	BRACKENRIDGE ST	WALLACE ST	1607	1516	1.12	1.06	0.26	UOPA
760	LAFAYETTE ST	WALLACE ST	WILLIAMS ST	1890	1638	1.32	1.15	0.13	UOPA
760.1	LAFAYETTE ST	WILLIAMS ST	CREIGHTON AVE	1523	1431	1.07	1.00	0.21	UOPA
761	LAFAYETTE ST	CREIGHTON AVE	PONTIAC ST	1522	1544	1.06	1.08	0.25	UOPA
762	LAFAYETTE ST	PONTIAC ST	WILDWOOD AVE	1493	1211	0.93	0.75	0.24	UOPA
763	LAFAYETTE ST	WILDWOOD AVE	OXFORD ST	1193	1134	0.74	0.70	0.26	UOPA
764	LAFAYETTE ST	OXFORD ST	RUDISILL BLVD	1590	1138	0.99	0.71	0.23	UOPA
765	LAFAYETTE ST	RUDISILL BLVD	RICHARDSVILLE AVE	1329	1058	0.83	0.66	0.05	UOPA
766	LAFAYETTE ST	RICHARDSVILLE AVE	CLINTON ST	1238	1163	0.77	0.72	0.25	UOPA
768	LAFAYETTE ST	CLINTON ST	SHERWOOD TERRACE	1024	1311	0.72	0.92	0.21	UOPA
769	LAFAYETTE ST	SHERWOOD TERRACE	PETTIT AVE	1177	2033	0.82	1.42	0.26	UOPA
770	LAFAYETTE ST	PETTIT AVE	OLD DECATUR RD	1104	1165	0.77	0.81	0.10	UOPA
772	LAFAYETTE ST	OLD DECATUR RD	PAULDING RD	752	877	0.53	0.61	0.40	UOPA
773	LAFAYETTE ST	PAULDING RD	HANNA ST	443	627	0.31	0.44	0.81	UOPA
775	LAFAYETTE ST	HANNA ST	TILLMAN RD	439	938	0.31	0.66	0.47	UOPA
776	LAFAYETTE ST	TILLMAN RD	SOUTHTOWN BLVD	487	512	0.34	0.36	0.17	UOPA
776.1	LAFAYETTE ST	SOUTHTOWN BLVD	ANTHONY BVLD	468	544	0.33	0.38	0.30	UOPA

784	LAKE AVE	ANTHONY BLVD	RANDALLIA DR	636	1474	0.89	2.06	0.21	UMIA
785	LAKE AVE	RANDALLIA DR	KERRWAY CT	593	629	0.83	0.88	0.14	UMIA
786	LAKE AVE	KERRWAY CT	BEACON ST	775	844	1.08	1.18	0.29	UMIA
787	LAKE AVE	BEACON ST	HOBSON RD	724	1210	1.01	1.69	0.25	UMIA
787.1	LAKE AVE	HOBSON RD	LAVERNE AVE	636	647	0.89	0.90	0.25	UMIA
788	LAKE AVE	LAVERNE AVE	COLISEUM BLVD	547	612	0.77	0.43	0.28	UMIA
789	LAKE AVE	COLISEUM BLVD	INWOOD DR	1189	955	0.83	0.67	0.22	UMIA
790	LAKE AVE	INWOOD DR	REED RD	963	815	0.67	0.71	0.25	UMIA
791	LAKE AVE	REED RD	LAKEHURST DR	569	637	0.80	0.89	0.24	UMIA
792	LAKE AVE	LAKEHURST DR	MAPLECREST RD	525	517	0.73	0.72	0.81	UMIA
794	LANDIN RD	MAYSVILLE RD	PARENT RD	189	245	0.26	0.34	0.46	UMIA
795	LANDIN RD	PARENT RD	SHORDON RD	169	245	0.24	0.34	0.50	UMIA
796	LANDIN RD	SHORDON RD	NORTH RIVER RD	208	317	0.29	0.44	1.02	UMIA
797	LANDIN RD	NORTH RIVER RD	ROSE AVE	222	286	0.31	0.40	0.54	UMIA
798	BROADWAY (NH)	ROSE AVE	POWERS ST	171	207	0.24	0.29	0.17	UMIA
799	BROADWAY (NH)	POWERS ST	MAIN ST	173	262	0.24	0.37	0.14	UMIA
800	BROADWAY (NH)	MAIN ST	LINCOLN HIGHWAY	221	298	0.31	0.42	0.21	UMIA
813.1	LEO RD	DEVALL RD	SCHLATTER RD	182	203	0.25	0.28	0.75	RMAC
814	LEO RD	SCHLATTER RD	LOCHNER RD	239	189	0.33	0.26	0.67	UMIA
815	LEO RD	LOCHNER RD	GRABILL RD	198	208	0.28	0.29	0.65	UMIA
816	LEO RD	GRABILL RD	0.42M S/O GRABILL RD	378	356	0.53	0.50	0.42	UMIA
816.1	LEO RD	0.42M S/O GRABILL RD	AMSTUTZ RD	338	419	0.47	0.59	0.43	UMIA
816.2	LEO RD	AMSTUTZ RD	GERIG RD	657	706	0.92	0.99	0.28	UMIA
817	LEO RD	GERIG RD	ST JOSEPH ST	728	751	1.02	1.05	0.39	UMIA
818	LEO RD	ST JOSEPH ST	HALTER RD/CLAY ST	752	660	1.05	0.92	0.18	UMIA
818.1	LEO RD	HALTER RD/CLAY ST	UNION CHAPEL RD	464	593	0.65	0.83	0.78	UMIA
819	LEO RD	UNION CHAPEL RD	POPP RD	671	948	0.94	1.33	1.16	UMIA
820	LEO RD	POPP RD	TRADE WIND CT	491	554	0.69	0.77	0.87	UMIA
820.1	LEO RD	TRADE WIND CT	ARAPAHO PASS	788	801	1.10	1.12	0.23	UMIA
820.2	LEO RD	ARAPAHO PASS	TONKEL RD	843	1345	0.59	1.71	0.19	UMIA
821	CLINTON ST	DUPONT RD	OLD LEO RD	842	848	0.59	0.59	0.12	UMIA
822	CLINTON ST	MAYHEW RD	.34M S/O MAYHEW RD	496	436	0.69	0.61	0.36	UMIA
822.1	CLINTON ST	.34M S/O MAYHEW RD	DIEBOLD RD	501	479	0.70	0.67	0.63	UMIA
823	CLINTON ST	DIEBOLD RD	WALLEN RD	604	695	0.84	0.97	0.69	UMIA
845	LIMA RD	NORTH COUNTY LINE RD	OLD SR 3	598	626	0.36	0.38	0.31	RMIA
845.1	LIMA RD	OLD SR 3	SIMON RD	704	733	0.43	0.45	0.81	RMIA
845.2	LIMA RD	SIMON RD	SHOAFF RD	670	690	0.41	0.42	0.57	RMIA
846	LIMA RD	SHOAFF RD	CEDAR CANYONS RD	789	758	0.46	0.44	0.57	UOPA
847	LIMA RD	CEDAR CANYONS RD	GUMP RD	941	996	0.54	0.58	0.70	UOPA
848	LIMA RD	GUMP RD	OLD LIMA RD	1133	1015	0.65	0.59	0.64	UOPA
849	LIMA RD	OLD LIMA RD	HATHAWAY RD	1396	1188	0.98	0.83	0.67	UOPA
850	LIMA RD	HATHAWAY RD	CARROLL RD	1225	1169	0.86	0.82	1.02	UOPA
851	LIMA RD	CARROLL RD	WINNSBORO PASS	1551	1626	1.08	1.14	0.51	UOPA
851.1	LIMA RD	WINNSBORO PASS	DUPONT RD	1844	2833	1.29	1.98	0.47	UOPA
852	LIMA RD	DUPONT RD	NORTHBROOK BLVD	1769	3217	0.82	2.05	0.18	UOPA
853	LIMA RD	NORTHBROOK BLVD	TILL RD	1980	3326	0.92	1.55	0.63	UOPA
854	LIMA RD	TILL RD	WALLEN RD	1997	1997	0.93	0.93	0.34	UOPA
855	LIMA RD	WALLEN RD	NORTHLAND BLVD	2034	3592	0.95	1.67	0.41	UOPA
856	LIMA RD	NORTHLAND BLVD	COOK RD	1294	3697	0.60	1.72	0.60	UOPA
858	LIMA RD	COOK RD	.2M S/O COOK RD	1983	2211	0.92	1.03	0.21	UOPA
858.1	LIMA RD	.2M S/O COOK RD	LUDWIG RD	2038	2011	0.95	0.94	0.29	UOPA
859	LIMA RD	LUDWIG RD	ORLANDO DR	1387	1995	0.65	0.93	0.21	UOPA
860	LIMA RD	ORLANDO DR	WASHINGTON CTR RD	2223	4092	1.04	1.91	0.30	UOPA
860.1	LIMA RD	WASHINGTON CTR RD	INTERSTATE 69	2253	4567	1.05	2.13	0.24	UOPA
860.2	LIMA RD	INTERSTATE 69	LEY RD	2477	4755	1.15	2.22	0.36	UOPA
861	LIMA RD	LEY RD	PRODUCTION RD	2014	3882	0.94	1.81	0.23	UOPA
862	LIMA RD	PRODUCTION RD	COLISEUM BLVD	1788	3717	0.83	1.73	0.32	UOPA
869	LWR HUNTINGTON RD	FAIRFIELD AVE	WINCHESTER RD	332	476	0.23	0.33	0.18	UMIA
870	LWR HUNTINGTON RD	WINCHESTER RD	LAKERIDGE DR	282	384	0.20	0.27	0.26	UMIA
870.1	LWR HUNTINGTON RD	LAKERIDGE DR	AIRPORT EXPRESSWAY	258	381	0.18	0.27	0.22	UMIA
871	LWR HUNTINGTON RD	AIRPORT EXPRESSWAY	CORLINE ST	350	924	0.49	1.29	0.35	UMIA
872	LWR HUNTINGTON RD	CORLINE ST	BLUFFTON RD	341	515	0.48	0.72	0.49	UMIA
873	LWR HUNTINGTON RD	BLUFFTON RD	OLD TRAIL RD	198	449	0.28	0.63	0.13	UMIA
874	LWR HUNTINGTON RD	OLD TRAIL RD	ELZEY ST	417	509	0.58	0.71	0.12	UMIA
875	LWR HUNTINGTON RD	ELZEY ST	BAER RD	398	1036	0.56	1.45	0.44	UMIA
876	LWR HUNTINGTON RD	BAER RD	HICKORY CREEK DR	317	409	0.44	0.57	0.17	UMIA
877	LWR HUNTINGTON RD	HICKORY CREEK DR	ARDMORE AVE	314	423	0.44	0.59	0.20	UMIA
880.3	LWR HUNTINGTON RD	INTERSTATE 69	HOMESTEAD RD	392	405	0.66	0.34	0.71	RMAC
881	LWR HUNTINGTON RD	HOMESTEAD RD	KRESS RD	446	475	0.76	0.81	0.75	RMAC
881.1	LWR HUNTINGTON RD	KRESS RD	WINTERS RD	291	344	0.49	0.58	0.57	RMAC
881.2	WINTERS RD	LWR HUNTINGTON RD	FOGWELL PKWY	363	485	0.31	0.41	0.68	RMAC
906.7	MAPLECREST RD	ST JOE RD	INTERSTATE 469	731	1321	0.51	0.92	0.26	UMIA
906.8	MAPLECREST RD	INTERSTATE 469	TOPSFIELD LN	1525	2719	1.07	1.90	0.51	UMIA
906.9	MAPLECREST RD	TOPSFIELD LN	ROTHMAN RD	1515	1702	1.06	1.19	0.21	UMIA
907	MAPLECREST RD	ROTHMAN RD	EVARD RD	996	1337	0.70	0.93	0.47	UMIA
907.1	MAPLECREST RD	EVARD RD	ST JOE CTR RD	940	1175	0.66	0.82	0.53	UMIA
908	MAPLECREST RD	ST JOE CTR RD	RANGER TRAIL	796	1037	0.56	0.73	0.42	UMIA
909	MAPLECREST RD	RANGER TRAIL	NORTHWOOD PLAZA	757	1037	0.53	0.73	0.47	UMIA
909.1	MAPLECREST RD	NORTHWOOD PLAZA	STELLHORN RD	861	2080	0.60	1.45	0.12	UMIA
910	MAPLECREST RD	STELLHORN RD	BIRCHDALE DR	805	927	0.56	0.65	0.11	UMIA
911	MAPLECREST RD	BIRCHDALE DR	TRIER RD	728	927	0.51	1.08	0.38	UMIA
911.1	MAPLECREST RD	TRIER RD	VANCE AVE	771	847	1.08	1.18	0.38	UMIA
911.2	MAPLECREST RD	VANCE AVE	ALVAREZ DR	753	985	1.05	1.38	0.20	UMIA
912	MAPLECREST RD	ALVAREZ DR	STATE BLVD	794	1642	1.01	2.09	0.29	UMIA
912.1	MAPLECREST RD	STATE BLVD	MONARCH DR	675	824	0.47	0.58	0.22	UMIA
912.2	MAPLECREST RD	MONARCH DR	LAKE AVE	634	725	0.44	0.51	0.65	UMIA
913	MAPLECREST RD	LAKE AVE	PARROTT RD	1046	1057	0.73	0.74	0.77	UMIA
913.1	MAPLECREST RD	PARROTT RD	NELSON RD	1105	947	0.77	0.66	0.33	UMIA
913.2	MAPLECREST RD	NELSON RD	SR 930	910	928	0.64	0.65	0.17	UMIA
914	MARION CTR RD	WAYNE TRACE	INTERSTATE 469	209	193	0.35	0.33	0.78	RMAC
919	MAUMEE AVE	DIVISION ST	ANTHONY BLVD	824	1268	0.38	0.59	0.53	UOPA
920	MAUMEE AVE	ANTHONY BLVD	WABASH AVE	893	1228	0.37	0.51	0.20	UOPA
921	MAUMEE AVE	WABASH AVE	GLASGOW AVE	792	1287	0.33	0.53	0.07	UOPA
922	MAUMEE AVE	GLASGOW AVE	LUMBARD ST	726	1242	0.30	0.51	0.27	UOPA
923	MAUMEE AVE	LUMBARD ST	WASHINGTON BLVD	647	1344	0.40	0.83	0.23	UOPA
924.1	MAYHEW RD	CLINTON ST	.29m S/O CLINTON ST	545	841	0.76	1.18	0.29	UMIA
925	MAYHEW RD	.29m S/O CLINTON ST	ST JOE RD	599	805	0.84	1.13	0.91	UMIA
926	SR 37	BARNETT RD	BRUICK RD	380	444	0.64	0.75	0.70	RMAC
927	SR 37	BRUICK RD	GRABER RD	380	416	0.64	0.71	0.71	RMAC
928	SR 37	GRABER RD	RICKER RD	384	430	0.65	0.73	0.69	RMAC
929	SR 37	RICKER RD	DOTY RD	399	432	0.68	0.73	0.80	RMAC
930	SR 37	DOTY RD	ST JOE CTR RD	503	542	0.85	0.92	0.65	RMAC
931	SR 37	ST JOE CTR RD	INTERSTATE 469	717	889	0.50	0.62	0.27	RMAC

931.1	MAYSVILLE RD	INTERSTATE 469	MEIJER DR	625	927	0.44	0.65	0.35	UMIA
932	MAYSVILLE RD	MEIJER DR	WINDSOR OAKS DR	664	816	0.93	1.14	0.35	UMIA
934	MAYSVILLE RD	WINDSOR OAKS DR	STELLHORN RD	510	780	0.71	1.09	0.31	UMIA
935	MAYSVILLE RD	STELLHORN RD	MAYSVILLE PARK BLVD	444	541	0.62	0.76	0.21	UMIA
936	MAYSVILLE RD	MAYSVILLE PARK BLVD	TRIER RD	486	647	0.68	0.90	0.44	UMIA
937	MAYSVILLE RD	TRIER RD	LONG RD	386	413	0.54	0.58	0.60	UMIA
938	MAYSVILLE RD	LONG RD	STATE BLVD	472	528	0.66	0.74	0.46	UMIA
960.1	MINNICH RD	SR 930	BERWICK LN	274	331	0.38	0.46	0.30	UMIA
960.2	MINNICH RD	BERWICK LN	MOELLER RD	255	275	0.36	0.38	0.37	UMIA
961	MINNICH RD	MOELLER RD	SEILER RD	156	172	0.22	0.24	0.48	UMIA
962	MINNICH RD	SEILER RD	PAULDING RD (N)	177	345	0.30	0.58	0.41	RMAC
995	LIMA RD	COLISEUM BLVD	WELLS ST	1635	3127	1.14	1.46	0.11	UOPA
996	LIMA RD	WELLS ST	FERNHILL AVE	1024	1583	0.48	0.74	0.39	UOPA
997	LIMA RD	FERNHILL AVE	CHAMBEAU RD	878	1004	0.61	0.70	0.27	UOPA
998	LIMA RD	CHAMBEAU RD	EDGEWOOD AVE	696	1690	0.49	1.18	0.20	UOPA
998.1	LIMA RD	EDGEWOOD AVE	CLINTON ST	1690	1563	1.18	1.09	0.14	UOPA
1052	PAULDING RD	FAIRFIELD AVE	MCCLELLAN ST	768	1267	0.54	0.89	0.17	UOPA
1053	PAULDING RD	MCCLELLAN ST	CALHOUN ST	742	1228	0.52	0.86	0.19	UOPA
1054	PAULDING RD	CALHOUN ST	LAFAYETTE ST	695	727	0.49	0.51	0.24	UOPA
1078.2	ROSE AVE	LANDIN RD	EBEN ST	152	180	0.21	0.25	0.20	UMIA
1078.3	ROSE AVE	EBEN ST	GREEN ST	171	170	0.24	0.24	0.21	UMIA
1119	POWERS ST	BROADWAY	GREEN ST	41	33	0.07	0.06	0.39	UMAC
1152	RUDISILL BLVD	BROADWAY	INDIANA AVE	391	574	0.55	0.80	0.41	UMIA
1153	RUDISILL BLVD	INDIANA AVE	SOUTH WAYNE AVE	328	480	0.46	0.67	0.13	UMIA
1154	RUDISILL BLVD	SOUTH WAYNE AVE	FAIRFIELD AVE	406	622	0.57	0.87	0.12	UMIA
1155	RUDISILL BLVD	FAIRFIELD AVE	HOAGLAND AVE	555	1215	0.78	1.70	0.13	UMIA
1157	RUDISILL BLVD	HOAGLAND AVE	HARRISON ST	598	618	0.84	0.86	0.18	UMIA
1158	RUDISILL BLVD	HARRISON ST	CALHOUN ST	503	608	0.70	0.85	0.07	UMIA
1159	RUDISILL BLVD	CALHOUN ST	CLINTON ST	701	1377	0.49	0.96	0.14	UMIA
1160	RUDISILL BLVD	CLINTON ST	LAFAYETTE ST	503	683	0.35	0.96	0.11	UMIA
1180.2	ST JOE RD	MAPLECREST RD	MAYHEW RD	593	1268	0.83	1.77	0.26	UMIA
1181	ST JOE RD	MAYHEW RD	ROTHERMERE DR	332	396	0.46	0.55	0.39	UMIA
1182	ST JOE RD	ROTHERMERE DR	ROTHMAN RD	390	389	0.55	0.54	0.56	UMIA
1183	ST JOE RD	ROTHMAN RD	WILLOWBROOK DR	673	570	0.94	0.80	0.13	UMIA
1184	ST JOE RD	WILLOWBROOK DR	EVARD RD	587	568	0.82	0.79	0.61	UMIA
1185	ST JOE RD	EVARD RD	SHOAFF PARK ENT	710	1251	0.50	0.87	0.20	UMIA
1185.1	ST JOE RD	SHOAFF PARK ENT	HIKE LN	790	663	0.55	0.46	0.38	UMIA
1186	ST JOE RD	HIKE LN	ST JOE CTR RD	840	723	0.59	0.51	0.29	UMIA
1187	ST JOE RD	ST JOE CTR RD	AUER DR	823	1158	0.58	0.81	0.35	UMIA
1189	ST JOE RD	AUER DR	BROYLES BLVD	1250	1090	0.87	0.76	0.51	UMIA
1189.1	ST JOE RD	BROYLES BLVD	CRESCENT AVE	991	974	0.69	0.68	0.17	UMIA
1190	ST JOE CTR RD	CLINTON ST	RIVER RUN TRL	1181	2667	0.83	1.87	0.49	UMIA
1190.1	ST JOE CTR RD	RIVER RUN TRL	RIVIERA PLAZA	1349	1468	0.94	1.03	0.54	UMIA
1191	ST JOE CTR RD	RIVIERA PLAZA	ST JOE RD	1176	1540	0.82	1.08	0.12	UMIA
1192	ST JOE CTR RD	ST JOE RD	SHELL DR	879	980	0.61	0.69	0.29	UMIA
1192.1	ST JOE CTR RD	SHELL DR	SAWMILL WOODS BLVD	846	877	0.59	0.61	0.28	UMIA
1193	ST JOE CTR RD	SAWMILL WOODS BLVD	REED RD	697	854	0.49	0.60	0.35	UMIA
1194	ST JOE CTR RD	REED RD	SALGE RD	641	748	0.90	1.05	0.66	UMIA
1195	ST JOE CTR RD	SALGE RD	MAPLECREST RD	488	1560	0.49	1.56	0.36	UMIA
1196	ST JOE CTR RD	MAPLECREST RD	REVERE PL	874	1569	1.22	2.19	0.54	UMIA
1196.1	ST JOE CTR RD	REVERE PL	LAHMEYER RD	629	690	0.88	0.97	0.21	UMIA
1197	ST JOE CTR RD	LAHMEYER RD	HAZELETT RD	555	606	0.78	0.85	0.25	UMIA
1198	ST JOE CTR RD	HAZELETT RD	KREISELMEYER DR	550	543	0.77	0.76	0.50	UMIA
1199	ST JOE CTR RD	KREISELMEYER DR	WHEELOCK RD	380	444	0.53	0.62	0.50	UMIA
1200	ST JOE CTR RD	WHEELOCK RD	DRAKES BAY RUN	393	513	0.55	0.72	0.18	UMIA
1201	ST JOE CTR RD	DRAKES BAY RUN	MEIJER DR	373	502	0.52	0.70	0.25	UMIA
1201.1	ST JOE CTR RD	MEIJER DR	SCHWARTZ RD	196	266	0.27	0.37	0.56	UMIA
1201.3	ST JOE CTR RD	SCHWARTZ RD	SR 37	347	325	0.59	0.55	0.08	RMAC
1211	SCHWARTZ RD	GRABILL RD	WITMER RD	106	161	0.15	0.23	0.99	UMIA
1212	SCHWARTZ RD	WITMER RD	ST JOE RD	271	278	0.38	0.39	0.65	RMAC
1212.1	SCHWARTZ RD	ST JOE RD	.67M N/O NOTESTINE RD	213	359	0.36	0.61	0.59	RMAC
1213	SCHWARTZ RD	.67M N/O NOTESTINE RD	NOTESTINE RD	218	241	0.37	0.41	0.67	RMAC
1214	SCHWARTZ RD	NOTESTINE RD	EBY RD	187	218	0.32	0.37	0.51	RMAC
1214.1	SCHWARTZ RD	EBY RD	FLUTTER RD	153	444	0.26	0.75	0.51	RMAC
1215	SCHWARTZ RD	FLUTTER RD	DOUGLAS RD	215	245	0.36	0.42	0.51	RMAC
1215.1	SCHWARTZ RD	DOUGLAS RD	ST JOE CTR RD	144	247	0.24	0.42	1.53	RMAC
1262	BASS RD	LEESBURG RD	LATHROP PLACE	387	442	0.54	0.62	0.13	UMIA
1263	BASS RD	LATHROP PLACE	LINDENWOOD AVE	419	422	0.59	0.59	0.28	UMIA
1264	SPRING ST	LINDENWOOD AVE	.19M E/O LINDENWOOD AVE	364	474	0.51	0.66	0.20	UMIA
1265	SPRING ST	.19M E/O LINDENWOOD AVE	LEESBURG RD	452	408	0.63	0.57	0.21	UMIA
1266	SPRING ST	LEESBURG RD	TYLER AVE	284	390	0.40	0.55	0.21	UMIA
1267	SPRING ST	TYLER AVE	RUNNION AVE	306	802	0.43	1.12	0.10	UMIA
1268	SPRING ST	RUNNION AVE	FAIRHILL DR	243	334	0.34	0.47	0.15	UMIA
1269	SPRING ST	FAIRHILL DR	ST MARY'S AVE	272	322	0.38	0.45	0.37	UMIA
1270	SPRING ST	ST MARY'S AVE	SHERMAN BLVD	368	425	0.51	0.59	0.13	UMIA
1271	SPRING ST	SHERMAN BLVD	BARTHOLD ST	206	303	0.29	0.42	0.14	UMIA
1271.1	SPRING ST	BARTHOLD ST	WELLS ST	300	465	0.42	0.65	0.27	UMIA
1276	SPY RUN AVE	CLINTON ST	STATE BLVD	1711	2424	1.14	1.61	0.21	UOPA
1276.1	SPY RUN AVE	STATE BLVD	.09M S/O STATE BLVD	1793	2310	1.14	1.47	0.09	UOPA
1277	SPY RUN AVE	.09M S/O STATE BLVD	TENNESSEE AVE	1468	2419	0.93	1.54	0.41	UOPA
1278	SPY RUN AVE	TENNESSEE AVE	FOURTH ST	1604	1923	0.75	0.90	0.09	UOPA
1279	SPY RUN AVE	FOURTH ST	SUPERIOR ST	1573	2307	0.73	1.08	0.36	UOPA
1281	STATE BLVD	HILLEGAS RD	LINDENWOOD AVE	305	430	0.43	0.60	0.57	UMIA
1283.1	STATE BLVD	LINDENWOOD AVE	RAILROAD	332	470	0.46	0.66	0.39	UMIA
1284	STATE BLVD	RAILROAD	TYLER AVE	360	464	0.50	0.65	0.28	UMIA
1285	STATE BLVD	TYLER AVE	CAMBRIDGE BLVD	338	515	0.47	0.72	0.21	UMIA
1286	STATE BLVD	CAMBRIDGE BLVD	EDITH AVE	390	825	0.55	1.15	0.05	UMIA
1286.1	STATE BLVD	EDITH AVE	POINSETTE DR	323	460	0.45	0.64	0.16	UMIA
1287	STATE BLVD	POINSETTE DR	ST MARY'S AVE	351	470	0.49	0.66	0.22	UMIA
1288	STATE BLVD	ST MARY'S AVE	SHERMAN BLVD	368	1065	0.51	1.49	0.12	UMIA
1289	STATE BLVD	SHERMAN BLVD	ANDREW ST	348	532	0.49	0.74	0.07	UMIA
1290	STATE BLVD	ANDREW ST	GOSHEN RD	371	512	0.52	0.72	0.14	UMIA
1291	STATE BLVD	GOSHEN RD	WELLS ST	661	904	0.92	1.26	0.18	UMIA
1292	STATE BLVD	WELLS ST	CASS ST	606	1463	0.42	2.05	0.07	UMIA
1292.1	STATE BLVD	CASS ST	EASTBROOK DR	651	709	0.91	0.99	0.16	UMIA
1293	STATE BLVD	EASTBROOK DR	CLINTON ST	620	696	0.43	0.49	0.16	UMIA
1294	STATE BLVD	CLINTON ST	.08M W/O SPY RUN AVE	638	798	0.45	0.56	0.08	UMIA
1294.1	STATE BLVD	.08M W/O SPY RUN AVE	SPY RUN AVE	518	633	0.36	0.44	0.08	UMIA
1295	STATE BLVD	SPY RUN AVE	PARNELL AVE	780	852	0.55	0.60	0.29	UMIA
1296	STATE BLVD	PARNELL AVE	BAYER AVE	529	831	0.37	0.58	0.20	UMIA
1297	STATE BLVD	BAYER AVE	CRESCENT AVE	677	878	0.47	0.61	0.20	UMIA
1298	STATE BLVD	CRESCENT AVE	FOREST PARK BLVD	440	593	0.31	0.41	0.32	UMIA
1299	STATE BLVD	FOREST PARK BLVD	ANTHONY BVLD	435	617	0.30	0.43	0.11	UMIA

1300	STATE BLVD	ANTHONY BLVD	RANDALLIA DR	639	681	0.45	0.48	0.20	UMIA
1301	STATE BLVD	RANDALLIA DR	BALDWIN ST	562	676	0.39	0.47	0.33	UMIA
1302	STATE BLVD	BALDWIN ST	BEACON ST	652	785	0.46	0.55	0.10	UMIA
1303	STATE BLVD	BEACON ST	HOBSON RD	749	857	0.52	0.60	0.25	UMIA
1304	STATE BLVD	HOBSON RD	LAVERNE AVE	583	782	0.41	0.55	0.25	UMIA
1305	STATE BLVD	LAVERNE AVE	COLISEUM BLVD	553	782	0.39	0.55	0.28	UMIA
1306	STATE BLVD	COLISEUM BLVD	INWOOD DR	1069	1697	0.75	1.19	0.06	UMIA
1307	STATE BLVD	INWOOD DR	REED RD	401	1091	0.28	0.76	0.40	UMIA
1308	STATE BLVD	REED RD	VOORS DR	617	995	0.43	0.70	0.50	UMIA
1309	STATE BLVD	VOORS DR	MAPLECREST RD	890	1036	0.62	0.72	0.54	UMIA
1310	STATE BLVD	MAPLECREST RD	GEORGETOWN NORTH DR	873	962	0.61	0.67	0.23	UMIA
1310.1	STATE BLVD	GEORGETOWN NORTH DR	ARROWWOOD DR	857	850	1.20	1.19	0.33	UMIA
1311	STATE BLVD	ARROWWOOD DR	LAHMEYER RD	439	643	0.61	0.60	0.31	UMIA
1311.1	STATE BLVD	LAHMEYER RD	BELLSHIRE WAY	560	711	0.78	0.99	0.10	UMIA
1312	STATE BLVD	BELLSHIRE WAY	MAYSVILLE RD	603	611	0.84	0.85	0.18	UMIA
1312.1	LINCOLN HIGHWAY	LANDIN RD / BROADWAY ST (NH)	GREEN ST	367	377	0.51	0.53	0.30	UMIA
1313	LINCOLN HIGHWAY	GREEN ST	MINNICH RD	206	246	0.29	0.34	0.54	UMIA
1314	LINCOLN HIGHWAY	MINNICH RD	DOYLE RD	185	215	0.26	0.30	1.01	UMIA
1315	DAWKINS RD	DOYLE RD	BANDELIER RD	164	212	0.28	0.36	0.50	RMAC
1315.1	DAWKINS RD	BANDELIER RD	RYAN RD	175	237	0.30	0.40	0.50	RMAC
1316	DAWKINS RD	RYAN RD	.3M E/O RYAN RD	167	175	0.28	0.30	0.30	RMAC
1317	STELLHORN RD	ST JOE RD	ROSEVIEW RD	1369	1169	0.96	0.82	0.24	UMIA
1317.1	STELLHORN RD	ROSEVIEW RD	BLUM DR	1056	1048	0.74	0.73	0.30	UMIA
1318	STELLHORN RD	BLUM DR	INNSBROOK DR	1125	1050	0.79	0.73	0.37	UMIA
1319	STELLHORN RD	INNSBRUCK DR	REED RD	1495	952	1.05	0.67	0.09	UMIA
1320	STELLHORN RD	REED RD	WOODWAY DR	989	1079	0.69	0.75	0.34	UMIA
1321	STELLHORN RD	WOODWAY DR	NORTHWOOD PLAZA	877	1070	0.61	0.75	0.48	UMIA
1322	STELLHORN RD	NORTHWOOD PLAZA	MAPLECREST RD	941	822	0.66	0.88	0.18	UMIA
1322.1	STELLHORN RD	MAPLECREST RD	MAPLE TERRACE PKWY	525	752	0.37	1.05	0.28	UMIA
1323	STELLHORN RD	MAPLE TERRACE PKWY	LAHMEYER RD	519	635	0.73	0.89	0.48	UMIA
1324	STELLHORN RD	LAHMEYER RD	IMPERIAL PARK DR	574	638	0.80	0.89	0.22	UMIA
1325	STELLHORN RD	IMPERIAL PARK DR	ARLINGTON PKWY S	526	638	0.74	0.89	0.40	UMIA
1326	STELLHORN RD	ARLINGTON PKWY S	WHEELOCK RD	470	520	0.66	0.73	0.64	UMIA
1327	STELLHORN RD	WHEELOCK RD	EAST CROSSING	310	425	0.43	0.59	0.12	UMIA
1328	STELLHORN RD	EAST CROSSING	MAYSVILLE RD	376	505	0.40	0.54	0.13	UMIA
1369	HUGUENARD RD	TILL RD	BETHEL RD	326	433	0.60	0.80	0.15	RMIC
1373	TILLMAN RD	LWR HUNTINGTON RD	CALHOUN ST	329	1126	0.23	0.79	0.32	UMIA
1374	TILLMAN RD	CALHOUN ST	.27M E/O CALHOUN ST	340	452	0.24	0.32	0.27	UMIA
1374.1	TILLMAN RD	.27M E/O CALHOUN ST	HANNA ST	369	511	0.26	0.36	0.23	UMIA
1375	TILLMAN RD	HANNA ST	JOHN ST	351	489	0.25	0.34	0.16	UMIA
1376	TILLMAN RD	JOHN ST	LAFAYETTE ST	314	963	0.22	0.67	0.21	UMIA
1377	TILLMAN RD	LAFAYETTE ST	OLD DECATUR RD	304	417	0.21	0.29	0.23	UMIA
1378	TILLMAN RD	OLD DECATUR RD	ANTHONY BVLD	349	428	0.24	0.30	0.14	UMIA
1379	TILLMAN RD	ANTHONY BLVD	AUTUMN VIEW DR	309	997	0.22	0.70	0.38	UMIA
1380	TILLMAN RD	AUTUMN VIEW DR	HESSEN CASSEL RD	370	423	0.26	0.30	0.47	UMIA
1381	TILLMAN RD	HESSEN CASSEL RD	CHADWICK DR	249	362	0.35	0.51	0.64	UMIA
1382	TILLMAN RD	CHADWICK DR	WOODLYN DR	261	246	0.37	0.34	0.24	UMIA
1383	TILLMAN RD	WOODLYN DR	WAYNE TRACE	116	209	0.16	0.29	0.31	UMIA
1384	TILLMAN RD	WAYNE TRACE	.41M E/O WAYNE TRACE	201	221	0.34	0.37	0.42	RMAC
1385	TILLMAN RD	.41M E/O WAYNE TRACE	ADAMS CTR RD	115	176	0.19	0.30	0.38	RMAC
1386	TILLMAN RD	ADAMS CTR RD	.11M E/O ADAMS CTR RD	110	141	0.19	0.24	0.11	RMAC
1387	TILLMAN RD	.11M E/O ADAMS CTR RD	HARTZELL RD	172	325	0.29	0.55	1.39	RMAC
1388	TILLMAN RD	HARTZELL RD	INTERSTATE 469	195	177	0.33	0.30	0.17	RMAC
1390	TONKEL RD	NORTH COUNTY LINE RD	HOLLOPETER RD	270	300	0.46	0.51	1.50	RMAC
1390.1	TONKEL RD	HOLLOPETER RD	SCHLATTER RD	385	451	0.65	0.76	0.50	RMAC
1390.2	TONKEL RD	SCHLATTER RD	HOSLER RD	386	359	0.54	0.50	0.81	UMIA
1391	TONKEL RD	HOSLER RD	HURSH RD	461	540	0.64	0.76	0.69	UMIA
1391.1	TONKEL RD	HURSH RD	MARS ST	596	587	0.83	0.82	0.45	UMIA
1392	TONKEL RD	MARS ST	UNION CHAPEL RD	548	749	0.77	1.05	0.54	UMIA
1393	TONKEL RD	UNION CHAPEL RD	POPP RD	385	431	0.54	0.60	0.51	UMIA
1394	TONKEL RD	POPP RD	OAK FALL RD	527	479	0.74	0.67	0.74	UMIA
1394.1	TONKEL RD	OAK FALL RD	DUPONT RD	485	463	0.34	0.65	0.16	UMIA
1408	UNION CHAPEL RD	CORBIN RD	COLDWATER RD	548	604	0.95	1.05	0.50	UMAC
1409	UNION CHAPEL RD	COLDWATER RD	CANYON CREEK RUN	643	685	1.12	1.19	0.46	UMAC
1409.1	UNION CHAPEL RD	CANYON CREEK RUN	AUBURN RD	727	685	1.26	1.19	0.51	UMAC
1410	UNION CHAPEL RD	AUBURN RD	INTERSTATE 69	924	913	1.61	1.59	0.52	UMAC
1410.1	UNION CHAPEL RD	INTERSTATE 69	PARKVIEW PLAZA DR	666	1206	1.16	2.10	0.19	UMAC
1410.2	UNION CHAPEL RD	PARKVIEW PLAZA DR	DIEBOLD RD	703	1339	1.22	2.33	0.29	UMAC
1411	UNION CHAPEL RD	DIEBOLD RD	SUTTERS PKWY	611	824	1.06	1.43	0.39	UMAC
1411.1	UNION CHAPEL RD	SUTTERS PKWY	TONKEL RD	539	313	0.94	0.54	0.59	UMAC
1412	UNION CHAPEL RD	TONKEL RD	PUFF RD	122	150	0.21	0.26	1.02	UMAC
1413	UNION CHAPEL RD	PUFF RD	LEO RD	90	95	0.16	0.17	0.96	UMAC
1414	SR 930	NEW HAVEN AVE	S MAPLECREST RD	1522	2450	1.06	1.71	0.32	UOPA
1416	SR 930	S MAPLECREST RD	WAYNE HAVEN ST	991	1222	0.69	0.85	0.50	UOPA
1417	SR 930	WAYNE HAVEN ST	S BROOKWOOD DR	1101	2059	0.77	1.44	0.36	UOPA
1418	SR 930	S BROOKWOOD DR	LINCOLN HIGHWAY	903	2137	0.42	1.49	0.23	UOPA
1419	LINCOLN HIGHWAY	SR 930	HARTZELL RD	541	899	0.38	1.26	0.41	UMIA
1420	LINCOLN HIGHWAY	HARTZELL RD	STATE ST	349	468	0.49	0.65	0.42	UMIA
1421	LINCOLN HIGHWAY	STATE ST	MOUREY ST	356	499	0.50	0.70	0.07	UMIA
1422	LINCOLN HIGHWAY	MOUREY ST	BROADWAY ST	375	513	0.52	0.72	0.21	UMIA
1423	ROSE AVE	GREEN ST	TANGLEWOOD DR	238	246	0.33	0.34	0.41	UMIA
1424	ROSE AVE	TANGLEWOOD DR	LINDEN RD	227	250	0.32	0.35	0.19	UMIA
1425	ROSE AVE	LINDEN RD	INTERSTATE 469	291	295	0.41	0.21	0.49	UMIA
1426	US 24 EAST	INTERSTATE 469	BRUICK RD	686	1490	0.48	1.04	2.08	ROPA
1427	US 24 EAST	BRUICK RD	WEBSTER RD	618	683	0.43	0.48	2.12	ROPA
1428	US 24 WEST	INTERSTATE 69	VILLAGE AT COVENTRY ENT	1988	3641	0.93	2.55	0.20	UOPA
1428.1	US 24 WEST	VILLAGE AT COVENTRY ENT	LIBERTY MILLS RD	1381	1637	0.64	1.14	0.26	UOPA
1429	US 24 WEST	LIBERTY MILLS RD	ROLLING HILLS PKWY	597	941	0.42	0.66	0.61	UOPA
1430	US 24 WEST	ROLLING HILLS PKWY	HOMESTEAD RD	780	988	0.55	0.69	1.01	UOPA
1431	US 24 WEST	HOMESTEAD RD	AMBER RD	858	899	0.60	0.63	1.01	ROPA
1432	US 24 WEST	AMBER RD	REDDING RD	748	873	0.52	0.61	1.00	ROPA
1433	US 24 WEST	REDDING RD	.25M W/O REDDING RD	1008	918	0.70	0.64	0.24	ROPA
1433.1	US 24 WEST	.25M W/O REDDING RD	W COUNTY LINE RD S	679	901	0.47	0.63	0.52	ROPA
1434	US 27	ANTHONY BLVD	MAPLES RD	447	511	0.31	0.36	0.93	UOPA
1436	US 27	MAPLES RD	FERGUSON RD	430	475	0.30	0.33	0.59	UOPA
1437	US 27	FERGUSON RD	COUNTRY COURT ESTATES	691	1069	0.48	0.75	0.78	UOPA
1437.1	US 27	COUNTRY COURT ESTATES	INTERSTATE 469	596	658	0.42	0.46	0.25	UOPA
1437.2	US 27	INTERSTATE 469	BOSTICK RD	840	798	0.59	0.56	0.24	UOPA
1438	US 27	BOSTICK RD	MONROEVILLE RD	906	804	0.63	0.56	0.28	UOPA
1439	US 27	MONROEVILLE RD	.25M S/O FLATROCK RD	719	701	0.50	0.49	1.32	ROPA
1439.1	US 27	.25M S/O FLATROCK RD	SOMERS RD	669	640	0.57	0.54	0.78	ROPA
1439.2	US 27	SOMERS RD	HOAGLAND RD	668	1203	0.57	1.02	0.31	ROPA
1439.3	US 27	HOAGLAND RD	MARION CENTER RD	433	1144	0.37	0.97	0.09	ROPA

1440	SR 930	LINCOLN HIGHWAY	ENTRANCE DR	631	750	0.88	1.05	0.11	UOPA
1440.1	SR 930	ENTRANCE DR	HARTZELL RD	613	858	0.86	1.20	0.31	UOPA
1441	SR 930	HARTZELL RD	WERLING RD	843	759	1.18	1.06	0.50	UOPA
1442	SR 930	WERLING RD	COLLEGE AVE	521	693	0.73	0.97	0.32	UOPA
1442.1	SR 930	COLLEGE AVE	GREEN RD	584	632	0.82	0.88	0.19	UOPA
1443	SR 930	GREEN RD	KELLER DR	548	637	0.77	0.89	0.30	UOPA
1443.1	SR 930	KELLER DR	MINNICH RD	405	563	0.57	0.79	0.24	UOPA
1444	SR 930	MINNICH RD	INTERSTATE 469	595	605	0.69	0.85	0.62	UOPA
1444.1	US 30 EAST	INTERSTATE 469	DOYLE RD	826	2161	0.48	1.25	0.47	UOPA
1445	US 30 EAST	DOYLE RD	RYAN RD	691	858	0.42	0.52	1.22	ROPA
1448	US 30 WEST	.21M W/O O'DAY RD	O'DAY RD	1031	1038	0.63	0.63	0.20	ROPA
1448.1	US 30 WEST	O'DAY RD	FLAUGH RD	960	1006	0.59	0.61	1.00	ROPA
1449	US 30 WEST	FLAUGH RD	KROEMER RD	1030	1079	0.60	0.62	0.78	UOPA
1451	US 30 WEST	KROEMER RD	US 33	1235	1297	0.71	0.75	0.78	UOFE
1452	US 30 WEST	US 33	INTERSTATE 69	1677	3614	0.65	1.39	0.62	UOFE
1453	SR 930	INTERSTATE 69	COLISEUM BLVD	1901	3268	1.10	1.89	0.42	UOFE
1484	WASHINGTON BLVD	JEFFERSON BLVD	THIEME DR	1167	1475	0.00	1.03	0.27	UOPA
1485	WASHINGTON BLVD	THIEME ST	COLLEGE ST	995	1463	0.00	1.02	0.19	UOPA
1486	WASHINGTON BLVD	COLLEGE ST	VAN BUREN ST	1034	1745	0.00	1.22	0.25	UOPA
1487	WASHINGTON BLVD	VAN BUREN ST	BROADWAY	1176	1690	0.00	0.95	0.07	UOPA
1488	WASHINGTON BLVD	BROADWAY	FAIRFIELD AVE	1578	1974	0.00	0.69	0.14	UOPA
1489	WASHINGTON BLVD	FAIRFIELD AVE	EWING ST	1452	2038	0.00	0.78	0.07	UOPA
1490	WASHINGTON BLVD	EWING ST	WEBSTER ST	1581	1861	0.00	0.72	0.10	UOPA
1491	WASHINGTON BLVD	WEBSTER ST	.04M W/O HARRISON ST	1268	1727	0.00	0.66	0.05	UOPA
1491.1	WASHINGTON BLVD	.04M W/O HARRISON ST	HARRISON ST	1268	1727	0.00	0.66	0.04	UOPA
1492	WASHINGTON BLVD	HARRISON ST	CALHOUN ST	1765	1999	0.00	0.77	0.08	UOPA
1493	WASHINGTON BLVD	CALHOUN ST	CLINTON ST	1523	1502	0.00	0.58	0.08	UOPA
1494	WASHINGTON BLVD	CLINTON ST	.04M E/O CLINTON ST	1927	1586	0.00	0.61	0.04	UOPA
1494.1	WASHINGTON BLVD	.04M E/O CLINTON ST	BARR ST	1927	1586	0.00	0.61	0.04	UOPA
1495	WASHINGTON BLVD	BARR ST	LAFAYETTE ST	1724	1764	0.00	0.68	0.09	UOPA
1496	WASHINGTON BLVD	LAFAYETTE ST	.05M W/O CLAY ST	1699	1453	0.00	0.56	0.06	UOPA
1496.1	WASHINGTON BLVD	.05M W/O CLAY ST	CLAY ST	1699	1515	0.00	0.58	0.03	UOPA
1497	WASHINGTON BLVD	CLAY ST	MONROE ST	1477	1382	0.00	0.53	0.08	UOPA
1498	WASHINGTON BLVD	MONROE ST	HANNA ST	1649	1316	0.00	0.51	0.08	UOPA
1499	WASHINGTON BLVD	HANNA ST	UNIVERSITY ST	1671	1188	0.00	0.55	0.38	UOPA
1500	WASHINGTON BLVD	UNIVERSITY ST	ANTHONY BVLD	1780	1231	0.00	0.57	0.40	UOPA
1501	WASHINGTON BLVD	ANTHONY BLVD	GLASGOW AVE	1564	1003	0.00	0.42	0.27	UOPA
1502	WASHINGTON BLVD	GLASGOW AVE	.32M E/O GLASGOW AVE	1482	930	0.00	0.39	0.32	UOPA
1502.1	WASHINGTON BLVD	.32M E/O GLASGOW AVE	MAUMEE AVE	1516	854	0.00	0.35	0.25	UOPA
1503	WASHINGTON BLVD	MAUMEE AVE	KITCH ST	1428	2198	1.00	1.54	0.20	UOPA
1504	WASHINGTON BLVD	KITCH ST	.35M W/O COLISEUM BLVD	1389	1220	0.97	0.85	0.13	UOPA
1505	WASHINGTON BLVD	.35M W/O COLISEUM BLVD	COLISEUM BLVD	1447	2098	1.01	1.47	0.36	UOPA
1506	WASHINGTON BLVD	COLISEUM BLVD	.19m W/O MEYER RD	1151	1118	0.80	0.78	0.30	UOPA
1507	WASHINGTON BLVD	.19m W/O MEYER RD	MEYER RD	1148	1231	0.80	0.86	0.20	UOPA
1508	WASHINGTON BLVD	MEYER RD	NEW HAVEN AVE	1341	1178	0.94	0.82	0.75	UOPA
1513	WASHINGTON CTR RD	US 33	HILLEGAS RD	546	537	0.76	0.75	0.28	UMIA
1514	WASHINGTON CTR RD	HILLEGAS RD	NORTHOAK BLVD	459	656	0.64	0.92	0.35	UMIA
1514.1	WASHINGTON CTR RD	NORTHOAK BLVD	CROSS CREEK BLVD	502	758	0.70	1.06	1.08	UMIA
1515	WASHINGTON CTR RD	CROSS CREEK BLVD	LIMA RD	598	1507	0.84	2.11	0.26	UMIA
1516	WASHINGTON CTR RD	LIMA RD	SHARON DR	607	844	0.42	0.59	0.35	UMIA
1517	WASHINGTON CTR RD	SHARON DR	INDUSTRIAL RD	627	859	0.44	0.60	0.38	UMIA
1517.1	WASHINGTON CTR RD	INDUSTRIAL RD	STONEY CREEK DR	832	1074	0.58	0.75	0.38	UMIA
1518	WASHINGTON CTR RD	STONEY CREEK DR	COLDWATER RD	934	1046	0.65	0.49	0.18	UMIA
1519	WASHINGTON CTR RD	COLDWATER RD	DARTMOUTH DR	1083	1369	0.76	0.96	0.34	UMIA
1520	WASHINGTON CTR RD	DARTMOUTH DR	CLINTON ST	1125	1226	0.79	0.86	0.42	UMIA
1563	WELLS ST	LIMA RD	FERNHILL AVE	471	584	0.66	0.82	0.38	UMIA
1564	WELLS ST	FERNHILL AVE	FRANKE PARK DR	553	666	0.77	0.93	0.40	UMIA
1566	WELLS ST	FRANKE PARK DR	LILLIAN AVE	514	597	0.72	0.83	0.35	UMIA
1567	WELLS ST	LILLIAN AVE	STATE BLVD	495	668	0.69	0.93	0.30	UMIA
1568	WELLS ST	STATE BLVD	GREENLAWN AVE	682	1398	0.95	1.96	0.17	UMIA
1568.1	WELLS ST	GREENLAWN AVE	PUTNAM ST	632	820	0.88	1.15	0.14	UMIA
1569	WELLS ST	PUTNAM ST	SPRING ST	518	639	0.72	0.89	0.18	UMIA
1570	WELLS ST	SPRING ST	FOURTH ST	578	638	0.81	0.89	0.09	UMIA
1571	WELLS ST	FOURTH ST	HIGH ST	517	587	0.72	0.82	0.18	UMIA
1572	WELLS ST	HIGH ST	FAIRMOUNT PL	513	592	0.72	0.83	0.11	UMIA
1573	EWING ST/WELLS ST	FAIRMOUNT PL	SUPERIOR ST	454	604	0.32	0.42	0.16	UMIA
1601	FOGWELL PKWY	WINTERS RD	GENERAL MOTORS ENT	217	160	0.18	0.14	0.88	RMAC
1602	FOGWELL PKWY	GENERAL MOTORS ENT	LAFAYETTE CTR RD	230	240	0.19	0.20	0.21	RMAC
3630	WEST COUNTY LINE RD	.6M N/O ARCOLA RD	ARCOLA RD	278	305	0.47	0.52	0.65	RMIA
3631.1	WEST COUNTY LINE RD	ARCOLA RD	BASS RD	215	214	0.36	0.36	0.97	RMIA
3632	WEST COUNTY LINE RD	BASS RD	SR 14	230	221	0.32	0.31	1.02	UMIA
3633	WEST COUNTY LINE RD	SR 14	COVINGTON RD	210	235	0.29	0.33	1.10	UMIA
3634	WEST COUNTY LINE RD	COVINGTON RD	ABOITE CTR RD	197	211	0.28	0.30	0.99	UMIA
3635	WEST COUNTY LINE RD	ABOITE CTR RD	LIBERTY MILLS RD	161	158	0.23	0.22	0.75	UMIA
3636	WEST COUNTY LINE RD	LIBERTY MILLS RD	US 24 WEST	115	110	0.16	0.15	1.65	UMIA
6022.1	US 30/US 33 INTERCHANGE	RAMP B		0	0	0.00	0.00	0.48	UOFE
6022.2	US 30/US 33 INTERCHANGE	RAMP C		577	834	0.48	0.70	0.25	UOFE
6022.3	US 30/US 33 INTERCHANGE	RAMP D		0	0	0.00	0.00	0.30	UOFE
6022.4	US 30/US 33 INTERCHANGE	RAMP F		79	93	0.07	0.08	0.41	UOFE
8066	DAWKINS RD	.3M E/O RYAN RD	WEBSTER RD	122	158	0.21	0.27	1.72	RMAC
8101	SR 37	BARNETT RD	NOTESTINE RD	395	431	0.67	0.73	0.94	RMAC
8102	SR 37	NOTESTINE RD	THIMLER RD	347	397	0.59	0.67	0.32	RMAC
8140	SR 1	DEVALL RD	ROTH RD	205	164	0.38	0.30	1.30	RMAC

Appendix B

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

66	**Wells St:** Superior St to Coliseum Blvd	4/07 - 5/07	08
67	**Lake Ave / Columbia Ave:** Calhoun St to Helen Dr	9/07 - 3/08	08
68	**Anthony Blvd:** Coliseum Blvd to Ferguson Rd	9/07 - 3/08	08
69	**Gump Rd:** Lima Rd to Souder Rd	9/07 - 4/08	08
70	**Rudisill Blvd:** Broadway to Anthony Blvd	3/08 - 4/08	08
71	**Main St / Broadway / Bluffton Rd:** Calhoun St to I 469	3/08 - 5/08	08
72	**Meyer Rd:** Old Maumee Rd to Paulding Rd	9/08 - 10/08	09
73	**Pontiac St / Coliseum Blvd:** Fairfield Ave to McCormick Ave	9/08 - 10/08	09
74	**West County Line Rd**: Leesburg Rd to US 24 West	10/08 - 2/09	09
75	**Ferguson Rd**: Airport Expressway to US 27	10/08 - 3/09	09
76	**Ardmore Ave / Hillegas Rd:** Airport Expressway to Bass Rd	2/09 - 5/09	09
77	**Hillegas Rd / Huguenard Rd / Till Rd / Bethel Rd:** Illinois Rd to Carroll Rd	2/09 - 3/09	09
78	**Taylor St:** Jefferson Blvd to Fairfield Ave	3/09 - 5/09	09
79	**Wheelock Rd:** Stellhorn Rd to St Joe Rd	9/09 - 10/09	10
80	**Flutter Rd / St Joe Rd:** Mayhew Rd to Schwartz Rd	9/09 - 10/09	10
81	**Sherman Blvd / Van Buren St:** Jefferson Blvd to Coliseum Blvd	9/09 - 10/09	10
82	**Trier Rd / Landin Rd:** Hobson Rd to Maysville Rd & Maysville Rd to Lincoln Hwy (NH)	10/09 - 1/10	10
83	**Crescent Ave / Stellhorn Rd / Maysville Rd:** Columbia Ave to St Joe Ctr Rd	1/10 - 3/10	10
84	**Washington Ctr Rd / St. Joe Ctr Rd:** US 33 to Schwartz Rd	10/09 - 9/10	11
85	**Airport Expressway / Paulding Rd:** Smith Rd to Adams Center Rd	9/10 - 11/10	11
86	**Calhoun St:** Superior St to Paulding Rd	9/10 - 11/10	11
87	**Parnell Ave / St Joe Blvd:** Clinton St to Main St	11/10 - 3/11	11
88	**Old Mill Rd / Pettit Ave:** Bluffton Rd to Anthony Blvd	11/10 - 3/11	11
89	**Ardmore Ave / Hillegas Rd:** Lower Huntington Rd to Bass Rd	3/11 - 6/11	12
90	**Aboite Ctr Rd / Engle Rd:** Eggeman Rd to Wawonaissa Tr	3/11 - 8/11	12
91	**State Blvd:** Sherman Blvd to Beacon St	8/11 - 11/11	12
92	**Fritz Rd / Hand Rd:** Downy Ave to Greenwell Rd	9/11 - 11/11	12
93	**Dupont Rd / SR 1:** Bethel Rd to Popp Rd	10/11 - 1/12	12
94	**Kroemer Rd / Haeman Rd / Butler Rd / Harris Rd:** Coliseum Blvd to Bass Rd	12/11 - 3/12	12
95	**Illinois Rd / SR 14:** Freeman St to West County Line Rd	1/12 - 5/12	13
96	**Covington Rd:** Brooklyn Ave to Homestead Rd	3/12 - 5/12	13
97	**Lima Rd / SR 3:** Carroll Rd to Coliseum Blvd	9/12 - 10/12	13
98	**Rudisill Blvd:** Broadway to Anthony Blvd	9/12 - 10/12	13
99	**Clinton St / Lafayette St / Spy Run Ave / Lima Rd:** Coliseum Blvd to Jefferson Blvd	10/12 - 11/12	13
100	**Wayne Trace / Hessen Cassel Rd:** Anthony Blvd to US 27	10/12 - 11/12	13
101	**Coliseum Blvd / SR 930:** Goshen Rd to Trier Rd	11/12 - 12/12	13
102	**Coldwater Rd**: Washington Center Rd to Gump Rd	11/12 - 12/12	13
103	**Maplecrest Rd:** St Joe Rd to Moeller Rd	12/12 - 2/13	13
104	**Lake Ave / Columbia Ave:** Calhoun St to Maysville Rd	12/12 - 2/13	13
105	**Dupont Rd:** SR 3 to Auburn Rd	2/13 - 5/13	13
106	**Goshen Road / US 33:** State Blvd to Johnson Rd	10/13 - 11/13	14
107	**Clinton St / Lafayette St / US 27:** Jefferson Blvd to Bostick Rd	10/13 - 11/13	14
108	**Clinton St / Tonkel Rd:** Dunnwood Dr to Union Chapel Rd	1/14 - 3/14	14
109	**Auburn Rd:** Clinton St to Union Chapel Rd	2/14 - 4/14	14
110	**Jefferson Blvd / US 24 West:** Main St to Homestead Rd	1/14 - 5/14	14
111	**Reed Rd**: Lake Ave to Evard Rd	4/14 - 5/14	14
112	**State Blvd / Maysville Rd:** Coliseum Blvd to I-469	8/14 - 10/14	15
113	**Lower Huntington Rd/Tillman Rd:** I-69 to I-469	8/14 - 10/14	15
114	**Minnich Rd:** Lincoln Highway to Tillman Rd	11/14 - 3/15	15
115	**Leo Rd / SR 1:** Popp Rd to Schlatter Rd	1/15 - 3/15	15
116	**Carroll Road / Union Chapel Road:** Hand Road to SR 1	8/15 - 9/15	16
117	**Fairfield Avenue / Wells Street:** Lower Huntington Road to State Boulevard	9/15 - 10/15	16
118	**Bethel Road / Huguenard Road:** Hathaway Road to Ludwig Road	10/15 - 11/15	16
119	**Washington Boulevard / SR 930 / US 30:** Kitch Street to Doyle Road	1/16 - 2/16	16
120	**Dupont Road:** Coldwater Road to Tonkel Road	1/16 - 3/16	16
121	**Jefferson Boulevard / Maumee Avenue / Washington Boulevard:** Ardmore Avenue to Kit	2/16 - 4/16	16
122	**Wallen Road:** Johnson Road to Clinton Street	3/16 - 4/16	16
123	**New Haven Avenue / Lincoln Highway:** Wayne Trace to Doyle Road	9/16 - 10/16	17
124	**Bass Road / Spring Street:** Scott Road to Wells Street	10/16 - 11/16	17
125	**Coliseum Boulevard:** Trier Road to New Haven Avenue	9/16 - 12/16	17
126	**Liberty Mills Road:** Ellison Road to West County Line Road	10/16 - 12/16	17
127	**Homestead Road / Scott Road:** Lower Huntington Road to Bass Road	1/17 - 3/17	17
128	**Adams Center Road / Marion Center Road:** SR 930 to US 27	1/17 - 3/17	17
129	**Hanna Street:** Berry Street to Hanna Way	9/17 - 10/17	18
130	**Cook Road:** N. Clinton Street to O'Day Road	11/17 - 1/18	18
131	**Creighton Avenue:** Broadway to Euclid Avenue	9/17 - 10/17	19
132	**Oxford Street / Moeller Road:** Lafayette Street to Minnich Road	11/17 - 1/18	19

133	**Hobson Road / St Joe Road / Mayhew Road / Clinton Street / Tonkel Road:** Trier Road t	1/18 - 3/18	19
134	**Main Street / Broadway / Bluffton Road:** Calhoun Street to I 469	1/18 - 3/18	19
135	**West County Line Road:** Leesburg Road to US 24 West	9/18 - 10/18	19
136	**Rothman Road:** St Joe Road to Wheelock Road	9/18 - 12/18	19
137	**Anthony Boulevard:** Coliseum Boulevard to Ferguson Road	2/19 - 3/19	19
138	**Hobson Road:** Lake Avenue to Trier Road	2/19 - 3/19	19
139	**Pontiac St / Coliseum Blvd:** Fairfield Ave to Schele Ave	10/19 - 11/19	20
140	**Coverdale Rd / Indianapolis Rd:** Lower Huntington Rd to I 469	10/19 -12/19	20
141	**Gump Rd:** Lima Rd to Souder Rd	1/20 - 2/20	21
142	**Coldwater Road:** Clinton Street to Gump Road	1/20 - 3/20	21
143	**Taylor St**: Jefferson Blvd to Fairfield Ave	9/20 - 11/20	21
144	**Aboite Ctr Rd / Engle Rd**: Eggeman Rd to Wawonaissa Tr	9/20 - 1/21	21
145	**Wayne Trace:** Anthony Boulevard to Marion Center Rd	1/21 - 2/21	21
146	**Crescent Avenue / Stellhorn Road:** Columbia Avenue to Saint Joe Center Road	2/21 - 3/21	21
147	**Shoaff Road:** Johnson Road to Auburn Road	9/21 - 10/21	22
148	**Doyle Road:** Old US 24 E to E Tillman Road	8/21 - 11/21	22

Appendix C

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Aboite Ctr Rd													
	Coventry Ln	FY12	7:00-8:00am	C	B	C	C	C	0.00	0.66	26.1	0.00%	0.00%
	Dicke Rd W	FY12	7:15-8:15am	C	D	C	C	C	0.00	0.54	25.8	0.00%	0.00%
	Homestead Rd	FY17	5:00-6:00pm	C	C	C	B	C	0.00	0.00	24.4	0.00%	0.00%
	Jefferson Blvd	FY12		E	F	F	E	F	0.00	1.46	152.3	0.00%	0.00%
	Westlakes Dr	FY16	5:00-6:00pm	B	B	C	C	B	0.00	0.00	18.5	0.00%	0.00%
Airport Expressway													
	Ardmore Ave	FY17	4:15-5:15pm	C	C	B	B	C	0.00	0.00	20.6	0.00%	0.00%
	Baer Rd /Indianapolis Rd	FY06	5:00-6:00pm	B	B	D	B	B	0.00	0.62	18.5	0.00%	0.00%
	Bluffton Rd	FY17	4:15-5:15pm	C	C	C	C	C	0.00	0.00	26.3	0.00%	0.00%
	Fairfield Ave	FY06	5:00-6:00pm	B	B	B	B	B	0.00	0.47	16.8	0.00%	0.00%
	Lower Huntington Rd	FY17	7-8am	C	C	C	C	C	0.00	0.00	25.3	0.00%	0.00%
	Winchester Rd	FY06	5:00-6:00pm	B	B	B	B	B	0.00	0.49	15.1	0.00%	0.00%
Anthony Blvd													
	Coliseum Blvd	FY97						F					
	Creighton Ave	FY06	3:00-4:00pm	C	B	B	B	B	0.00	0.51	14.7	0.00%	0.00%
	Crescent Ave	FY19	7:30-8:30am	C	D	C	C	C	0.00	0.54	27.6	0.00%	0.00%
	Lafayette St (US 27)	FY01						C					
	Maumee Ave	FY96		B		B	B	B	0.66	0.71	10.5	0.00%	0.00%
	Mckinnie Ave	FY06	3:00-4:00pm	B	B	B	A	B	0.00	0.38	14.4	0.00%	0.00%
	Oxford St	FY06	3:00-4:00pm	B	B	B	B	B	0.00	0.51	15.9	0.00%	0.00%
	Paulding Rd	FY20	4:30-5:30pm	D	D	D	D	D	0.00	0.00	49.5	0.00%	0.00%
	Pettit Ave	FY06	4:00-5:00pm	C	C	C	C	C	0.00	0.60	26.9	0.00%	0.00%
	Pontiac St	FY06	3:00-4:00pm	C	C	C	A	C	0.00	0.59	21.6	0.00%	0.00%
	Rudisill Blvd	FY06	4:00-5:00pm	C	C	C	B	C	0.00	0.58	20.7	0.00%	0.00%
	St Joe River Dr	FY08	4:00-5:00pm	B	B	A	A	A	0.00	0.56	9.0	0.00%	0.00%
	State Blvd	FY19	7:30-8:30am	E	E	E	E	E	0.00	0.00	69.3	0.00%	0.00%
	Washington Blvd	FY90	3:30-4:30					B	0.00	0.69	15.7	0.00%	0.00%
	Wayne Trace	FY18	4:30-5:30pm		B	B	B	B	0.00	0.61	16.0	0.00%	0.00%
Apple Glen Blvd													
	W Jefferson Blvd	FY15	4:45-5:45pm	C	C	D	E	C	0.00	0.75	34.4	0.00%	0.00%
Ardmore Ave													
	Covington Rd	FY21	4:30-5:30pm	B	B	A	B	B	0.00	0.00	12.9	0.00%	0.00%
	Engle Rd	FY21	3:30-4:30	C	C	C	C	C	0.00	0.00	24.8	0.00%	0.00%
	Jefferson Blvd	FY21	4:30-5:30pm	C	C	D	E	D	0.00	0.00	42.0	0.00%	0.00%
	Lower Huntington Rd	FY21	4:30-5:30pm	C	E	C	B	C	0.00	0.00	34.8	0.00%	0.00%
	Taylor St	FY21	4:15-5:15pm	B	B	D	D	D	0.00	0.00	45.5	0.00%	0.00%
Auburn Rd													
	Auburn Park Blvd	FY09	4:45-5:45pm					NA	0.00	0.00	0.0	0.00%	0.00%
	Clinton St	FY14	7:15-8:15am	F	D	C	D	D	0.00	0.86	53.1	0.00%	0.00%
	Dupont Rd	FY20	7:15-8:15am	C	C	F	E	D	0.00	0.00	52.6	0.00%	0.00%
Avalon Way													
	Dupont Rd	FY08	4:30-5:30pm	B	B	B	C	B	0.00	0.62	16.8	0.00%	0.00%
Avenue of Autos													
	Illinios Rd	FY08	4:45-5:45pm	A	B	E	E	B	0.00	0.55	19.7	0.00%	0.00%

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Barr St													
	Jefferson Blvd	FY06	7:30-8:30am	A		C	C	A	0.38	0.45	4.2	0.00%	0.00%
	Washington Blvd	FY06	4:15-5:15pm		A	B	C	A	0.42	0.49	5.2	0.00%	0.00%
Bass Rd													
	Thomas Rd	FY09	4:45-5:45pm	B	C	E	E	D	0.00	0.46	39.6	0.00%	0.00%
Beacon St													
	State Blvd	FY08	3:00-4:00pm	A	A	C	B	B	0.00	0.51	10.6	0.00%	0.00%
Berry St													
	Clay St	FY15	7:30-8:30am		B	B	B	B	0.00	0.32	14.0	0.00%	0.00%
	Ewing St	FY92	4:30-5:30					B	0.00	0.39	12.0	0.00%	0.00%
	Lafayette St	FY94						B					
Bethel Rd													
	Carroll Rd	FY19	3:30-4:30pmm	C	C	F	C	D	0.00	0.00	54.7	0.00%	0.00%
Bishop Dwenger HS													
	Washington Ctr Rd	FY10	4;15-5:15pm	A	A	E	E	B	0.00	0.45	15.4	0.00%	0.00%
Bluffton Rd													
	Broadway	FY22	4:45pm	D	A	E	D	D			47.3		
	Brooklyn Rd	FY94	5:00-6:00	B	C		C	C	0.63	0.70	16.0	0.00%	0.00%
	Engle Rd	FY16	4:30-5:30pm	E		B	C	D	0.00	0.00	35.6	0.00%	0.00%
	Ferguson Rd	FY21	3-4pm	B	B	B	A	B	0.00	0.00	10.4	0.00%	0.00%
	Lower Huntington Rd	FY17	4:30-5:30pm	C	C	C	C	C	0.00	0.00	26.2	0.00%	0.00%
	Old Trail Rd	FY21	3:30-4:30	B	B	B	A	B	0.00	0.00	12.5	0.00%	0.00%
	Pleasant Ctr Rd	FY18	4:30-5:30pm	E	E	A	A	A	0.00	0.00	8.1	0.00%	0.00%
	Sandpoint Rd	FY89						B					
	Winchester Rd	FY16	7:30-8:30am		C	C	C	C	0.00	0.50	23.0	0.00%	0.00%
Broadway													
	Jefferson Blvd	FY21	4:30-5:30pm	B		B	C	B	0.00	0.00	18.9	0.00%	0.00%
	Rudisill Blvd	FY09	5:00-6:00		B	C	C	C	0.48	0.69	20.3	0.00%	0.00%
	Taylor St	FY21	4-5pm	C	C	B	D	C	0.68	0.85	27.5	0.00%	0.00%
	Washington Blvd	FY21	4:30-5:30pm		A	C	C	B	0.00	0.56	15.9	0.00%	0.00%
Brooklyn Ave													
	Covington Rd	FY89	3:30-4:30					B	0.00	0.70	16.4	0.00%	0.00%
	Nuttman Ave	FY89	4:30-5:30					A	0.00	0.47	5.9	0.00%	0.00%
Brookwood Dr													
	SR 930	FY98						B					
Butler Rd													
	Hillegas Rd	FY14	7:15-8:15am	C	C	B	B	B	0.00	0.69	17.8	0.00%	0.00%
Calhoun St													
	Jefferson Blvd	FY02	4:30-5:30pm	B		C	C	B	0.73	0.84	21.2	0.00%	0.00%
	Paulding Rd	FY22	5:00-6:00pm	D	C	C	D	D	0.77	0.00	35.4	0.00%	0.00%
	Pontiac St	FY90	3:00-4:00					B	0.00	0.48	11.5	0.00%	0.00%
	Rudisill Blvd	FY90	4:00-5:00					B	0.00	0.50	12.1	0.00%	0.00%
	Washington Blvd	FY12	7:30-8:30am		C	B	B	C	0.00	0.63	20.4	0.00%	0.00%
Canterbury Blvd													
	St Joe Rd	FY08	5:00-6:00pm	B		D	D	D	0.00	0.73	40.6	0.00%	0.00%

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Carew St													
	State Blvd	FY08	3:00-4:00pm	A	A	B	B	B	0.00	0.43	10.8	0.00%	0.00%
Carroll Rd													
	Lima Rd/SR 3	FY01	5:00-6:00pm	C	C	B	B	B	0.52	0.70	19.8	0.00%	0.00%
Cedar Canyons Rd													
	SR 3	FY12							0.00	0.00	0.0	0.00%	0.00%
Clay St													
	Main St	FY17	4:30-5:30pm	A		C	B	B	0.00	0.55	11.0	0.00%	0.00%
Clinton St													
	Coldwater Rd	FY10	5:00-6:00	E	E	F	D	E	0.00	0.93	79.6	0.00%	0.00%
	Coliseum Blvd	FY91						E					
	Fairington Dr	FY05	4:30-5:30	C	D	B	A	B	0.60	0.72	11.9	0.00%	0.00%
	Jefferson Blvd	FY90						C					
	Lafayette St /Mckinnie St	FY18	4:15-5:15pm	C	C	C	B	C	0.00	0.79	20.9	0.00%	0.00%
	Main St	FY10						B					
	Mayhew Rd	FY21	3:30-4:30pm	C	E	D	D	D	0.00	0.64	50.3	0.00%	0.00%
	Medical Park Dr	FY05	3:00-4:00	D	E	B	B	B	0.64	0.77	18.4	0.00%	0.00%
	Parnell Ave	FY05	4:30-5:30	D	D	C	D	D	0.59	0.67	35.3	0.00%	0.00%
	Pontiac St	FY98						C					
	SR 1 N	FY12	4:45-5:45pm	C	C	C	C	C	0.00	0.53	26.5	0.00%	0.00%
	State Blvd	FY10	7:15-8:15AM	E	D		C	D	0.00	0.85	37.5	0.00%	0.00%
	Washington Blvd	FY21	4:30-5:30pm		C		B	C	0.00	0.83	20.6	0.00%	0.00%
Cold Springs Blvd / Nothrop													
	Cook Rd	FY20	3:45-4:45pm	C	C	F	F	D	0.00	0.00	47.1	0.00%	0.00%
Coldwater Rd													
	Coldwater Crossing	FY16	5:00-6:00	E	E	C	C	C	0.00	0.00	27.8	0.00%	0.00%
	Coliseum Blvd	FY00						F					
	Collins Dr	FY09	5:00-6:00pm	D	C	F	F	F	0.76	0.89	131.5	0.00%	0.00%
	Cook Rd	FY20	4:30-5:30pm	F	F	D	C	E	0.00	0.00	66.6	0.00%	0.00%
	Dupont Rd	FY20	4:30-5:30pm	D	E	C	D	D	0.00	0.00	46.8	0.00%	0.00%
	Essex Ln	FY09	4:30-5:30pm	E	E	B	B	C	0.00	0.65	24.2	0.00%	0.00%
	Glenbrook Square Mall	FY09	4:30-5:30pm	E	E	B	D	D	0.00	0.52	35.8	0.00%	0.00%
	Interstate- 69 Ramp	FY10	4:30-5:30pm	C			A	B	0.00	0.64	15.1	0.00%	0.00%
	Mill Lake Rd	FY05	5:00-6:00pm	F	F	A	A	NA	0.00	0.00	0.0	0.00%	0.00%
	Northwest Passage	FY08	4:30-5:30pm	C	C	B	B	B	0.00	0.72	16.7	0.00%	0.00%
	Riley Dr	FY12	7:00-8:00am	B	B	C	C	C	0.00	0.56	27.8	0.00%	0.00%
	Union Chapel Rd	FY22	6:15-7:15am	D	F	D	E	E	0.00	0.00	66.1	0.00%	0.00%
	Wallen Rd	FY12	4:45-5:45PM	D	F	D	D	D	0.00	0.96	53.0	0.00%	0.00%
	Washington Ctr Rd	FY15	7:00-8:00am	D	D	D	F	E	0.00	0.84	79.8	0.00%	0.00%
Coliseum Blvd													
	Crescent Ave	FY99						F					
	Goshen Rd	FY14	7:15-8:15am	D	C	C	F	E	0.00	0.98	59.9	0.00%	0.00%
	Hillegas Rd	FY14	4:30-5:30PM	C	F	B	B	C	0.00	0.79	33.0	0.00%	0.00%
	Hobson Rd	FY19	7:30-8:30am	C	C	E	E	D	0.00	0.00	37.6	0.00%	0.00%
	Lake Ave	FY16	7:30-8:30am	E	E	D	D	D	0.00	0.00	47.1	0.00%	0.00%

Signalized Intersections Counted

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	New Haven Ave	FY90	4:30-5:30					-	0.00	0.75	26.8	0.00%	0.00%
	Parnell Ave	FY09						E					
	Paul Shaffer Dr	FY09		A	C	E	F	C	0.00	0.87	21.1	0.00%	0.00%
	Speedway Dr	FY18	4:30-5:30pm	C	B	D	F	C	0.00	0.00	31.1	0.00%	0.00%
	State Blvd	FY98						F					
Cook Rd													
	Huguenard Rd	FY20	4:30-5:30	C	C	C	C	C	0.00	0.72	30.3	0.00%	0.00%
	Lima Rd	FY98						F					
Corporate Dr													
	Parkview Plaza Dr	FY22	2:15pm	C	C	A	C	B			17.7		
Coventry Ln													
	Falls Dr	FY10	5:00-6:00pm	B	B	D	D	C	0.00	0.63	29.2	0.00%	0.00%
	US 24	FY98						B					
Covington Rd													
	Getz Rd	FY09	4:30-5:30pm	C	C	C	D	C	0.00	0.57	33.9	0.00%	0.00%
	Homestead Rd	FY20	5:00-6:00pm	C	B	C		B	0.00	0.00	16.7	0.00%	0.00%
	Jefferson Blvd	FY15	7:15-8:15pm	D	E	C	B	D	0.00	0.72	36.6	0.00%	0.00%
Crescent Ave													
	Hobson Rd	FY07		E	E	E	E	E	0.00	0.94	63.5	0.00%	0.00%
	Lawshe Dr	FY07		D	C	C	D	D	0.00	0.70	35.6	0.00%	0.00%
	State St	FY08	4:45-5:45pm	E	D	D	D	D	0.00	0.82	52.5	0.00%	0.00%
Dartmouth Dr													
	Washington Ctr Rd	FY07	5:00-6:00pm	F	F	D	D	F	0.87	1.03	169.9	0.00%	0.00%
Dean Dr													
	St Joe Rd	FY10	4:45-5:45pm	E	C	D	C	D	0.00	0.91	36.6	0.00%	0.00%
Dupont Rd													
	Interstate-69 W Ramp	FY95						B					
	Kroger	FY08	4:30-5:30pm	C	C	B	B	C	0.00	0.61	23.6	0.00%	0.00%
	La Cabraeh Ln	FY08	4:30-5:30pm	C	D	C	E	D	0.00	0.95	38.9	0.00%	0.00%
	Lima Rd	FY03						C					
	Longwood Dr	FY12	4:30-5:30pm	C	B	D	D	C	0.00	0.81	25.3	0.00%	0.00%
	Pine Mills Rd	FY08	4:30-5:30pm	C	B	B	B	B	0.00	0.54	19.5	0.00%	0.00%
Edith Ave													
	State Blvd	FY16	4:45-5:45pm	B	C	B		B	0.00	0.46	20.4	0.00%	0.00%
Ewing St													
	Jefferson Blvd	FY11	4:30-5:30pm	A		C		B	0.00	0.56	13.0	0.00%	0.00%
	Washington Blvd	FY11	4:30-5:30pm		B	B		B	0.00	0.61	13.5	0.00%	0.00%
Fairfield Ave													
	Home Ave	FY11	4:45-5:45pm	B		A	A	A	0.34	0.41	9.5	0.00%	0.00%
	Main St	FY18	4:30-5:30pm	B	C	C	C	C	0.00	0.00	23.4	0.00%	0.00%
	Rudisill Blvd	FY08						C	0.00	0.76	21.7	0.00%	0.00%
	Taylor St	FY89	4:30-5:30					C	0.00	0.59	21.6	0.00%	0.00%
	Washington Blvd	FY11	4:30-5:30pm		A		C	B	0.00	0.60	11.6	0.00%	0.00%
Falls Dr													
	Liberty Mills Rd	FY08						NA	0.00	0.00	0.0	0.00%	0.00%

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Fogwell Parkway													
	Lafayette Ctr Rd	FY19	2-3pm	C	C	C	C	C	0.00	0.00	22.6	0.00%	0.00%
Fourth St													
	Spy Run Ave	FY10		B		A		A	0.00	0.72	6.2	0.00%	0.00%
Freeman St													
	Jefferson Blvd	FY11	4:30-5:30pm	D	C	F	D	D	0.00	1.02	49.8	0.00%	0.00%
	Taylor St	FY20	4:30-5:30pm	A	A	A	B	A	0.00	0.00	9.7	0.00%	0.00%
Gary St/Southtown Mall													
	Tillman Rd	FY01	3:15-4:15pm	C	C	C	C	C	0.24	0.40	23.4	0.00%	0.00%
Gateway Plaza													
	Goshen Ave	FY14	4:30-5:30pm	B	A	C		B	0.00	0.63	12.4	0.00%	0.00%
Getz Rd													
	Illinois Rd	FY16	7:30-8:30am	C	C	D	D	C	0.00	0.00	27.5	0.00%	0.00%
	Jefferson Blvd	FY15	4:30-5:30pm	B	B	D	E	C	0.00	0.78	25.0	0.00%	0.00%
Goshen Rd													
	Harris Rd	FY14	4:30-5:30pm	A	A		C	A	0.00	0.55	9.4	0.00%	0.00%
	Independence Dr	FY14	7:15-8:15am	C		A	D	C	0.00	0.72	29.2	0.00%	0.00%
	Sherman Blvd	FY14	4:30-5:30pm	F	D	D	D	F	0.00	1.03	95.2	0.00%	0.00%
	State Blvd	FY14	4:30-5:30pm	D	C	E	D	D	0.00	0.70	35.6	0.00%	0.00%
Green St													
	SR 930	FY98						B					
Gump Rd													
	SR3	FY19	7:15-8:15am	C	D	C	C	C	0.00	0.00	30.0	0.00%	0.00%
Hadley Rd													
	SR 14	FY14	4:45-5:45pm	D	D	B	D	D	0.00	0.99	36.3	0.00%	0.00%
Hanna St													
	Paulding Rd	FY20	8-9AM	C	B	A	A	B	0.00	0.00	13.3	0.00%	0.00%
Harrison St													
	Jefferson Blvd	FY02	4:30-5:30pm	C		B	C	C	0.69	0.79	30.5	0.00%	0.00%
	Washington Blvd	FY02	4:30-5:30pm		C	B	B	B	0.45	0.52	19.6	0.00%	0.00%
Hartzell Rd													
	Lincoln Highway	FY91	4:00-5:00					C	0.00	0.76	21.0	0.00%	0.00%
	SR 930	FY98						B					
Hessen Cassel Rd													
	Paulding Rd	FY20	4:30-5:30	B	B	B	B	B	0.00	0.00	11.2	0.00%	0.00%
Hillegas Rd													
	Independence Dr	FY14	4:30-5:30pm		B	C	C	B	0.00	0.75	19.8	0.00%	0.00%
	State Blvd	FY14	5:00-6:00pm	C	D	D	C	D	0.00	0.82	35.9	0.00%	0.00%
Hobson Rd													
	Lake Ave	FY10	4:30-5:30pm	B	C		B	B	0.00	0.53	18.5	0.00%	0.00%
	Trier Rd	FY19	4:30-5:30pm	B	B	A	A	A	0.00	0.00	9.9	0.00%	0.00%
Huguenard Rd													
	Washington Ctr Rd	FY14	4:45-5:45pm	D	D	E	D	D	0.00	0.90	49.6	0.00%	0.00%
Illinois Rd													
	Illinois Rd S	FY19	4:15-5:15pm	A	B	D	E	B	0.00	0.00	17.7	0.00%	0.00%

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	Magnavox Way	FY19	4:30-5:30pm	C	C	E	F	D	0.00	0.00	44.9	0.00%	0.00%
	Reckeweg Rd	FY17	4:45-5:45pm	B	B	E	D	B	0.00	0.00	17.1	0.00%	0.00%
	Thomas Rd	FY07							0.00	0.00	0.0	0.00%	0.00%
Illinois Rd S													
	Jefferson Blvd	FY21	4:45-5:45pm	B	C		D	C	0.00	0.00	24.6	0.00%	0.00%
Indiana Ave													
	Rudisill Blvd	FY11	4:45-5:45pm	B	B	B	B	B	0.32	0.38	12.3	0.00%	0.00%
Interstate 69 E Ramp													
	Jefferson Blvd	FY08		F	A	F		F	0.00	1.32	107.2	0.00%	0.00%
	SR 1	FY97						C					
Interstate 69 W Ramp													
	SR 14	FY11		A	B		D	B	0.00	0.65	16.7	0.00%	0.00%
	US 24(West)	FY08		F	A		F	F	0.00	1.41	167.1	0.00%	0.00%
Jefferson Blvd													
	Covington Plaza E	FY15	4:45-5:45pm	B	B	D	D	C	0.55	0.59	22.0	0.00%	0.00%
	Covington Plaza W	FY15	4:45-5:45pm	B	B	E	D	C	0.82	0.64	23.7	0.00%	0.00%
	Jefferson Point	FY15	4:45-5:45pm	A	A	D	D	B	0.00	0.55	12.2	0.00%	0.00%
	Lafayette St	FY21	4:30-5:30pm	B		B		B	0.00	0.83	19.2	0.00%	0.00%
	Mallard Cove Ln	FY15	4:45-5:45pm	A	A	E	E	B	0.00	0.57	10.6	0.00%	0.00%
	Olde Canal Place	FY18	4:45-5:45pm	D	E	F	F	E	0.00	0.00	63.6	0.00%	0.00%
	Times Corners	FY09	4:45-5:45pm	A	C		D	B	0.00	0.55	18.3	0.00%	0.00%
	Webster St	FY02	4:30-5:30pm	C		B	B	C	0.57	0.65	31.2	0.00%	0.00%
Kroemer Rd													
	US 30	FY98	4:00-5:00	B	B	D	D	B	0.54	0.58	12.8	0.00%	0.00%
Lafayette Ctr Rd													
	Zubrick Rd	FY98	3:30-4:30	C	C	D	C	C	0.20	0.22	20.6	0.00%	0.00%
Lafayette St													
	Main St	FY10						B					
	Paulding Rd	FY06						C					
	Rudisill Blvd	FY89						C					
	Southtown Blvd	FY07						C					
	Tillman Rd	FY01						C					
	Washington Blvd	FY92						B					
Lahmeyer Rd													
	St Joe Ctr Rd	FY01	5:00-6:00	F	D			E	0.00	0.00	41.1	0.00%	0.00%
	State Blvd	FY14	7:00-8:00am	B	C	D	C	C	0.00	0.77	22.2	0.00%	0.00%
	Stellhorn Rd	FY19	4:45-5:45pm	C	B	C	C	C	0.00	0.00	26.2	0.00%	0.00%
Lake Ave													
	Randallia Dr	FY10	4:30-5:30pm	B	A	B	B	B	0.00	0.58	11.1	0.00%	0.00%
	Reed Rd	FY99	5:00-6:00	C	C	C	C	C	0.55	0.61	15.8	0.00%	0.00%
Landin Rd													
	North River Rd	FY02						NA					
Ley Rd													
	Lima Rd	FY98						F					
Liberty Mills Rd													

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
	US 24	FY08		C	D	D	F	D	0.00	0.87	51.4	0.00%	0.00%
Lima Rd													
	Glenbrook Commons	FY17	4:30-5:30pm	F	E	B	A	B	0.00	0.00	16.3	0.00%	0.00%
Lima Rd/ SR 3													
	Lima Valley Dr	FY98						A					
	Ludwig Rd	FY98						C					
	Orlando Dr	FY98						F					
	Wallen Rd	FY98						C					
	Washington Ctr Rd	FY12		D	E	D	C	D	0.00	0.88	40.8	0.00%	0.00%
Lincoln Highway													
	SR 930	FY98						D					
Lower Huntington Rd													
	Winchester Rd	FY90	4:30-5:30					B	0.00	0.34	10.7	0.00%	0.00%
Main St													
	Van Buren St	FY89	3:30-4:30					B	0.00	0.52	9.3	0.00%	0.00%
Maplecrest Rd													
	Nelson Rd	FY19	7:15-8:15am	B		A	B	B	0.00	0.00	11.1	0.00%	0.00%
	Northwood Shopping Center	FY09		D	D	B	B	C	0.00	0.65	24.0	0.00%	0.00%
	Rothman Rd	FY17	5:45-6:45pm	D	D	C	D	D	0.00	0.00	35.8	0.00%	0.00%
	St Joe Ctr Rd	FY17	4:45-5:45	D	D	D	D	D	0.00	0.00	49.7	0.00%	0.00%
	St Joe Rd	FY06	7:00-8:00am	C		B	B	B	0.59	0.71	16.7	0.00%	0.00%
	State Blvd	FY14	4:45-5:45pm	E	F	F	D	E	0.00	0.88	77.1	0.00%	0.00%
	Stellhorn Rd	FY15	5:00-6:00pm	D	C	D	D	D	0.00	0.75	45.7	0.00%	0.00%
	Trier Rd	FY14	2:45-3:45pm	F	D	D	D	D	0.00	1.01	53.4	0.00%	0.00%
Mayhew Rd													
	St Joe Rd	FY19	4:30-5:30pm	B	A		C	B	0.77	0.00	14.1	0.00%	0.00%
Maysville Rd													
	Meijer Dr	FY14	5:00-6:00pm	D	D	D	D	D	0.00	0.00	40.5	0.00%	0.00%
	State Blvd	FY19	4:45-5:45PM	A	A	B		B	0.00	0.00	10.5	0.00%	0.00%
	Stellhorn Rd	FY13	4:45-5:45pm	C	B	D	C	C	0.00	0.87	31.4	0.00%	0.00%
Minnich Rd													
	SR 930	FY98						B					
New Vision Dr													
	Parkview Plaza Dr	FY21	2:00-3:00pm	C		B	A	B	0.00	0.27	17.0	0.00%	0.00%
Northwood Shopping Center													
	Stellhorn Rd	FY09	4:45-5:45pm	D	C	C	C	C	0.00	0.72	33.2	0.00%	0.00%
Oxford St													
	Wayne Trace	FY08	4:45-5:45pm	B	B	A	A	A	0.00	0.52	8.1	0.00%	0.00%
Parkview Plaza Dr													
	SR 1	FY12	4:30-5:30pm	B	B	E	F	F	0.00	0.80	109.3	0.00%	0.00%
Parnell Ave													
	Memorial Coliseum	FY19	5:00-6:00pm		C	B	A	B	0.00	0.00	10.7	0.00%	0.00%
	State Blvd	FY08	5:00-6:00pm	D	D	D	D	D	0.00	0.70	45.3	0.00%	0.00%
Putnam St													
	Wells St	FY16	4:45-5:45pm	C	C	B	A	B	0.00	0.57	12.9	0.00%	0.00%

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
Randallia Dr													
	State Blvd	FY08	3:00-4:00pm	B	B	C		B	0.00	0.52	15.4	0.00%	0.00%
Reed Rd													
	St Joe Ctr Rd	FY19	7:15-8:15AM	D	C	D	C	D	0.00	0.00	36.9	0.00%	0.00%
	State Blvd	FY14	7:15-8:15amm	C	C	C	C	C	0.00	0.77	30.6	0.00%	0.00%
	Stellhorn Rd	FY00						NA	0.90	0.97	0.0	0.00%	0.00%
	Trier Rd	FY95	7:30-8:30am	B	C	C	C	C	0.00	0.00	24.6	0.00%	0.00%
River Oak Run													
	SR 14	FY11		A	A	D	D	A	0.00	0.51	6.7	0.00%	0.00%
River Run Trail													
	St Joe Ctr Rd	FY10	4:30-5:30pm	D	A	E	E	D	0.00	0.97	38.0	0.00%	0.00%
Riveria Plaza													
	St Joe Ctr Rd	FY11	7:00-8:00am	D	D	D	D	D	0.00	0.74	47.6	0.00%	0.00%
Rudisil Blvd													
	South Wayne Ave	FY11	5:00-6:00pm	B	B	B	B	B	0.33	0.41	15.7	0.00%	0.00%
S Maplecrest Rd													
	Moeller Rd	FY10	3:00-4:00pm	B	B	A	A	A	0.00	0.39	9.8	0.00%	0.00%
	SR 930	FY03						C					
Scott Rd													
	SR 14	FY11		B	B	D	D	C	0.00	0.78	25.1	0.00%	0.00%
Sherbourne Blvd/Lavern													
	State Blvd	FY89	4:00-5:00pm					A	0.00	0.35	8.3	0.00%	0.00%
Sherman Blvd													
	Spring St	FY16	7:30-8:30am	C	B	B	B	B	0.00	0.00	17.2	0.00%	0.00%
Spring St													
	St Mary's Ave	FY03	3:00-4:00pm	B	B	B	C	B	0.58	0.68	19.5	0.00%	0.00%
	Wells St	FY03	3:00-4:00pm	E		B	B	C	0.70	0.81	24.7	0.00%	0.00%
Spy Run Ave													
	State Blvd	FY10	4:30-5:30PM	D	E	D		D	0.00	0.98	50.3	0.00%	0.00%
	Superior St	FY10		C	C	A		A	0.00	0.72	9.0	0.00%	0.00%
SR 14													
	Timberlake Trail	FY01						B					
	West County Line Rd	FY05	4:30-5:30pm	A	A	E	F	NA	0.00	0.00	0.0	0.00%	0.00%
SR 930													
	Werling Rd	FY98						C					
St Joe Ctr Rd													
	St Joe Rd	FY23	7:30am	F	D	D	D	E		0.86	74.0		
State Blvd													
	Wells St	FY21	6:30-7:30AM	E	F	B	B	D	0.00	0.00	54.6	0.00%	0.00%
Stoney Creek Dr													
	Washington Ctr Rd	FY97	4:30-5:30	C	B	C	B	C	0.59	0.63	15.5	0.00%	0.00%
Tonkel Rd													
	Union Chapel Rd	FY21	4:30-5:30pm	A	A	D	C	NA	0.00	0.00	0.0	0.00%	0.00%
US 24 W													
	W County Line Rd	FY05						NA	0.00	0.00	0.0	0.00%	0.00%

Signalized Intersections Counted

A Street	B Street	Year	Time	EB App	WB App	NB App	SB App	Inter.	V/S	V/C	Delay	Spillback	Oversaturated
US 33													
	Washington Ctr Rd	FY14	7:15-8:15a	D	C	C	C	C	0.00	0.71	32.5	0.00%	0.00%
Washington Blvd													
	Webster St	FY02	4:30-5:30		C	B	B	C	0.53	0.60	22.7	0.00%	0.00%
Wayne St													
	Webster St	FY02	4:30-5:30pm			B	B	B	0.28	0.32	15.5	0.00%	0.00%

Appendix D

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

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

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

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

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

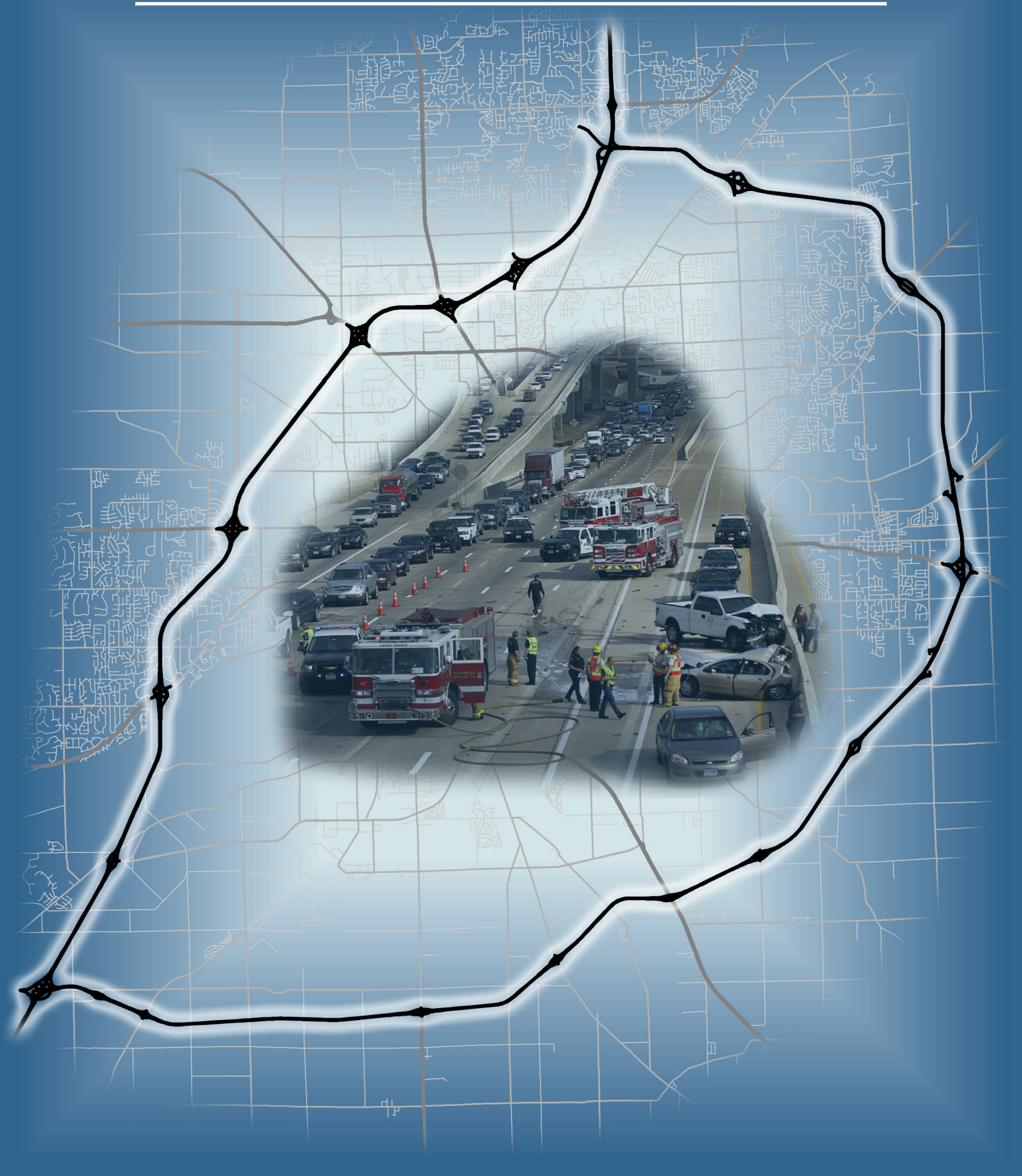
Date	Route	Day	Start	Start Time	End	End Time	Direction	Load	Seating Cap	Seating Load Factor	Total Cap	Total Load Factor
2/15/2011	7	Tues	Southtown Center	6:40pm	Superior	7:12pm	In	6	35	17.14%	48	12.50%
4/6/2011	7	Wed	Southtown Center	11:10am	Superior	11:42am	In	18	35	51.43%	48	37.50%
4/20/2011	7	Wed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

Appendix E

Interstate Emergency Detour Route Plan

Allen County, IN

2017



Interstate Emergency Detour Plan - Allen County

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

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

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

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

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

Contact Numbers:

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

Interstate 69

Incident between

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

Interchange #296 – I-469 / Lafayette Center Road

Interchange #299 – Airport Expressway / Lower Huntington Road

Northbound Incident

Detour Route

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

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

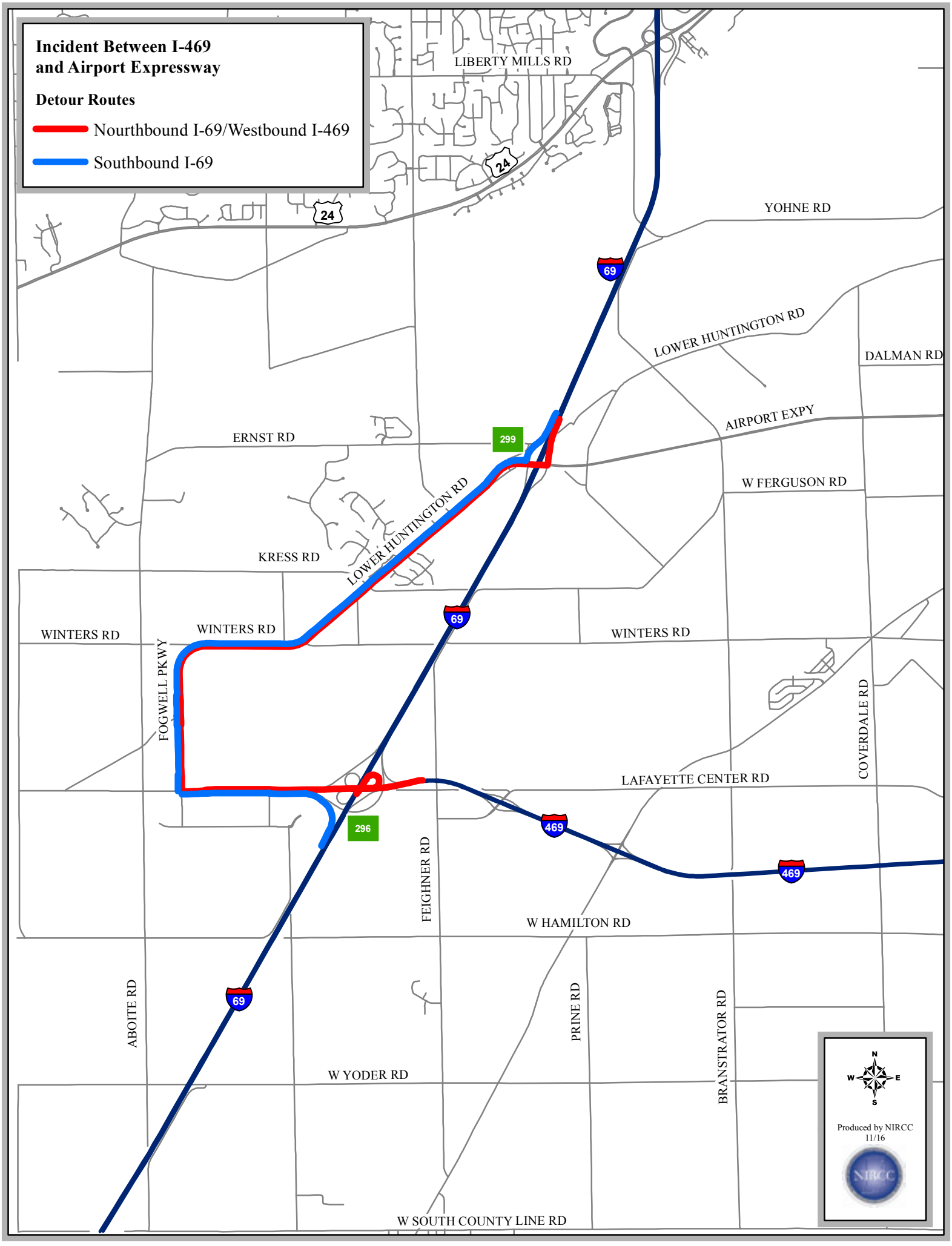
Ramp Closures

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

Special Instructions

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

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


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

Incident between

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

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

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

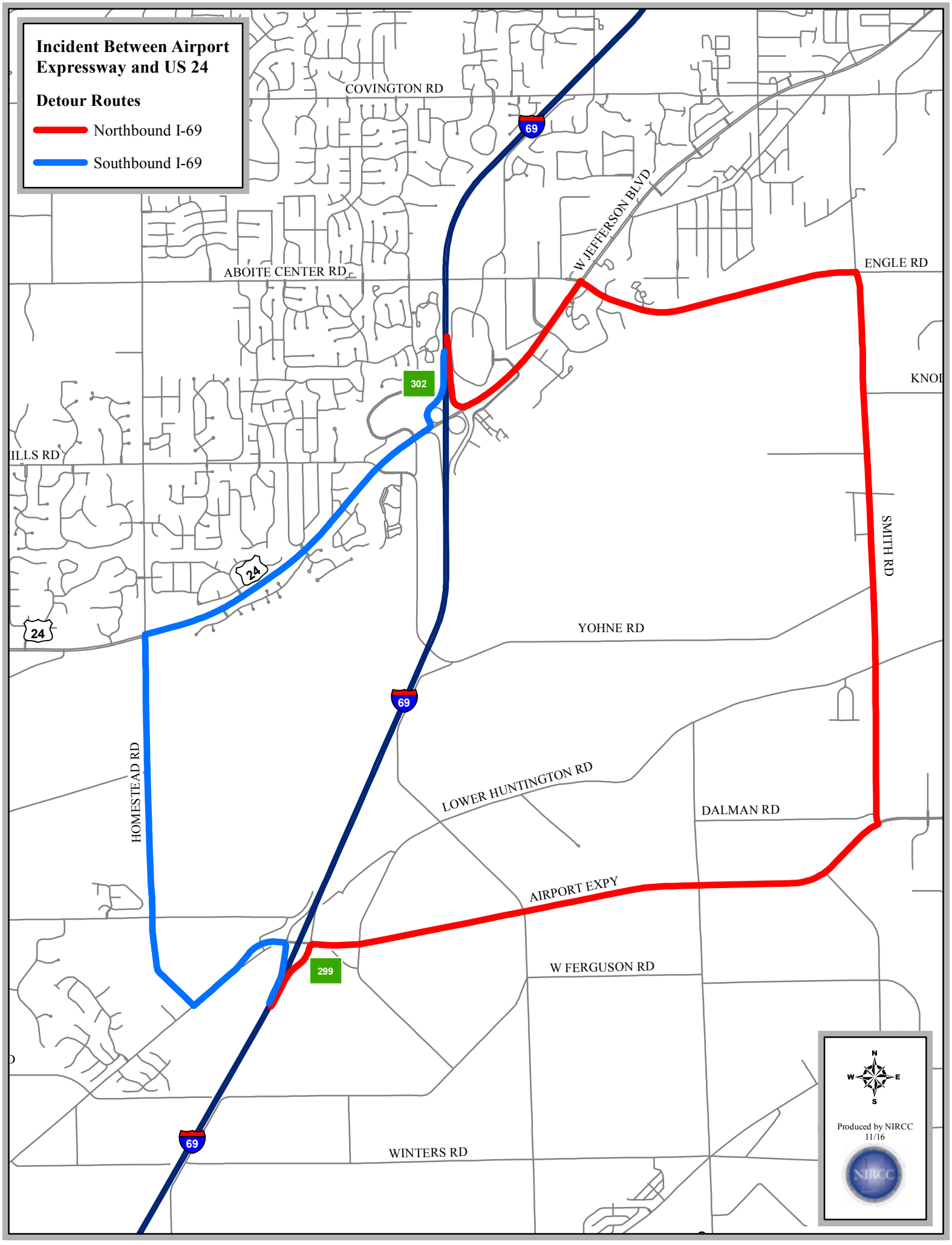
Ramp Closures

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

Special Instructions

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

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


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

Incident between

US 24 / Jefferson Boulevard & SR 14 / Illinois Road

Interchange #302 – US 24 / Jefferson Boulevard

Interchange #305 – SR 14 / Illinois Road

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

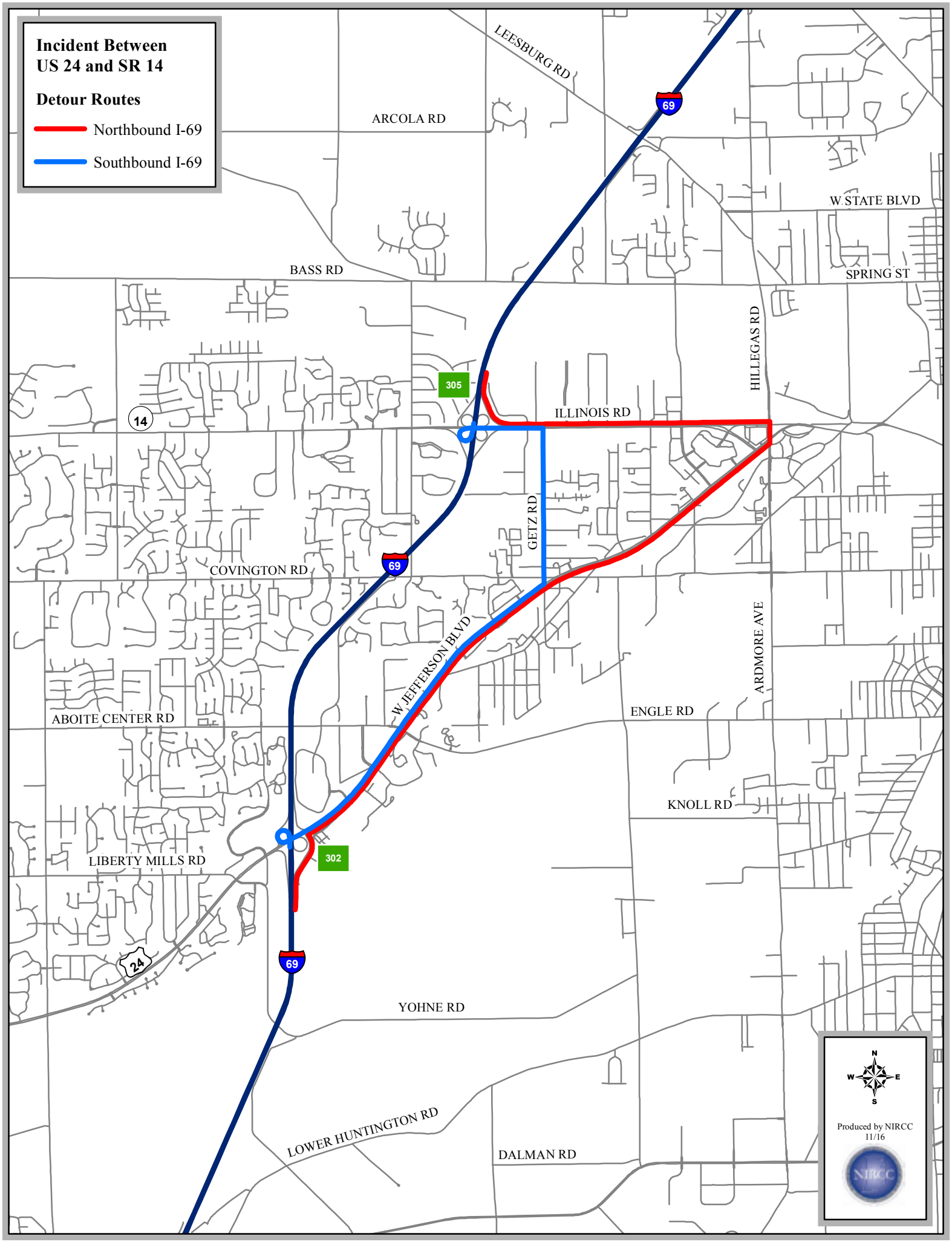
Ramp Closures

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

Special Instructions

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

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


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

Incident between

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

Interchange #305 – SR 14 / Illinois Road

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

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

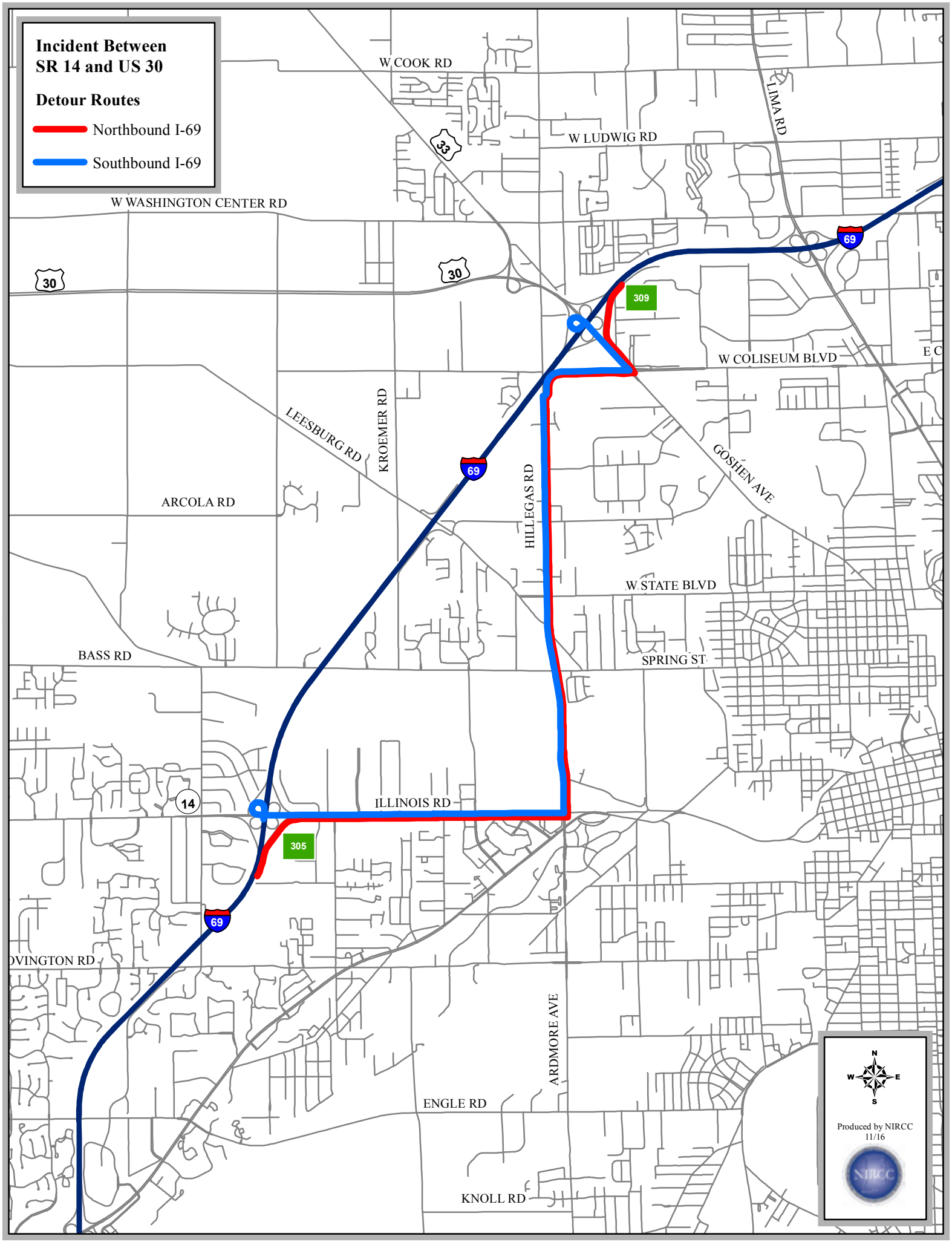
Ramp Closures

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

Special Instructions

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

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


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

Incident between

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

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

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

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

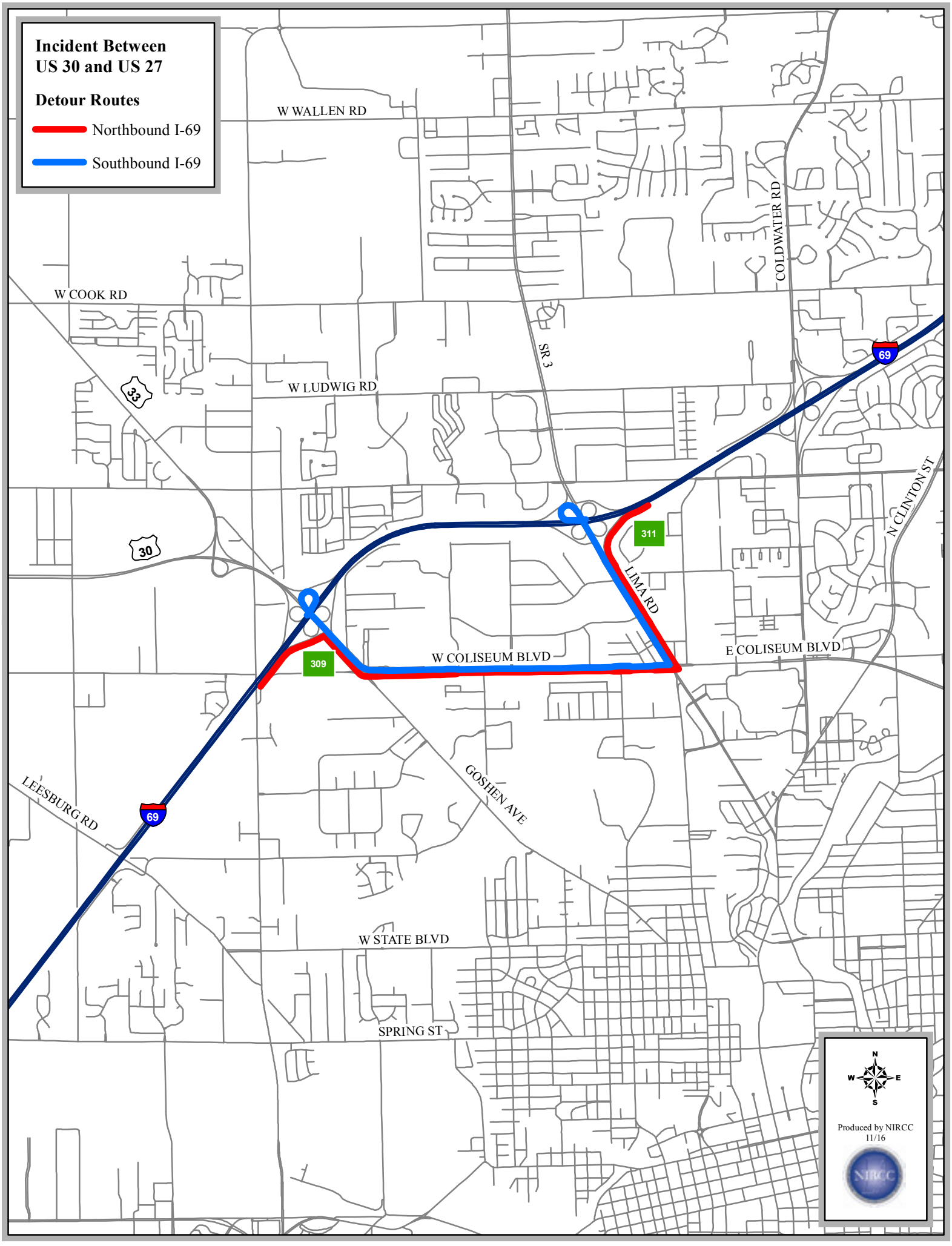
Southbound Incident

Detour Route

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

Ramp Closures

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


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

Incident between

US 27 / SR 3 / Lima Road and Coldwater Road

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

Interchange # 312 – Coldwater Road

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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


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

Incident between

Coldwater Road & I-469 (N Jct)

Interchange #312 – Coldwater Road

Interchange # 315 – Interstate 469 (N Jct)

Northbound Incident

Detour Route

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

Ramp Closures

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

Southbound Incident

Detour Route

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

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

Ramp Closures

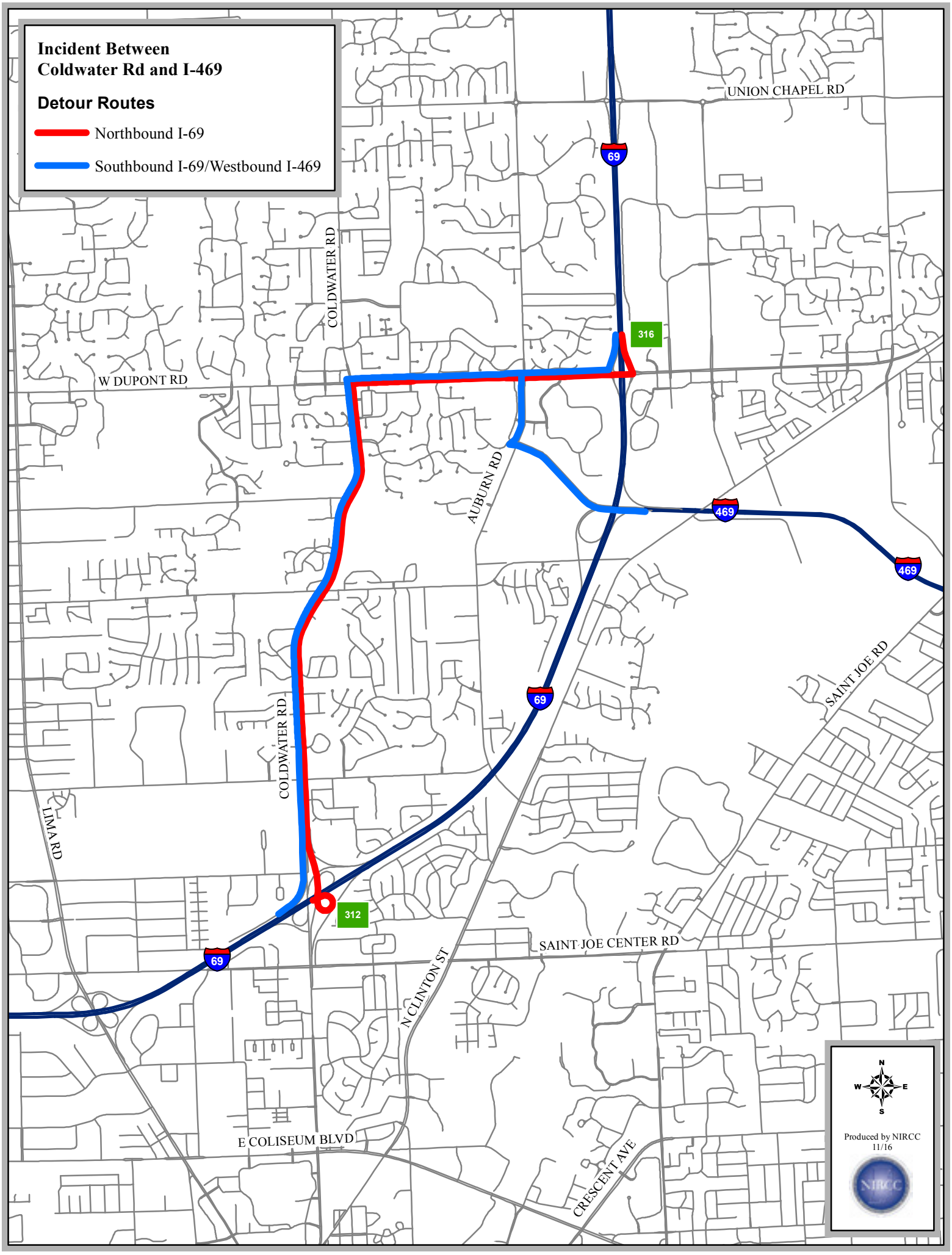
1. WB I-469 to SB I-69 on-ramps
2. Dupont Rd. (SR1) to SB I-69 on-ramp

Special instructions

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

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

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


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

Incident between

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

Interchange #315 – Interstate 469 (N Jct)

Interchange # 316 – SR 1 (Dupont Road)

Northbound Incident

Detour Route

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

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

Ramp Closures

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

Special Instructions

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

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

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

Southbound Incident

Detour Route

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

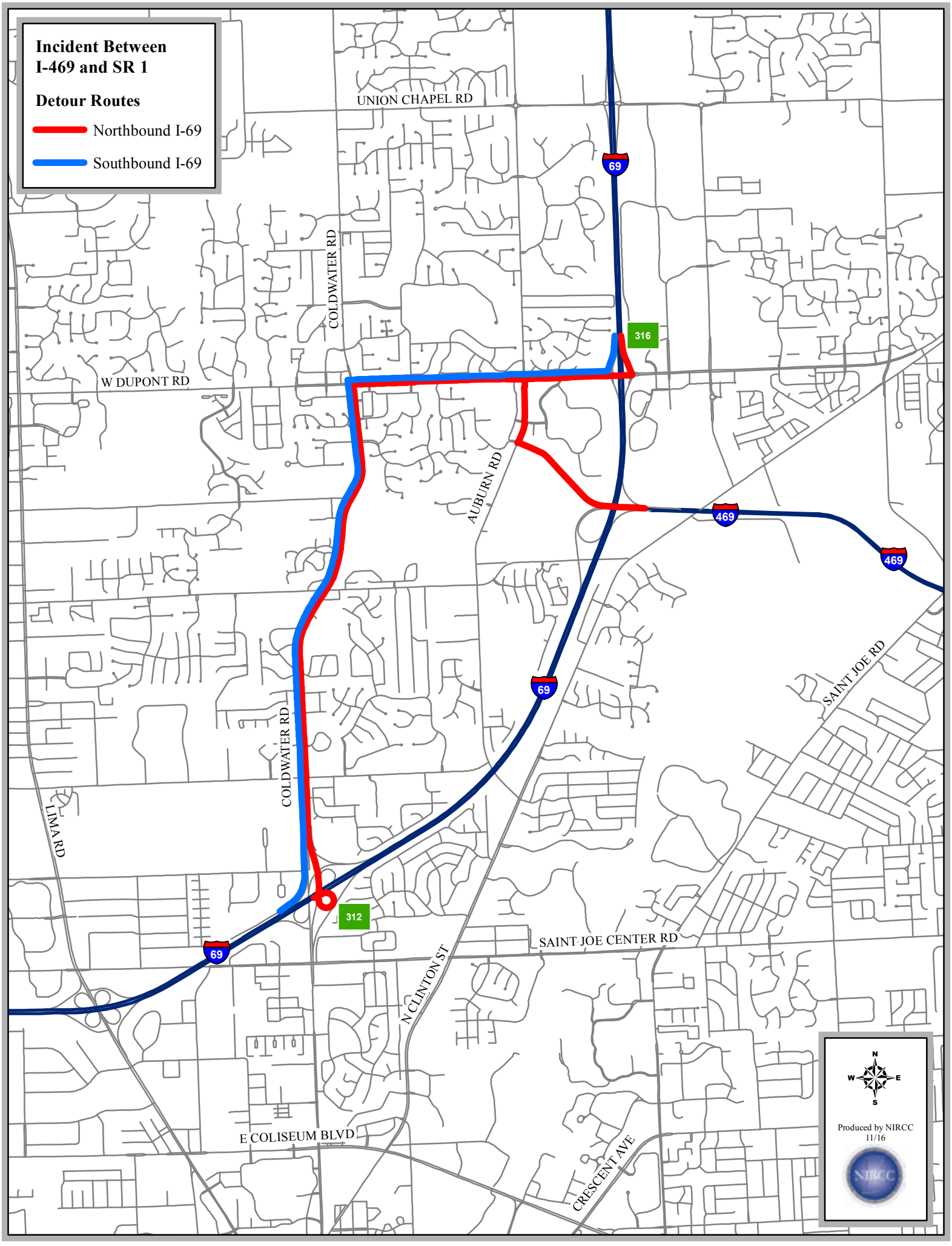
Ramp Closures

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

Special instructions

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

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


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

Incident between

SR 1 (Dupont Road) & Union Chapel Road

Interchange #316 – SR 1 (Dupont Road)

Interchange # 317 – Union Chapel Road

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

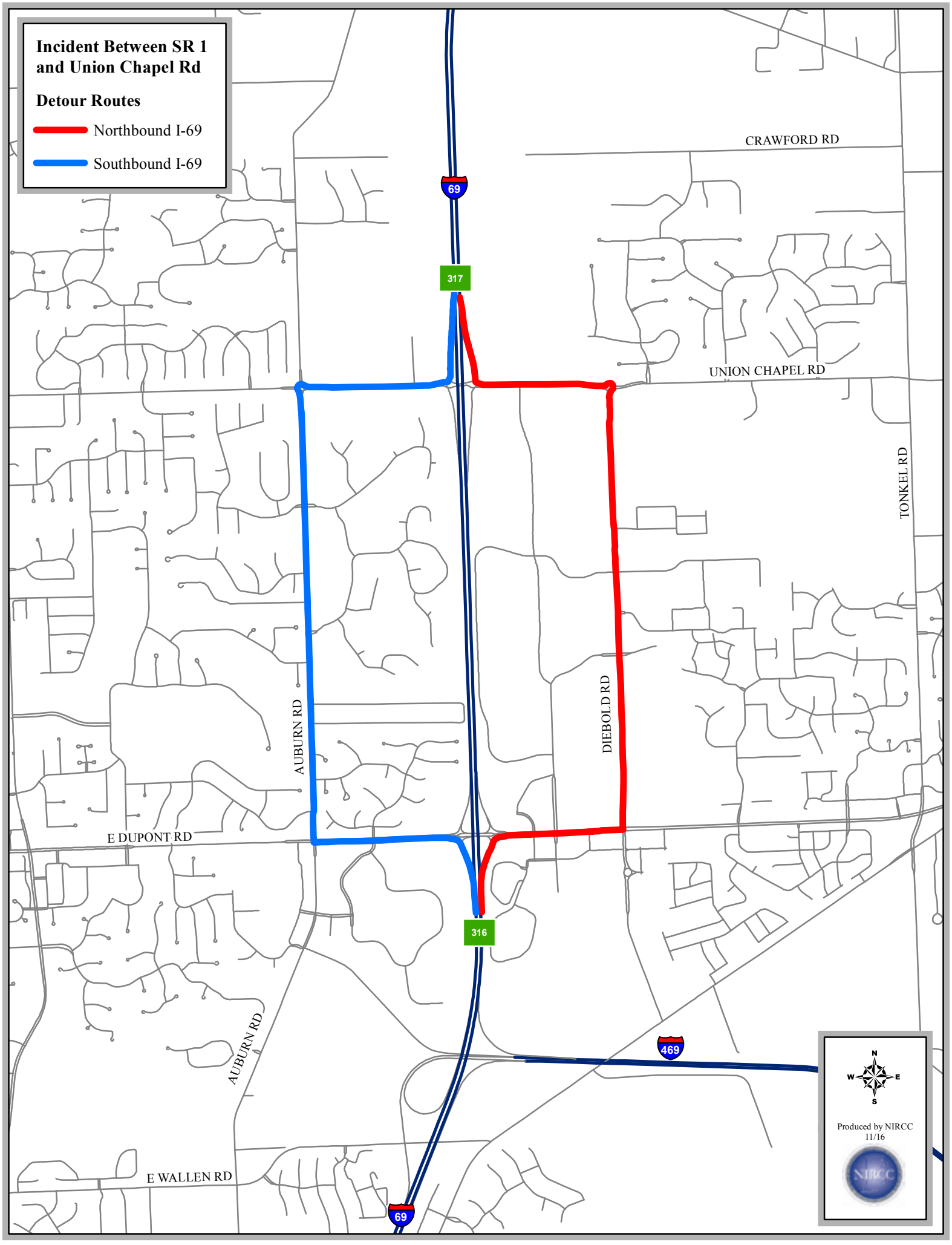
Ramp Closures

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

Special Instructions

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

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


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

Incident between

Union Chapel Road & CR 11A

Interchange #317 – Union Chapel Road

Interchange # 326 – CR 11A (DeKalb County)

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

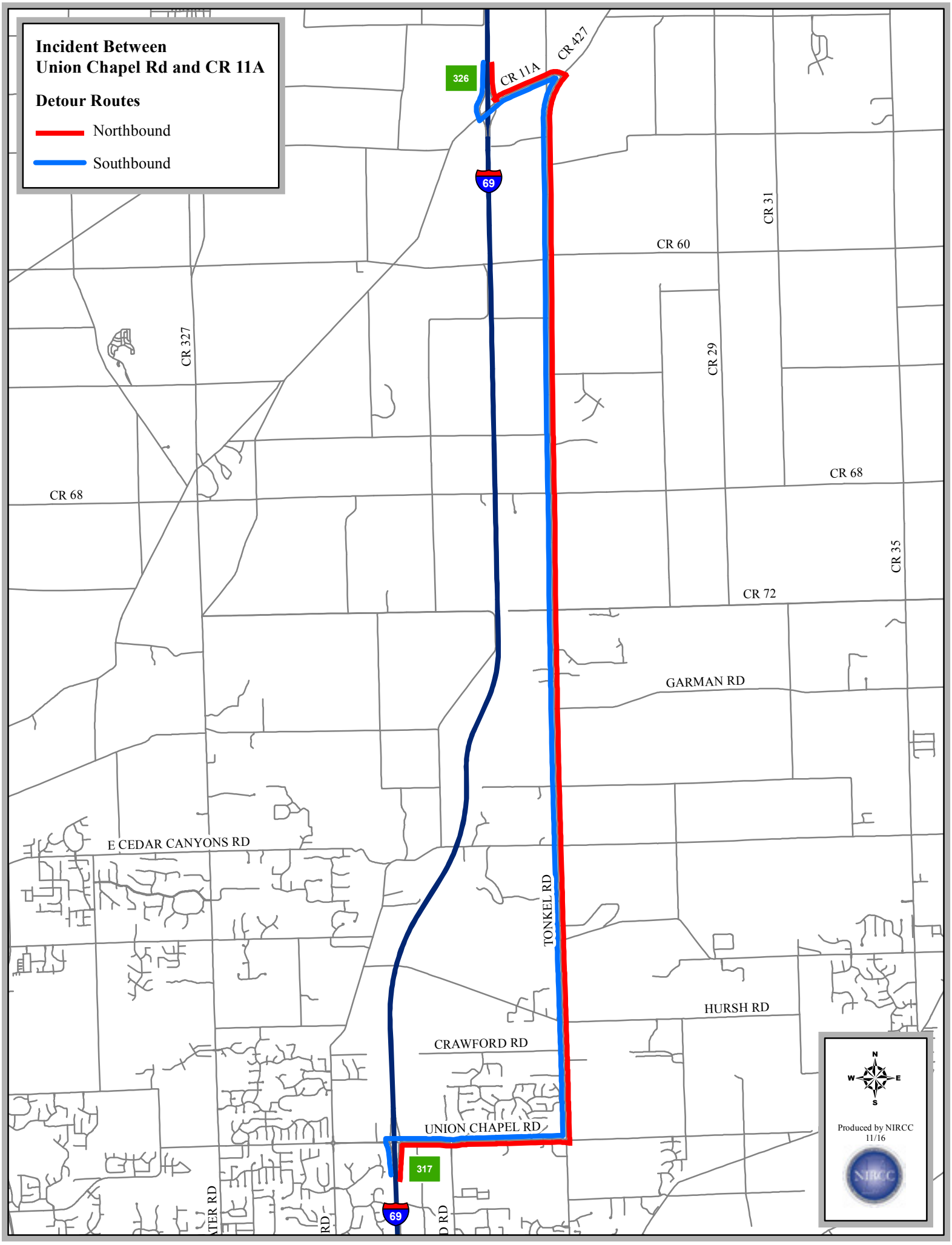
Ramp Closures

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

Special Instructions

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

1. CR 427 & CR 11A


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

Interstate 469

Incident between

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

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

Eastbound Incident

Detour Route

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

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

Ramp Closures

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

Westbound Incident

Detour Route

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

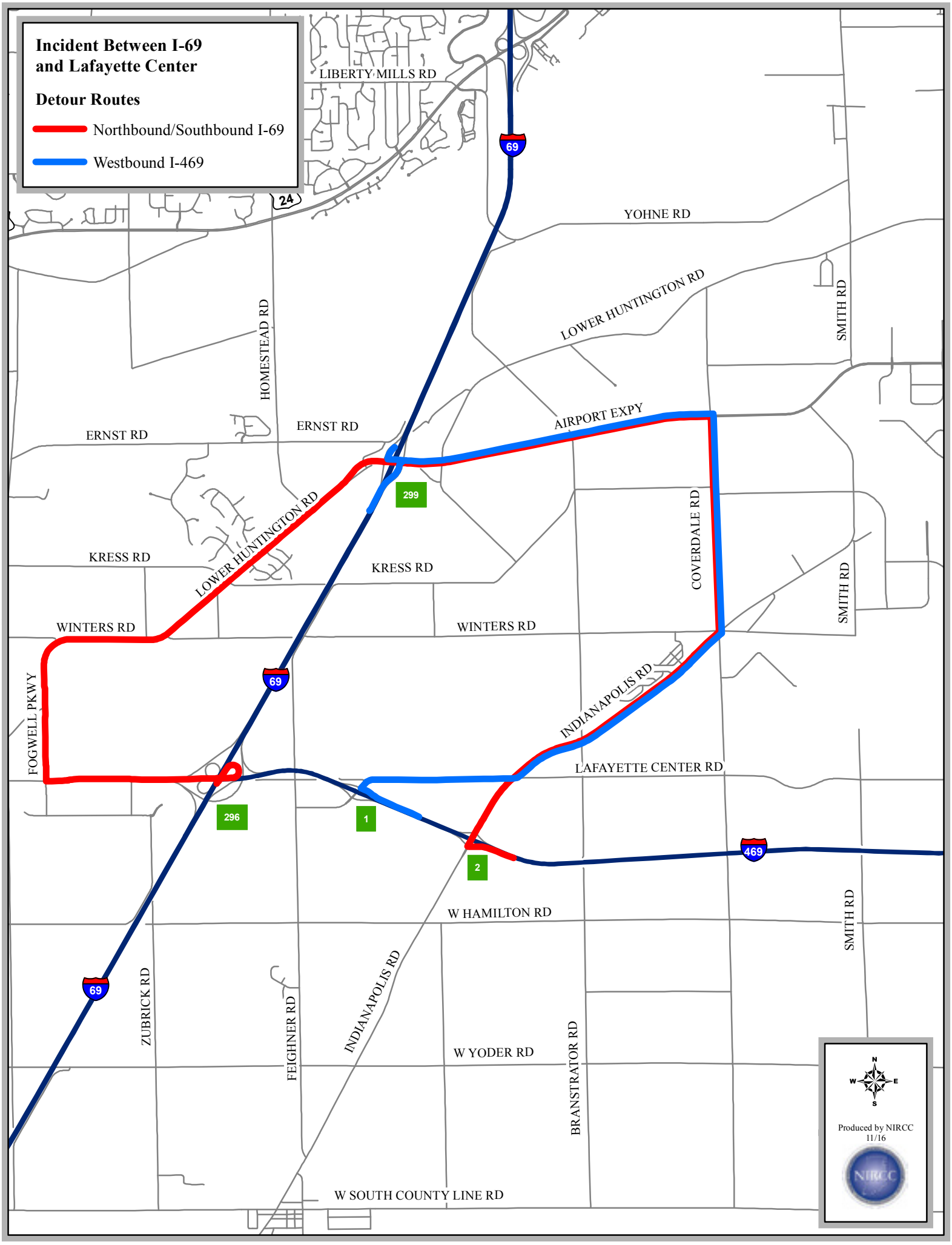
Ramp Closures

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

Special Instructions

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

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


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

Incident between

Lafayette Center Road / Tom Worrel Road & Indianapolis Road

Interchange # 1 – Lafayette Center Road / Tom Worrel Road

Interchange # 2 – Indianapolis Road

Eastbound Incident

Detour Route

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

Ramp Closures

1. Lafayette Center Road to EB I-469

Westbound Incident

Detour Route

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

Ramp Closures

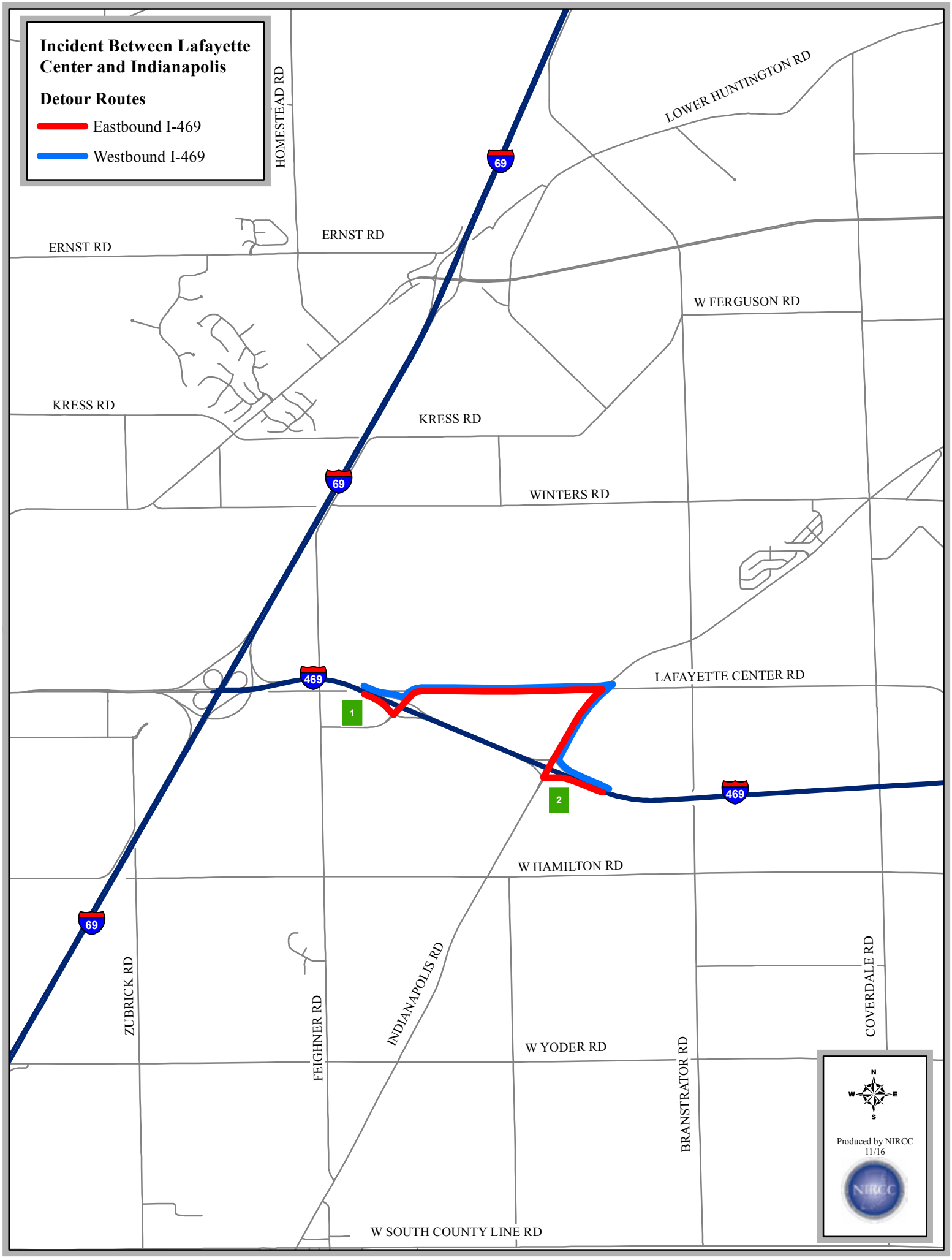
1. Indianapolis Road to WB I-469 on-ramp

Special Instructions

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

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

`


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

Incident between

Indianapolis Road & SR 1 (Bluffton Road)

Interchange # 2 – Indianapolis Road

Interchange # 6 – SR 1 (Bluffton Road)

Eastbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

1. Indianapolis Road and Coverdale Road

Westbound Incident

Detour Route

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

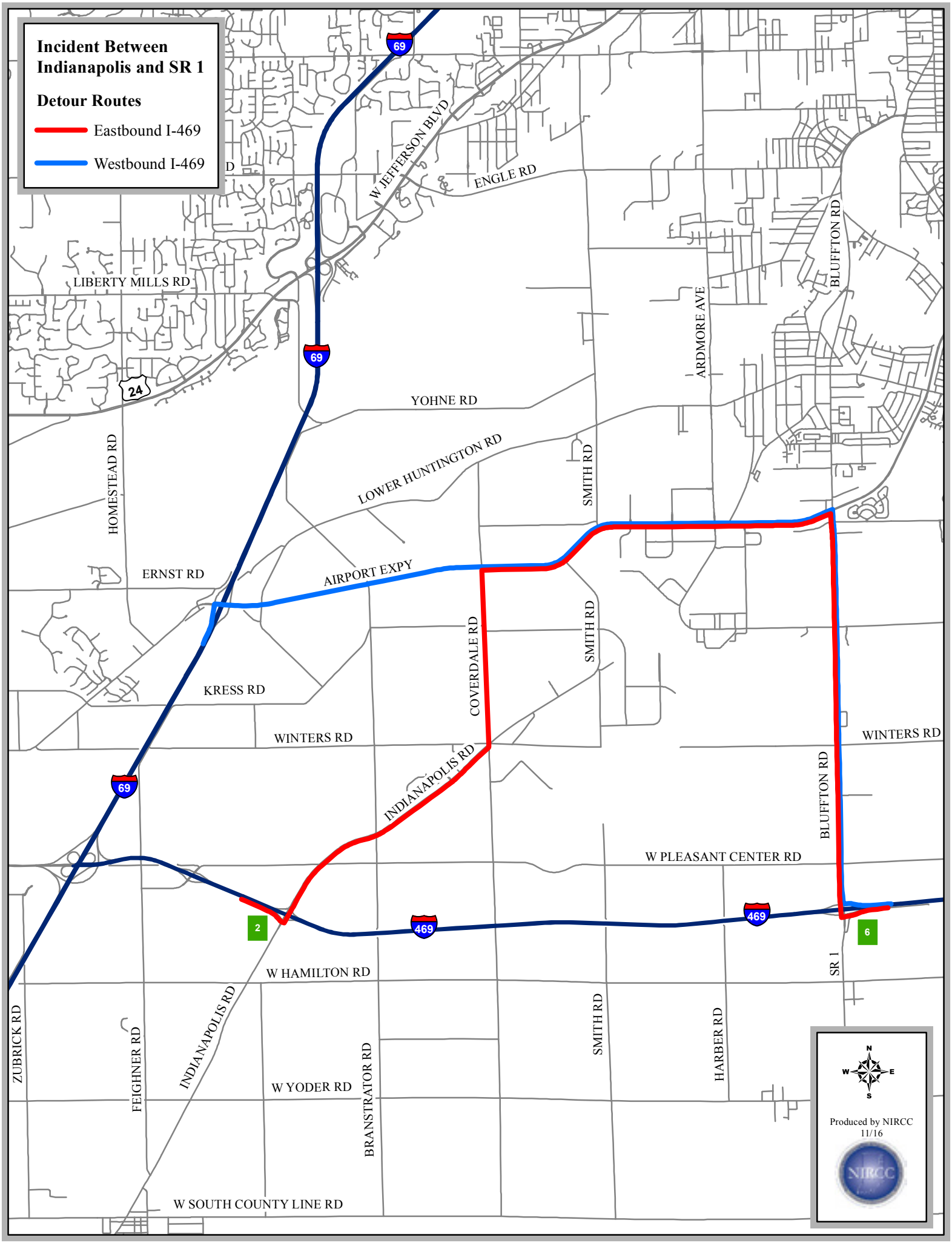
Ramp Closures

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

Special Instructions

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

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


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

Incident between

SR 1 (Bluffton Road) & Winchester Road

Interchange # 6 – SR 1 (Bluffton Road)

Interchange # 9 – Winchester Road

Eastbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Westbound Incident

Detour Route

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

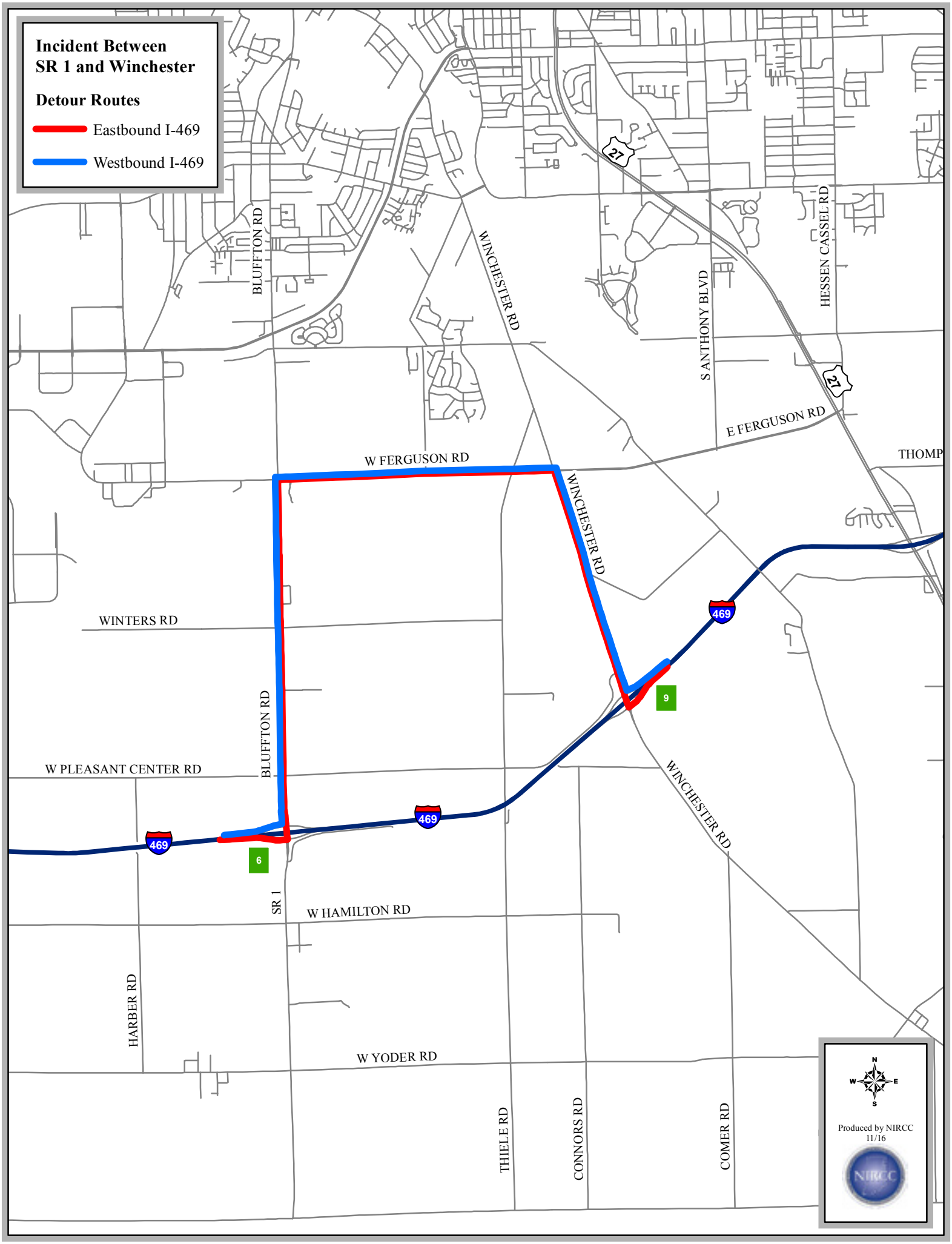
Ramp Closures

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

Special Instructions

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

1. Ferguson Road & Bluffton Road


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

Incident between

Winchester Road & US 27

Interchange # 9 – Winchester Road

Interchange # 11 – US 27

Eastbound Incident

Detour Route

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

Ramp Closures

1. Winchester to EB I-469 on-ramp

Westbound Incident

Detour Route

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

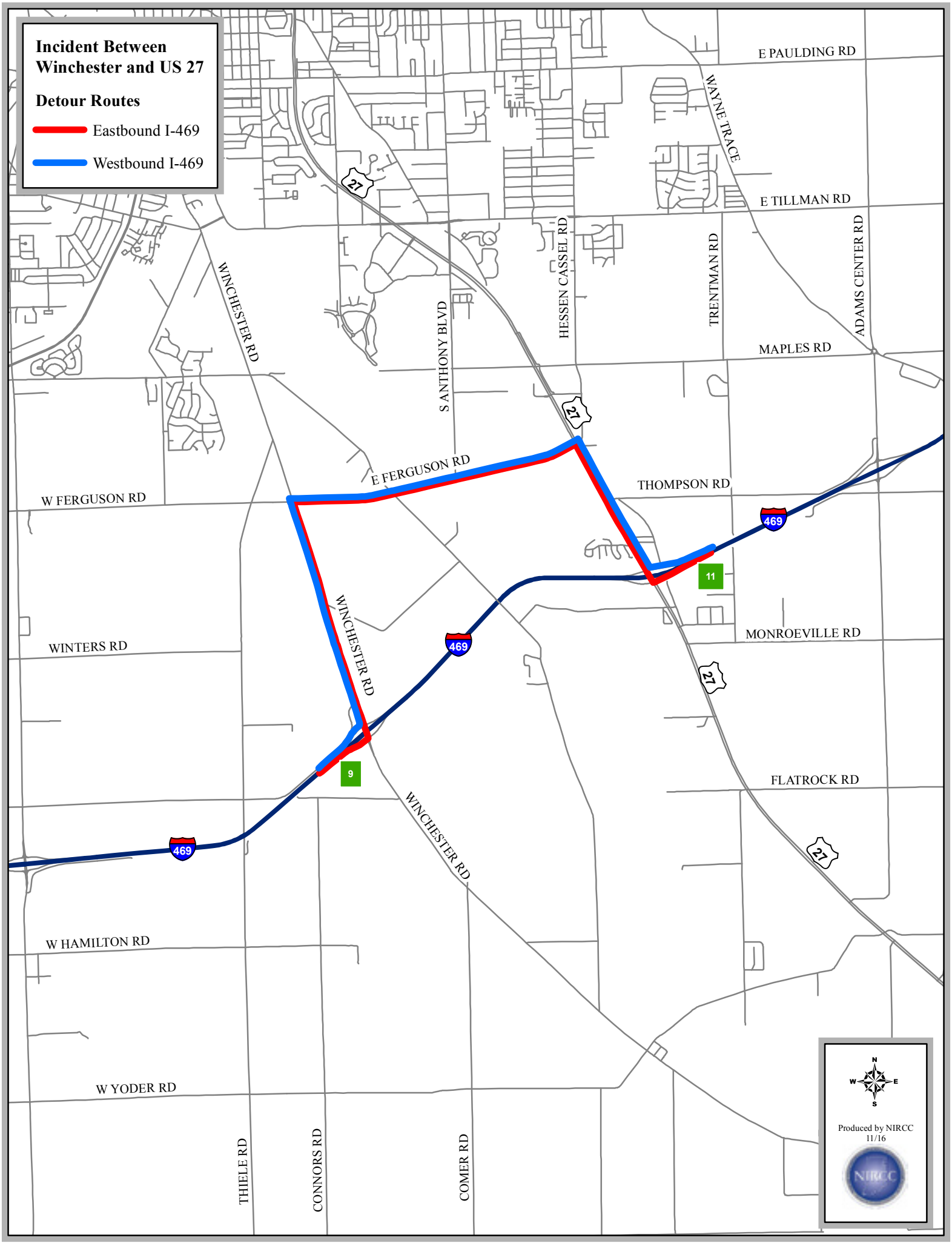
Ramp Closures

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

Special Instructions

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

1. US 27 and Ferguson Road


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

Incident between

US 27 & Marion Center Road

Interchange # 11 – US 27

Interchange # 13 – Marion Center Road

Eastbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Westbound Incident

Detour Route

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

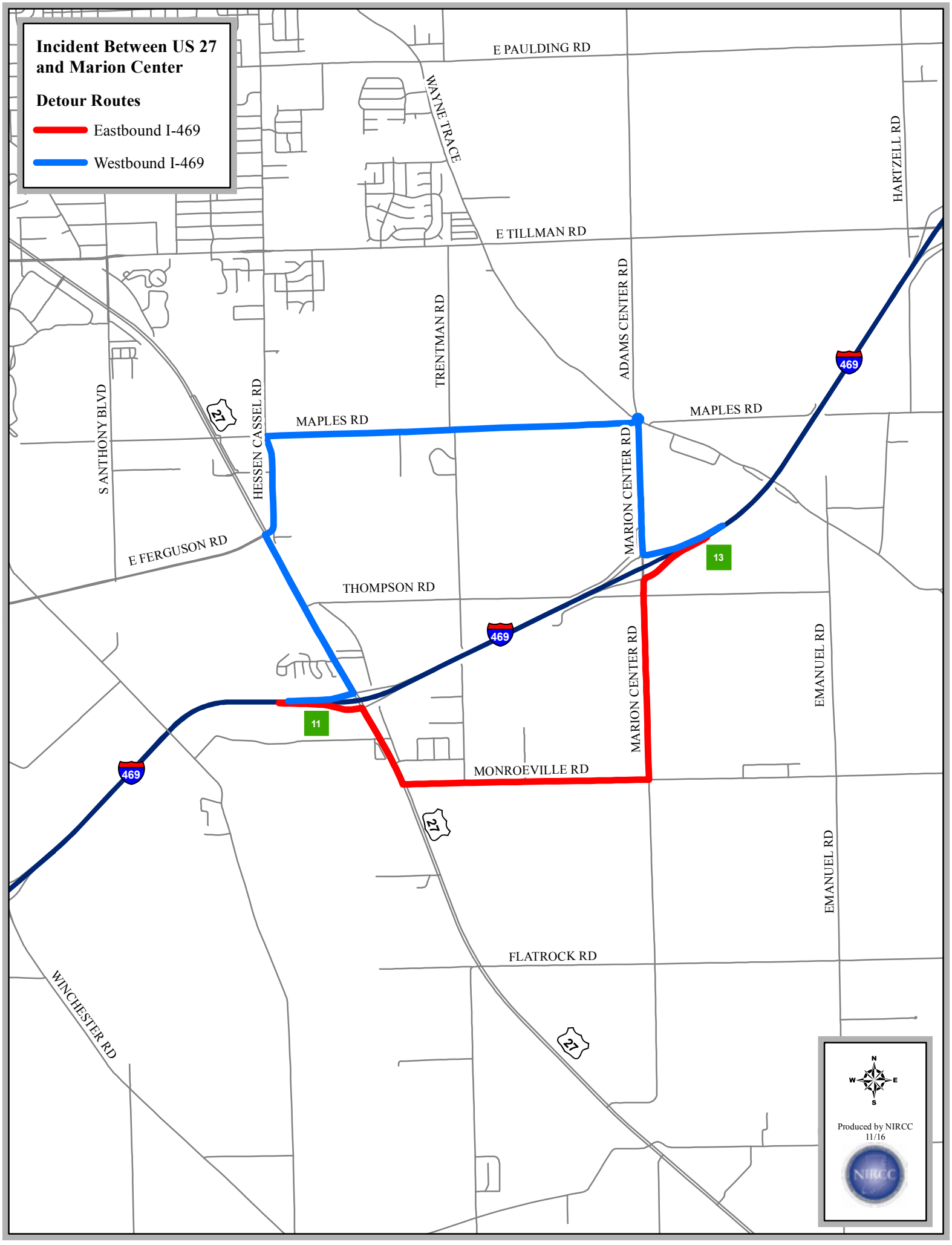
Ramp Closures

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

Special Instructions

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

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


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

Incident between

Marion Center Road and Tillman Road

Interchange # 13 – Marion Center Road

Interchange # 15 – Tillman Road

Eastbound / Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Westbound / Southbound Incident

Detour Route

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

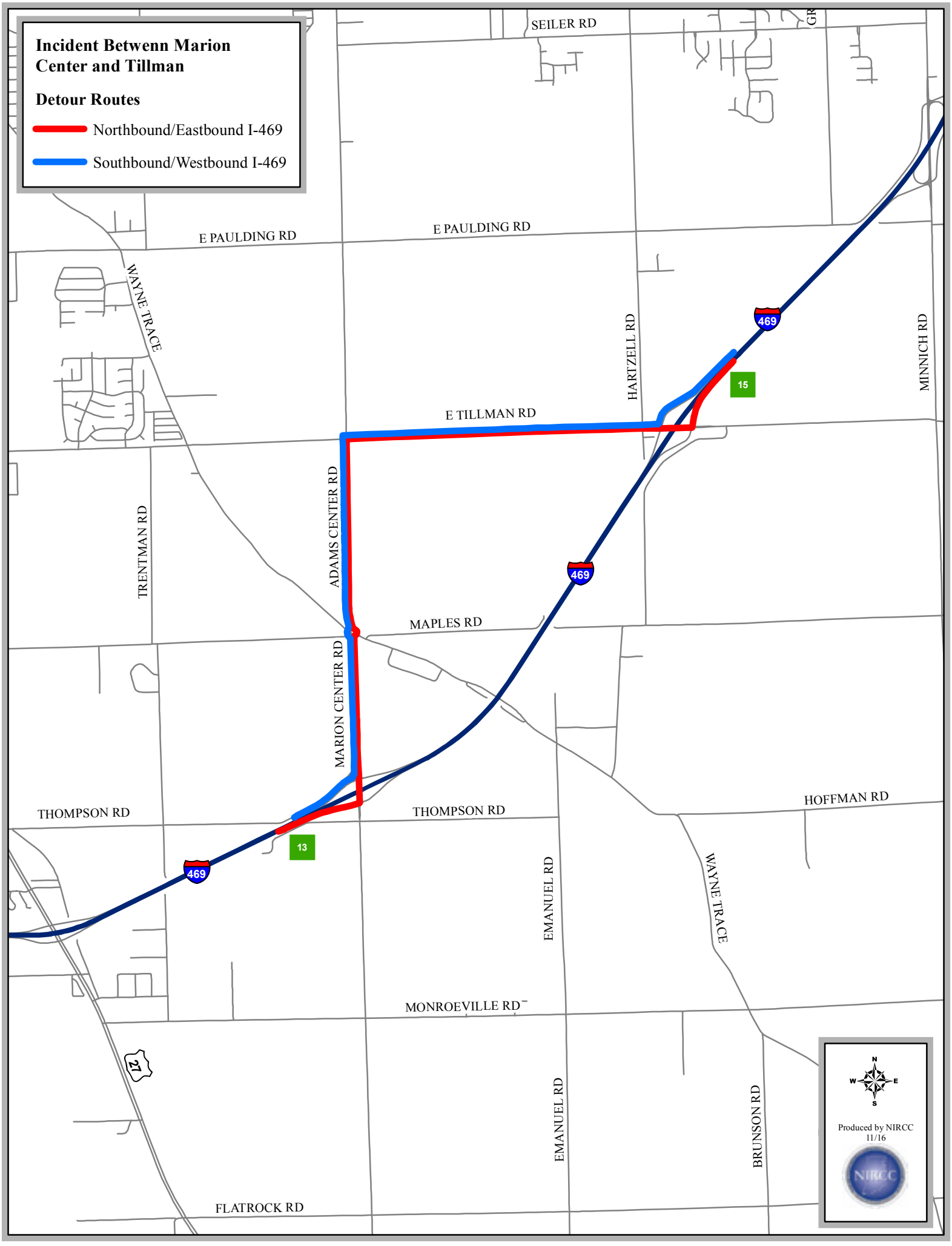
Ramp Closures

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

Special Instructions

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

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


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

Incident between

Tillman Road & Minnich Road

Interchange # 15 – Tillman Road

Interchange # 17 – Minnich Road

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

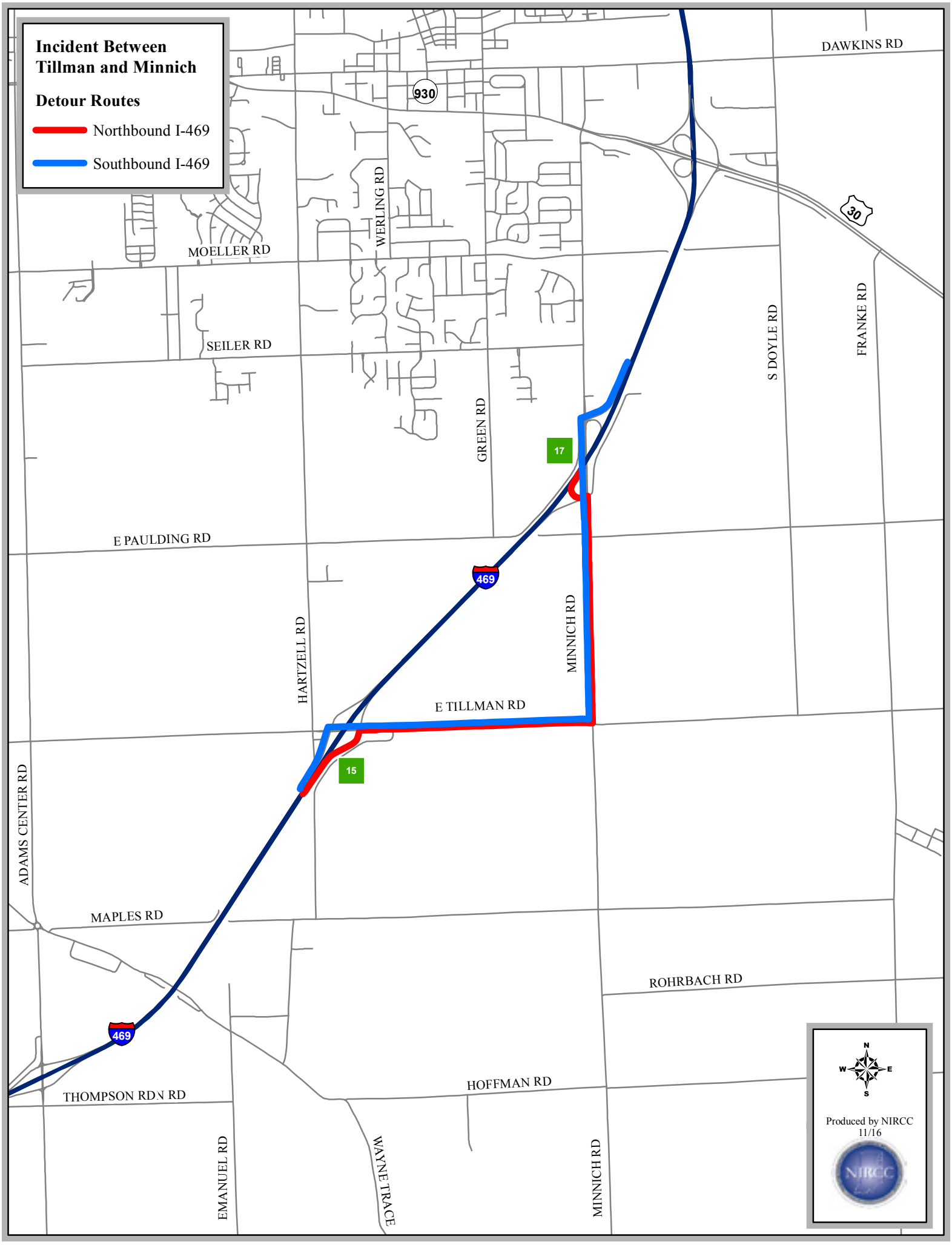
Ramp Closures

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

Special Instructions

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

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


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

Incident between

Minnich Road and US 30 / SR 930

Interchange # 17 – Minnich Road

Interchange # 19 – US 30 / SR 930

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

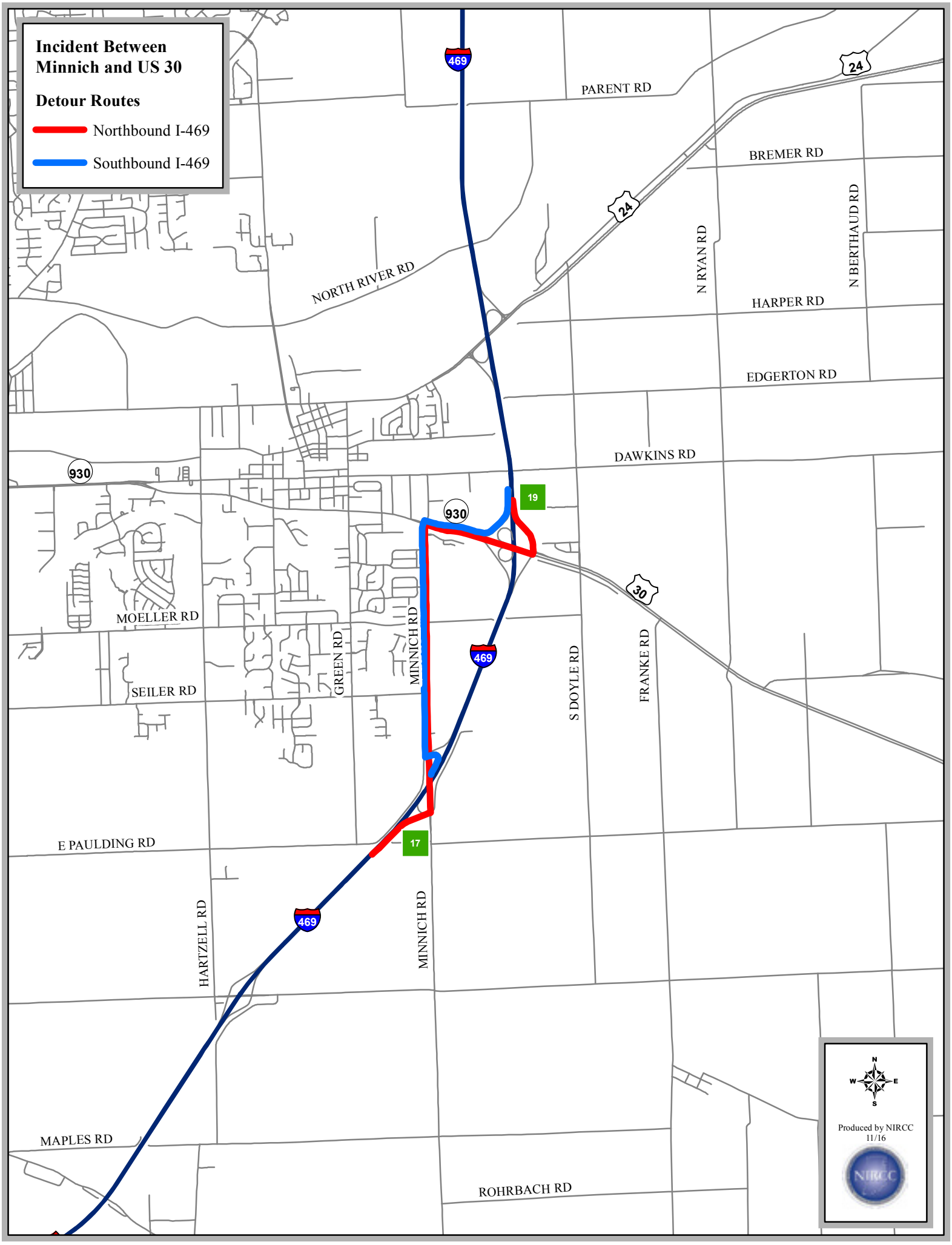
Ramp Closures

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

Special Instructions

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

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


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

Incident between

US 30 / SR 930 & US 24 / Rose Avenue

Interchange # 19 – US 30 / SR 930

Interchange # 21 – US 24 / Rose Avenue

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

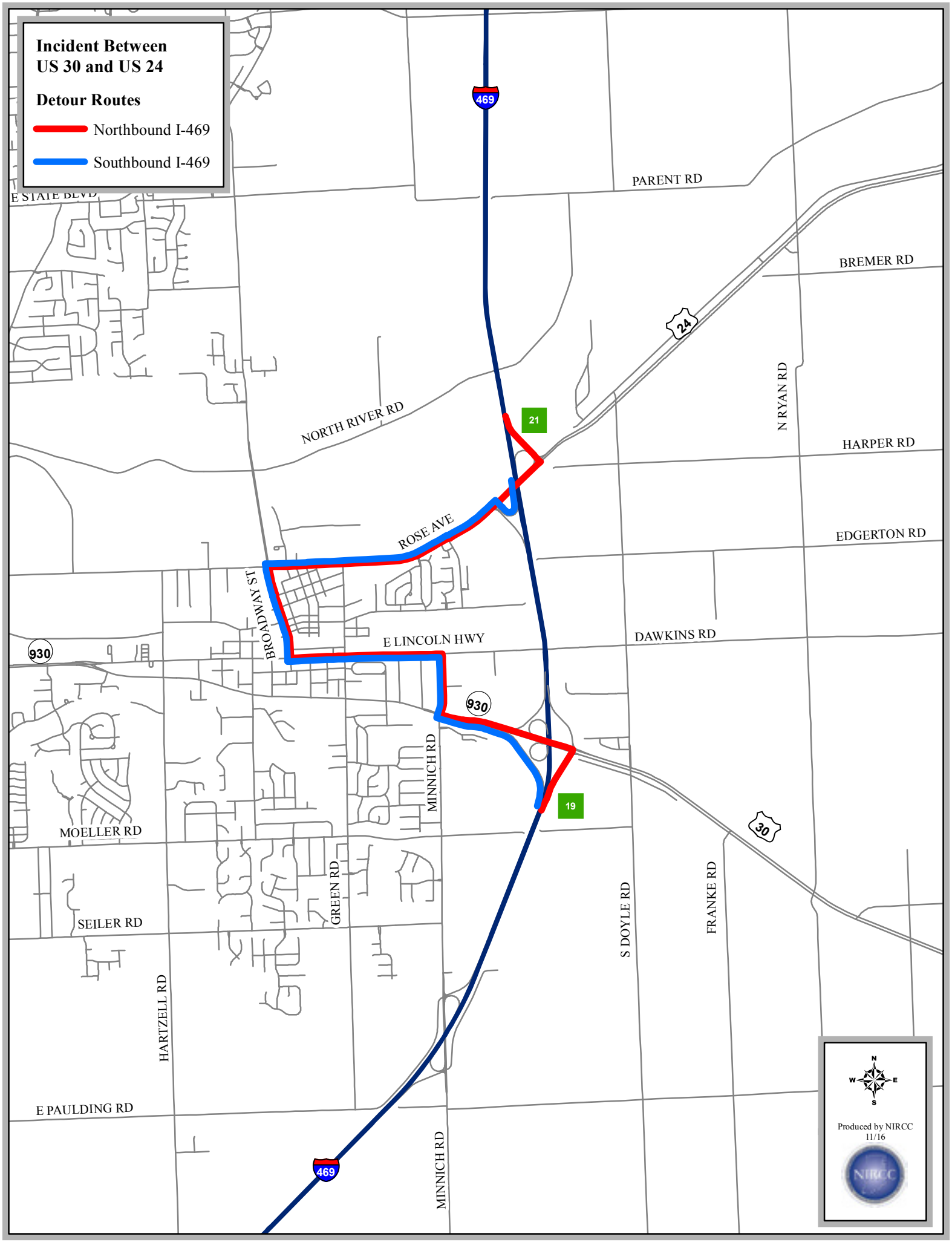
Ramp Closures

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

Special Instructions

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

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


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

Incident between

US 24 / Rose Avenue & SR 37 / Maysville Road

Interchange # 21 – US 24 / Rose Avenue

Interchange # 25 – SR 37 / Maysville Road

Northbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Southbound Incident

Detour Route

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

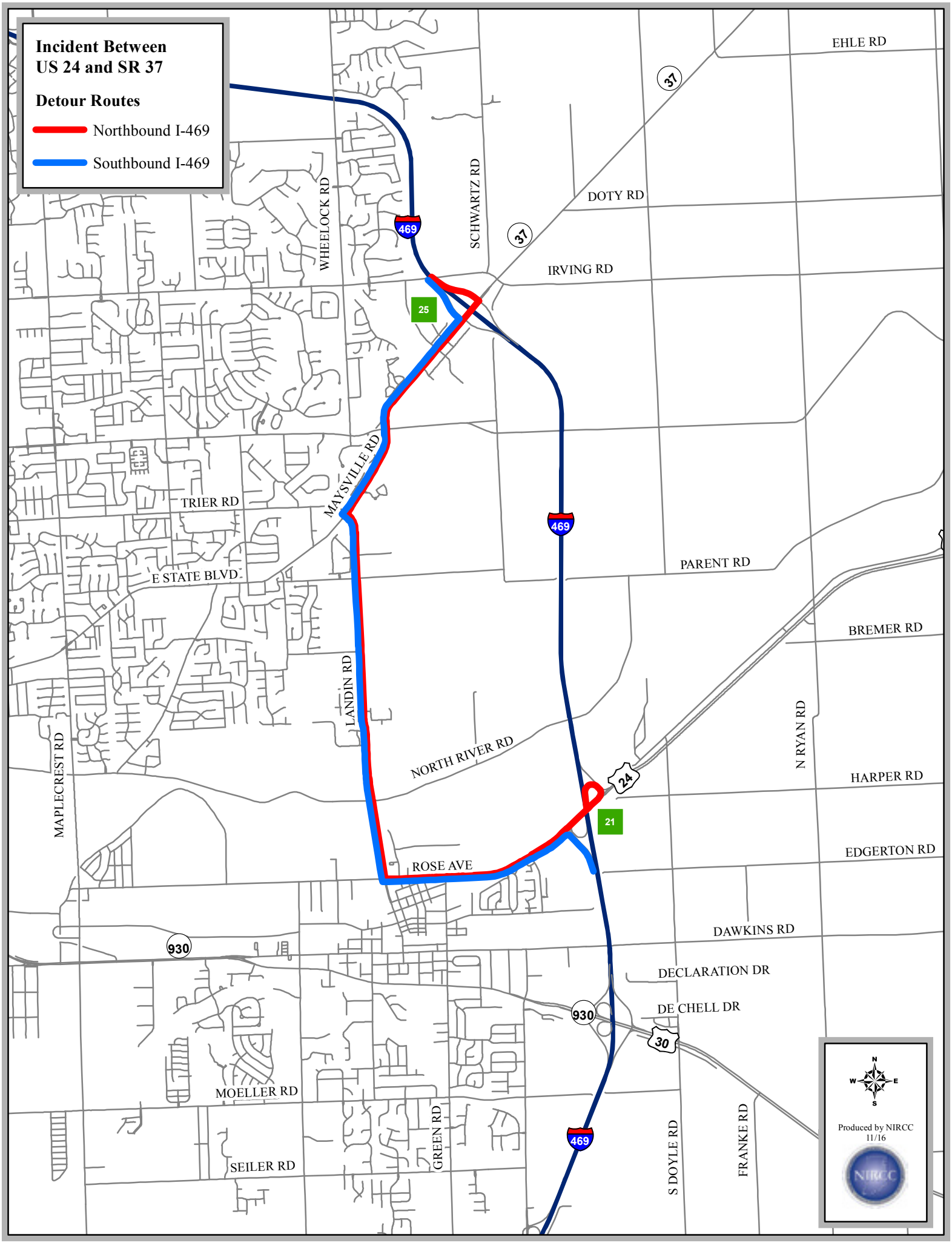
Ramp Closures

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

Special Instructions

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

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


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

Incident between

SR 37 / Maysville Road & Maplecrest Road

Interchange # 25 – SR 37 / Maysville Road

Interchange # 29 – Maplecrest Road

Northbound / Westbound Incident

Detour Route

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

Ramp Closures

1. SR 37 to NB/WB I-469

Special Instructions

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

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

Southbound / Eastbound Incident

Detour Route

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

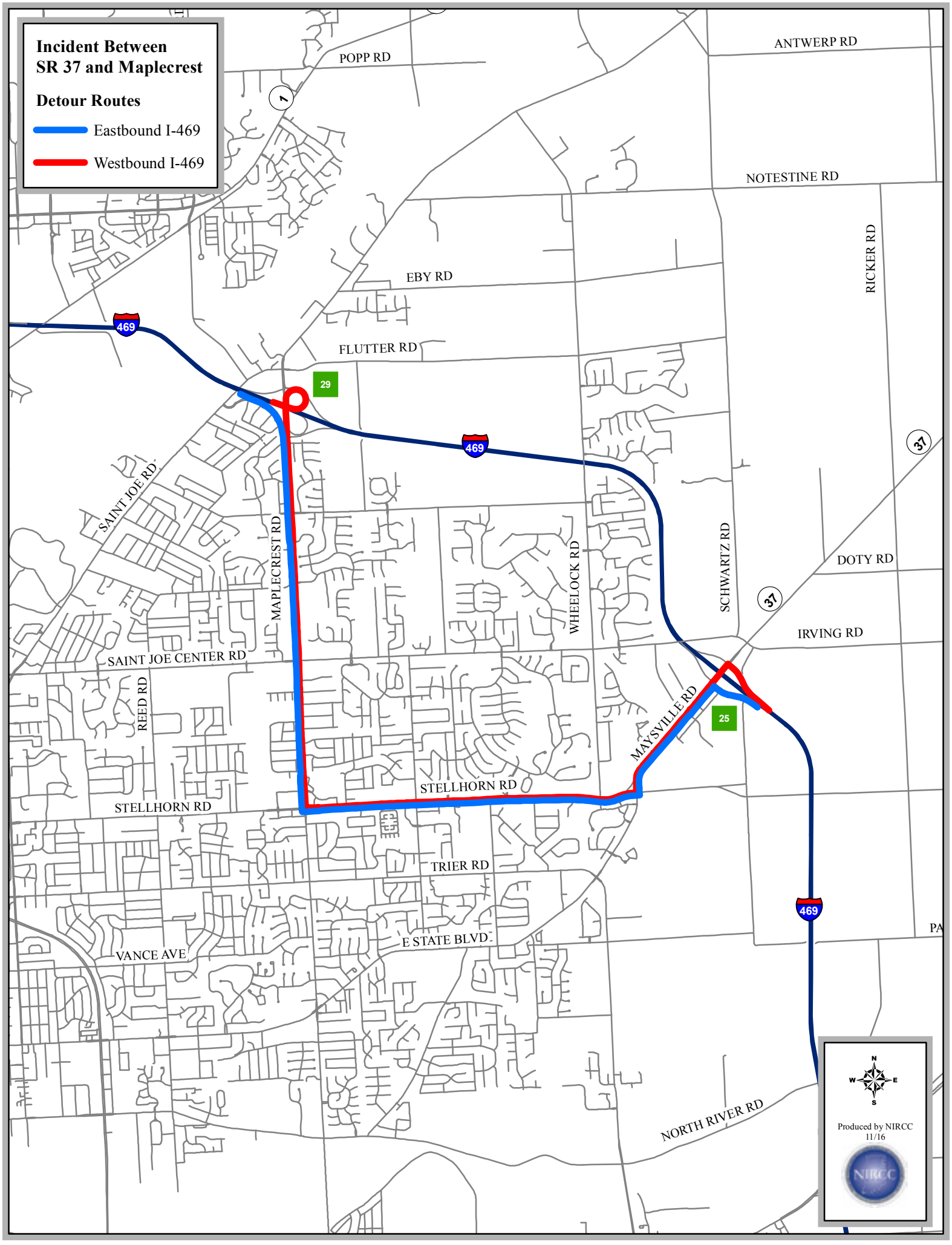
Ramp Closures

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

Special Instructions

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

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


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

Incident between

Maplecrest Road & I-69 (N Jct)

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

Westbound Incident

Detour Route

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

Ramp Closures

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

Special Instructions

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

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

Eastbound Incident

Detour Route

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

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

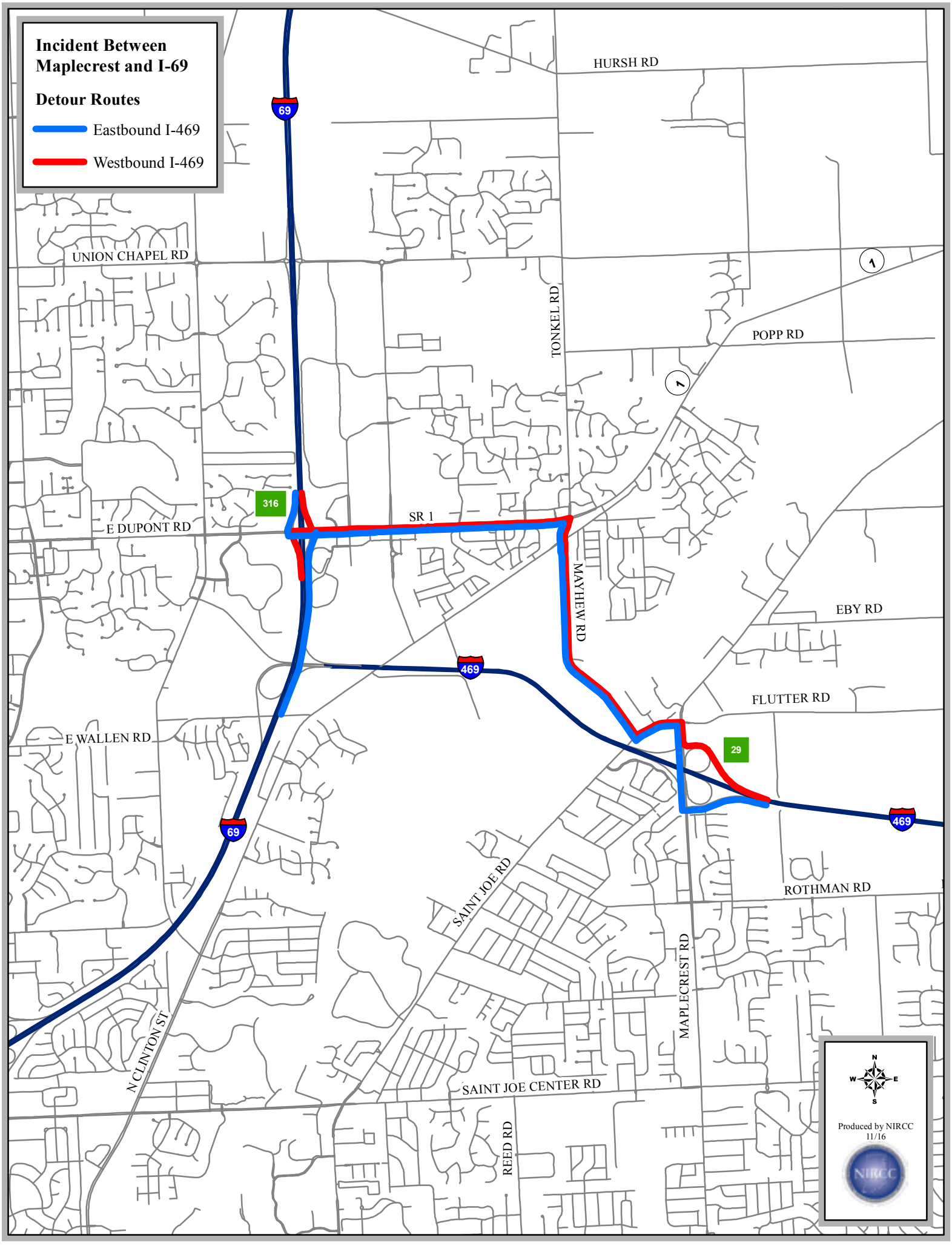
Ramp Closures

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

Special Instructions

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

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


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