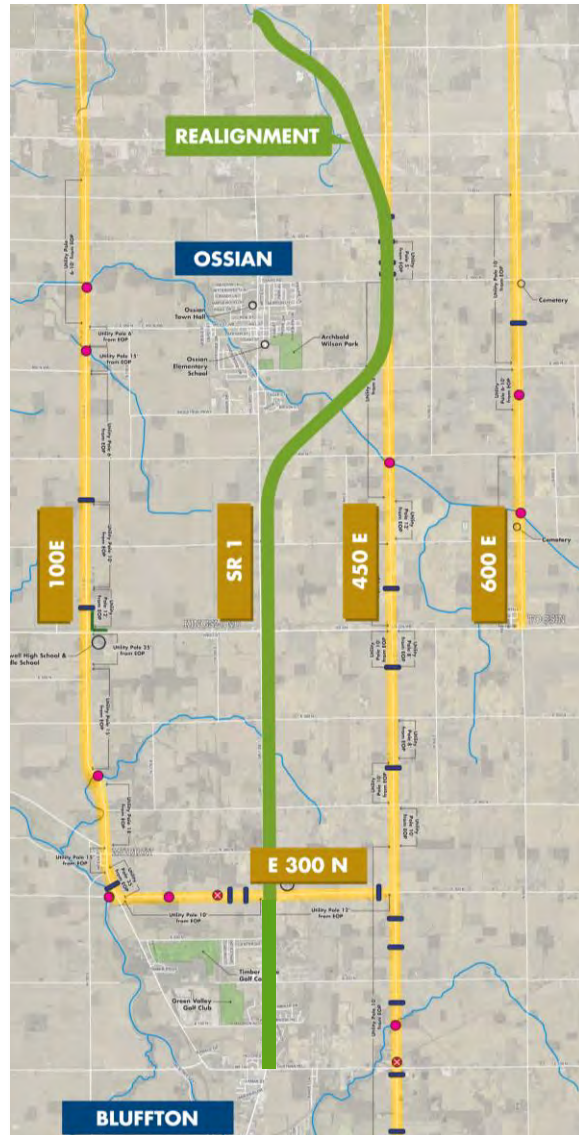


# Wells County North Corridor Study

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## Introduction & Purpose

Butler, Fairman & Seufert, Inc. (BF&S) is pleased to present this Corridor Study to Wells County. This study is the product of a collaborative effort by County staff, the Northeastern Indiana Regional Coordinating Council (NIRCC), local business, residents, and BF&S design professionals.

Wells County highway corridors are the windows to the future. Along these major roads residents and visitors can enjoy the diversity of natural beauty, businesses, and activities that Wells County has to offer. The purpose of this report is to serve as a guide to improve safety and traffic mobility for vehicles accessing the northern portion of Wells County, Bluffton, and the Town of Ossian. In addition to vehicular traffic, this study considers pedestrian and bicycle users by means of the evaluation of a multi-use trail proposed to connect the Archbold Wilson Park with the north side of Bluffton.

Each of the routes under consideration may eventually be improved, but fiscal realities require the county to use data-driven strategies to prioritize limited funds and target roadway improvements in the places where they will have the most impact. This Route Study is part of those strategies.

The Route Study improvement recommendations were based on a process that considered future developments in the county, existing site conditions of the study roadways, potential improvements to safety and traffic operations, as well as a cost analysis. It should be noted that the costs and conceptual layouts included in this study are subject to refinement as more detailed information is compiled.



## Corridor Descriptions

Several corridors in the northern portion of Wells County are being evaluated for this study. Based on observations relayed from the county, significant delays are experienced during the AM and PM peak hours on SR 1 under current conditions. Anecdotal reports indicate that southbound queuing from Ossian to near I-469 is not uncommon. As a result, the adjacent north-south county roads receive higher traffic volumes than typical for these types of rural roadways.

This study is part of a larger development plan to create a system of transportation corridors consistent with the functional classification plan and development needs of Wells County, Bluffton, and Ossian. Recent development planning meetings, the ongoing shortage of housing, and growth plans have encouraged local leaders to take action on a forward direction for Wells County. In the future this will provide a roadway network that allows for opportunities for growth in the County, Bluffton, and especially Ossian. In addition, the improved north-south corridors will enhance the connection between Wells County communities and the City of Fort Wayne.

The following routes are being evaluated in this study (A map of the study corridors is included in Appendix I):

- SR-1 from Dustman Road to CR 1200 N (Figures 1A-1C);
- CR N 100 E from CR 300 N to CR 1200 N (Figure 2);
- CR N 450 E from Division Road to CR 1200 N (Figure 3);
- CR N 600 E from US-224 to CR 1200 N (Figure 4);
- CR E 300 N from SR 116 to CR 450 E (Figure 5);
- Shared-use trail connecting north Bluffton to Archbold Wilson Park in Ossian (Figure 6).

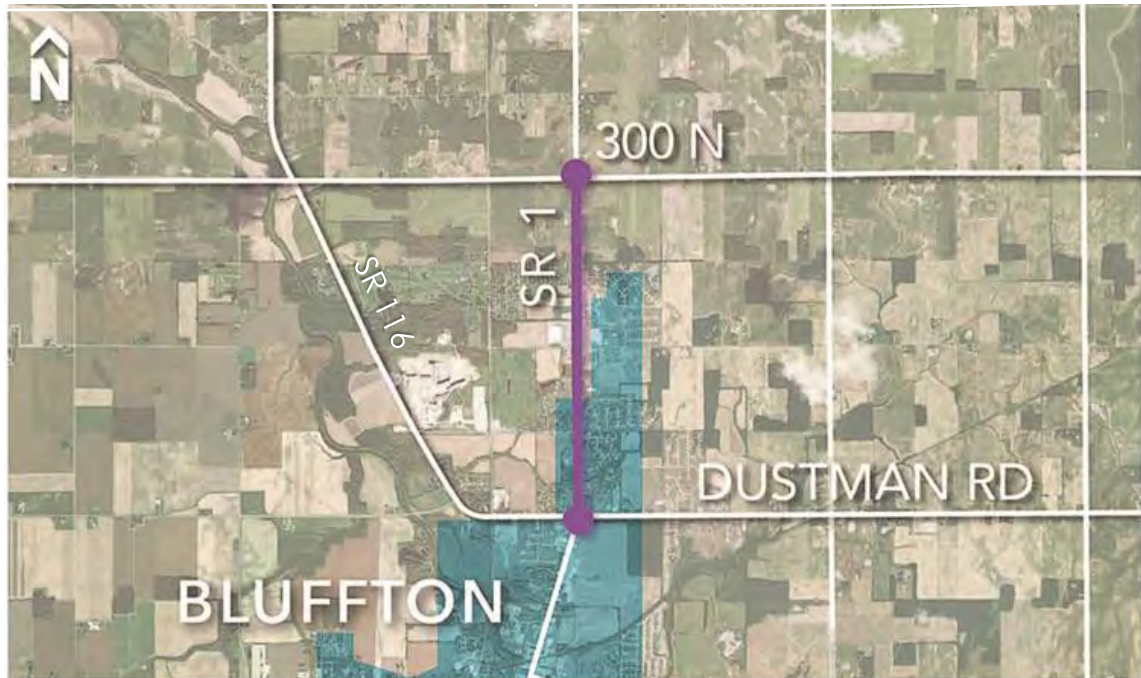
In addition to the above-mentioned routes, the existing SR-1 was also evaluated for potential improvements along its existing alignment. Through the Town of Ossian, SR 1 generally consists of one lane in each direction with wide shoulders / on-street parking. Approximately ten years ago the Town of Ossian had a local project that included the construction of curb extensions to improve pedestrian accessibility and safety on SR 1. Prior to this project the town had experienced issues with through traffic bypassing left-turning traffic on the shoulders of SR 1, increasing pedestrian/vehicular conflicts.



## Scope of the Route Study

The scope of the study consists of the following segments:

- **SR-1 Reconstruction – Phase I (from Dustman Road to CR 300 N)**



**Figure 1A:** SR-1 Reconstruction - Phase I (from Dustman Road to CR 300 N)



- **SR-1 Reconstruction – Phase II (from CR 300 N to US-224)**



Figure 1B: SR-1 Reconstruction - Phase II (from CR 300 N to US-224)

- **SR-1 Realignment – Phase III (from US-224 to North of CR 1200 N)**

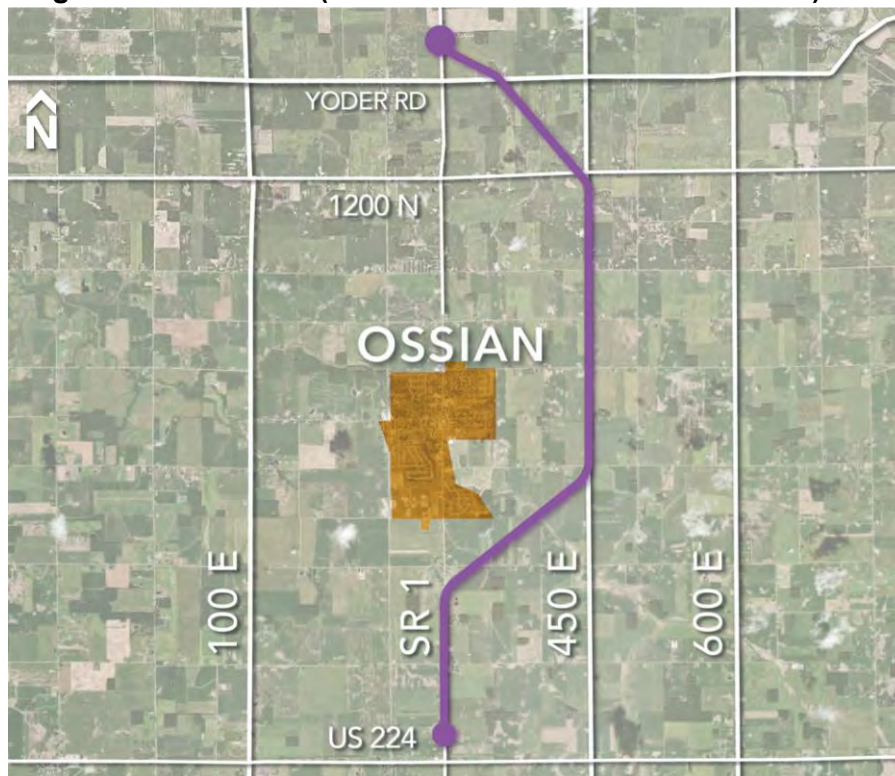


Figure 1C: SR-1 Realignment – Phase III (from US 224 to CR 1200 N)



- CR 100 E from CR 300 N to CR 1200 N

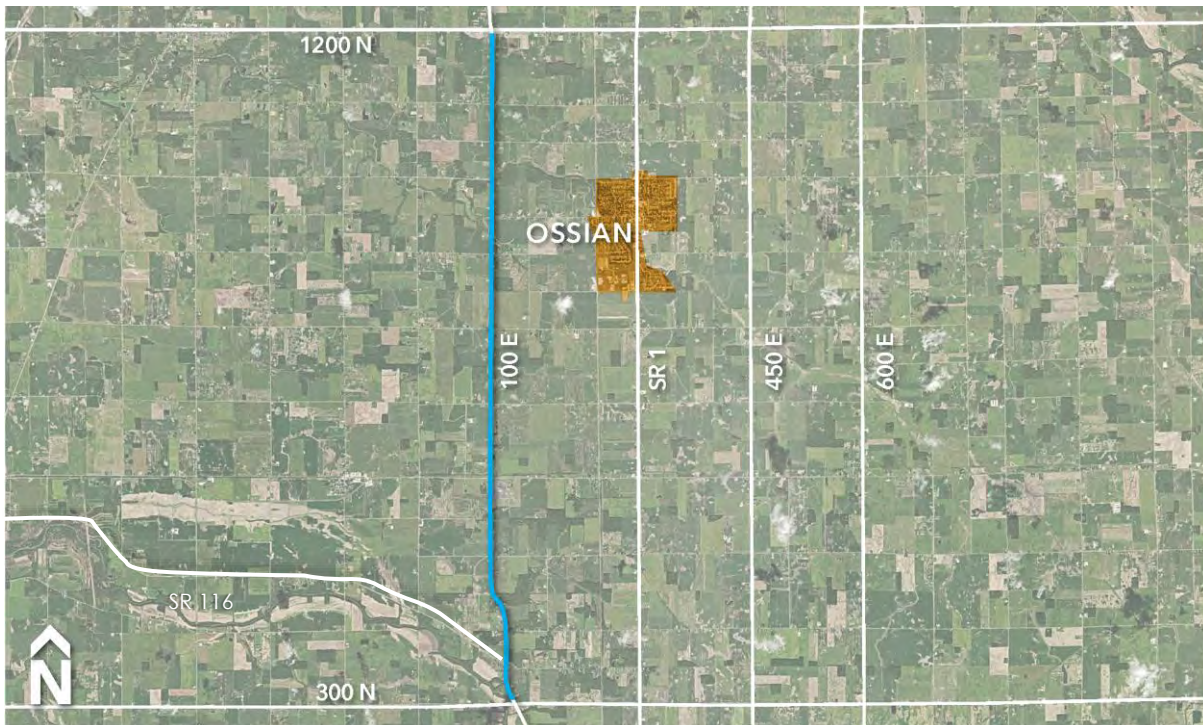


Figure 2: CR 100 E from CR 300 N to CR 1200 N

- CR 450 E from Division Road to CR 1200 N



Figure 3: CR 450 E from Division Road to CR 1200 N



- CR 600 E from US-224 to CR 1200 N



Figure 4: CR 600 E from US 224 to CR 1200 N

- CR 300 N from SR-116 to CR 450 E

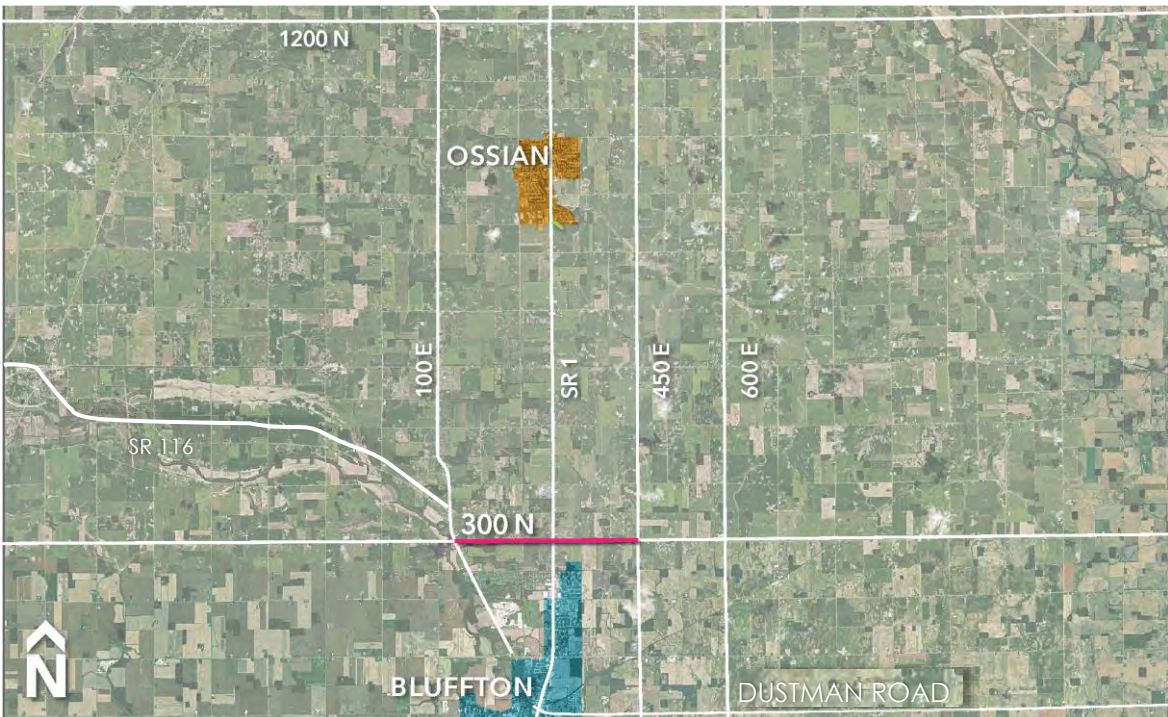
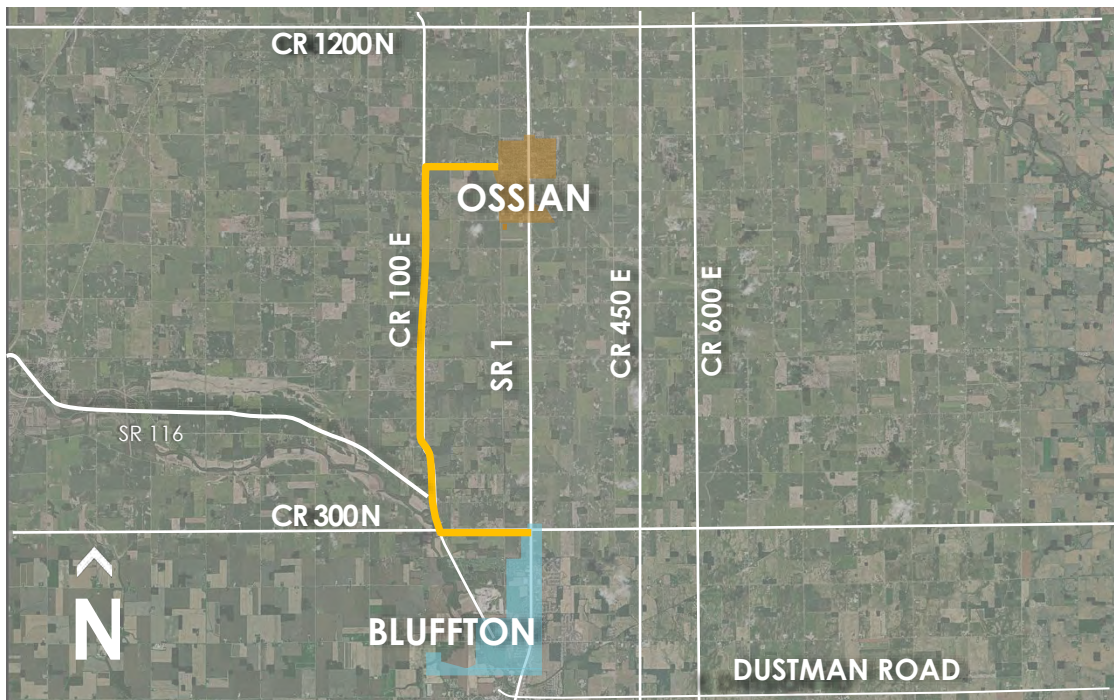


Figure 5: CR E 300 N from SR 116 to CR 450 E





- Shared-use trail connecting north Bluffton to Archbold Wilson Park in Ossian



**Figure 6:** Proposed shared-use trail route.

The study will provide the Wells County a guidance document for developing improvements on the facilities referenced above. The study report development process will include assessment of the current facilities and development of recommendations for new facilities, with proposed typical sections, alternate alignments, right of way and permit requirements, environmental impacts, railroad crossings, utility impacts and potential relocations, geotechnical requirements and associated costs.



## Previous Studies

Wells County has been the focus of several studies. In 1993 and 2000 two County Comprehensive Plans were completed for Wells County by Bonar Group. These studies created an early transportation plan. Then in 2010 Northeastern Indiana Regional Coordination Council completed a Transportation Plan. In 2016 NIRCC also completed a Transportation Summary Report and a Wells County Mobility Improvement Southern Corridor (Red Flag Investigation Report).

In recent years the County's Functional Classification Map has been modified to include the Wells County Corridors and surrounding roadways have their designation changed to better match changing traffic patterns. A copy of the Wells County Functional Classification Map is presented in Appendix J.

This study is a continuation of the corridor study conducted in 2018 for the southern portion of Wells County.

## Existing Conditions Summary

As mentioned previously, the following corridors were included in this study:

- SR-1;
- CR N 100 E;
- CR N 450 E;
- CR N 600 E;
- CR E 300 N;
- Shared-use trail connecting north Bluffton to Archbold Wilson Park in Ossian.

A summary of existing annual average daily traffic (AADT) volumes on the study roadways is presented in Table 1. This data is presented graphically in Figures 7-11. Wells County traffic count data is included in Appendix L.

**SR 1** in the study area is classified by Wells County as a rural principal arterial. SR 1 runs north-south in the study area and forms a vital connection between Bluffton, the Town of Ossian, and



Fort Wayne. It is by far the most heavily traveled roadway in the study area. The 2019 AADT on SR 1 within the study area ranges from 9,005 vpd (0.2 miles south of US 224) to 15,924 vpd (0.2 miles north of Madison Street [CR 150 N] in Bluffton). Commercial trucks account for approximately 6.6% of the total traffic volumes on SR 1 at the INDOT count station located 500 feet north of CR E 900 N in Ossian.

**County Road N 100 E** is classified by Wells County as a rural major collector. Within the study area CR N 100 E runs north to south and forms a connection between SR 116 and CR E 1200 N at the Wells County line. The 2019 AADT on CR N 100 E (at SR 116) was 690 vpd as measured by Wells County in April 2019 (with commercial trucks making up 4.0% of that traffic volume).

**County Road N 450 E** is classified by Wells County as a rural major collector. Within the study area CR N 450 E runs north to south and forms a connection between SR 116 and CR E 1200 N at the Wells County line. The 2019 AADT on CR N 450 E was 830 vpd north of CR E 1100 N as measured by Wells County in April 2019 (with commercial trucks making up 2.8% of that traffic volume). Higher volumes are seen on CR N 450 E closer to the Town of Ossian. The 2016 AADT on CR N 450 E to the south of CR E 1100 N was 988 as reported by NIRCC. CR N 450 E is an important parallel route to SR 1 since it is the closest north-south roadway to the east of SR 1, and has a bridge over I-469 providing good connectivity to Allen County and Fort Wayne.

Further evidence of the importance of CR N 450 E was provided during the closure of SR 1 for repaving work in the fall of 2019. The official detour for the closure of SR 1 is shown on Figure 6, and involved travelling around SR 1 to the west using US 224, I-69, and I-469. However, despite this being the official detour approximately half of the traffic that would have used SR 1 instead diverted to CR N 450 E. Wells County collected traffic volumes on CR N 450 E during the closure and this roadway had an AADT of 5,949 vpd 0.7 miles south of County Line Road (CR E 1200 N). Volumes were also collected closer to Ossian during the closure on SR 1 and 0.2 miles north of CR E 900 N were approximately 3,328 vpd.

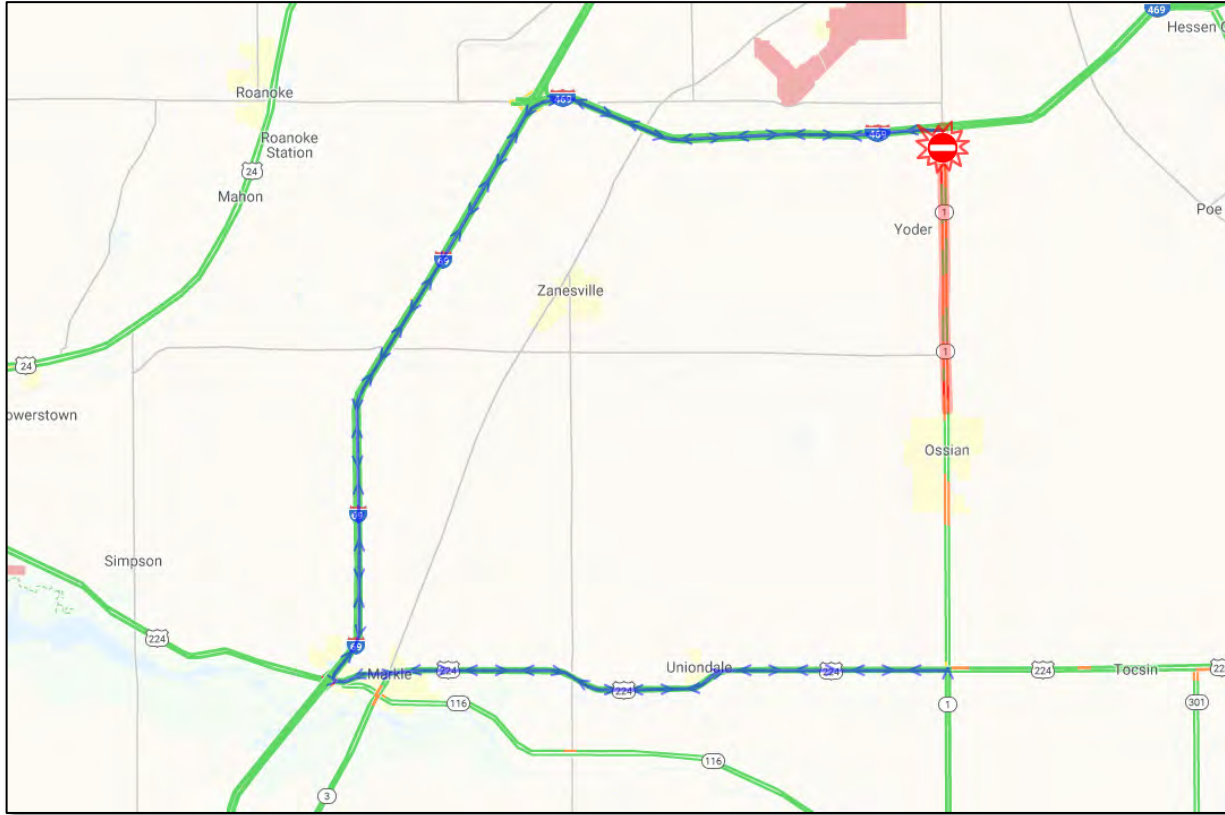


Figure 6: Official detour route during repaving of SR-1 in the Fall of 2019.

**County Road N 600 E** is classified by Wells County as a rural minor collector. Within the study area CR N 600 E runs north to south and forms a connection between US 224 and the Wells County line / Comer Road. The 2019 AADT on CR N 600 E was 550 vpd north of CR E 1100 N as measured by Wells County in April 2019 (with commercial trucks making up 2.4% of that traffic volume).

**Shared Use Paths** can provide connectivity and promote and create an attractive livable corridor. Currently there are limited pedestrian / non-motorized vehicle facilities in the northern section of Wells County. On the north side of Bluffton there is an existing trail that follows the SR 1 alignment. Specifically this trail is located on the west side of SR 1, beginning just south of the Wabash River and continuing north for approximately 2 miles before terminating at Monroe Street (CR 200 N).



**Table 1: Annual Average Daily Traffic on Study Area Routes**

Figure	Route	Location	2019 AADT	Source
7	SR 1	0.2 mi N of CR 1200N	11,564	INDOT TCDS Data
7	SR 1	0.15 mi S of CR 1200N	12,160	INDOT TCDS Data
8	SR 1	500' N of Mill St	12,165	INDOT TCDS Data
8	SR 1	500' N of CR 900N	12,246	INDOT TCDS Data
9	SR 1	0.2 mi N of US 224	10,041	INDOT TCDS Data
9	SR 1	0.2 mi S of US 224	9,005	INDOT TCDS Data
10	SR 1	0.2 mi N of Madison (150N)	15,924	INDOT TCDS Data
11	CR 100 E	North of CR 1100N	690	Wells County
11	CR 450E	North of CR 1100N	830	Wells County
11	CR 600E	North of CR 1100N	550	Wells County



**Figure 7: INDOT TCDS DATA 0.2 miles North & South of CR 1200**



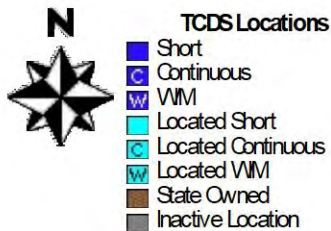
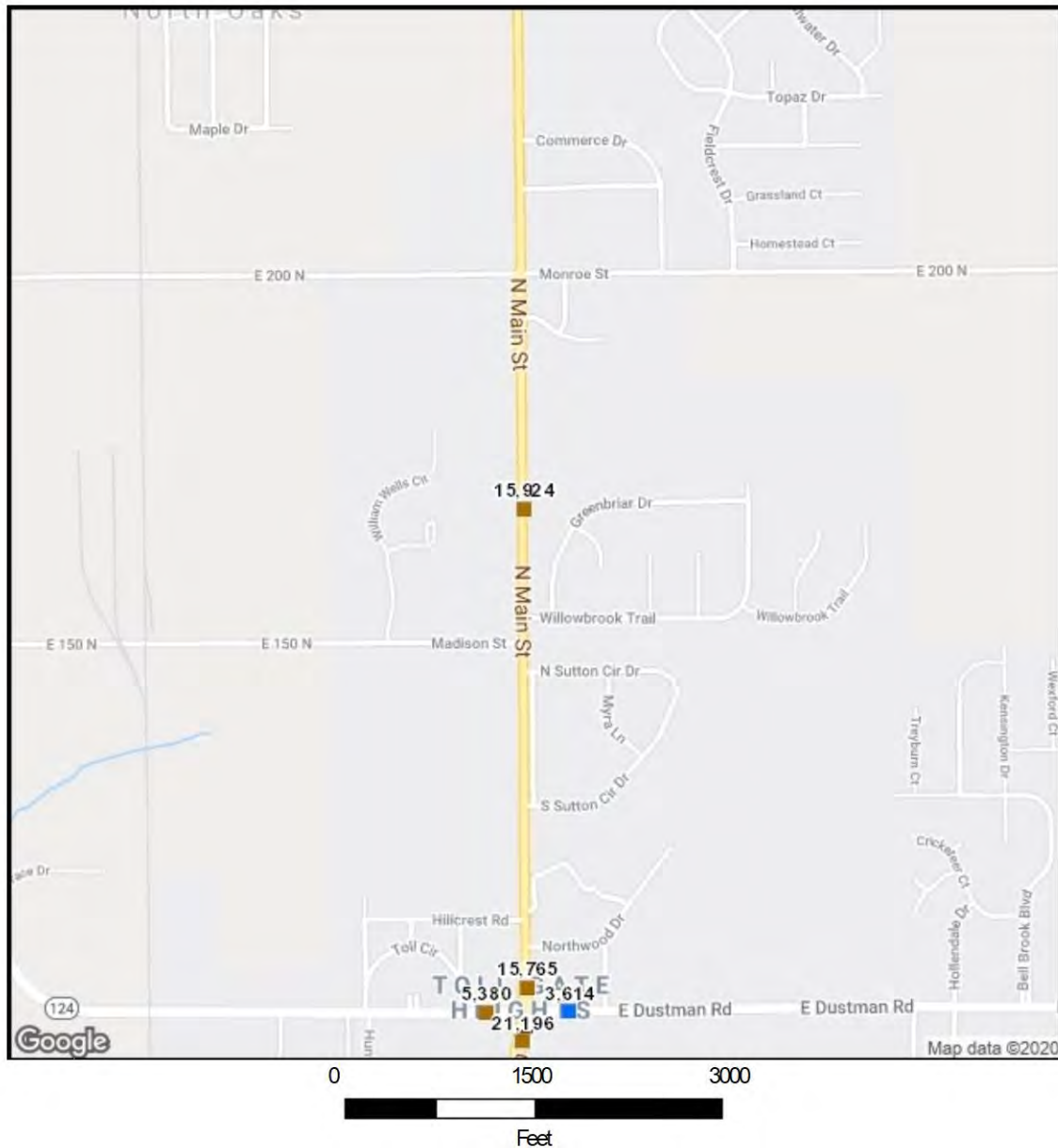
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**Figure 8:** INDOT TCDS DATA 500' of N Mill St & 500 N of CR 900 N



**Figure 9:** INDOT TCDS DATA 0.2 miles North & South of SR 224





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**Figure 10: INDOT TCDS DATA 0.2 miles North & South of SR 224**

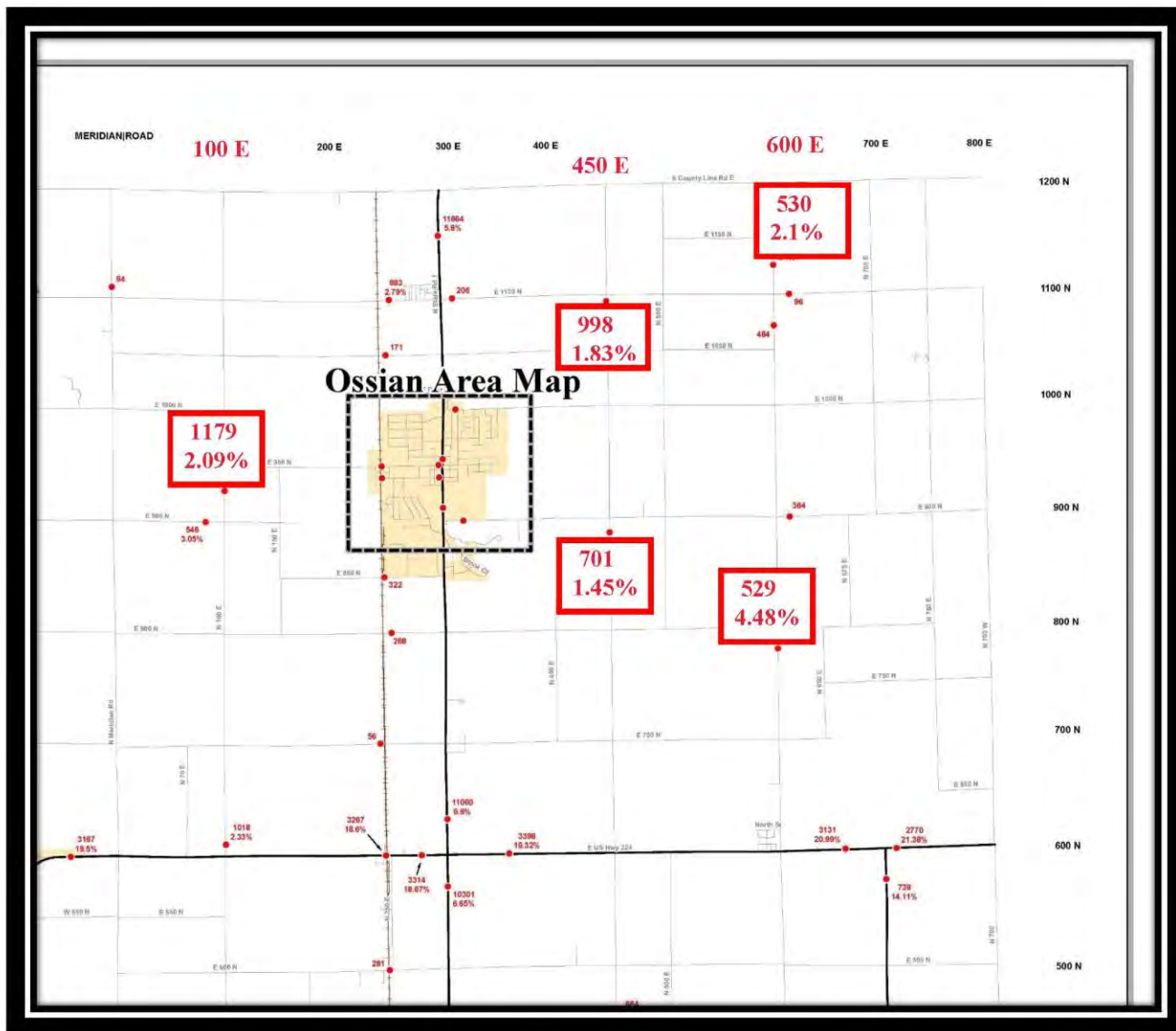
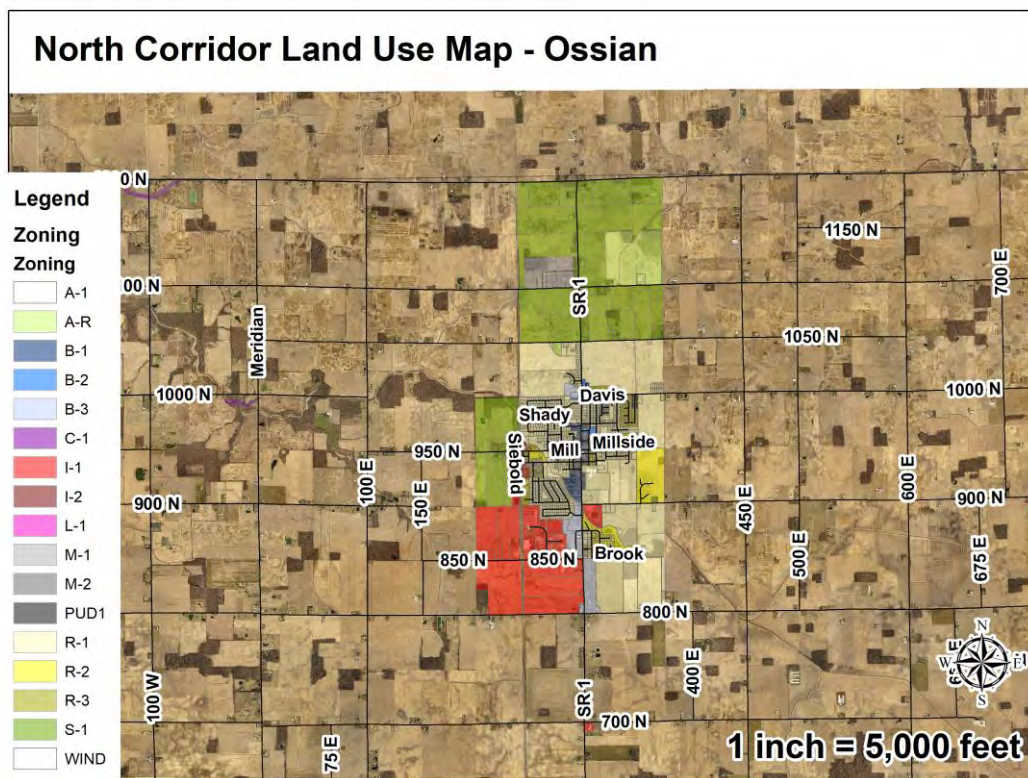


Figure 11: County Traffic Count CR 100 E, CR 450 E & CR 600 E



## Land Use Information

Aside from the Town of Ossian the majority of the land within the study area consists of agriculture land and residential. The improvement of the County Roads under consideration in this study will enable the possible development of more intensive land uses providing additional jobs for the Town of Ossian and Wells County. The potential realignment of SR 1 presents the greatest possibility of development, with a new corridor opening with a four-lane typical section that will be very attractive to industrial development.





## Crash Report Information

Traffic crash data was provided by Wells County for the study area routes between January 1, 2014 and December 31, 2018. Analysis of the crash data indicates that some of the study routes currently experience more crashes than would be anticipated given their current traffic volumes and configuration. Specifically, SR 1 has an index of crash frequency ( $I_{CF}$ ) of 3.62 and CR 100 E has an  $I_{CF}$  of 3.27. According to INDOT’s *Guidelines for Roadway Safety Improvements* an index of crash frequency greater than two indicates that the location may be considered a high crash location.

The index of crash cost ( $I_{CC}$ ) measures the difference between expected an estimated crash cost at the location divided by the standard deviation of the difference. Like the  $I_{CF}$ , a value above two would be considered high. However, it should be noted that the crash data evaluated for the study corridors did not break down injury crashes with the full granularity required by INDOT’s RoadHat software. To properly evaluate the  $I_{CC}$  the crash severity for injury crashes needs to be broken down to include separate figures for incapacitating injuries, and non-incapacitating and possible-injury crashes. The data evaluated in this study had did not have this granularity for injury crashes. Therefore, all crashes in the study that were identified as injury crashes were assumed to be incapacitating injuries. While this does not impact the index of crash frequency, it does have an impact when looking at the index of crash costs. For this reason, no conclusions are made in this study with regards to the  $I_{CC}$ . The crash data used in this study is included in Appendix M.

**Table 2: Crash Data Summary**

Route	AADT	Total Crashes	Injury Crashes	Fatal Crashes	Index of Crash Frequency	Index of Crash Cost
SR 1	12,246	721	144	3	3.62	8.73
CR 100E	690	70	11	1	3.27	3.02
CR 450E	830	52	13	2	1.47	2.92
CR 600E	550	13	2	0	0.37	0.84
CR 300N	600	21	6	0	1.88	2.37

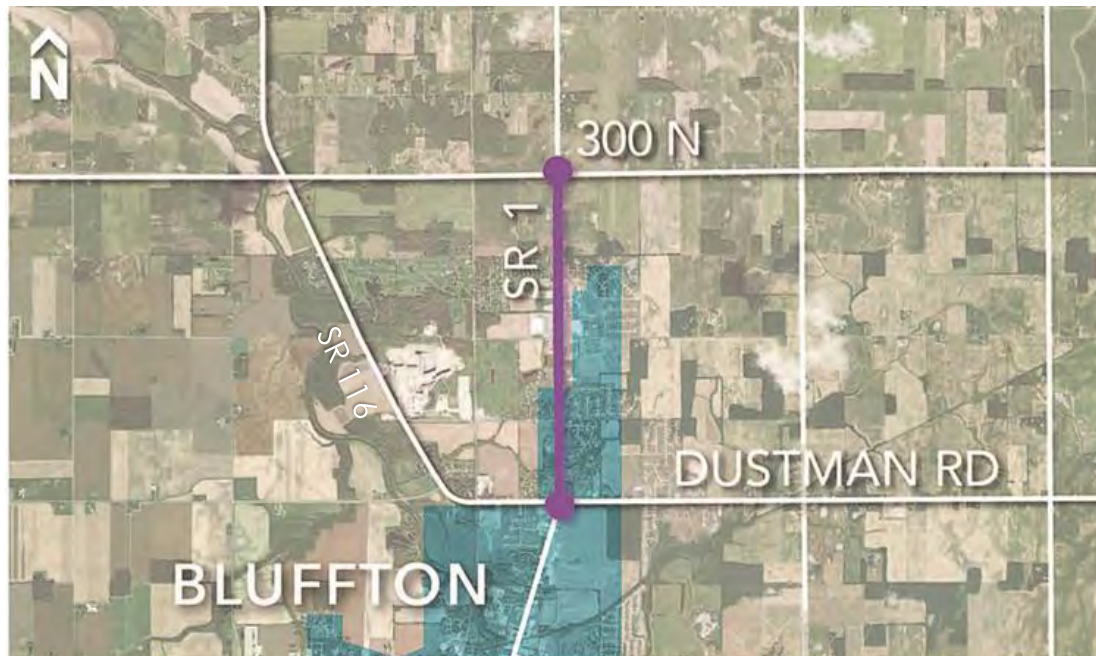


## Roadway – Analysis of the Routes

### STATE ROAD 1 RECONSTRUCTION – PHASE I (FROM DUSTMAN ROAD TO CR 300 N)

Improvements to State Road 1 are proposed to be conducted in three phases. Phase I would consist of widening SR 1 from Dustman Road to CR 300 N (Figure 1A). SR 1 would maintain its existing alignment but would be widened from its existing two-lane or three-lane (with center turn lane) configuration to a five-lane cross-section (with center turn lane). This would match the lane configuration of SR 1 south of Dustman Road and would greatly improve traffic capacity of this segment of the corridor.

SR 1 in the study area is classified by Wells County as a rural principal arterial with an AADT of approximately 15,924 on the Phase I segment (measured north of Dustman Road). Figure 53-2 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 60 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 11 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 3% may be used for a level condition. These geometric design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.



**Figure 1A:** SR-1 Reconstruction - Phase I (from Dustman Road to CR 300 N)



**STATE ROAD 1 RECONSTRUCTION – PHASE II (FROM CR 300 N TO US 224)**

Phase II of the SR 1 improvements would continue the widened five-lane section to the north. Extending from the Phase I terminus (CR 300 N) to US 224 (Figure 1B). Similar to the previous phase, in this segment SR 1 would also maintain its existing alignment but would be widened from its existing two-lane configuration to a five-lane cross-section (with center turn lane). This would match the lane configuration of SR 1 south of Dustman Road and would greatly improve traffic capacity of this segment of the corridor.

SR 1 in the Phase II segment area is classified by Wells County as a rural principal arterial and has an AADT of approximately 9,005 vpd (measured south of US-224). Figure 53-2 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 60 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 11 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 3% may be used for a level condition. These geometric design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.



**Figure 1B:** SR-1 Reconstruction - Phase II (from CR 300 N to US-224)



**STATE ROAD 1 REALIGNMENT – PHASE III (FROM US 224 TO CR 1200 N)**

Phase III of the SR 1 improvements would create a new alignment for SR 1 to the east of the existing corridor (Figure 1C). This would provide the opportunity to both alleviate congestion through the Town of Ossian, as well as provide a crucial opportunity for future economic development. There are two realignment options being considered in this study, as illustrated in Figure 1C (reproduced below). The realignment of SR 1 will provide many benefits to Wells County, Bluffton, the City of Fort Wayne, and especially the Town of Ossian. Some of these benefits include the following:

- Allows potential higher speeds, facilitating commuters and other traffic between Bluffton, Ossian, and Fort Wayne.
- Allows for substantial additional growth in the Town of Ossian.
- Brings more traffic from the Lancaster and Jefferson Townships over to the Town of Ossian. Currently, much of the commuter traffic in these areas avoid SR 1 due to traffic congestion.



**Figure 1C:** SR-1 Realignment – Phase III (from US 224 to CR 1200 N)



Looking from the south to the north the realignment would begin near County Road 800 N on the south side of Ossian and would rejoin the existing SR 1 alignment near the northern Wells County line (CR 1200 N). Specifically, the route would shift the existing SR 1 alignment approximately 1.5 miles to the east of the existing SR 1 (coincident with CR 450 E). This new alignment would pass to the east of the developed portion of the Town, providing a developable corridor for future expansion. Both two-lane and four-lane options were evaluated for the realignment. However, it should be noted that the four-lane option is preferred for its superior traffic operations as well as the additional capacity for future development (especially industrial developments, which are often looking for sites on four-lane roadways). The four-lane option is preferred by both Wells County and the Town of Ossian. This new SR 1 alignment would serve as the route for both trucks and commuter traffic heading to and from Fort Wayne / I-469, reducing the traffic burden on the existing SR-1 alignment and allowing it to better serve local residents and businesses.

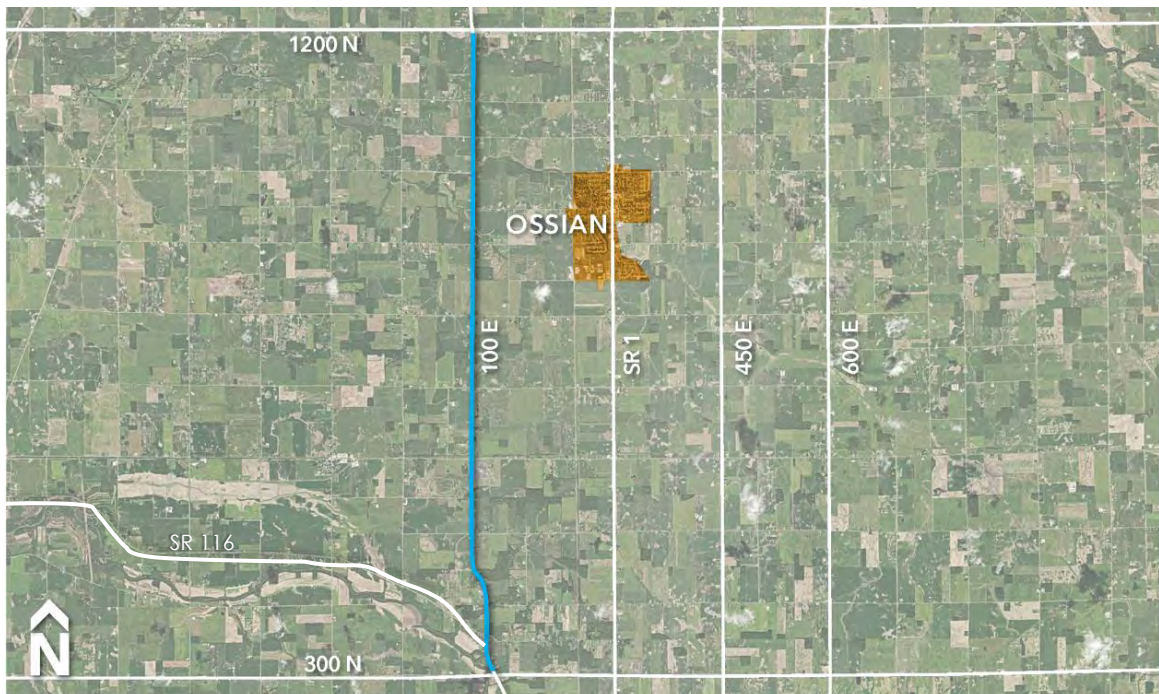
SR 1 in the Phase III segment area is classified by Wells County as a rural principal arterial and has an AADT of approximately 12,246 vpd (measured north of CR 900 N). The four-lane divided parameters in Figure 53-2 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 70 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 4 ft. on the left and 11 ft. on the right. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 3% may be used for a level condition. These geometric design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.





### COUNTY ROAD N 100 E

This study evaluated CR N 100 E from its southern terminus to the northern border of Wells County (CR 1200 N), illustrated in Figure 2. Wells County classifies CR N 100 E as a rural major collector roadway and its 2019 AADT was 690 vpd. To provide connectivity with the east-west corridor of CR 300 N, the portion of State Road 116 between CR N 100 E would also be improved as needed. However, the bulk of the reconstruction would be on CR N 100 E as the typical section of SR 116 already includes shoulders. Currently CR N 100 E consists of one 11-foot lane in each direction and no paved shoulders. The proposed typical cross section for the improved roadway would include one 12-foot lane in each direction and 8-foot paved shoulders. These improvements are expected to improve both traffic operations and safety. Like the other north-south corridors in northern Wells County, CR N 100 E experiences higher traffic volumes as a result of diverted traffic avoiding the queues and delay on the SR 1 corridor. Furthermore, Norwell High School and Norwell Middle School are also large traffic generators located on CR N 100 E. In addition to the improvements to the vehicular traffic facilities on CR N 100 E, pedestrian and bicycle users are planned to be accommodated on this route as well. A new multi-use trail was evaluated as a part of this study and the preferred alignment is parallel to CR N 100 E between CR E 300 N and CR E 950 N.



**Figure 2:** CR 100 E from CR 300 N to CR 1200 N



Figure 53-4 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 55 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 8 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 5.5% may be used for a level condition. These geometric design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.

### **COUNTY ROAD N 450 E**

County Road N 450 E was evaluated from its southern terminus at E Division Road (SR 124) to the northern border of Wells County (CR 1200 N), which is illustrated in Figure 3. Wells County classifies CR N 450 E as a rural major collector, and it has an AADT of 830 vpd. Currently CR N 450 E consists of one 10-foot lane in each direction and no paved shoulders. The proposed typical cross section for the improved roadway would include one 12-foot lane in each direction and 8-foot paved shoulders. These improvements are expected to improve both traffic operations and safety. Like the other north-south corridors in northern Wells County, CR N 450 E experiences higher traffic volumes as a result of diverted traffic avoiding the queues and delay on the SR 1 corridor. The pavement on the portion of CR 450 E to the north of US 224 consists of a chip and seal. With an AADT of approximately 830 vehicles per day (vpd) in 2019 this roadway is approaching capacity for its pavement section. Wells County considers an AADT of about 1,000 vpd as a generally upper limit for chip and seal roadways. The proposed roadway improvements consist of the same typical cross section as the other county roads under consideration, with two 12-foot lanes and 8-foot paved shoulders. These improvements would be expected to improve traffic operations and safety, while also providing a pavement section that is able to withstand future traffic growth.

Figure 53-4 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 55 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 8 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 5.5% may be used for a level condition. These geometric



design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.

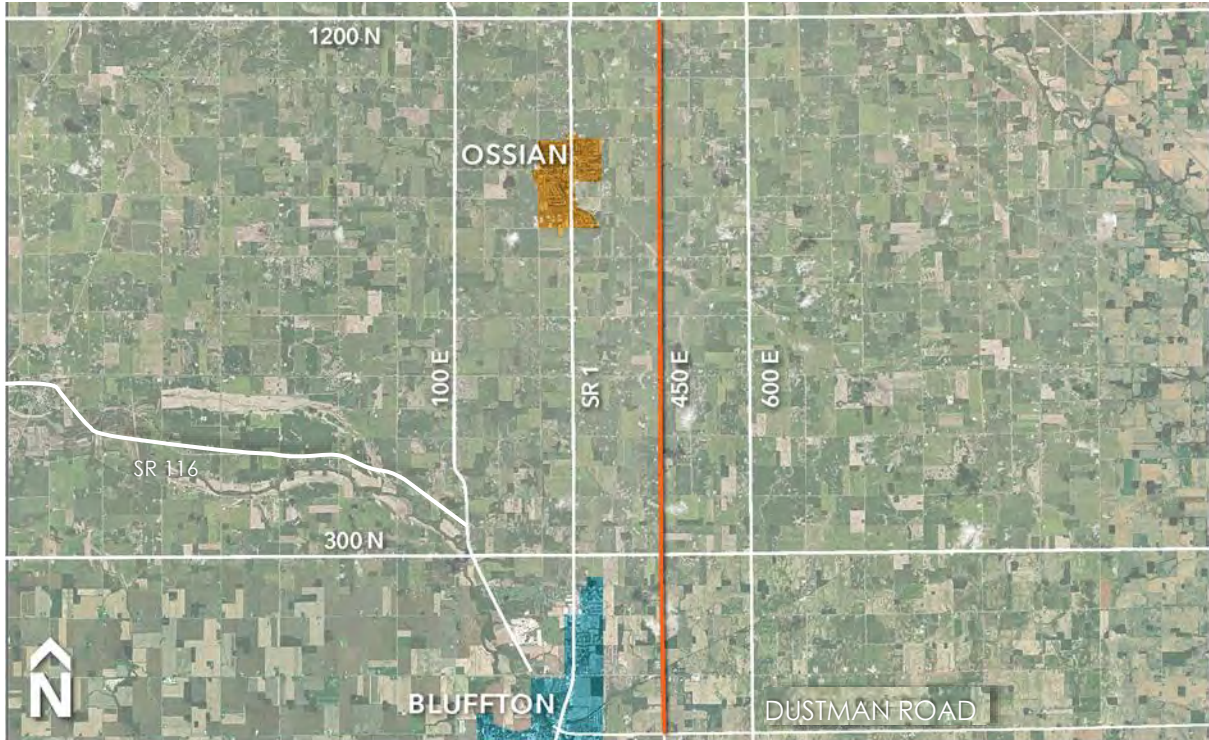


Figure 3: CR 450 E from Division Road to CR 1200 N

### **COUNTY ROAD N 600 E**

County Road N 600 E was evaluated from US 224 to the northern border of Wells County (CR 1200 N), which is illustrated in Figure 4. Wells County classifies CR N 600 E as a rural minor collector and its 2019 AADT was 550 vpd. Currently CR N 600 E consists of one 9-foot lane in each direction and no paved shoulders. The proposed typical cross section for the improved roadway would include one 12-foot lane in each direction and 8-foot paved shoulders. These improvements are expected to improve both traffic operations and safety. The pavement on CR 600 E consists of a chip and seal. The proposed roadway improvements consist of the same typical cross section as the other county roads under consideration, with two 12-foot lanes and 8-foot paved shoulders. These improvements would be expected to improve traffic operations and safety.

Figure 53-4 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 55 mph and the travel lane width shall be 12 ft. with a minimum usable



shoulder width of 8 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 5.5% may be used for a level condition. These geometric design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.



Figure 4: CR 600 E from US 224 to CR 1200 N



**COUNTY ROAD E 300 N**

County Road E 300 N was evaluated from SR 116 to CR N 450 E (Figure 5). Wells County classifies CR E 300 N as a rural major collector between SR 116 and SR 1 and as an urban major collector from SR 1 to CR N 450 E. Currently CR E 300 N consists of one 9-foot lane in each direction and no paved shoulders to the west of SR 1 and one 10-foot lane in each direction to the east of SR 1. The proposed roadway improvements consist of the same typical cross section as the other county roads under consideration, with two 12-foot lanes and 8-foot paved shoulders. These improvements would be expected to improve traffic operations and safety. CR 300 N experiences higher traffic volumes than a typical county road as a result of diverted traffic avoiding the queues and delays on the SR 1 corridor. Furthermore, Norwell High School and Norwell Middle School are also large traffic generators located at the intersection of CR 300 N and CR 100 E. In addition to the improvements to the vehicular traffic facilities on CR 300 N, pedestrian and bicycle users are planned to be accommodated on this route as well. A new multi-use trail was evaluated as a part of this study and the preferred alignment is parallel to CR 300 N between SR 116 and SR 1.



**Figure 5:** CR E 300 N from SR 116 to CR 450 E



Figure 53-4 of the INDOT Design Manual will be used for the design. Based on the design table the design speed shall be 55 mph and the travel lane width shall be 12 ft. with a minimum usable shoulder width of 8 ft. The travel lane cross slope should be 2% and the shoulder cross slope will vary depending on the shoulder width and type of surface. A minimum desirable profile grade of 0.5% and maximum profile grade of 5.5% may be used for a level condition. These geometric design criteria are included in Appendix K; preliminary conceptual plans are included in Appendix B.

### **TRAIL CONNECTING NORTH BLUFFTON TO ARCHBOLD WILSON PARK IN OSSIAN**

The study evaluated the best location for a trail connection between the existing trail on the north side of Bluffton to Archbold Wilson Park in Ossian. The purpose of this trail connection is to provide connectivity for the northern section of Wells County residents, as well as promote and create an attractive livable corridor. Other benefits from trails include the following:

- Improved health
- Economic growth
- Improvement of the environment
- Overall better quality of life

These potential benefits encompass the desired outcomes of including trails in the county's comprehensive plan.

Trails also provide benefits to the surrounding community in which they are constructed. Specifically, there are clear benefits to health, tourism, commercial/industrial opportunities, and the environment. More details about these benefits are provided below:

#### **Health**

- Trails help people of all ages incorporate exercise into their daily routines by connecting them to places they need or want to go.
- Communities that support this type of physical activity may see effects on their public health and wellness.

#### **Tourism**



- Trails provide an excellent opportunity for tourism, especially with the cycling communities.
- Many cyclists enjoy discovering new trails and bike routes in their adjacent communities.
- It allows people to explore their own community as well as draw in visitors.
- When people go on long bike rides, they like passing through the local towns and cities for a bite to eat, a drink, or ice cream! This brings additional revenue into the community.
- Businesses have shown to improve their yearly profits when they're located along routes where people can easily walk or ride their bikes to the business.
- This type of system can help keep existing business and help attract new ones. It provides an amenity for that company's employees and their families by giving them recreational opportunities while getting around town easily.

#### Commercial and Industrial Opportunities

- Existing trails may inspire growth to commercial and industrial businesses.
- Trails provide an alternative way to travel to and from work, school, and incorporate biking and walking in their daily routines.
- There is approximate 32% of people in the United States that don't own or operate a vehicle. (based on how many people have a valid driver's license compared to the total population)
- Having trails in rural communities provides safe opportunities for those individuals to reach their destinations without relying on a vehicle. They become independent in their travels.

#### Environment

- Trails and Greenways help preserve existing green space.
- It provides vital links between fragmented habitats for animals and insects.
- There's less pollution emitted in the air when people make the conscious decision to walk or ride their bikes for their means of transportation

There were several north-south routes for the trail that were explored in this study. These include CR 100 E, the proposed SR 1 realignment, CR 450 E, and CR 600 E. The final recommended trail location was to follow the CR 100 E roadway. This route had the highest return on investment. The trail width will be 12-feet-wide, accommodating two-way pedestrian traffic.



Preliminary conceptual plans for the trail are included in Appendix B. The proposed trail is illustrated in Figure 6; the following is a detailed description of the trail route:

- a. The trail width will be 12-foot-wide, accommodating two-way pedestrian traffic.
- b. The route begins at the north side of 300 N at Lancaster Elementary School. It will then head west on 300 N, crossing over State Road 1, a railroad crossing, two culverts, and one bridge, terminating at the intersection of 300 N and 100 E.
- c. The trail then turns north onto 100 E, remaining on the east side of the roadway
- d. Heading north on 100 E crossing over one culvert and then through the community of Murray.
- e. Passing over 350 N and 400 N, then crossing over the Dowty Ditch bridge, and 500 N.
- f. As the trail travels past Norwell High School and Middle School properties, it will be linked with a connector trail into the school.
- g. At the intersection of 100 E and US 224, the trail will cross north over US 244, then cross west over 100 E. The trail alignment is now on the west side of 100 E.
- h. Continue north on 100 E, crossing a culvert, 700 N, a culvert, 800 N, 900 N, and then the Hunter Drain bridge.
- i. Reaching 950 N, the trail will turn east, crossing over 100 E, and then head west on 950 N on the north side of the road.
- j. As the trail approaches the Town of Ossian, the route will cross over the railroad, then south over 950 N at Depot Street.
- k. The trail will be on the west side of Depot Street, as it heads south, it will turn east at the Lafever Street intersection. Starting at the intersection of 950 N and Depot Street, the trail's width will be reduced to 10 or 8-foot-wide in order to reduce the amount of residential property disturbed.
- l. The trail will head east on Lafever Street on the north side. The route will cross Barnett Street, Norwalt Street, Ogden Street, SR 1, Metts Street, and Melching Drive, and terminate at the entrance of Archbold Wilson Park.





Figure 6: Proposed shared-use trail route.



## Bridge Assessment

Bridge assessment consisted of a review of the 2017 Phase I Bridge Inspection Report for Wells County. The only bridge of note in the Bridge Inspection Report was Bridge #90-000121, which carries County Road 600 E. This bridge was identified as in need of rehabilitation in the year 2020. Design work is currently underway by Engineering Resource to address this needed rehabilitation. A copy of the 2017 Phase I Bridge Inspection Report for Wells County is available at the County Engineer office.

## Environmental Red Flag Investigation – NIRCC

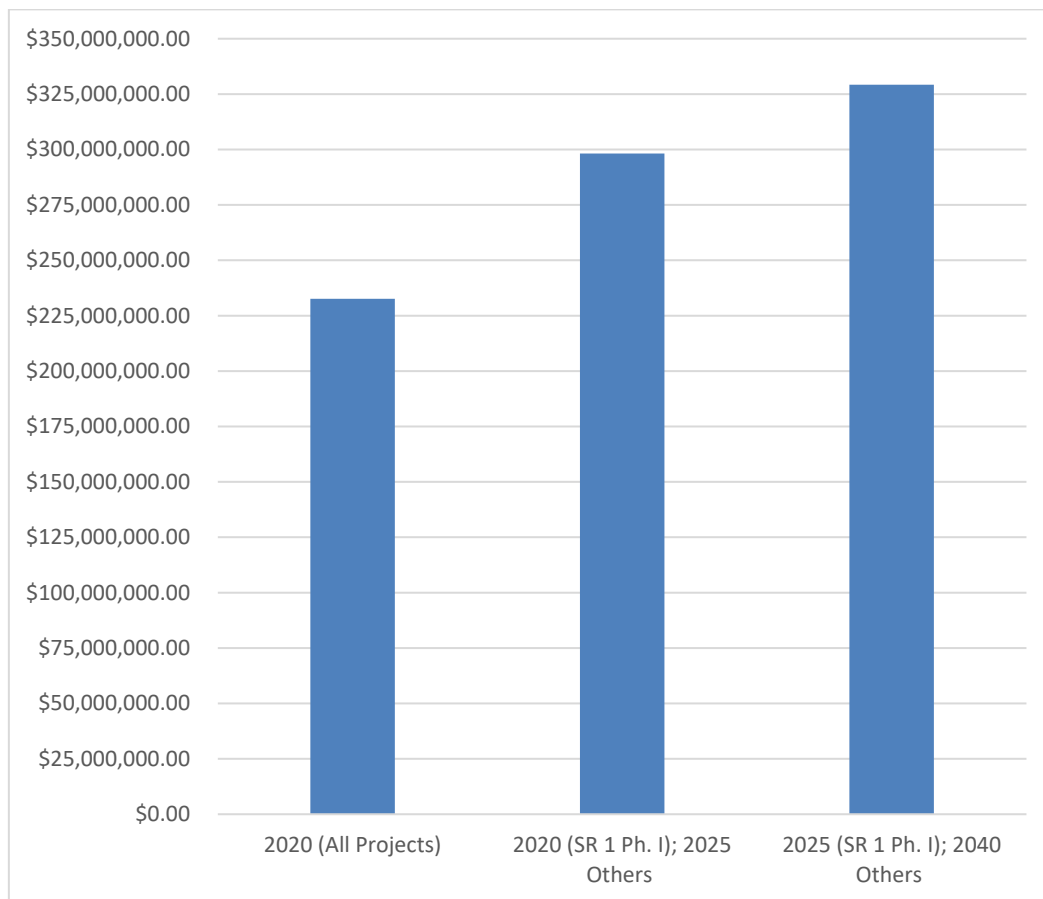
Since the red flag analysis, as an environmental document has a limited shelf life, there is no advantage in preparing one too far in advance. Therefore, it was decided to wait until more information regarding the proposed projects is available.

## Project Prioritization

Based on the analyses conducted for this report, and in coordination with the recommendations from Wells County, the following prioritization of the projects is recommended:

1. SR 1 Widening (Phases I, II, & III)
2. CR 450 E
3. CR 100 E (including trail from CR 300 N to Archbold Wilson Park)
4. CR 600 E
5. CR 300 N (including trail from SR 116 to SR 1).

A map illustrating the projects and their priority ranking is included in Appendix A. Estimated costs for the projects are presented in Appendix C. The cost estimates assume a 2% rate of inflation; Phase I of the SR 1 widening was assumed to be constructed in five years while the other projects were assumed to be constructed in 20 years. The total cost of all the projects if delivered on this schedule is approximately \$329,238,000. Significant savings can be realized if the project delivery is accelerated. For example, if the projects were delivered this year the cost would only be about \$232,658,000 (a savings of over \$96 million). Figure 7 illustrates the overall cost with varying project delivery schedules.



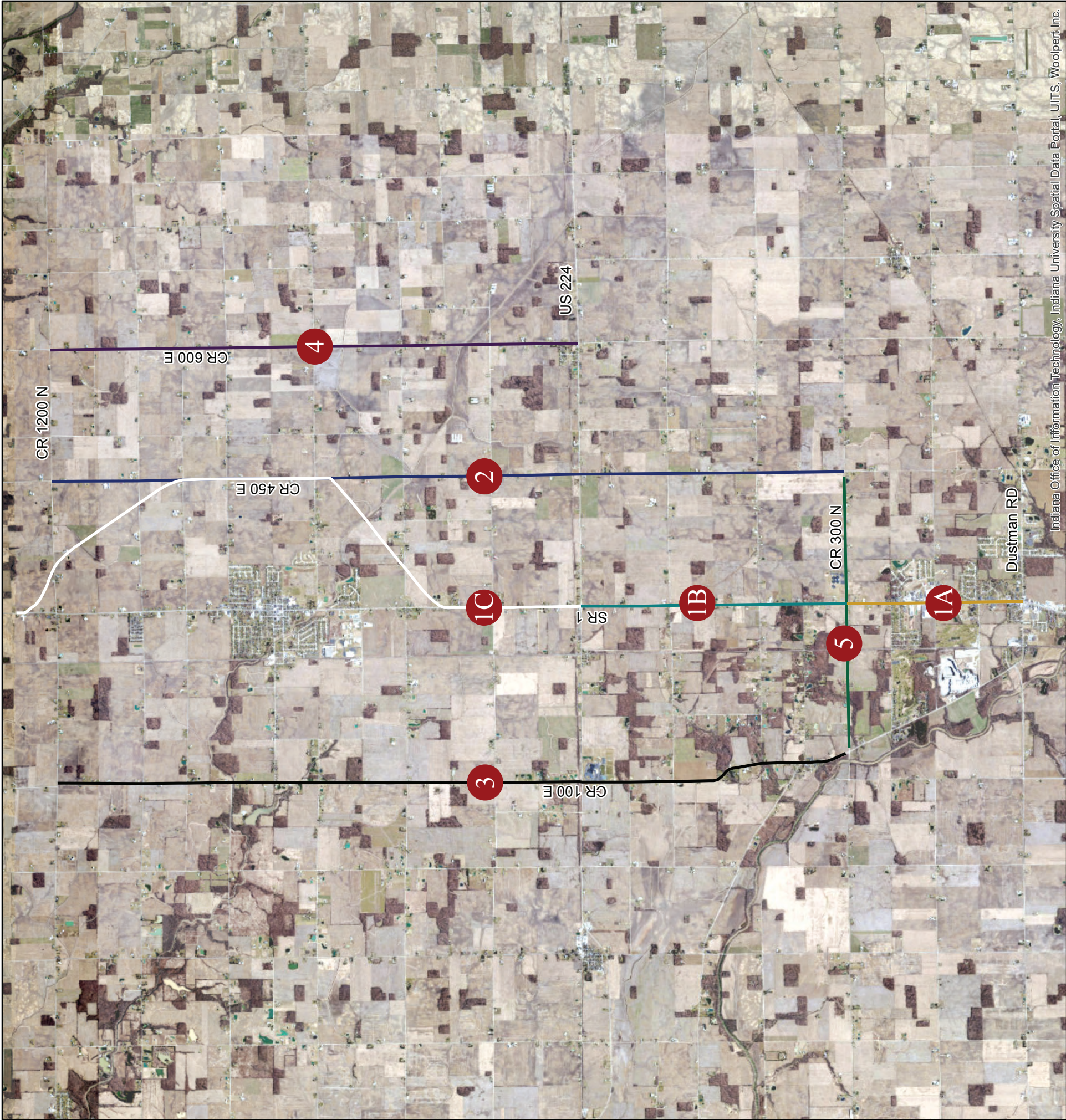
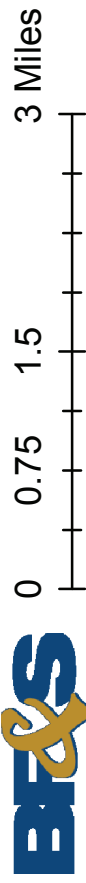
**Figure 7:** Cost Comparisons of Different Project Delivery Schedules

## APPENDIX A

### PROJECTS WITH FUNDING SOURCES

# North Corridor Study

- 1A** **SR1 Reconstruction - Phase I**  
From CR 300 to US 224 (INDOT)
- 1B** **SR1 Reconstruction - Phase II**  
From US 224 to CR 1200 N (INDOT)
- 1C** **SR1 Reconstruction - Phase III**  
From CR 1200 N to CR 200 N (INDOT)
- 2** **CR 450 E**  
From SR 124 to CR 1200 N (CCMG)
- 3** **CR 100 E**  
From CR 300 N to 1200 N (CCMG)
- 4** **CR 600 E**  
From US 224 to CR 1200 N (CCMG)
- 5** **CR 300 N**  
From SR 116 N to CR 450 E (Federal Aid)



## APPENDIX B

# PRELIMINARY CONCEPTUAL ROAD & TRAIL PLANS



RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE
	EC	ACE
DESIGNED:	DRAWN:	ACE
CHECKED:	SHH	CHECKED: EC

NORTH CORRIDOR STUDY		INDIANA	
CR 100 E		WELLS COUNTY	
BRANCH LOCATIONS		260-488-1532 FORT WAYNE 765-423-5602 LAFAYETTE 319-268-2333 MERRILLVILLE 317-858-5842 PLAINFIELD	
HEADQUARTERS		8450 WESTFIELD BLVD., SUITE 300 FORT WAYNE, IN 46825 TEL: 317-713-4618 FAX: 317-713-4616 www.bsdesign.com	

HORIZONTAL SCALE	BRIDGE FILE
1"=200'	
VERTICAL SCALE	DESIGNATION
SURVEY BOOK	SHEET
CONTRACT	1 OF 30
	PROJECT

6

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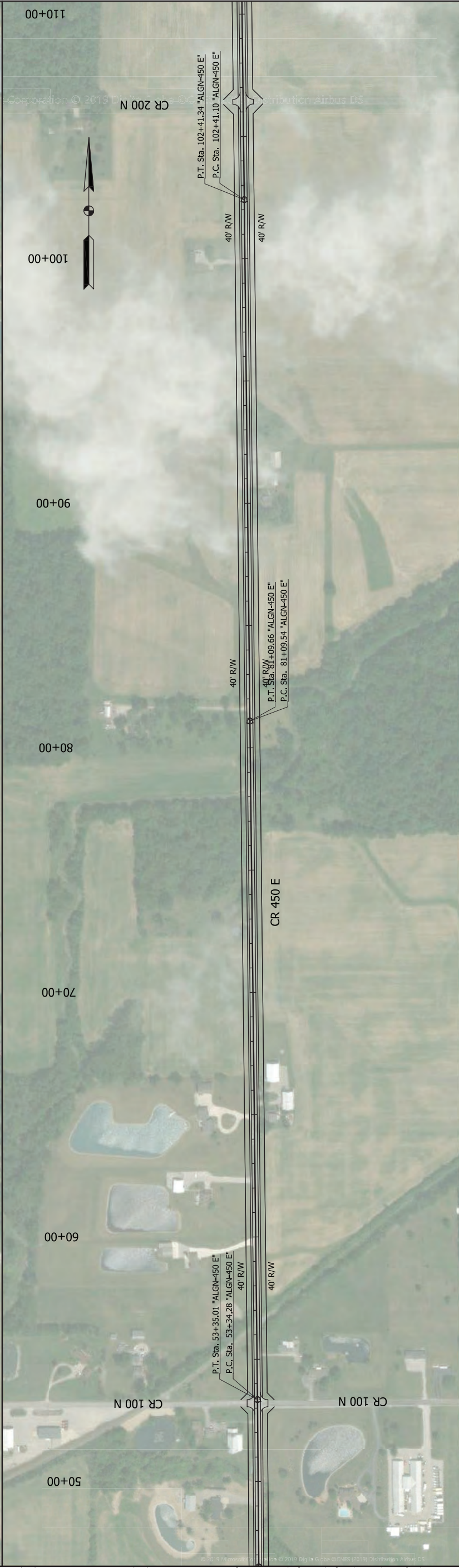
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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: EC _____ DRAWN: ACE _____ CHECKED: SHH _____ CHECKED: EC _____		HEADQUARTERS 8450 WESTFIELD BLVD., SUITE 300 FORT WAYNE, INDIANA 46825-4602 TEL: 317-713-4615 FAX: 317-713-4616 www.bergs.com		BRANCH LOCATIONS FORT WAYNE 260-458-1532 ELLETTSVILLE 317-846-8027 LAFAYETTE 765-423-5602 MERRILLVILLE 319-268-2333 PLAINFIELD 317-858-3242	
BRIDGE FILE DESIGNATION SURVEY BOOK CONTRACT SHEET PROJECT		HORIZONTAL SCALE 1"=200' VERTICAL SCALE		NORTH CORRIDOR STUDY CR 100 E WELLS COUNTY INDIANA	
6355		BRIDGE FILE		SHEET 4 OF 30 PROJECT	

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<p>WELLS COUNTY</p> <p>Headquarters:</p> <p>8450 WESTFIELD BLVD., SUITE 300 INDIANAPOLIS, IN 46241-2400 TEL: 317-713-4618 FAX: 317-713-4616 www.BES.com</p>		<p>NORTH CORRIDOR STUDY</p> <p>CR 450 E</p>		<p>HORIZONTAL SCALE</p> <p>1"=200'</p> <p>VERTICAL SCALE</p> <p>SURVEY BOOK</p> <p>CONTRACT</p>	
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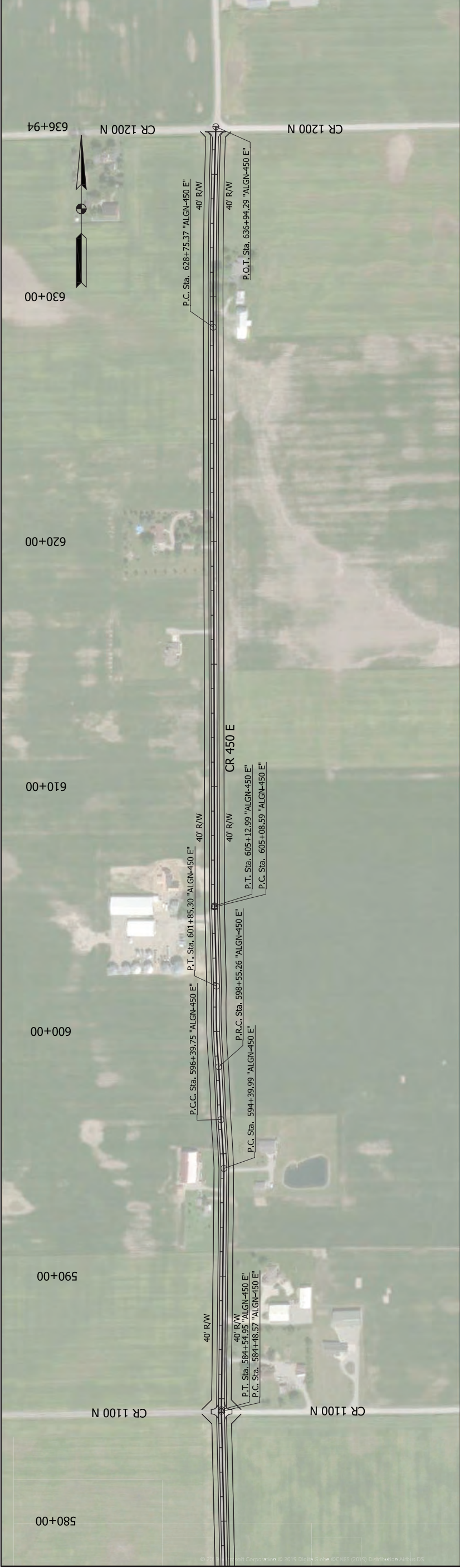
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NORTH CORRIDOR STUDY CR 450 E INDIANA							





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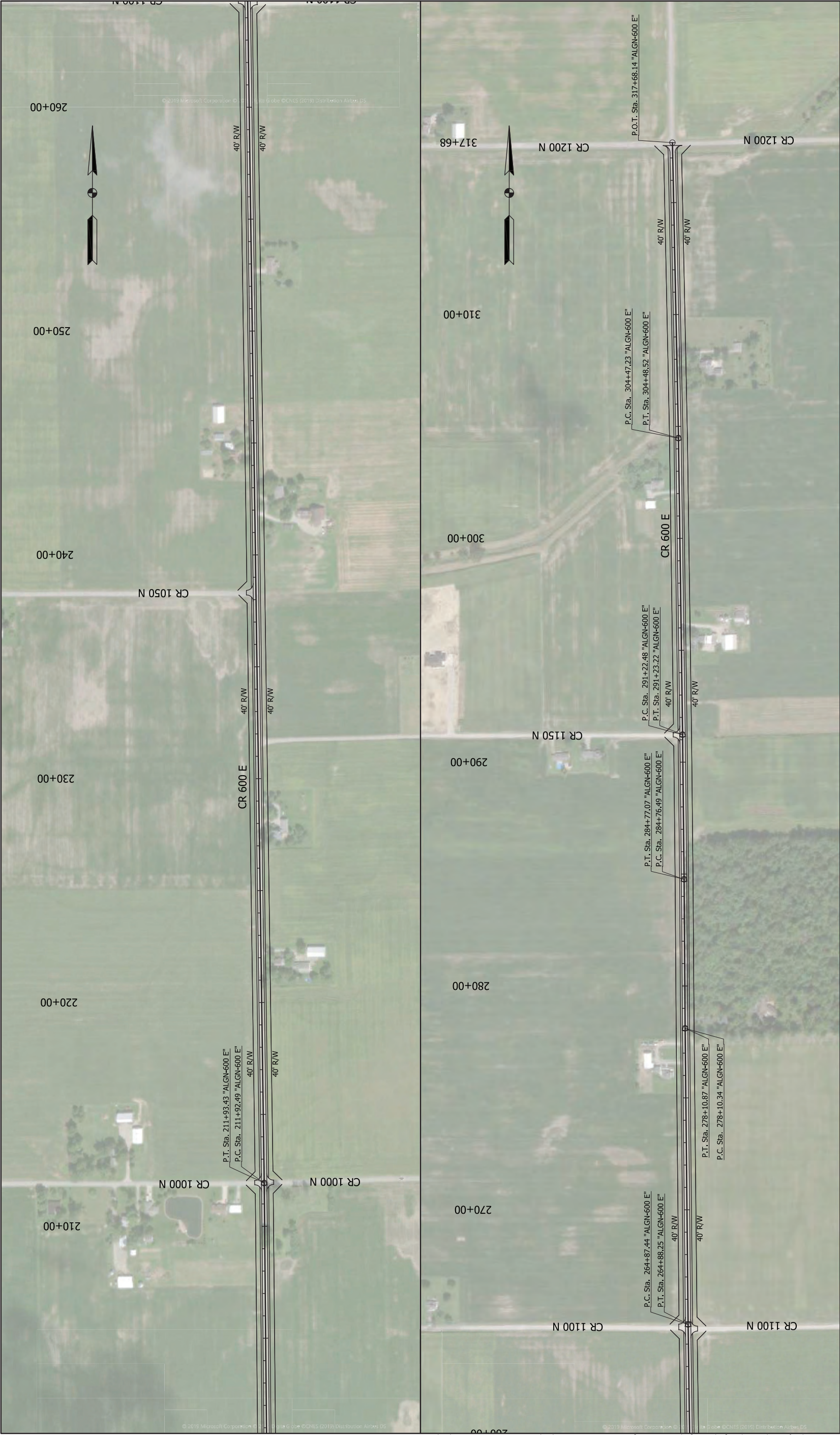
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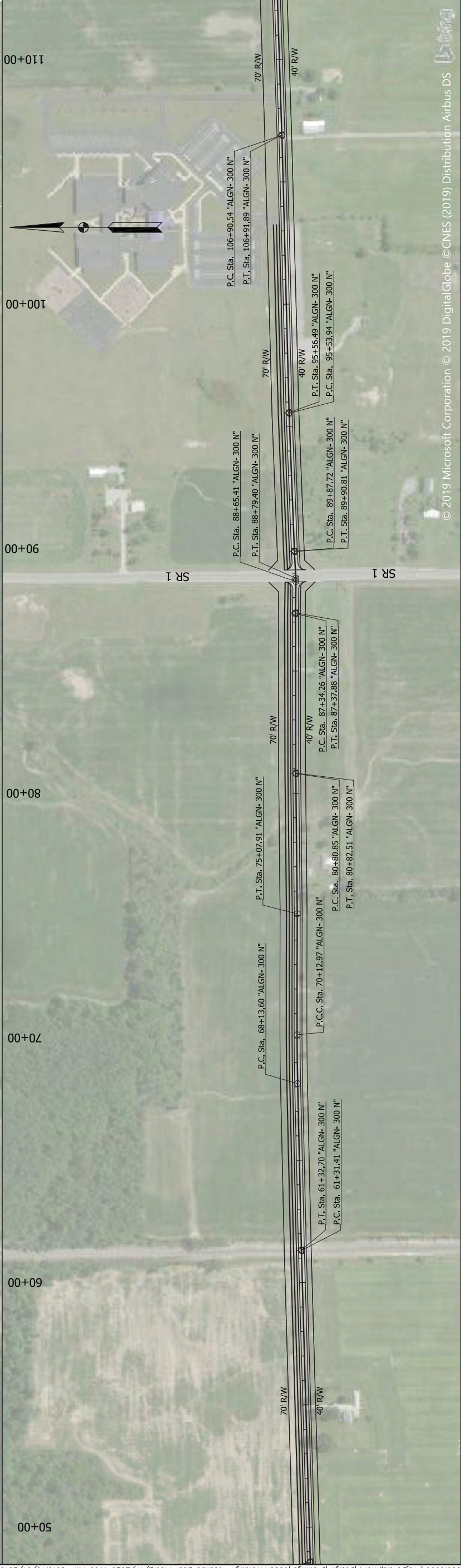
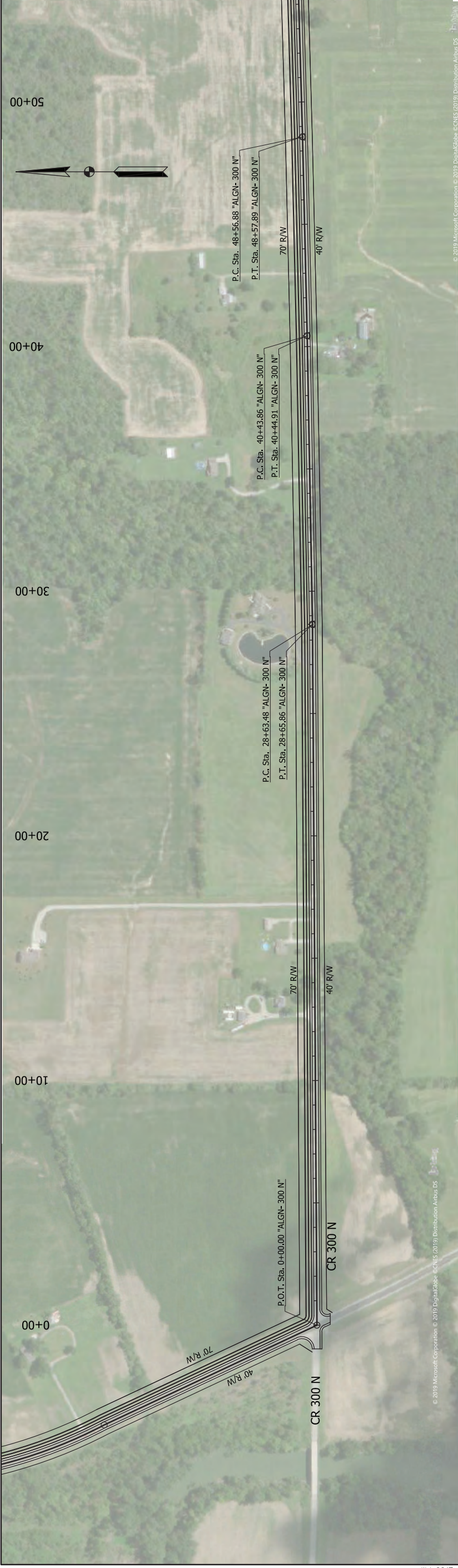
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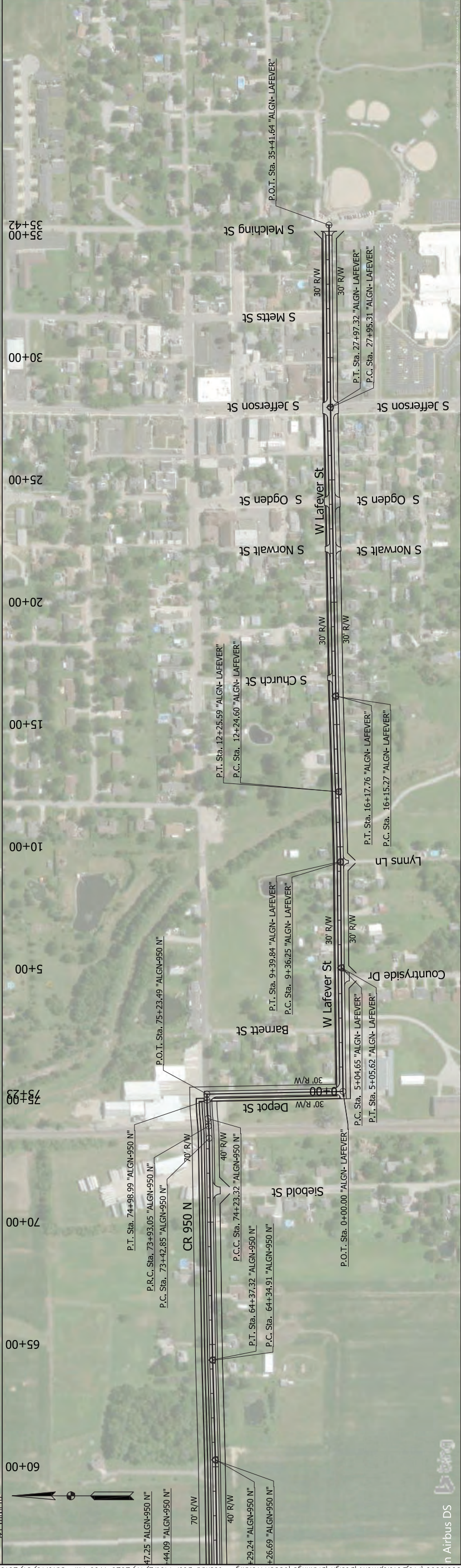


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DESIGNED: EC CHECKED: SHH		DRAWN: ACE CHECKED: EC		HORIZONTAL SCALE 1"=200' SURVEY BOOK 14		VERTICAL SCALE SHEET OF 30	
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NORTH CORRIDOR STUDY  
 SR 1 BYPASS  
 WELLS COUNTY  
 INDIANA

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BRIDGE FILE	
HORIZONTAL SCALE	1"=50'
VERTICAL SCALE	N/A
SURVEY BOOK	
CONTRACT	
SHEET	18 OF 30
PROJECT	

**INDIANA**

**NORTH CORRIDOR STUDY**  
**SR 1 BYPASS**

**WELLS COUNTY**

Branch Locations:  
 FORT WAYNE 260-498-1532  
 ELKHART 765-423-5662  
 JAFARVILLE 765-423-5602  
 MERRILLVILLE 319-268-2333  
 PLAINFIELD 317-858-3242

Headquarters:  
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 ELKHART, IN 46516-8027  
 TEL: 317-713-4615  
 FAX: 317-713-4616  
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SURVEY BOOK	
CONTRACT	
SHEET	19 OF 30
PROJECT	

**INDIANA**

**NORTH CORRIDOR STUDY**  
**SR 1 BYPASS**

**WELLS COUNTY**

Branch Locations:  
 FORT WAYNE 260-468-1532  
 ELKHART 765-423-5602  
 JAFARVILLE 765-423-5602  
 MERRILLVILLE 319-268-2333  
 PLAINFIELD 317-858-3242

Headquarters:  
 8450 WESTFIELD BLVD., SUITE 300  
 ELKHART, INDIANA 46516-8027  
 TEL: 317-713-4618  
 FAX: 317-713-4616  
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Match Line - Sta. 69+00 "PR-SR-1"

Match Line - Sta. 84+00 "PR-SR-1"

Match Line - Sta. 84+00 "PR-SR-1"

Match Line - Sta. 99+00 "PR-SR-1"

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BRIDGE FILE	
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VERTICAL SCALE	N/A
SURVEY BOOK	
CONTRACT	
SHEET	20
OF	30
PROJECT	

**INDIANA**

Branch Locations  
 FORT WAYNE 260-468-1532  
 ELLETTSVILLE 317-733-4615  
 JAFARVILLE 765-423-5602  
 MERRILLVILLE 319-268-2333  
 PLAINFIELD 317-858-3242

**WELLS COUNTY**

Headquarters  
 8450 WESTFIELD BLVD., SUITE 300  
 ELLETTSVILLE, IN 47424-8027  
 TEL. 317-733-4615  
 FAX 317-733-4616  
 www.brsdsg.com

RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE
DESIGNED:	EC	DRAWN: ACE
CHECKED:	SHH	CHECKED: EC

**NORTH CORRIDOR STUDY**  
**SR 1 BYPASS**

BFS NO. 6355

Match Line - Sta. 114+00 "PR-SR-1"

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NORTH CORRIDOR STUDY SR 1 BYPASS WELLS COUNTY		INDIANA		BRIDGE FILE DESIGNATION SHEET 21 OF 30 SURVEY BOOK CONTRACT	
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BFS NO. 6355

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HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEET
	22
CONTRACT	PROJECT
	30

**INDIANA**

Branch Locations  
 FORT WAYNE 260-498-1532  
 GOSHEN 252-235-8663  
 HAVENHURST 765-423-5602  
 JAFARVILLE 319-268-2333  
 MERRILLVILLE 317-859-3242  
 PLAINFIELD

**WELLS COUNTY**

Headquarters  
 8450 WESTFIELD BLVD., SUITE 300  
 ELLETTSBURG, IN 46120  
 TEL 317-713-4618  
 FAX 317-713-4616  
 www.BRS&S.com

**NORTH CORRIDOR STUDY**  
**SR 1 BYPASS**

RECOMMENDED FOR APPROVAL: \_\_\_\_\_ DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

DESIGNED: \_\_\_\_\_ EC \_\_\_\_\_ DRAWN: \_\_\_\_\_ ACE \_\_\_\_\_

CHECKED: \_\_\_\_\_ SHH \_\_\_\_\_ CHECKED: \_\_\_\_\_ EC \_\_\_\_\_

INDIANA



INDIANA

RECOMMENDED FOR APPROVAL: \_\_\_\_\_ DESIGN ENGINEER \_\_\_\_\_ DATE \_\_\_\_\_

INDIANA



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BRIDGE FILE	
HORIZONTAL SCALE	1"=50'
VERTICAL SCALE	N/A
SURVEY BOOK	
CONTRACT	
SHEET	24 OF 30
PROJECT	

**NORTH CORRIDOR STUDY  
SR 1 BYPASS**

**INDIANA**

Branch Locations  
 FORT WAYNE 260-498-1532  
 ELKHART 317-435-4665  
 GOSHEN 317-533-4665  
 HAVENHURST 317-435-4665  
 JAFARVILLE 765-423-5602  
 MERRILLVILLE 319-766-2333  
 PLAINFIELD 317-858-3242

**WELLS COUNTY**

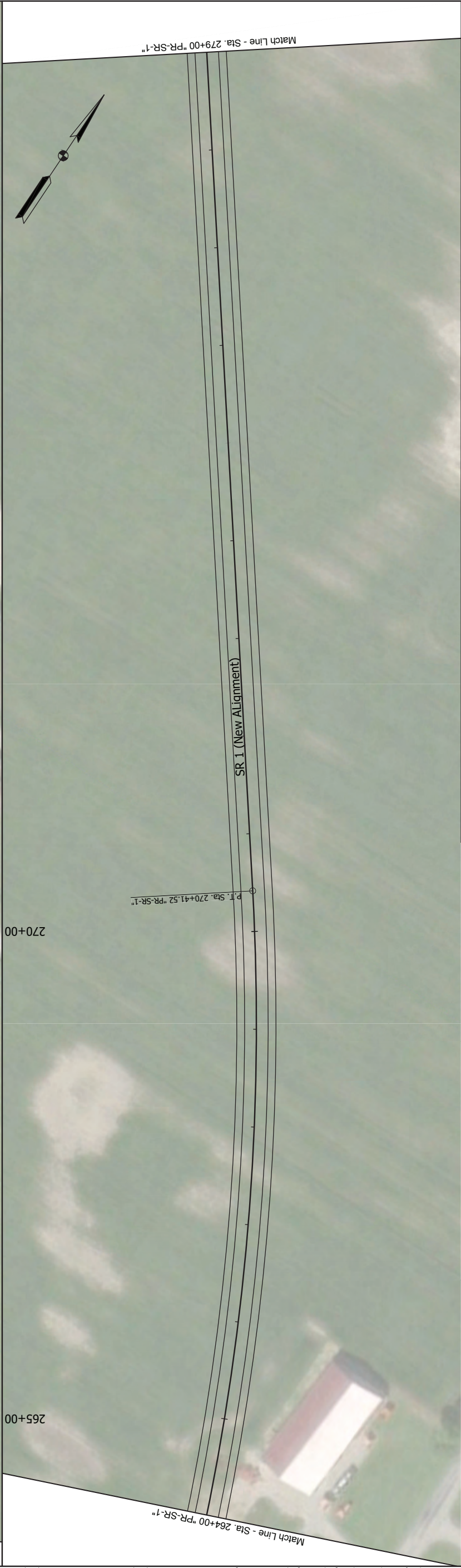
Headquarters  
 8450 WESTFIELD BLVD., SUITE 300  
 ELKHART, IN 46516-8027  
 TEL 317-713-4615  
 FAX 317-713-4616  
 www.brs&s.com

**BR&S**  
 BRUNNEN  
 ENGINEERS & ARCHITECTS

RECOMMENDED FOR APPROVAL:	DESIGN ENGINEER	DATE
DESIGNED:	EC	DRAWN: ACE
CHECKED:	SHH	CHECKED: EC

INDIANA

BRIDGE FILE	
HORIZONTAL SCALE	1"=50'
VERTICAL SCALE	N/A
SURVEY BOOK	
CONTRACT	
SHEET	24 OF 30
PROJECT	



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<b>INDIANA</b> Branch Locations: FORT WAYNE 260-498-1532 GOSHEN 765-246-8022 JAFARVILLE 765-423-5602 MERRILLVILLE 319-768-2333 PLAINFIELD 317-858-3242		BRIDGE FILE DESIGNATION SHEET PROJECT
<b>WELLS COUNTY</b> Headquarters: 8450 WESTFIELD BLVD., SUITE 300 ELLETTSBURG, IN 46120 TEL: 317-713-4618 FAX: 317-713-4616 www.bergs.com		HORIZONTAL SCALE 1" = 50' VERTICAL SCALE N/A SURVEY BOOK CONTRACT SHEET 25 OF 30 PROJECT
<b>NORTH CORRIDOR STUDY</b> <b>SR 1 BYPASS</b>		BRIDGE FILE DESIGNATION SHEET PROJECT
RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ EC _____ DRAWN: _____ ACE _____ SHH _____ CHECKED: _____ EC _____		

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		NORTH CORRIDOR STUDY SR 1 BYPASS		HORIZONTAL SCALE 1"=50' VERTICAL SCALE N/A		6355	

BFS NO.



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RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: EC _____ DRAWN: ACE _____ CHECKED: SHH _____ CHECKED: EC _____		HEADQUARTERS 8450 WESTFIELD BLVD., SUITE 300 FORT WANE, INDIANA 46704-802 TEL: 317-713-4615 FAX: 317-713-4616 WWW.BRS&S.COM		BRANCH LOCATIONS FORT WANE 261-498-1532 ELlettsVILLE 318-423-5602 JAFRETTVILLE 319-268-2333 MERRELLVILLE 317-858-3242 PLAINFIELD	
NORTH CORRIDOR STUDY SR 1 BYPASS		WELLS COUNTY INDIANA		BRIDGE FILE DESIGNATION SHEET 27 OF 30 PROJECT	
HORIZONTAL SCALE 1"=50'		VERTICAL SCALE N/A		SURVEY BOOK CONTRACT	

BFS NO. 6355



RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: EC _____ DRAWN: _____ ACE _____ CHECKED: SHH _____ CHECKED: _____ EC _____		<b>WELLS COUNTY</b> Headquarters 8450 WESTFIELD BLVD., SUITE 300 WELLS COUNTY, INDIANA 46783 TEL. 317-713-4615 FAX 317-713-4616 www.wellscounty.in.gov		<b>INDIANA</b> Branch Locations FORT WAYNE 260-468-1532 GOSHEN 765-246-8027 MERRILLVILLE 765-423-5602 JAFARVILLE 319-268-2333 PLAINFIELD 317-858-3242		BRIDGE FILE DESIGNATION SURVEY BOOK CONTRACT SHEET OF PROJECT	
HORIZONTAL SCALE 1"=50' VERTICAL SCALE N/A		<b>NORTH CORRIDOR STUDY</b> <b>SR 1 BYPASS</b> <b>WELLS COUNTY</b>		6355 28 30		6355 28 30	

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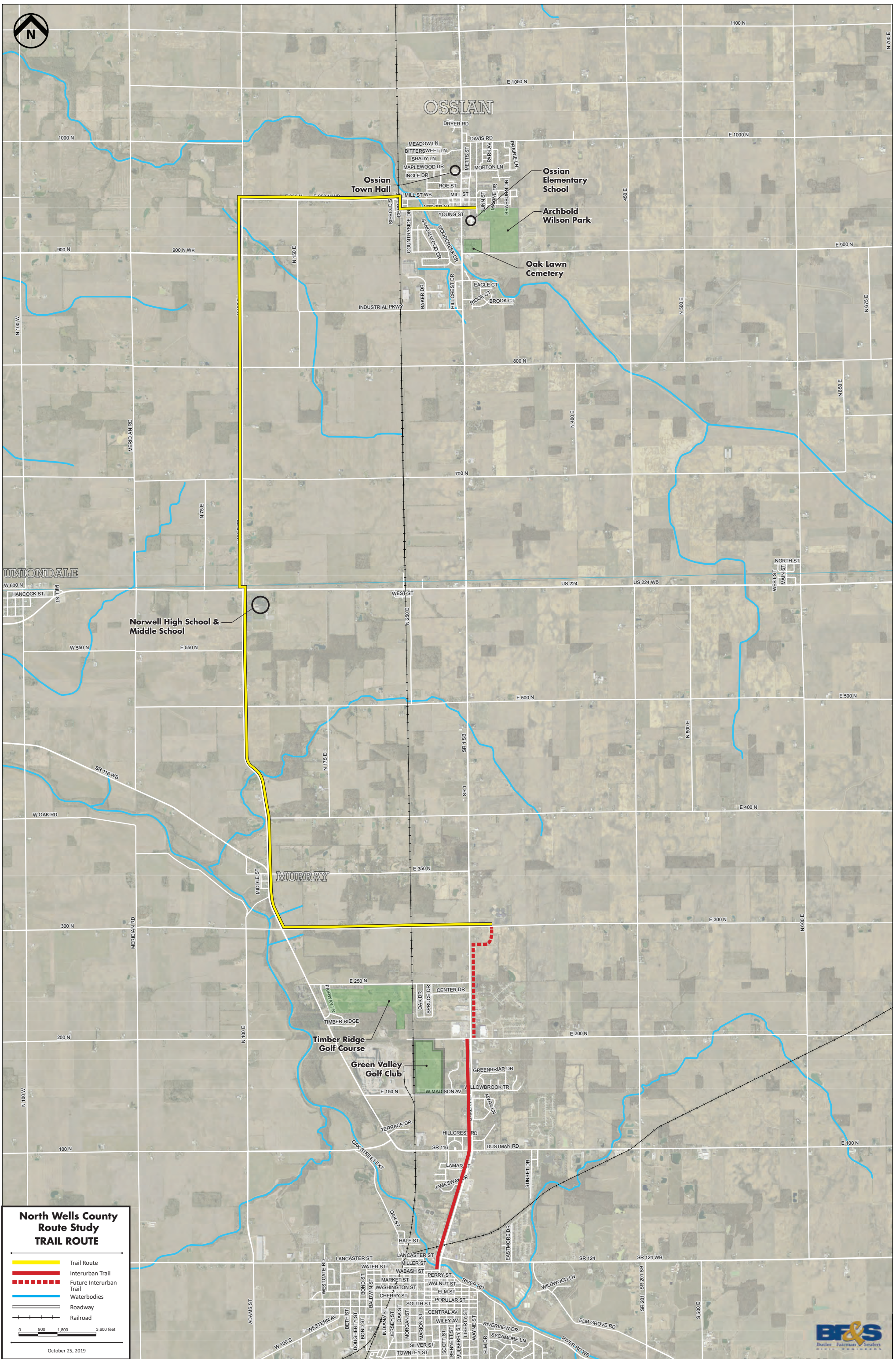


RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ DESIGNED: EC _____ DRAWN: ACE _____ CHECKED: SHH _____ CHECKED: EC _____		WELLS COUNTY Headquarters 8450 WESTFIELD BLVD., SUITE 300 ELLETTSBURGH, INDIANA 46120-8027 TEL: 317-713-4616 FAX: 317-713-4616 www.brsnj.com		NORTH CORRIDOR STUDY SR 1 BYPASS INDIANA Branch Locations FORT WAYNE 260-498-1532 ELLETTSBURGH 317-713-4616 JAFARVILLE 765-423-5802 MERRILLVILLE 319-768-2333 PLAINFIELD 317-858-3242		BRIDGE FILE DESIGNATION SURVEY BOOK CONTRACT SHEET OF PROJECT	
HORIZONTAL SCALE 1"=50'		VERTICAL SCALE N/A		SURVEY BOOK CONTRACT		SHEET OF PROJECT	
6355		6355		6355		6355	



RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER _____ DATE _____ EC _____ DRAWN: _____ ACE _____ CHECKED: _____ SHH _____ CHECKED: _____ EC _____		<b>WELLS COUNTY</b> Headquarters 8450 WESTFIELD BLVD., SUITE 300 WELLS COUNTY, INDIANA 46783 TEL. 317-713-4615 FAX 317-713-4616 www.wellscounty.org		<b>INDIANA</b> Branch Locations FORT WAYNE 260-459-1532 ELLETTSVILLE 317-738-6200 JAFAYVILLE 319-268-2333 MERRILLVILLE 317-258-3242 PLAINFIELD 317-858-3242		HORIZONTAL SCALE 1"=50' VERTICAL SCALE SURVEY BOOK CONTRACT	BRIDGE FILE DESIGNATION SHEET 30 OF 30 PROJECT
<b>NORTH CORRIDOR STUDY</b> <b>SR 1 BYPASS</b>				6355		BFS NO.	











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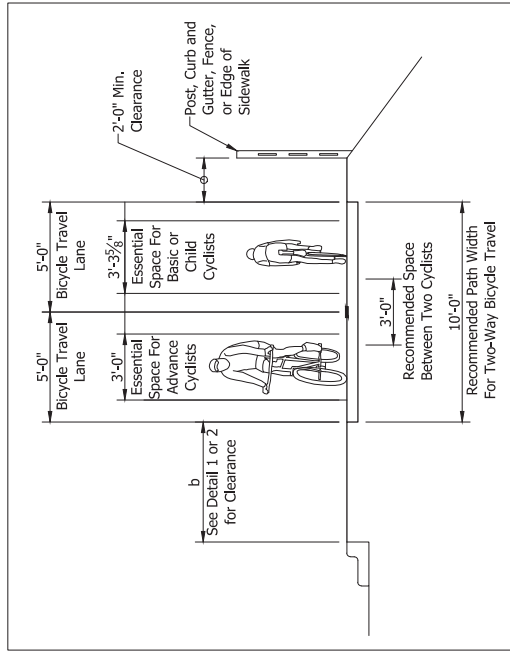
**North Wells County  
Route Study  
TRAIL ROUTE**

-  Trail Route
-  Interurban Trail
-  Future Interurban Trail
-  Waterbodies
-  Roadway
-  Railroad

0 900 1,800 3,600 feet

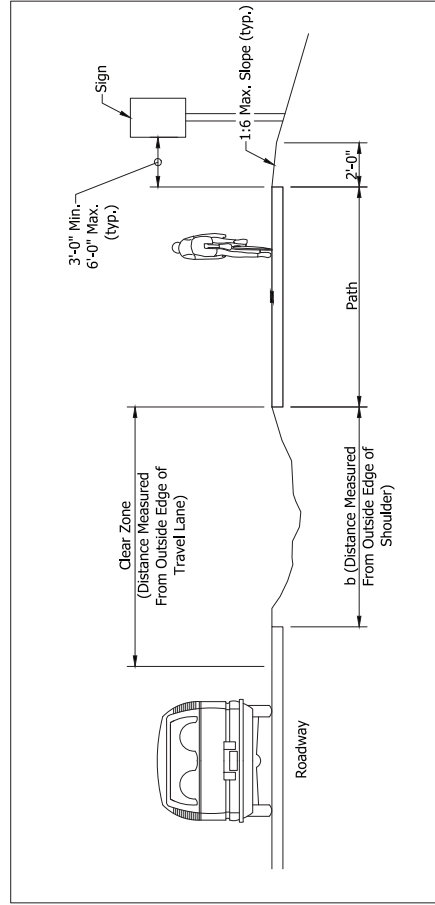
October 25, 2019





**BICYCLIST OPERATING SPACE**

SCALE: 1/4" = 1'-0"

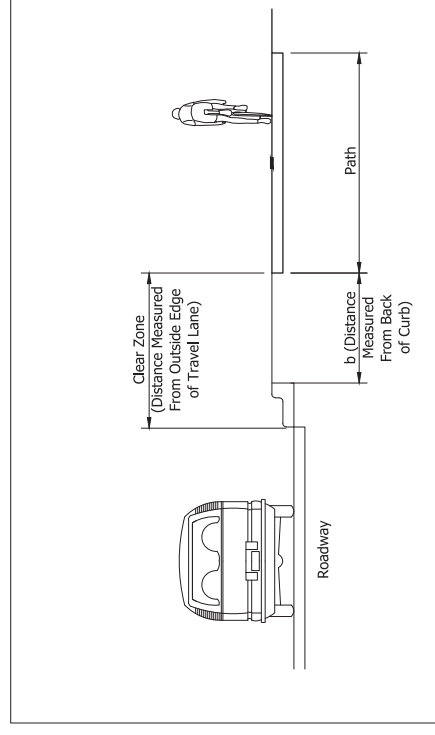


**DETAIL 1:**

**SHARED-USE-PATH SEPARATION FROM ROADWAY WITH NO CURB**

SCALE: 1/4" = 1'-0"

Bicycle and Pedestrian Traffic Composition	Recommended Pavement Width
Bicycle use with low-volume pedestrian use	10 ft
Bicycle use with high-volume pedestrian use, segment length ≤ 300 ft where right-of-way is restricted	8 ft
Bicycle use where pedestrian use is likely to be infrequent	12 ft
Bicycle use with low-volume pedestrian use, segment length ≤ 300 ft where right-of-way is restricted	≥ 14 ft
High-volume bicycle use with low-volume pedestrian use	
High-volume bicycle and pedestrian use	
Path segment where queuing occurs, such as a road crossing	



**DETAIL 2:**

**SHARED-USE-PATH SEPARATION FROM ROADWAY WITH CURB**

SCALE: 1/4" = 1'-0"

Roadway Speed Limit (mph)	Separation, <i>b</i> * (ft)
≤ 30	5, minimum 3, minimum if parking permitted
35 or 40	5, minimum
≥ 45	10, minimum

\* or roadway clear-zone width, whichever is greater

APPENDIX C

ESTIMATED

COSTS



WELLS COUNTY NORTH CORRIDOR STUDY PROJECT COSTS																		
LOCATION	PRELIMINARY		RIGHT OF WAY		UTILITY		TRAIL		RAILROAD		CONSTRUCTION		TOTAL		FEDERAL FUNDS		LOCAL	
	ENGINEERING	(ASSUMED 12% )	SERVICE COST		COST		COST		COST		COST *	INSPECTION	COST	TO BE REQUESTED		FUNDS		
<b>SR 1 RECONSTRUCTION - PHASE I *</b>	\$3,984,000.00		\$864,000.00			\$4,616,450.00				\$33,200,000.00	\$4,980,000.00	\$47,644,450.00	\$38,115,560.00	\$9,528,890.00				
(From Dustman Road to CR 300 N)																		
<b>SR 1 RECONSTRUCTION - PHASE II **</b>	\$2,160,000.00		\$768,000.00							\$18,000,000.00	\$2,700,000.00	\$23,628,000.00	\$18,902,400.00	\$4,725,600.00				
(From CR 300 N to US 224)																		
<b>SR 1 RE-ALIGNMENT - PHASE III **</b>	\$4,800,000.00		\$1,140,000.00							\$40,000,000.00	\$6,000,000.00	\$51,940,000.00	\$41,552,000.00	\$10,388,000.00				
(From US 224 to CR 1200 N)																		
<b>CR 100 EAST **</b>	\$5,508,000.00		\$2,100,000.00			\$3,761,700.00			\$86,100.00	\$45,900,000.00	\$6,885,000.00	\$64,240,800.00	\$51,392,640.00	\$12,848,160.00				
(CR 100 E from CR E 300 N to CR 1200 N)																		
<b>CR 450 EAST **</b>	\$7,152,000.00		\$2,004,000.00						\$72,500.00	\$59,600,000.00	\$8,940,000.00	\$77,768,500.00	\$62,214,800.00	\$15,553,700.00				
(FROM E DIVISION ROAD TO CR 1200 N)																		
<b>CR 600 EAST **</b>	\$3,564,000.00		\$996,000.00							\$29,700,000.00	\$4,455,000.00	\$38,715,000.00	\$30,972,000.00	\$7,743,000.00				
FROM US 224 TO CR 1200 N																		
<b>CR 300 NORTH **</b>	\$1,884,000.00		\$760,000.00			\$1,070,236.00			\$130,300.00	\$15,700,000.00	\$2,355,000.00	\$21,899,536.00	\$17,519,628.80	\$4,379,907.20				
FROM SR 116 TO CR 450 E)																		
<b>CR 950 NORTH **</b>	\$190,837.80		\$312,000.00			\$1,070,236.00				\$1,590,315.00	\$238,547.25	\$3,401,936.05	\$2,721,548.84	\$680,387.21				
FROM CR 100 EAST TO ARCHBOLD WILSON PARK IN OSSIAN)																		

\* INCLUDES 2% FOR 5 YEARS INFLATION - \*\* INCLUDES 2% FOR 20 YEARS INFLATION -

## APPENDIX D

## PHOTOGRAPHS

Site Photographs



Photo 1: CR 100 E Looking South



Photo 2: CR 100 E Looking South



Photo 3: CR 300 N Looking East



Photo 4: CR 300 N Looking East



Photo 5: CR 450 E Looking North



Photo 6: CR 450 E Looking North



Photo 7: CR 600 E Looking South



Photo 8: CR 600 E Looking South

APPENDIX E

UTILITY

COORDINATION

INVESTIGATION

RED FLAG STUDY

**Utility Coordination Summary**

Introduction:

A Utility Coordination Red Flag Study was performed as part of this report. The red flag study included performing IUPPS 811 design tickets and area research to determine the potential utilities involved within the study area. After the list of potential utilities in the area was compiled, requests for information were sent out to initial contacts requesting that they respond with whom their proper local contact is, the location type and size of any facilities within the scope area, and if any of their facilities have reimbursable interests. Non-responsive utilities continued to be followed-up with, and high risk utilities were corresponded with to assess their impacts to the study’s suggested improvements projects.

The table below summarizes all response information received to date, specific conflict locations are summarized in the individual utility summary sections below.

No.	Utility Company Name	Utility Contact	Conflicts Anticipated	Reimbursable
1.	American Electric Power Distribution	Corey Noble	Yes	No
2.	American Electric Power Transmission	Josh Adams	No	Yes
3.	AT&T Distribution	David Smith	Yes	No
4.	City of Bluffton (Water, Sewer, Electric)	Doug Sundling	Yes	Yes if within City ROW
5.	Buckeye High Pressure Petroleum Pipeline	Tim Jaffe (J.F. Kiely sub-consultant)	No	Yes
6.	CenterPoint Energy (Vectren)	Jon Eastham	No Facilities	No Facilities
7.	CenturyLink Local	Melissa Teague	Yes	No
8.	Comcast	Doug Fishburn	Yes	No
9.	Craigsville Telephone (Adams-Wells)	Martin Stout	Yes	No
10.	Frontier	Justin Koscher	Yes	No
11.	Heartland REMC	Neil Draper	Yes	No
12.	Intelligent Fiber Networks	Shawn Wright	Yes	No
13.	Mediacom Communications	TBD	TBD	TBD
14.	NIPSCO Gas	Vanessa Rivera	Yes	No
15.	Ossian Utilities	Luann Martin	No	Yes if within Town ROW



16.	Panhandle Eastern High Pressure Natural Gas Pipelines (4)	Troy Yackle	TBD	Yes
17.	Windstream Communications	Mark Mills	No Facilities	No Facilities
18.	Zayo	Waylon Higgins	No	No

Individual Utility Summaries:

1. AEP – Distribution (Indiana-Michigan Power)\*
  - a. Has overhead primary and secondary, as well as primary underground facilities in the limits of the study.
  - b. Facilities are mostly found within the Town of Ossian limits, with a mixture of overhead and underground facilities.
  - c. Also has overhead facilities along the Norfolk Southern railroad corridor.
  - d. Conflicts are anticipated in roadway widening areas.
  - e. No reimbursement is expected for any relocations.
2. AEP – Transmission\*
  - a. Owns and maintains four transmission lines and two substations within the study scope area, which are shown in the attached map.
    - 1) Dumont – Marysville 765 kV transmission line crosses from Northwest to southeast through the study limits south of US 224.
      1. No conflicts anticipated.
      2. Line is within easement and would be reimbursable if impacted.
    - 2) Hillcrest – Bluffton 69 kV transmission line runs through the entire study limits generally north – south.
      1. Transmission line runs along the east side of SR 1 from southern study limits to approx. 2,700 feet south of US 224, where the line heads off NW to the east side of the Norfolk Southern Railroad Corridor heading north through the remaining study limits.
      2. Transmission line does enter and exit the substation on the south side of E. Lefever Street in Town of Ossian limits.
      3. No conflicts anticipated, unless widening of SR 1 would result in conflict.
      4. Line is within easement outside of the SR 1 ROW.
    - 3) Kingsland – Uniondale REMC 69kV transmission line crosses through the study limits generally west-east.
      1. From the east along the north side of E. 700 North up to the Norfolk Southern Railroad corridor, entering the electrical substation in the NE quadrant of E. 700 North and the Norfolk Southern railroad.
    - 4) Magley – Kingsland 69 kV transmission line crosses through the study limits north-south and west-east.
      1. From the electrical substation in the NE quadrant of E. 700 North and the Norfolk Southern railroad tracks, heading south along the west side




of the tracks, then turns and heads east outside of study limits approx. 375-feet north of US 224.

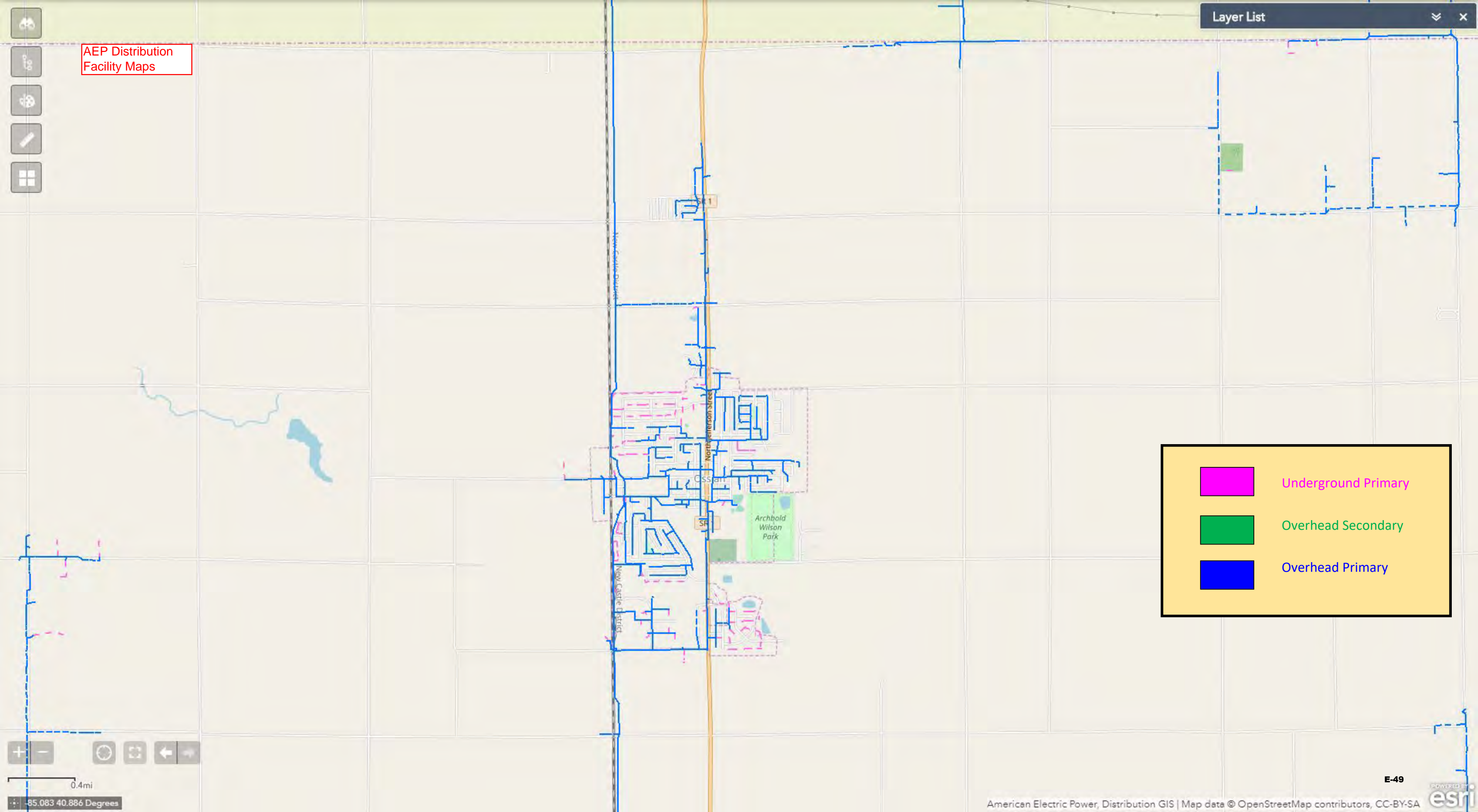
3. AT&T – Distribution
  - a. Confirmed they have facilities throughout the study limits including overhead and underground copper and fiber optic facilities.
  - b. Anticipates conflicts with roadway widening as most of their existing buried plant is located only a few feet off of existing edges of pavement or shoulders.
  - c. No reimbursable facilities identified.
4. City of Bluffton Utilities – Water, Electric and Sanitary\*
  - a. Confirmed they have electric, sanitary, and water utility facilities throughout the project limits.
  - b. Anticipates potential conflicts with roadway widening.
  - c. Facilities within City Right-of-Way that are in conflict would be considered reimbursable.
  - d. Detailed summary of their facilities is attached to this report.
5. Buckeye Partners, L.P. – Transmission High Pressure Petroleum Pipeline\*
  - a. Project Number for Buckeye: ER 2019-4062
  - b. Confirmed they have a high pressure petroleum pipeline that crosses east-west through the study limits.
  - c. Pipeline runs east-west approx. 350-feet north of US 224.
  - d. Pipeline is within easement through entire study limits, but is not expected to be in conflict.
  - e. Buckeye involvement letter, and Right-of-Way Use Restrictions documents are attached to this report.
6. CenterPoint Energy (formerly Vectren Gas)
  - a. Was identified from Indiana 811 to have facilities in the area.
  - b. Windstream confirmed they do NOT have facilities within the study limits.
7. CenturyLink Local Communications\*
  - a. Confirmed they have facilities throughout the study limits including overhead and underground copper and fiber optic facilities.
  - b. Anticipates conflicts with roadway widening as most of their existing buried plant is located only a few feet off of existing edges of pavement or shoulders.
  - c. No reimbursable facilities identified.
  - d. Summary email of facilities in the area is attached to this report.
8. Comcast
  - a. Confirmed they have active aerial fiber within the study limits along N. County Road 100 East, E. County Road 950 North, and throughout the Town of Ossian.
  - b. Conflicts are anticipated with the N. County Road 100 East widening.
  - c. No reimbursable facilities identified.
9. Craigsville Telephone (Adams-Wells)
  - a. Confirmed they have communication facilities throughout the study limits.
  - b. No reimbursable facilities identified.
10. Frontier Communications
  - a. Confirmed they have communication facilities throughout the study limits, with the majority of their major facilities located along SR 1 and within the Town of Ossian limits.

- b. No reimbursable facilities identified.
- 11. Heartland REMC
  - a. Confirmed they have electric distribution facilities throughout the study limits.
  - b. Conflicts are anticipated along roadway widening sections.
  - c. No reimbursable facilities identified.
- 12. Intelligent Fiber Network (Indiana Fiber Network – IFN)\*
  - a. Has underground facilities throughout the study limits between E. 500 North and E. 700 North, along SR 1 north of E. 700 North, and throughout the Town of Ossian Limits.
  - b. Conflicts are anticipated for the SR 1 Ossian bypass.
  - c. No reimbursable facilities identified.
- 13. Mediacom Communications
  - a. Was identified from Indiana 811 to have facilities in the area, but has been unresponsive to-date.
- 14. NIPSCO Gas\*
  - a. Confirmed they have facilities throughout the study limits, and the Town of Ossian.
  - b. Gas mains are confirmed along CR 100 East, CR 450 East, and a 4-inch high pressure main in the southern right-of-way of US 224.
  - c. No reimbursable facilities identified.
- 15. Town of Ossian Utilities
  - a. Confirmed they have facilities throughout Town limits.
  - b. No conflicts are anticipated.
  - c. Facilities within Town Right-of-Way that are in conflict would be considered reimbursable.
- 16. Panhandle Eastern Pipe Line Company\*
  - a. Owns and operates four large diameter high-pressure natural gas transmission pipelines through the study limits of CR 450 East.
  - b. All facilities are within easement and would be reimbursable if proposed improvements cause any alteration to existing conditions.
- 17. Windstream Communications
  - a. Was identified from Indiana 811 to have facilities in the area.
  - b. Windstream confirmed they do NOT have facilities, they backbone off AEP fiber throughout the area.
- 18. Zayo Communications\*
  - a. Has underground facilities within the study limits.
  - b. Facilities are along E. 800 North, SR 1, E. 850 North, and Baker Drive as shown in their facility map.
  - c. No reimbursable facilities identified.

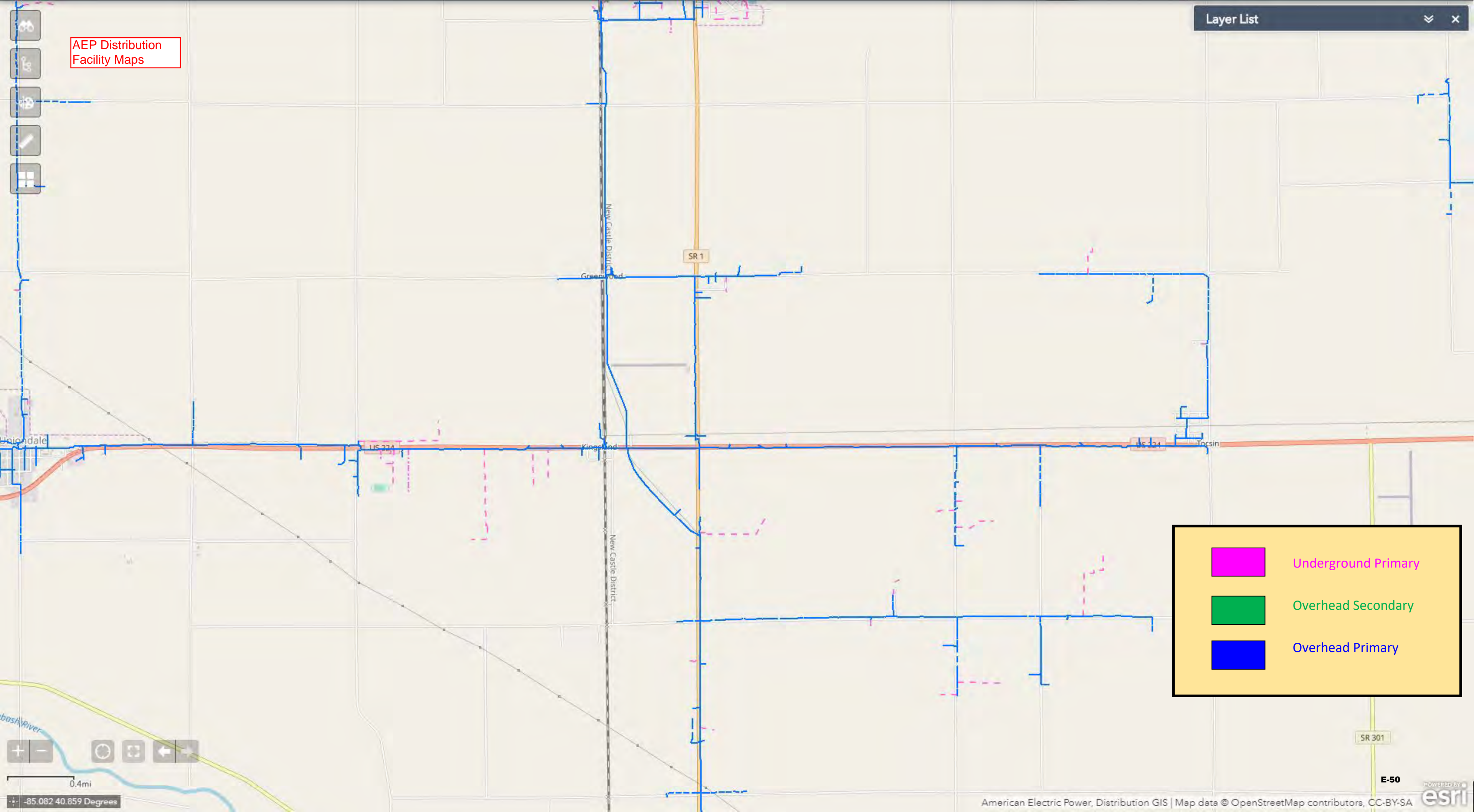
\*Indicates that utility maps or summaries are included as attachments to this report.




AEP Distribution Facility Maps

	Underground Primary
	Overhead Secondary
	Overhead Primary



AEP Distribution Facility Maps



	Underground Primary
	Overhead Secondary
	Overhead Primary



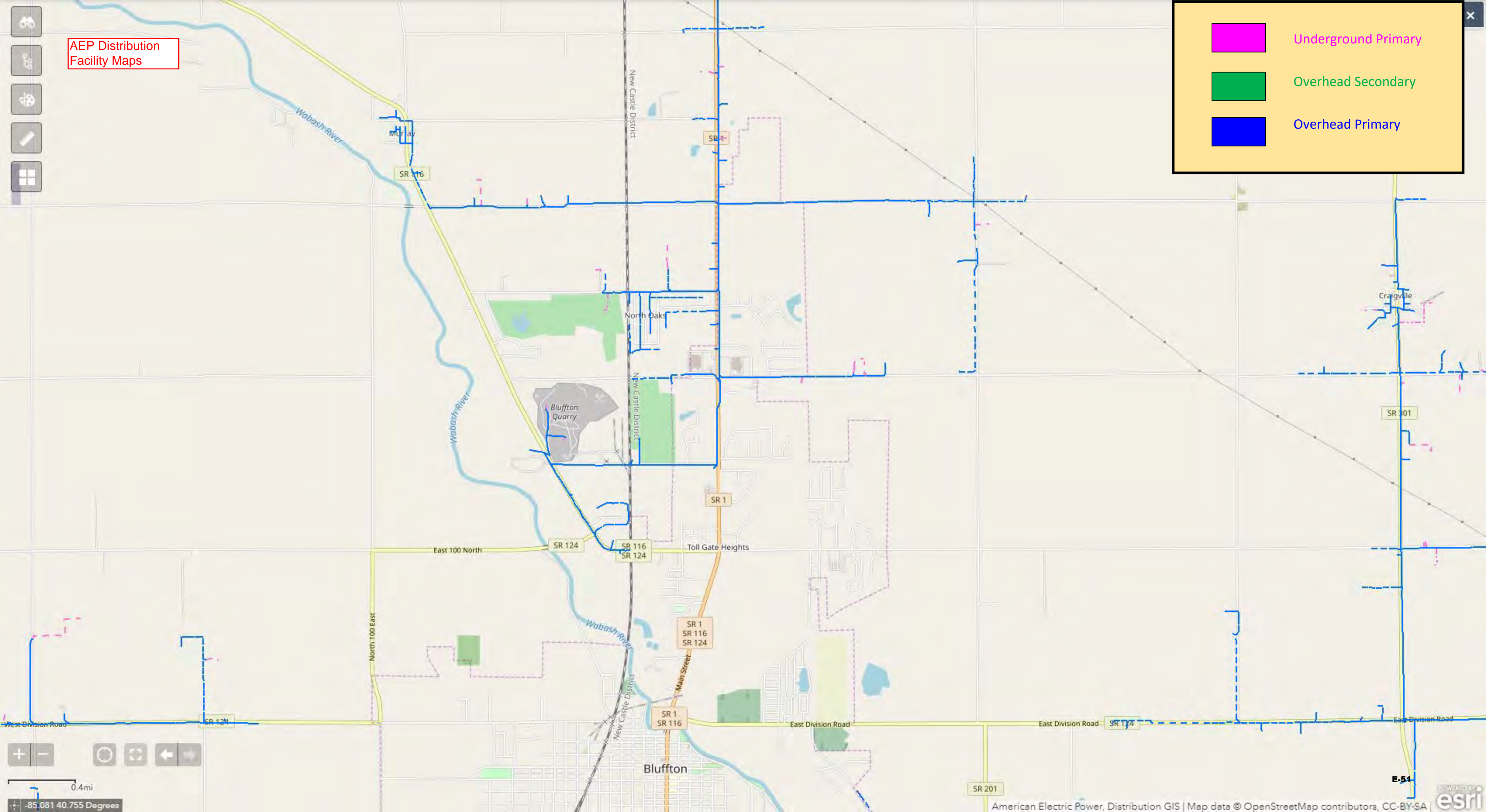
0.4mi

-85.082 40.859 Degrees

AEP Distribution Facility Maps

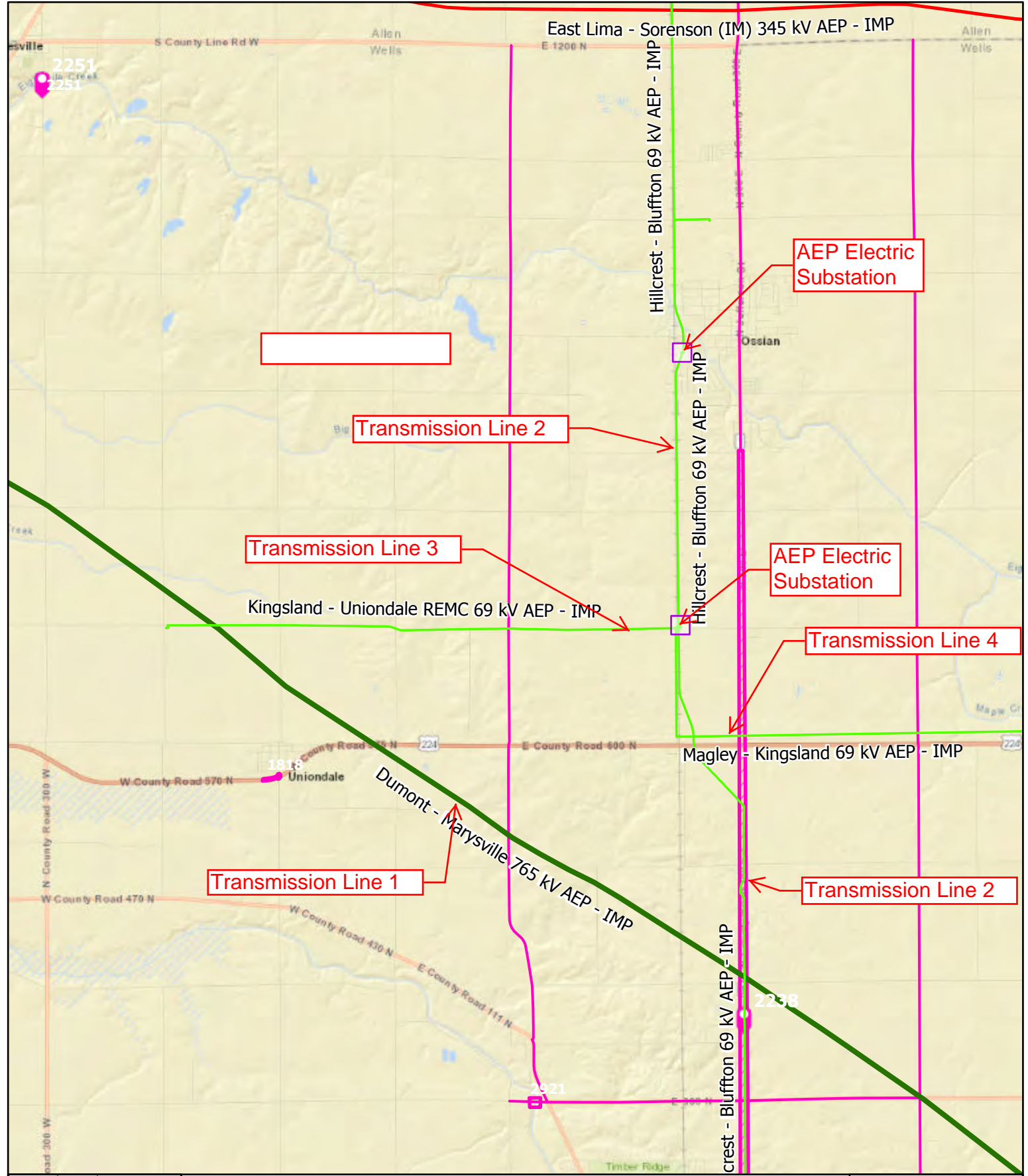
Legend for AEP Distribution Facility Maps:

- Underground Primary (Magenta line)
- Overhead Secondary (Green line)
- Overhead Primary (Blue line)



Map navigation controls: zoom in (+), zoom out (-), home, pan left, pan right.

Scale: 0.4mi  
Coordinates: -85.081 40.755 Degrees



**LEGEND**

= Work Area

1 inch equals 7,598 feet

Title	
Wells County Study - 100 E Route	
Requesting Company	Butler, Fairman & Seufert, Inc.
DES #	-
AEP Involvement	TBD
Scoped By	S267874 5/30/2019
Notes:	Initial notice

An AEP Company

**BOUNDLESS ENERGY™**

8500 Smith's Mill Rd.  
New Albany, OH 43054

**E-52**

This drawing from the Transmission Line Projects Engineering Group of American Electric Power is for the sole use of the intended recipient(s) and may contain confidential and privileged information. Any unauthorized review, use, disclosure, or distribution is prohibited. If you are not the intended recipient, please contact the sender and destroy all copies of the original document.

# CITY OF BLUFFTON

128 E. MARKET ST. BLUFFTON, IN

Desk of Doug Sundling  
Cell Phone: 260-273-9607  
e-mail: [drafting@ci.bluffton.in.us](mailto:drafting@ci.bluffton.in.us)

15 May 2019

RE: WELLS COUNTY NORTH CORRIDOR STUDY - Request for location of utilities

Bluffton Utilities has electric, sanitary, and water facilities in the area framed by Road 250N, State Road 1 (Main Street), W. Dustman Road, and State Road 116.

Bluffton Utilities has electric, sanitary, and water facilities along State Road 1 (Main Street) from Road 250N to Road 300N (Jackson Street) and then along Jackson Street to serve Lancaster School.

Bluffton Utilities has electric, sanitary, and water facilities in the area framed by the Wabash Central Railroad, State Road 1 (Main Street), Road 250N, and the eastern City Limits.

Bluffton Utilities has electric facilities along:  
EAST OF CITY LIMITS

- East side of Road 600E from a quarter mile north of Road 500N south to Road 100N
- North side of Road 500N from 5787 E. 500N east to Road 600E
- South side of Road 500N from Road 600E easterly
- North side of Road 400N from 3465 E. 400N east to Road 600E
- South side of Road 400N from Road 600E easterly
- Both sides of Road 450E from a half mile south of Road 400N north to 4530 and 4555 N. 450E
- South side of Road 300N from 4886 E. 300N east to Road 600E
- North side of Road 300N from Road 600E east to 6635 E. 300N
- South side of Road 200N from 4695 E. 200N east to Road 600E
- North side of Road 200N from Road 600E east to 6162 E. 200N
- Both sides of Road 100N from City Limits east to 6746 E. 600E
- Both sides of Road 450E from 1866 N. 450E south to State Road 124
- Both sides of State Road 124 from City Limits east to 5285 E. SR 124

WEST OF CITY LIMITS

- East side of Road 100E from City Limits north to 2251 N. 100E
- South side of Road 200N from Road 100E west to 677 E. 200N

OTHER CONTACTS:

Electric: Dick Green, [electric@ci.bluffton.in.us](mailto:electric@ci.bluffton.in.us), phone 260-824-4406  
Sanitary: Earnest Castle, [wastewater@ci.bluffton.in.us](mailto:wastewater@ci.bluffton.in.us), phone 260-824-5430  
Water: Dave Hendricks, [waterdist1@ci.bluffton.in.us](mailto:waterdist1@ci.bluffton.in.us), phone 260-824-4310





## BUCKEYE PARTNERS, L.P.

---

DAVE A. JONES  
Right of Way Specialist  
E-Mail: [dajones@buckeye.com](mailto:dajones@buckeye.com)

Five Tek Park  
9999 Hamilton Blvd.  
Breinigsville, PA 18031  
Phone: (610) 904-4409

June 11, 2019

Kevin Hintz  
Butler, Fairman & Seufert, Inc.  
[KHintz@bfsengr.com](mailto:KHintz@bfsengr.com)

RE: Wells County North Corridor Study - Utility Red Flag Investigation  
Wells County, IN  
**ER # 2019-4062**

Mr. Hintz:

Buckeye has received a utility mapping request for the above-referenced project. Upon review it has been determined that Buckeye Partners, L.P. (“Buckeye”) **does have** pipeline facilities in the vicinity of the proposed project area, as shown in the plans.

Depending on the extensiveness of the project Buckeye may have facilities impacted by this project. Any further correspondence or updated plans relating to this project please reference Buckeye’s **ER # 2019-4062** and can be submitted to myself.

Before any preliminary field work or construction begins in the vicinity of Buckeye’s pipeline, a determination of the exact location and elevation of the pipeline must be made. Once the location and depth of the pipeline is found, the pipeline should be shown on the profile view within the plans. Once the depths and location of the Buckeye pipelines are accurately shown on the plan and profile views, with all vertical and horizontal clearances from the Buckeye pipeline, a more in depth review of the proposed plans can be completed by Buckeye. To coordinate this procedure, please contact your state 811 and state you need Buckeye to meet on-site to assist with locating and marking the pipeline.

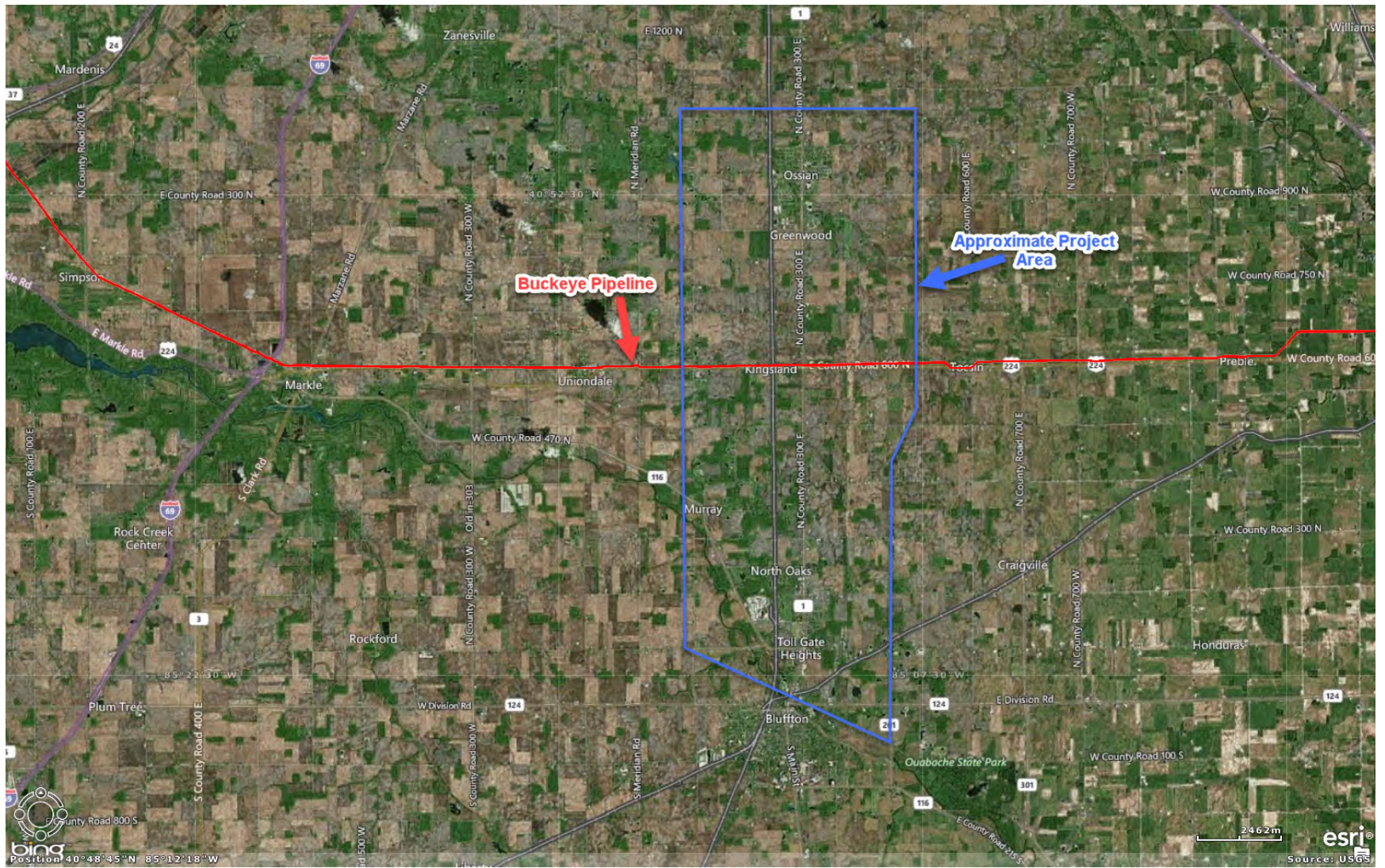
All other specifications on the plans must meet the Right-of-Way Use Restrictions Specification Revision 5.

Should you have any questions or need any additional information, please do not hesitate to contact me at (610) 904-4409 or by email at [dajones@buckeye.com](mailto:dajones@buckeye.com).

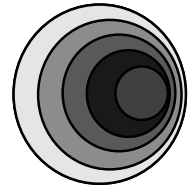
Sincerely,

A handwritten signature in black ink, appearing to read "Dave A. Jones", with a stylized flourish at the end.

Dave A. Jones  
Right of Way Specialist



**BUCKEYE PARTNERS, L.P. AND AFFILIATES**  
**Five TEK Park, 9999 Hamilton Boulevard**  
**Breinigsville, PA 18031**

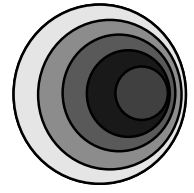


**Right-of-Way Use Restrictions Specification**  
**Revision 5**

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**Buckeye Partners, L.P. and Affiliates  
Right-of-Way Use Restrictions Specification  
Revision 5**



**Purpose and Scope**

This Right-of-Way Use Restrictions Specification (hereinafter called “Specification”) has been developed by Buckeye Partners, L.P. and Affiliates (hereinafter called “Buckeye”) and is intended for landowners, utility owners, general contractors and their sub-contractors, pipeline/utility contractors, real estate developers, brokers and agents, lending officers and title underwriters, engineers, architects, surveyors, and local / governmental elected staffs (hereinafter called “Crossing Party”) as a guideline for the design and construction of proposed land development.

Buckeye appreciates this opportunity to work with you in the planning stages of your development (or construction activity), and we look forward to working with you proactively. Buckeye’s primary concern when activities are taking place near our pipeline is public safety and environmental protection. The intent of this Specification is to provide a clear and consistent set of requirements that will: (1) reduce the risk of damage to our pipeline and related facilities; (2) ensure unencumbered access to our right-of-way and pipeline facilities and the availability of adequate workspace for routine maintenance, future inspection, and/or repair work on our pipeline; and (3) enable the effective corrosion protection of our pipeline.

All such activities and projects that are performed near Buckeye’s pipeline facilities are subject to formal review by Buckeye prior to issuance of final written approval. Depending on the scope of the project and its impact on Buckeye’s pipeline facilities, additional engineering requirements and protective measures may apply. Furthermore, any damage caused by the encroaching party to Buckeye’s pipeline(s), the pipeline cathodic protection system, or other Buckeye assets is the sole responsibility of the encroaching party. Buckeye will pursue reimbursement for all costs associated with the event including, but not limited to, excavation services, inspection services, pipeline repairs, and loss of operations.

The following requirements are not only the policy of Buckeye, but comply with regulations set forth by the United States Department of Transportation, Safety Regulations, 49 CFR, Parts 192 and 195.

We want to be a good neighbor, but to do so requires us to act responsibly in protecting our right-of-way and preventing damage to the pipeline system. While we want to make every effort to accommodate your desired use of your property, our responsibility for public safety is paramount. Through proper planning and communications, we can ensure the safety and integrity of our pipeline system and the welfare of our neighbors.

**The transmittal of this Specification does not constitute Buckeye’s approval or permission for the Crossing Party to begin construction or work within or across the pipeline right-of-way. Work may not commence until written authorization approving such work has been issued by Buckeye.**

---

**1.0 General Guidelines**

1.1 The safety of the pipeline must be considered at all times. No attempt to probe for or engage in any construction activities which might damage the pipeline is permitted.

- 1.2 Before any preliminary field work or construction begins in the vicinity of Buckeye's pipeline, a determination of the exact location and elevation of the pipeline must be made. To coordinate this procedure, please contact our local Field Operations Manager at the Buckeye facility nearest to your proposed project (see [Attachment 1](#) for a listing of Buckeye's facilities and telephone numbers). Buckeye makes no assurance that its permanent pipeline markers are positioned directly over its pipeline(s). Line markers should be placed at intervals determined by "line of sight". The relocation, removal, or destruction of Buckeye's pipeline markers are prohibited by federal law. Pipeline markers damaged or made unusable shall be repaired or replaced at the Encroaching Party's expense.
- 1.3 All proposed drawings/plans must be submitted to Buckeye's Right of Way Department for review to determine to what extent, if any, the pipeline or right-of-way will be affected by the proposed construction and/or development. These drawings/plans must be prepared in strict compliance to [Attachment 4](#), "Requirements for Submission of Design Plans".
- 1.4 Buckeye may require the property owner to provide proof of current ownership of the land where the proposed encroachment is to occur. Such proof may be in the form of a Title Commitment, Title Policy, or a certified copy of a recorded Conveyance Deed.
- 1.5 When any construction activity is conducted in or around our pipeline right-of-way, Buckeye's On-Site Inspector must be present at all times. **NO WORK SHALL TAKE PLACE WITHOUT A BUCKEYE ON-SITE INSPECTOR PRESENT.** For this free-of-charge service, contact our local Field Operations Manager at the Buckeye facility nearest to your proposed project.
- 1.6 The Crossing Party shall contact Buckeye for re-marking of a pipeline if the existing markers are inadequate for any reason, including disturbance due to construction activities.  
  
Note: Federal law prohibits the removal of pipeline markers.
- 1.7 The Crossing Party shall not burn trash, brush, or other items or substances within 50 feet of the pipeline.
- 1.8 The Crossing Party shall not store any equipment or materials on the right-of-way. Full access must be maintained to the pipeline(s) at all times. The stockpiling of items including soil, or topsoil over the pipeline(s) is not permitted.
- 1.9 During routine or emergency maintenance on the pipeline, the cost to restore approved surface improvements (e.g., pavement, landscaping, sidewalks, etc.) shall be the responsibility of the Crossing Party.
- 1.10 Depending on the type and nature of the encroachment, Buckeye may require the pipeline(s) within the proposed encroachment to be exposed, visually inspected, and backfilled by a Buckeye representative at the full expense of the Crossing Party. Buckeye will evaluate the pipeline(s) cathodic protection system, including the coating type and condition, for suitability of service in relation to the proposed encroachment. Should Buckeye deem that the cathodic protection system and/or coating system is insufficient for any reason, Buckeye will repair or upgrade the system at the Crossing Party's expense to accommodate the proposed encroachment. Potential cathodic protection modifications can include, but are not limited to equipment such as rectifiers, anode systems, test stations, casing pipe, and coating.

## 2.0 Excavation and Construction Restrictions

- 2.1 Excavation operations shall be performed in accordance with appropriate State “One-Call” utility locating system requirements. As a matter of State law, anyone undertaking excavation work is required to call three (3) working days before excavating in MA, ME, MI, MO, NJ, PA, RI, SC, TN, and WI; two (2) working days in all other states (see [Attachment 3](#) for State “One-Call” numbers).



- 2.2 The Crossing Party will conduct “white-lining” of any proposed excavation areas. Buckeye will erect temporary pipeline markers/flags (yellow) identifying the location of the pipeline within the work area, and will provide information on how to respond should the pipeline be damaged or a commodity release occur. All personnel operating equipment over or around the pipeline must be made aware of its location and what to do if they make contact with the pipeline.

Note: The Encroaching Party must utilize a qualified contractor of Buckeye’s choice to locate and mark the existing Buckeye operated pipeline(s) using current industry practices and agrees to mark the location of the pipeline with buoys or by electronic location methods as approved by Buckeye for the duration of the construction activity in the vicinity of Buckeye’s operated pipeline(s). If proposing dredging activities within 150-feet of Buckeye’s pipeline(s), a dredging plan must be submitted to Buckeye for review and approval.

- 2.3 When a Crossing Party excavates near Buckeye’s pipeline, a Buckeye representative must locate the pipeline and determine the depth of cover before the Crossing Party begins excavation. The Buckeye representative and the excavator must review and complete an Excavation Safety Checklist ([Attachment 9](#)). The Crossing Party shall not perform any excavation, crossing, backfilling, or construction operations until Buckeye’s On-Site Inspector has reviewed the proposed work on site and given approval for work to proceed. Buckeye’s On-Site Inspector shall have full authority to stop the work if it is determined that the work is being performed in an unsafe manner.
- 2.4 No equipment shall work directly over the pipeline. The Crossing Party shall install temporary fencing along Buckeye’s right-of-way boundaries so that equipment will not inadvertently pass over the pipeline at locations other than those established for crossing (see Section 3.6).
- 2.5 When excavating within the right-of-way, the Crossing Party’s backhoe shall have a plate welded over the teeth of the backhoe bucket, and the side cutters must be removed prior to excavation. However, if within 24 inches of the outer edge of the pipe (this “tolerance zone” extends on all sides of the pipe), only hand excavation, air cutting, and vacuum excavation are permitted.
- 2.6 No excavations shall be made on land adjacent to the pipeline that will in any way impair, withdraw lateral support, cause subsidence, create the accumulation of water, or cause damage to the pipeline or right-of-way.
- 2.7 The Crossing Party shall ensure all excavation work complies with OSHA’s excavation standards outlined in 29 CFR 1926 and correct any noncompliant excavation site before Buckeye’s On-Site Inspector or the Crossing Party enters the site to perform work.

- 2.8 If conditions require, the Crossing Party shall be directed by Buckeye to install sand or cement bags or other suitable insulating materials to maintain proper vertical clearance from the pipeline.
- 2.9 At any location where the pipeline is exposed, the Crossing Party shall provide Buckeye the opportunity to inspect the pipeline condition, install cathodic protection test leads, and/or install underground warning mesh.
- 2.10 The maximum unsupported exposed length of pipe shall be 20 feet for 4-inch-diameter pipe, 25 feet for 6-inch- to 10-inch-diameter pipe, and 35 feet for 12-inch- to 24-inch-diameter pipe. When required, the pipeline shall be supported with grout and sand bags or padded skids. At no time shall the pipeline be used as a brace to support equipment or sheeting/shoring materials.

Note: The Crossing Party shall submit a support plan for Buckeye's review and approval.

- 2.11 No buried pipeline may be left exposed for any duration of time without concurrence of Buckeye's On-Site Inspector.
- 2.12 Backfill and compaction shall be performed to the satisfaction and in the presence of Buckeye's On-Site Inspector. Within 5 feet of the pipeline crossing location, the Crossing Party shall place at least 12 inches of sand with no sharp gravel, rock, hard clods, vegetation, or other debris on all sides of any pipeline, and remaining backfill shall be placed so as not to disturb this padding material or damage the pipeline (see [Attachment 7](#) for Foreign Utility Crossing Detail). Backfill over the pipe shall be compacted by hand until 18 inches of cover is achieved. The disturbed ground shall be compacted to the same degree of compaction of surrounding areas. The Crossing Party shall restore the site to its original condition except for items that are part of the Buckeye approved change.

### **3.0 Specific Guidelines**

#### **3.1 Cover, Grading, and Drainage**

##### **3.1.1 Cover and Grading:**

- a. The existing cover over the pipeline shall not be modified without Buckeye's written approval.
- b. The final grading shall net a minimum cover of 36 inches over the pipeline.
- c. In areas where buildings are proposed within 50 feet of the pipeline or due to other surface improvements and/or in areas determined by Buckeye, final grading shall net a minimum cover of 48 inches over the pipeline.
- d. The maximum allowable constructed cross-slope within the ROW shall be 5H:1V and shall never be greater than the existing cross-slope.
- e. The maximum allowable cover/soil shall not exceed six (6) feet without Buckeye's written approval.
- f. Use of vibratory equipment larger than walk-behind units are not permitted within 25 feet of the pipeline.

##### **3.1.2 Drainage:**

- a. Detention ponds, lakes, structures or any type of impoundment of water, temporary or permanent, are prohibited within the right-of-way.
- b. Culverts are not permitted within the right-of-way.

- c. Any modifications to an existing drainage pattern shall be designed such that the erosion of the pipeline cover is controlled.
- d. For streams, drainage channels, and ditches, a minimum of cover of 60 inches is required between the pipeline and the bottom of the drainage canal or ditch (see Section 3.3.1.f for road drainage ditches).

### 3.2 Aboveground and Underground Structures

#### 3.2.1 **General Requirements:**

- a. Buildings or other structures, including, but without limitation, overhanging balconies, patios, decks, swimming pools, wells, walls, septic systems, propane tanks, transformer pads, manholes, valve boxes, storm drain inlets, utility poles, the storage of materials, or any other item which will create an obstruction or prevent the inspection of the right-of-way by air or foot, shall not be erected within the right-of-way.
- b. The Crossing Party shall not develop or build retaining walls, drive piling or sheeting, or install an engineered structure that develops or controls overburden loads that will impact the pipeline (see Section 3.9).
- c. Deep foundations which include piers, caissons, drilled shafts, bored piles, and cast-in-situ piles located within 500 feet of the pipeline shall be installed/drilled using an auger.
- d. Occupied structures shall not be located within 50 feet of the pipeline unless a minimum cover of 48 inches is provided above the top of the pipeline.
- e. Any deviation for aboveground and underground structures will be reviewed by Buckeye on a **case-by-case basis**.

#### 3.2.2 **Gardening and Landscaping:**

- a. Trees, shrubs and bushes are not permitted within the right-of-way. Trees planted outside of the right-of-way should be placed so branches and limbs will not overhang the pipeline right-of-way as the tree matures. Buckeye may trim/remove overhanging branches and limbs that encroach into the right-of-way.
- b. Flowerbeds, vegetable gardens and lawns, are permitted within the right-of-way. Buckeye is not responsible for replacing any plantings located within the right-of-way.

#### 3.2.3 **Fences and Walls:**

- a. Privacy fences or fences that prevent access to the right-of-way are not permitted.
- b. All other fence installations within the right-of-way will be reviewed for approval by Buckeye on a **case-by-case basis**. Upon Buckeye's written approval, fences shall be constructed with a 14-foot gate or removable sections across the right-of-way.
- c. Fence posts shall not be installed within 5 feet of the pipeline and must be equidistant if crossing the pipeline.
- d. No fence shall cross the right-of-way at less than a 60-degree angle.
- e. Fences that run parallel to the pipeline shall be installed outside the right-of-way.
- f. Masonry, brick, or stone walls are not permitted on the right-of-way.

### 3.3 Roads, Driveways, Sidewalks, and Parking Areas

#### 3.3.1 **General Requirements:**

- a. Roads, driveways, sidewalks, or parking areas shall not be constructed across the right-of-way without Buckeye's written approval. Upon Buckeye's approval, roads, driveways, and sidewalks shall cross perpendicular to the pipeline.



- b. The maximum allowable cover shall not exceed six (6) feet without Buckeye's written approval.
- c. Use of vibratory equipment larger than walk-behind units is not permitted within 25 feet of the pipeline.
- d. Roads or driveways shall not be installed longitudinally within the right-of-way.
- e. For roads and driveways, a minimum cover of 48 inches with a net cover of 36 inches of undisturbed soil is required above the pipeline.
- f. A minimum cover of 36 inches over the pipeline is required at road drainage ditches. Upon Buckeye's approval, this cover can be reduced to 24 inches if ditch is rock/rip-rap lined and 12 inches if ditch is concrete lined.
- g. For asphalt parking lots and sidewalks, a minimum cover of 36 inches with a net cover of 24 inches of undisturbed soil is required above the pipeline. Additional cover may be required by Buckeye based upon specific site conditions.
- h. Stockpiling of materials on the right-of-way is not permitted. These materials include, but are not limited to soil, snow, stone, boulders, trees, brush, grass clippings, leaves, etc.

### 3.4 Foreign Utility Crossings

#### 3.4.1 **General Requirements:**

- a. Utilities shall cross perpendicular to the pipeline.
- b. Utilities are required to cross beneath the pipeline with a minimum clearance of 24 inches. Exceptions to Buckeye's clearance requirements for underground service entrances to single family dwellings will be reviewed on a **case-by-case basis**.
- c. Sand or select fill shall be placed between the pipeline and utility (see Section 2.8).
- d. Utilities installed parallel to the pipeline shall be reviewed by Buckeye on a **case-by-case basis**. If approved, the utility shall be no closer than 15 feet from the pipeline.
- e. Warning tape, in accordance with A.P.W.A. Uniform Color Code, shall be placed above utility, 12 inches below ground, for a distance of 25 feet on either side of crossing.
- f. Signage shall be placed at crossing as determined appropriate by Buckeye.
- g. Splice boxes, service risers, energized equipment, etc., are not permitted within the right-of-way.
- h. Trenchless Excavations:
  - [1] Utilities installed by a trenchless excavation method (directional drilling, jacking, slick boring, etc.) shall be reviewed by Buckeye on a **case-by-case basis**.
  - [2] Buckeye reserves the right to select the method of crossing for the proposed utility.
  - [3] A minimum clearance of 60 inches (5 feet) below the pipeline is required.
  - [4] For directional drilling operations, a tracking system is required to verify the exact location of the drill head.
  - [5] For perpendicular crossings, a 4 feet by 4 feet excavation window, 24 inches below the pipeline is required for visual inspection of the pipeline to ensure the drill (or bore) does not impact the pipeline.
  - [6] Blind boring is not permitted within Buckeye's right-of-way.
  - [7] When trenchless excavations are authorized by Buckeye parallel to and within 10 feet of an existing pipeline, observation holes shall be excavated at 25-foot intervals to monitor the progress and horizontal/vertical location of the drill head.
  - [8] Buckeye must be provided with an advance copy of the horizontal directional drill (HDD) plan for the trenchless excavation which specifies how the HDD will

be tracked, monitored and controlled at least two weeks before work is to commence. The plan must detail preventative measures to prevent conflicts with Buckeye's existing facility. The plan must state the planned HDD bore diameters, rod lengths, ream diameters, method of guidance, method of drill head tracking, etc. Additionally, the plan needs to include procedures for continuous monitoring and reporting of the drill head location, and state the appropriate vertical and horizontal deviation tolerances for the HDD operations in accordance with API RP 1172 – "6 Final Design". The procedure must include reporting requirements and procedures to correct or shut down the HDD trajectory should the operation exceeds the established tolerances. Buckeye Operations must be notified immediately if tolerances are compromised and should be involved in the recommencement of operations after tolerances are exceeded.

#### 3.4.2 **Metallic Utilities:**

- a. Bonds and test leads shall be installed at the expense of and by the Crossing Party where Buckeye deems necessary.
- b. Utilities shall be coated with a non-conductive coating for a distance of 50 feet on either side of the pipeline crossing.
- c. Ductile water pipe shall include nitrile gaskets within 50 feet of the pipeline crossing or anywhere within 25 feet of horizontal offset locations.

#### 3.4.3 **Non-Metallic Utilities:**

- a. Utilities shall be wrapped with tracer wire within the width of the right-of-way.
- b. Natural gas (or other industrial gases) lines shall be encased in a 6-inch envelope of yellow 3,000 psi concrete across the right-of-way.
- c. PVC water pipe shall include nitrile gaskets within 50 feet of the pipeline crossing or anywhere within 25 feet of horizontal offset locations.

#### 3.4.4 **Underwater Line Crossings:**

- a. For underwater line location procedures, refer to section 2.2.
- b. The Encroaching Party must provide qualified diving inspectors to Buckeye for use during the crossing activity at no cost to Buckeye.
- c. The Encroaching Party must place sacks filled with sand and cement between Buckeye's pipeline(s) and the encroaching utility to provide and maintain the required minimum vertical clearance between the two utilities.

#### 3.4.5 **Electrical, Fiber-Optic, and Communications Cables**

##### a. **Buried Cables:**

- [1] Electrical conductors/cable installations shall meet minimum requirements of National Electric Code for buried conductors and be adequately shielded and be impervious to hydrocarbon liquids.
- [2] Cables are required to cross beneath the pipeline with a minimum clearance of 24 inches. Exceptions to Buckeye's clearance requirements for underground service entrances to single family dwellings will be reviewed on a **case-by-case basis**.
- [3] Sand or select fill shall be placed between the pipeline and cable (see Section 2.8).
- [4] All cables shall be installed in Schedule 80 PVC pipe and encased in a 6-inch envelope of color coded (i.e. red for electrical cable, orange for communication cable) 3,000 psi concrete for a minimum distance of 10 feet to each side of each BUCKEYE Pipeline(s) across the right-of-way.

- [5] Warning tape, in accordance with A.P.W.A. Uniform Color Code, shall be placed above the utility, 12 inches below ground, for a distance of 25 feet on either side of the crossing.
- [6] Signage for the crossing shall be placed as determined appropriate by Buckeye.

**b. Aboveground Cables:**

- [1] A minimum of 20 feet of above-grade clearance for a distance of 25 feet on each side of the pipeline is required.
- [2] Mechanical supports and service drops including poles, towers, guy wires, ground rods, anchors, etc., are not permitted within 25 feet of the pipeline.

### 3.5 Temporary Access Roads and Heavy/Construction Vehicle Crossings

#### 3.5.1 **General Requirements:**

- a. The Encroaching Party shall provide Buckeye information as to the type, model, size, and axle weight of construction equipment that will be used over or in the vicinity of the pipeline(s).
- b. Trucks carrying a maximum axle load up to 15,000 pounds may cross the right-of-way after Buckeye has confirmed a minimum cover of 48 inches over the pipeline.
- c. For all other cases, earthen ramps (see Attachment 6), swamp mats, reinforced-concrete slabs (see Attachment 5), or steel plates may be required. Loading conditions and protection measures will be evaluated and dictated by Buckeye's Right of Way Department.
- d. When temporary fill must be added, colored sheets of plastic shall be placed under the temporary fill at original grade so that the original grade will not be disturbed when the temporary fill is removed.
- e. At all crossing locations, the Crossing Party will provide 12" of clean AASHTO 1 stone over the pipeline right-of-way.
- f. During the use of an approved temporary construction road, Buckeye may require that the Crossing Party provide additional protective measures deemed necessary to prevent damage to the pipeline.
- g. Buckeye will limit the number of temporary construction roads constructed by the Crossing Party.

### 3.6 Railroad Crossings

#### 3.6.1 **General Requirements:**

- a. A minimum clearance of 72 inches is required between railroad tracks and the pipeline.
- b. A minimum cover of 36 inches is required between the bottom of drainage ditches on either side of a railroad and the pipeline.
- c. For railroad main lines, the pipeline crossing must comply with local railroad guidelines that delineate the requirements for carrier pipe, casing pipe, and clearances. Buckeye shall be consulted for the review of any State submittals.
- d. For private spur crossings, Buckeye will determine the railroad entity having jurisdictional authority to dictate crossing requirements.

### 3.7 Farming and Field Tile

#### 3.7.1 **General Requirements:**

- a. Field tile running parallel to the pipeline shall be spaced 10 feet from the centerline of the pipeline.
- b. Field tile shall cross the pipeline perpendicularly with a clearance of 12 inches above or below the pipeline.
- c. Buckeye will approve the total number of crossings of the pipeline on a **case-by-case basis**.
- d. Deep plowing or “ripping” operations shall be approved by and coordinated with Buckeye.

### 3.8 Construction-Induced Vibrations

#### 3.8.1 **General Requirements:**

- a. Construction activities that generate ground vibrations, including, but without limitation, pile driving, sheet driving, soil compaction work, jackhammering, or ramming, shall be reviewed by Buckeye on a **case-by-case basis**.
- b. If the Crossing Party anticipates such an activity within 300 feet of the pipeline, then continuous testing monitored by a seismograph located directly over the pipeline at its closest point to the activity must be conducted. The Crossing Party shall provide, at their expense, the monitoring service which must be approved by Buckeye.
- c. The particle velocity of any one component of a three-component seismograph must not exceed 2.0 inches per second as recorded on the seismograph placed directly over the pipeline.

### 3.9 Blasting Operations

#### 3.9.1 **Blasting within 500 feet of the pipeline right-of-way:**

- a. The Crossing Party must submit a blast plan to Buckeye for review and approval. Verbal and written notice will be given 14 and 21 days respectively.
- b. Blasting plans must include the following information:

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>• Dates blasting to occur</li> <li>• Explosives type</li> <li>• Maximum shot hole depth and diameter</li> <li>• Number of holes and spacing</li> <li>• Delay pattern</li> <li>• Delay types and intervals</li> <li>• Depth of overburden</li> <li>• Depth of blast area</li> <li>• Maximum charge per hole, per delay</li> </ul> | <ul style="list-style-type: none"> <li>• Show drilling/blasting pattern plan and profile in relation to Buckeye facilities</li> <li>• Calculated radiant peak particle velocity (PPV) at varying distances from the pipeline and at the pipeline itself</li> <li>• State permit (copy)</li> <li>• Blasting contractor qualifications and insurance certificate (copy)</li> <li>• Blasting Safety Plan (copy)</li> </ul> |
|---|---|

The Crossing Party shall complete Attachment 8, “Blasting Plan Submission Form”, and include this form with their submission to Buckeye.

- c. The Crossing Party shall make arrangements for a Buckeye On-site Inspector to be present to witness the blasting operation.

#### 3.9.2 **Blasting within 300 feet of the pipeline right-of-way:** (Adds to or replaces items in Section 3.10.1)

- a. Blasting shall be monitored by a seismograph located directly over the pipeline at its closest point to the blast hole(s). The Crossing Party shall provide, at their expense, the monitoring service which must be approved by Buckeye.
- b. The particle velocity of any one component of a three-component seismograph must not exceed 2.0 inches per second as recorded on the seismograph placed on the ground directly over the pipeline.
- c. For blast testing, an initial test blast using a maximum charge of one pound shall be performed. The Crossing party shall detonate the first test blast with all necessary monitoring equipment in place to observe the results of the proposed blast design. Each subsequent test blast may be set and detonated only after the seismograph reading from the previous test blast indicates that further blasting can be safely conducted.
- d. Routine production blasting may be initiated after completion of a successful test blast, with allowable charge based on the seismographic vibration recordings of test blasts. However, all blasting must be continuously monitored by a seismograph. The velocity recorded must not exceed the 2.0 inches per second limit noted above.

**3.9.3 Blasting within 50 feet of the pipeline right-of-way:**  
(Adds to or replaces items in Section 3.10.2)

- a. The Crossing Party shall hire a consulting firm that specializes in underground blasting to conduct the seismograph survey and certify the results.
- b. Buckeye will approve the Crossing Party's selection of consulting firms that will conduct the seismographic surveys before starting any blasting operation.

**3.9.4 Special Requirements:**

- a. For multiple-delay blasting, the Crossing Party shall begin the blasting sequence at the charge closest to the pipeline and progress away from the pipeline.
- b. If seismographic readings above the limit stated in item 3.10.2.d of this section are recorded, the pipeline must be exposed and inspected for possible damage and/or product release. The Crossing Party conducting blasting operations is responsible for all expenses related to the exposure and any subsequent repairs necessitated by the operation.
- c. At Buckeye's request, the Crossing Party shall install sheet piling, open trench channels, and/or matting to protect the pipeline during blasting operations.

**3.10 Seismic Vibrating Operations**

**3.10.1 Seismic vibrating within 500 feet of the pipeline right-of-way:**

- a. The Crossing Party must submit a seismic vibrating plan to Buckeye for review and approval. Verbal and written notice will be given 14 and 21 days respectively.
- b. Seismic vibrating plans, when using Vibroseis System Vibrators to radiate ground vibrations, must include information on soil conditions and depth of exploration, the anticipated number and type of vibrations, type and weight of vehicle, and peak force of equipment.
- c. The peak force by vehicle weight shall not exceed 45,000 pounds.
- d. The Crossing Party shall also make arrangements for a Buckeye On-Site Inspector to be present to witness the seismic vibrating operation.

**3.10.2 Seismic vibrating within 100 feet of the pipeline right-of-way:**

- a. Vibration shall be monitored by a seismograph located directly over the pipeline at its closest point to the vibrator(s). The Crossing Party shall provide, at their expense, the monitoring service which must be approved by Buckeye.

- b. The Crossing party shall determine and limit the maximum peak force allowed under continuous seismographic vibration monitoring such that the peak particle velocity will not exceed 2.0 inches per second.
- c. Seismic vibration surveys shall not be conducted closer than 100 feet to the pipeline.

### 3.10.3 **Special Requirements:**

- a. If seismographic readings above the limit stated in item 3.11.2.b of this section are recorded, the pipeline must be exposed and inspected for possible damage and/or product release. The Crossing Party conducting seismic vibrating operations is responsible for all expenses related to the exposure and any subsequent repairs necessitated by the operation.
- b. At Buckeye's request, the Crossing Party shall install sheet piling and/or open trench channels to protect the pipeline during seismic vibrating operations.

## 3.11 Wind Turbines

### 3.11.1 **Setback Distance from Pipelines**

- a. Wind turbine structures shall be set back from any Buckeye pipeline at least a distance equal to 110% of the structure height, which is defined as the height of the entire wind turbine system as measured from the bottom of the base to the highest vertical point of the system including the base and tower and the highest reach of the turbines or blades.
- b. No facilities associated with a wind turbine installation project shall be permitted to be installed within the pipeline easement.
- c. Warning lights shall be installed on all wind turbines that are located within 1,200 feet of any Buckeye pipeline.

### 3.11.2 **Construction Equipment and Crane Crossings**

- a. All temporary access roads and heavy/construction vehicle crossings shall comply with Section 3.6 above.
- b. Where cranes and other maintenance vehicles will need to cross Buckeye pipelines on a routine permanent basis for maintenance of the turbine(s), permanent crossing locations must be established, an encroachment agreement must be signed by the landowner and facility owner, and permanent crossing protections must be installed to the satisfaction of Buckeye.
- c. Construction materials or equipment shall not be transported longitudinally over Buckeye's pipelines.

### 3.11.3 **Underground Utilities**

- a. Cables and electrical conduit shall crossings shall comply with Section 3.5 above.
- b. BUCKEYE may require at the expense of the CROSSING PARTY an AC Arc Fault Study, specific to the CROSSING PARTY'S project encroachments. The study will determine if there is adequate AC Arc Fault protection of and separation from BUCKEYE'S facilities. BUCKEYE will arrange for the engineering, design and installation of AC mitigation and Lightning suppression systems, as deemed necessary by the AC Arc Fault Study. The reasonable cost of such AC remediation and Lightning suppression systems shall be submitted to CROSSING PARTY for review and approval, which approval shall not be unreasonably delayed,

conditioned or withheld, and, upon approval such reasonable cost will be prepaid by CROSSING PARTY to BUCKEYE.

#### **4.0 Deviations and Exceptions**

- 4.1 When and where special circumstances dictate, deviation from these requirements must be formally approved by Buckeye in writing prior to commencement of any excavation or other construction activity that may impact the pipeline. Any such deviations must be explained and documented and provided to Buckeye for review and approval.

#### **5.0 Additional Information and Buckeye Contacts**

- 5.1 Should you have any questions regarding pipeline rights-of-way or your specific easement, contact Buckeye's Right of Way Department at the applicable phone number listed in Attachment 2.
- 5.2 Should you have any questions regarding Buckeye's engineering requirements, contact Buckeye's Encroachment Design Reviewer at [encroachmentreviews@buckeye.com](mailto:encroachmentreviews@buckeye.com) .

**Attachment 1: Buckeye Facility Locations and Phone Numbers**

Alabama	Birmingham	(205) 369-0179
	Montgomery	(334) 309-4710
California	San Diego	(714) 269-9028
Connecticut & Massachusetts	Wethersfield	(860) 529-7781
	New Haven	(203) 469-3479
Florida	Port Everglades	(954) 522-8464
Georgia	Birmingham (AL)	(205) 369-0179
Illinois	Argo	(708) 259-1352
	Lemont (West Shore)	(708) 227-0962
	Kankakee	(815) 932-3029
	Hartford	(618) 255-1100
Indiana	Hammond	(219) 989-8601
	Hammond (West Shore)	(708) 227-0962
	Huntington	(260) 356-5802
Iowa	Cedar Rapids	(708) 259-1352
	Council Bluffs	(712) 366-9461
	Des Moines	(515) 226-4017
	Ottumwa	(641) 684-6789
Louisiana	Liberty (TX)	(936) 336-5773
Maine	South Portland	(207) 767-2672
Michigan	Wayne	(734) 721-8834
Missouri	North St. Louis	(314) 231-2000
	Sugar Creek	(816) 836-6000
	Burlington Junction	(660) 725-3386
Nevada	Reno	(760) 802-1535
New Jersey	Linden	(908) 374-5301
New York	Auburn	(315) 253-5395
	New York City	(718) 656-5746
North Carolina	Goldsboro	(919) 778-2712
Ohio	Lima	(419) 993-8025
	Mantua	(330) 274-2234
	Toledo	(419) 698-8190
Pennsylvania	Boothwyn	(610) 459-3441
	Coraopolis	(412) 264-7432
	Duncansville	(814) 695-4852
	Malvern	(610) 695-8000
	Mechanicsburg	(717) 766-7633
	Macungie	(484) 232-4218
Tennessee	Memphis	(901) 395-0122
Texas	Liberty	(936) 336-5773
Wisconsin	Milwaukee (West Shore)	(708) 227-0962
	Madison (West Shore)	(815) 964-3727



## Attachment 2: Right of Way & Engineering Contacts

Name	Responsibility	Phone / Address / Email
<b>David Boone</b>	<b>Sr. Manager, Right of Way, Real Estate, and Damage Prevention</b>	(610) 904-44015 TEK Park, 9999 Hamilton Blvd. Breinigsville, PA 18031 <a href="mailto:dboone@buckeye.com">dboone@buckeye.com</a>
<b>Chris McPike</b>	<b>Sr. Specialist, Right of Way</b> <i>Central District:</i> Eastern Ohio, Pennsylvania (Central & Western)	(216) 271-8103 4800 East 49 <sup>th</sup> Street Cleveland, OH 44125 <a href="mailto:CMcPike@buckeye.com">CMcPike@buckeye.com</a>
<b>Marty White</b>	<b>Sr. Specialist, Right of Way</b> <i>West/Central District:</i> Michigan, Ohio (except for Eastern Ohio), Indiana (except for Northwestern Indiana)	(419) 993-8008 940 Buckeye Road Lima, OH 45804 <a href="mailto:MWhite@buckeye.com">MWhite@buckeye.com</a>
<b>Michael Norris</b>	<b>Sr. Specialist, Right of Way</b> <i>West District:</i> Northern & Central Illinois, Northwestern Indiana, Wisconsin	(219) 313-5321 12920 Bell Road Lemont, IL 60439 <a href="mailto:MRNorris@buckeye.com">MRNorris@buckeye.com</a>
<b>Wesley Pekarek</b>	<b>Specialist, Right of Way II</b> <i>West District:</i> Iowa, Missouri, Southern Illinois	(816) 836-6096 1315 N. Sterling Ave. Sugar Creek, MO 64054 <a href="mailto:WPekarek@buckeye.com">WPekarek@buckeye.com</a>
<b>Chris Scheid</b>	<b>Specialist, Right of Way I</b> <i>East District:</i> Northeast Pennsylvania, New York (Upstate), Maine, Massachusetts, Maryland, Virginia	(484) 232-4454 5002 Buckeye Road Emmaus, PA 18049 <a href="mailto:CScheid@buckeye.com">CScheid@buckeye.com</a>
<b>Jeannette Fluke</b>	<b>Specialist, Right of Way I</b> <i>East District:</i> Southeastern and Central Pennsylvania, Maryland, Virginia	(610) 904-4404 5 TEK Park, 9999 Hamilton Blvd. Breinigsville, PA 18031 <a href="mailto:JFluke@buckeye.com">JFluke@buckeye.com</a>
<b>Emily Litwa</b>	<b>Specialist, Right of Way I</b> <i>Northeast District:</i> New Jersey, Connecticut, Massachusetts, New York	(732)-692-5243 750 Cliff Rd Port Reading, NJ 07064 <a href="mailto:ELitwa@buckeye.com">ELitwa@buckeye.com</a>

<p><b>Dave Jones</b></p>	<p><b>Specialist, Right of Way II</b>  <u><i>Encroachment Design</i></u>  <u><i>Review:</i></u>  East, Northeast, Central, West  Districts</p>	<p>(610)-904-4409  5 TEK Park, 9999 Hamilton  Blvd.  Breinigsville, PA 18031  <a href="mailto:DAJones@buckeye.com">DAJones@buckeye.com</a></p>
<p><b>Daniel Mangum</b></p>	<p><b>Sr. Specialist, Right of Way  &amp; Development</b>  <u><i>South District:</i></u>  Texas, Louisiana, Tennessee,  Alabama, Georgia, South  Carolina, Nevada, Florida,  North Carolina</p>	<p>(832) 325-1626  One Greenway Plaza, Suite  600  Houston, Texas 77046  <a href="mailto:DMangum@buckeye.com">DMangum@buckeye.com</a></p>
<p><b>Teriann Williams</b></p>	<p><b>Right of Way Coordinators</b>  <u><i>Easements and Records:</i></u>  Supporting East, Northeast,  Central, and West Districts</p>	<p>(610) 904-4418  5 TEK Park, 9999 Hamilton  Blvd.  Breinigsville, PA 18031  <a href="mailto:TEWilliams@buckeye.com">TEWilliams@buckeye.com</a></p>

### Attachment 3: State One Call Systems (National One Call System - Dial 811)

State	One Call Program	Phone No.	Website
Alabama	Alabama 811	(800) 292-8525	<a href="http://www.al811.com">www.al811.com</a>
California - North	USA North of Central / Northern California & Nevada	(800) 227-2600	<a href="http://www.usanorth.org">www.usanorth.org</a>
- South	Dig Alert & Underground Service Alert South	(800) 422-4133	<a href="http://www.digalert.org">www.digalert.org</a>
Connecticut	Call Before You Dig	(800) 922-4455	<a href="http://www.cbyd.com">www.cbyd.com</a>
Florida	Sunshine State One Call	(800) 432-4770	<a href="http://www.callsunshine.com">www.callsunshine.com</a>
Georgia	Georgia 811	(800) 282-7411	<a href="http://www.georgia811.com">www.georgia811.com</a>
Illinois - Non-Chicago	Julie, Inc.	(800) 892-0123	<a href="http://www.illinois1call.com">www.illinois1call.com</a>
- Chicago	DIGGER - Chicago Utility Alert Network	(312) 744-7000	<a href="http://www.cityofchicago.org/transportation">www.cityofchicago.org/transportation</a>
Indiana	Indiana 811	(800) 382-5544	<a href="http://www.indiana811.org">www.indiana811.org</a>
Iowa	Iowa One Call	(800) 292-8989	<a href="http://www.iowaonecall.com">www.iowaonecall.com</a>
Louisiana	Louisiana One Call System, Inc.	(800) 272-3020	<a href="http://www.laonecall.com">www.laonecall.com</a>
Maine	Dig Safe System Inc.	(888) 344-7233	<a href="http://www.digsafe.com">www.digsafe.com</a>
Massachusetts	Dig Safe System Inc.	(888) 344-7233	<a href="http://www.digsafe.com">www.digsafe.com</a>
Michigan	MISS Dig System, Inc.	(800) 482-7171	<a href="http://www.missdig.net">www.missdig.net</a>
Missouri	Missouri One Call System, Inc.	(800) 344-7483	<a href="http://www.mo1call.com">www.mo1call.com</a>
Nevada	USA North of Central / Northern California & Nevada	(800) 227-2600	<a href="http://www.usanorth.org">www.usanorth.org</a>
New Jersey	New Jersey One Call	(800) 272-1000	<a href="http://www.nj1-call.org">www.nj1-call.org</a>
New York	Dig Safely New York	(800) 962-7962	<a href="http://www.digsafelynewyork.com">www.digsafelynewyork.com</a>
New York City & Long Island	New York 811, Inc.	(800) 272-4480	<a href="http://www.newyork-811.com">www.newyork-811.com</a>
North Carolina	North Carolina 811	(800) 632-4949	<a href="http://www.nc811.org">www.nc811.org</a>
Ohio	Ohio Utilities Protection Service	(800) 362-2764	<a href="http://www.oups.org">www.oups.org</a>
Pennsylvania	Pennsylvania One Call System, Inc.	(800) 242-1776	<a href="http://www.pa1call.org">www.pa1call.org</a>
Rhode Island	Dig Safe System Inc.	(800) 344-7233	<a href="http://www.digsafe.com">www.digsafe.com</a>
South Carolina	South Carolina 811 / PUPS	(888) 721-7877	<a href="http://www.sc811.com">www.sc811.com</a>
Tennessee	Tennessee 811	(800) 351-1111	<a href="http://www.tnonecall.com">www.tnonecall.com</a> OR <a href="http://www.tennessee811.com">www.tennessee811.com</a>
Texas	Texas 811 OR Lone Star Notification Center	(800) 344-8377  (800) 669-8344	<a href="http://www.texas811.org">www.texas811.org</a>  <a href="http://www.lsnconeall.com">www.lsnconeall.com</a>
Wisconsin	Wisconsin Diggers Hotline	(800) 242-8511	<a href="http://www.diggershotline.com">www.diggershotline.com</a>

## **Attachment 4: Application for Design Plan Submission and Encroachment Review**

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### **INSTRUCTIONS**

**Prior to completing the following Application for Design Plan Submission and Encroachment Review (application), please review these instructions to determine if an application is required and to ensure that all necessary information has been obtained. Failure to follow these instructions and/or failure to provide the required information will delay the review process.**

**One Call Notification** – To prevent damages to pipeline facilities from subsurface excavation or any activity that disturbs or impacts the depth of cover over underground facilities, Buckeye participates in "One-Call" organizations in all the states in which Buckeye has operating facilities. A list of the One-Call organizations Buckeye participates in is listed in Attachment 3 of the Right of Way Use Restrictions Specification. Placing a one call notification will put you in contact with the appropriate Buckeye Field Representative

**Buckeye Field Representative Coordination** – Discuss with the Buckeye Field Representative a summary of the project and potential encroachments. The Buckeye Field Representative will determine if any additional information such as pipeline depth of cover is necessary and if an application is required.

### **Application and Plan Submission –**

#### **SUBMIT APPLICATION AND PLANS TO:**

Buckeye Partners, L.P.  
ROW Department  
Attn: Encroachment Review  
5 Tek Park, 9999 Hamilton Blvd.  
Breinigsville, PA 18031

OR

[encroachmentreviews@buckeye.com](mailto:encroachmentreviews@buckeye.com)  
With subject line reading  
"Encroachment Review Application"

Buckeye requires a minimum of 60 days for technical review upon receipt of complete application with all relevant fees and complete and accurate design plans. Submission of plans electronically to the above email address is encouraged and acceptable, but signed application and fees must follow by mail.

**Relocation or Modification** – Should the initial encroachment review result in a determination that Buckeye facilities must be relocated or modified because of the request, additional review time may be required. A Feasibility Study will be performed to prepare a scope of work, cost estimate, schedule and project plan; the cost of which will be borne by a party or parties other than Buckeye and must be paid before the relocation or modification will commence. A Technical Services Agreement between Buckeye and the responsible entity will be prepared to specify the duties of each party. A Letter of No Objection or Encroachment Agreement will be issued which will authorize the construction of the proposed encroachment under certain terms and conditions.

**Permission / Notification** - A fully-executed Approval Letter, Encroachment Agreement, Reimbursement Agreement, and/or Technical Services Agreement is needed prior to construction. Buckeye must be notified 10-days prior to construction to allow for the scheduling of a Buckeye representative to be present. It is also the encroaching entity's responsibility to notify the owners of any other pipelines, communication lines, other third party property or facility owners located within the proposed project area and to secure any additional needed rights from these parties where Buckeye's rights are limited.

If construction of the aforementioned project does not commence within three calendar years of the issued approval letter date, the Crossing Party shall submit a new application and resubmission fee. The Company shall have the right to reconsider the conditions and privileges granted, and have full right to consider current policies and procedures at the time of resubmission.

**APPLICATION FEES:** A non-refundable Encroachment Application Fee must accompany all encroachment review requests for private development within Buckeye's right-of-way. Any request submitted without the required application fee, or that does not contain the specified information in the format requested on the application, may not be considered. Remit payment by check payable to: *Buckeye Partners, L.P.* Buckeye may require a developer to enter an agreement to pay any outside consultant costs that Buckeye deems necessary for a complete review of the proposed encroachment(s).

**Initial Encroachment Application Fee is \$2,500.** Following initial review, all necessary plan resubmissions until plan approval shall be accompanied by a **Resubmission Fee of \$750.**

**Small Project Application Fee is \$500.** This reduced fee is reserved solely for single utility line service crossings or requests for installation of a fence or other residential-related improvement within Buckeye's pipeline easement.

# Application for Design Plan Submission and Encroachment Review

## PROJECT INFORMATION & LOCATION

**BUCKEYE PARTNERS, L.P.**

Project Title \_\_\_\_\_

Project Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip Code \_\_\_\_\_

Latitude \_\_\_\_\_

Longitude \_\_\_\_\_

Municipality \_\_\_\_\_

County \_\_\_\_\_

### APPLICANT INFORMATION:

\_\_\_\_\_  
Name and Title of Applicant

Company \_\_\_\_\_

Email Address \_\_\_\_\_

Phone Number \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip Code \_\_\_\_\_

### LEGAL NAME OF INDIVIDUAL, COMPANY, OR ENTITY TO WHICH PERMISSION WILL BE GRANTED:

\_\_\_\_\_  
Name

\_\_\_\_\_  
Name and Title of authorized signatory for company or entity

\_\_\_\_\_  
Address

\_\_\_\_\_  
City

\_\_\_\_\_  
State

\_\_\_\_\_  
Zip Code

\_\_\_\_\_  
Email Address

\_\_\_\_\_  
Fax Number

### PROJECT INVOLVES THE FOLLOWING IMPACTS TO BUCKEYE'S FACILITIES (CHECK ALL THAT APPLY):

- Cover, grading, and drainage pattern changes
- Aboveground and/or underground structures
- Road, driveway, sidewalks, and parking areas
- Utility crossings including gas, water (steam), sewer (storm/sanitary) – include trench backfill detail
- Electrical, fiber-optic, and communications cables
- Temporary access roads for the crossing of heavy/construction equipment
- Railroad crossings
- Farming and field tile
- Construction-induced vibrations
- Blasting operations (attach BLASTING PLAN)
- Seismic vibrating operations (attach SEISMIC VIBRATING PLAN)
- Exposure of the pipeline (attach SUPPORT PLAN)
- Boring, drilling, or tunneling near the pipeline (attach DRILL PLAN)
- Other: \_\_\_\_\_

**Page 2 of 4**

**APPLICATION MUST CONTAIN THE FOLLOWING:**

- Completed and Signed "Application for Design Plan Submission and Encroachment Review" Form
- Encroachment Application Fee\*\* (see guidelines below)
- Design Plans (1 paper copy, 1 electronic copy), depicting the following:
  - Field-verified location of Buckeye pipeline(s) location and width of Buckeye's easement tract

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
**Name of Buckeye Employee                      Date of Pipeline Locating Activity                      Design One Call No.**

- Field-verified depth of Buckeye pipeline(s) along all proposed road or utility crossings, drainage channels, and all other areas of proposed grade change within the pipeline right-of-way (attach a copy of any field data provided by Buckeye Representative)

\_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_  
**Name of Buckeye Employee                      Date of Pipeline Depth Investigation**

- Buckeye pipeline(s) labeled " \_-inch High Pressure Petroleum Products Pipeline" (line type "-HPPPP-")
- Buckeye included on Utilities List, and Local Contact and phone number on plans
- Buckeye Pipeline(s) highlighted in yellow. List all plan sheets on which Buckeye facilities are located:

- 
- Location of ground disturbances (blasting, seismic testing, pile driving, jackhammering, etc. within 1,500 feet of Buckeye pipeline(s))
  - Proposed location(s) where construction equipment will cross the pipeline right-of-way
  - Structure setback distances from the pipeline right-of-way and from the nearest pipeline
  - Proposed landscaping within 25 feet of either side of the pipeline(s)
  - Any permanent fencing that will limit/encumber Buckeye's access to the pipeline right-of-way
  - If the drainage pattern will be altered in any way over the Buckeye pipeline(s), a drainage plan that identifies new flow paths and all inlet/outfall/collection points
  - Right-of-Way Use Restrictions specification included as part of final design plan (can be done by adding a drawing sheet to plans and appending (cut and paste) the specification onto this sheet.

For property improvements that involve grade/pavement alterations, road work (new construction or improvements of existing), utility crossings (buried and overhead), or other subsurface or on-surface structure installations within Buckeye's right-of-way:

- Separate plan and profile drawing of Buckeye pipeline(s) for existing and proposed conditions.
- Subgrade details that show materials and thickness of each paving layer/course.
- Amount of existing cover that will be removed or new cover added over the pipeline(s), and proposed final grade amount of cover over the pipeline(s).
- Clearances between Buckeye's pipeline(s) and any existing and new (buried or overhead) utilities that cross the pipeline right-of-way.
- Show the clearances between Buckeye's pipeline(s) and each proposed substructure at the two closest reference points.
- For any utility to be installed via boring, drilling, or tunneling, include a detailed procedure of this work with your design plans. **Note:** "Blind" boring is not permitted. Buckeye's pipeline(s) must be exposed during the bore operation to ensure that the bore head crosses safely underneath the pipeline(s).

- Indicate any areas of disturbance or other work that will require Buckeye's pipeline(s) to be exposed in order to perform your work.
  - Supplemental Plan Information (as applicable)*
    - Blasting Vibrating Plan
    - Seismic Vibrating Plan
    - Support Plan
    - Drill Plan
- 

I hereby authorize Buckeye to contact the Engineer/Survey firm which prepared the drawings, survey and attachments.

**I certify that the information provided is accurate and I realize that incomplete information may delay processing or invalidate this application.**

Signature of Applicant

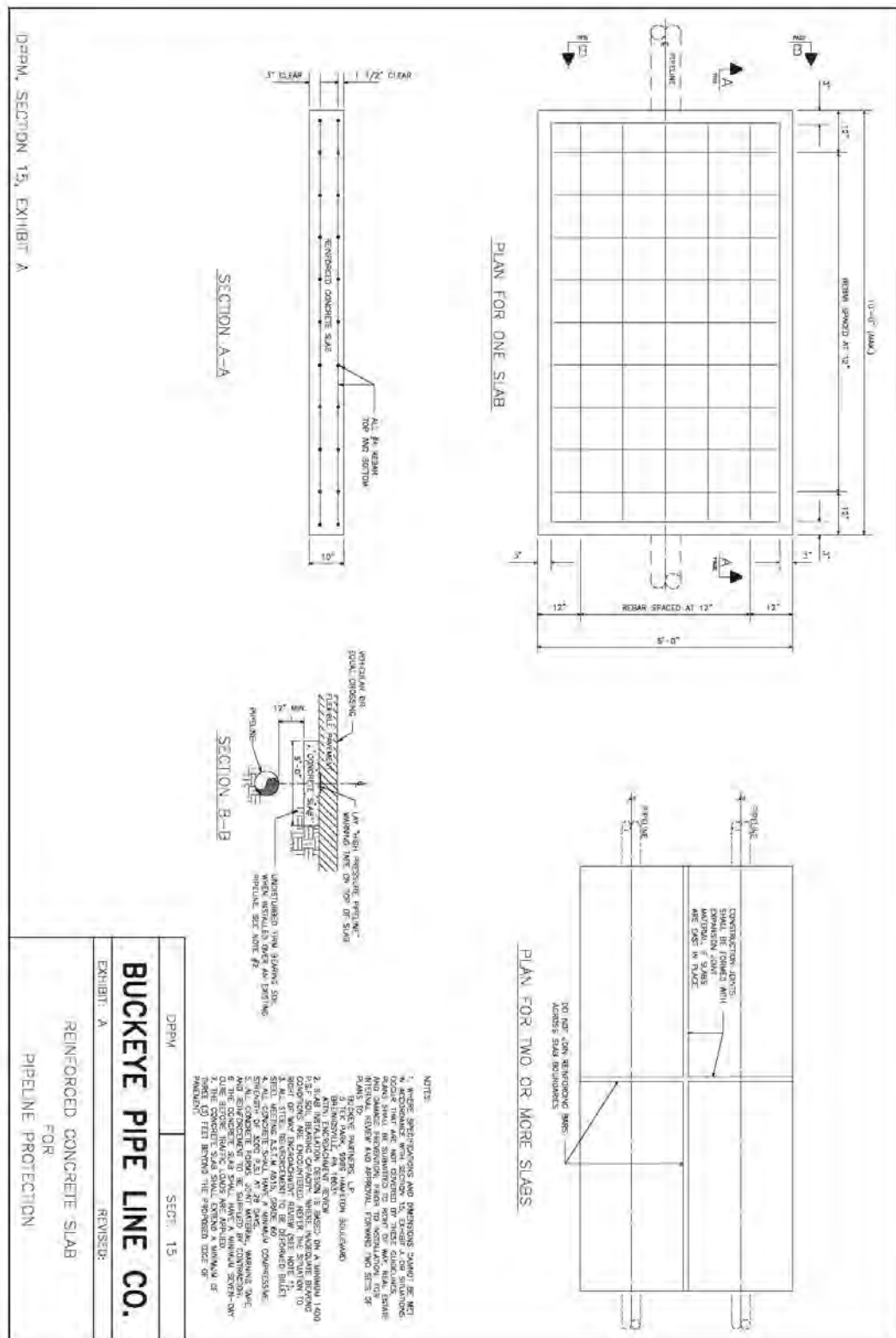
By: \_\_\_\_\_

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Title: \_\_\_\_\_

<p style="text-align: center;"><b>PAYMENT INFORMATION (APPLICANT TO COMPLETE)</b></p> <p>Check Number: _____</p> <p>Payment Amount: \$_____</p>
---

# Attachment 5: Temporary Crossing Reinforced-Concrete Slab Detail

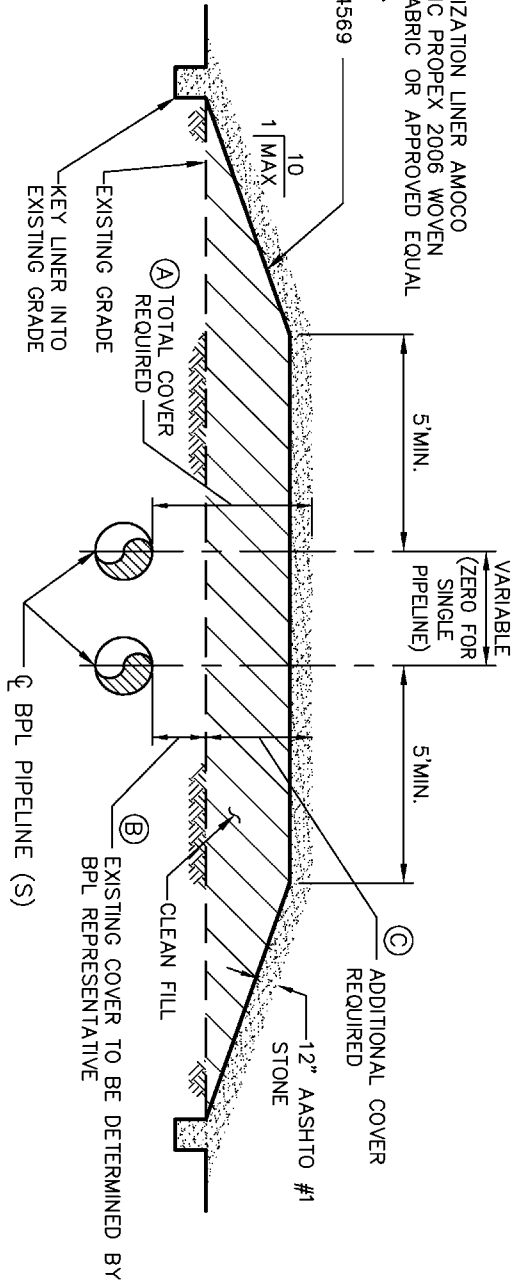




**Attachment 6: Earthen Ramp Detail**

Project/Inquiry:	Loading:	Date:
System:	Pipe Data:	Revision:

GEOTEXTILE STABILIZATION LINER AMOCO  
ENGINEERING FABRIC PROPEX 2006 WOVEN  
POLYPROPYLENE FABRIC OR APPROVED EQUAL  
AMOCO FABRIC CO.  
ATLANTA, GEORGIA  
PHONE: (770)944-4569



**TEMPORARY (WET CONDITIONS) CONSTRUCTION RAMP OVER BPL PIPELINE (S)**

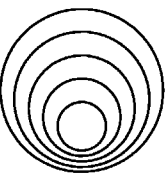
- NOTES:  
NO SCALE
1. RAMP SHALL BE 15 FOOT PLUS/MINUS WIDE WITH SIDES TAPERED ON A MINIMUM 1:1 SLOPE.
  2. IF DRY CONDITIONS PREVAIL AT CROSSING SITE LINER AND STONE CAN BE REPLACED WITH FILL MATERIAL.

\* Indicates item supplied by Buckeye Pipe Line Company.

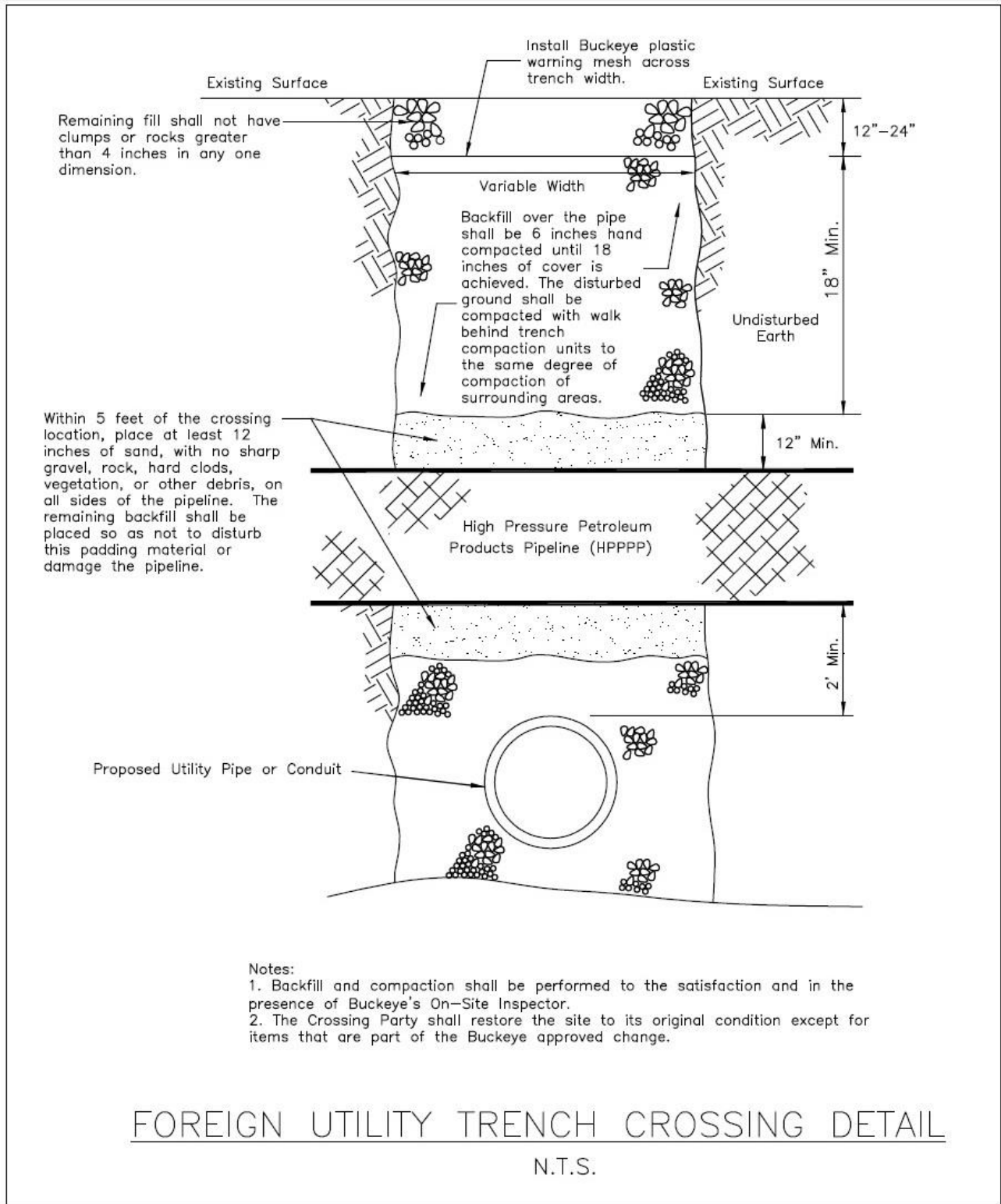
**Legend & Notes:**

A. Required pipeline cover must be a minimum of:	*	feet
B. Existing pipeline cover is currently:	TBD	feet
C. Earthen ramp height above existing grade:	*	feet

**Buckeye Pipe Line Company**  
**Earthen Ramp Detail**



## Attachment 7: Foreign Utility Trench Crossing Detail



## Attachment 8: Blasting Plan Submission Form

<b>INFORMATION SECTION</b>	
<b>Blasting Contractor -</b> Company Name: _____ Phone: _____ Email Address: _____ Contact Person: _____	<b>Contracted by -</b> Company Name: _____ Address: _____ Contact Person: _____
Project Name: _____ Address: _____ *Latitude: _____ *Longitude: _____	
Location and Distance (in feet) to Nearest Buckeye Pipeline: _____ _____	
Date of Blasting: _____	

<b>EXPLOSIVES SECTION</b>	
Type of Explosives: _____	
Max. Charge / Hole (lbs): _____	
Charge Delay (ms): _____	
No. of Holes: _____	
Max. Depth of Charge (ft): _____	
Max. Diameter of Charge (in): _____	
<b><u>Calculated Particle Velocity at a point -</u></b>	
Depth of Blast Area (ft): _____	300 feet from blasting event (in/sec): _____
Depth of Overburden (ft): _____	200 feet from blasting event (in/sec): _____
Type of Rock to be Blasted: _____	100 feet from blasting event (in/sec): _____
Density of Rock (lbs/cu-ft): _____	Directly above pipeline (in/sec): _____ @ _____ ft. _____

<b>ATTACHMENT CHECKLIST</b>
<input type="checkbox"/> Drilling/Blasting Pattern Sketch - include all depths, measurements, and delay patterns relative to Buckeye facility involved and each charge. <input type="checkbox"/> State Approval Letter <input type="checkbox"/> Blasting Contractor's Qualifications <input type="checkbox"/> Blasting Contractor's Insurance Certificate <input type="checkbox"/> Blasting Contractor's Safety Plan
<b>OMMISSION OF ANY INFORMATION REQUESTED ABOVE WILL DELAY YOUR BLASTING PLAN REVIEW</b> Buckeye requires a minimum of 14 days for technical review upon receipt of complete and accurate blasting plans

## Attachment 9: Excavation Safety Checklist

### 195 F-09, FORM A – EXCAVATION SAFETY CHECKLIST

The information noted on this form is intended to communicate general information about our pipeline(s) and is not intended to be solely relied upon by any party for the purpose of excavation or any similar purpose.

By law, to enable all participating utilities time to mark their facilities, the **One Call Center** in your state requires notification by calling 811 prior to any excavation. Buckeye Partners, L.P. is a member of this One Call enterprise and will automatically be notified through this system. In addition, a Buckeye inspector will perform and/or review with the excavator representative the applicable checklist items below.

**Pipeline Locate Activity:**

- If plans are available, requested a copy of the written project plans and drawings for review with the excavator and/or engineer. Had the excavator and/or engineer explain the extent of the work area, location and depth of the excavation, type of proposed utilities, location of proposed utilities, number of utility crossings, etc.
- Established the pipeline(s) location and marked the line(s) per state One Call requirements throughout the entire work area.
- Photographed all established pipeline markings throughout the work area.

**Communication with the Excavator and/or Engineer:**

- The excavator and/or engineer was advised that a Buckeye inspector must:**
  - **Monitor the excavation site daily when work is performed within 25 feet of a Buckeye pipeline.**
  - **Observe continuously all excavation and backfill activity performed within 10 feet of a Buckeye pipeline or during the installation of any utility across a Buckeye pipeline facility.**
  - **In addition, the excavator was instructed to call 800-331-4115 if they were ready to excavate within either above distance of a Buckeye pipeline and a Buckeye inspector was not present. When called a Buckeye inspector will be sent to perform the inspection, which is free of charge.**
- The excavator was advised that only backhoes or trackhoes with a steel plate welded across the teeth of the bucket are permitted to be used during excavation work around a Buckeye pipeline.
- The excavator was advised that the Buckeye inspector is required by law to perform an external inspection of any Buckeye pipeline exposed during excavation activity. The excavator understands that he/she is responsible to provide an OSHA compliant excavation, allowing the Buckeye inspector safe ingress and egress to examine our exposed pipeline.
- Walked through the work area with the excavator and communicated the locations of all Buckeye pipelines in the planned work area.
- Discussed the number of pipelines, pipe size(s), approximate pressures, approximate depths, excavation tolerance zones, hand digging requirements, and the hazards and characteristics of product(s) in the pipeline system(s) located in the planned work area.
- The excavator was advised to call the One Call Center 811 or contact Buckeye, if the Buckeye markings are destroyed or need to be refreshed in the planned work area. This service is provided free of charge.
- The excavator was advised that before any exposed Buckeye pipeline can be backfilled, the Buckeye inspector will direct the placement of an orange warning mesh over the pipeline.
- The excavator was advised that **any contact** with the pipeline, pipeline coating, test station wiring, or anode beds **must be reported to Buckeye prior to backfilling the excavation** to permit further inspection of the damage to assure continued safe pipeline operations.
- The excavator was advised that failure to comply with the conditions outlined above would result in Buckeye requiring the excavator to expose the pipeline again to allow an examination of the pipeline at the excavator's expense. If damage to the pipeline is discovered, Buckeye may seek monetary compensation for all repair costs. Buckeye may also report this activity to all concerned parties (State One Call Center, Regulatory Agencies, Principal Contractor, Excavator's Insurance Company, etc.).

If you are unable to reach the representative designated below, or **in case of an emergency**, request assistance by calling **1-800-331-4115**.

<b>One Call Ticket:</b>		<b>Line Segments:</b>		
<b>Work Order:</b>		<b>Mile Posts:</b>		
<b>Nearest Street</b>				

<b>Buckeye Information</b>		<b>Property Owner / Excavator /Engineer</b>	
<b>Date:</b>		<b>Name:</b>	
<b>Name:</b>		<b>Phone:</b>	
<b>Cell Phone:</b>		<b>Signature:</b>	

**From:** [Teague, Melissa](#)  
**To:** [Utility Coordination](#)  
**Cc:** "CENTRALENG"; [Smith, Rob D](#); [Unverferth, John C](#); [Teague, Melissa](#)  
**Subject:** RE: Wells County North Corridor Study - Utility Red Flag Investigation  
**Date:** Tuesday, May 28, 2019 9:42:17 AM

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Mr. Hintz:

As requested, Centurylink Local Telephone service has reviewed the locations of the proposed work based on the location map provided. Below is a list of Centurylink Local facilities within those areas.

1. Facilities in the area:
  - a. 100E - @ the intersection of 100 E and 1200 N – Centurylink has an office fiber optic cable (48-Fiber) running on the North side of the intersection from East to West
  - b. 450E – Cable runs on the West side – 25-24 copper
    - i. @400N & 450 E – on the south side of the intersection – CTL has a cable running E-W 25-24 copper
    - ii. @ 500 N – CTL has a 25-24 copper tap that runs to the West on the North side of the intersection
      1. North from here on the West side of the road copper size increases to 50-24
    - iii. @US224 – Cable crosses on the West side of the intersection – 50-24 Copper. Going East – on the North side – 300-22 Copper. Going West- on the North side – 150-22 Copper. Going North – On the West side – 25-22 Copper
    - iv. @~425 ft north of 224- Lateral to the East – 25-24 Copper
    - v. @~1970 ft north of 224- Cable crosses to the East side of the road and runs North along the East side – 25-24
    - vi. @~3080 ft north of 224 – Lateral service 3-22 to the West
    - vii. @ 700 N – Tap West under the road on the South side – 12-24 copper. To the East – 25-24 copper. Going North on the East side – 12-24 copper
    - viii. Exchange Boundary just before EightMile Creek
    - ix. @ intersection of 450E and 1200 N – on the North side of the intersection – 48- Fiber running East to West
  - c. 600 E – at US 224- Cable runs South – On East side – 25-24. On the West side of the intersection – Going North and South – 300-22 copper and 50-24 Copper. On the East side of the intersection – 48- Fiber running along the North side of US 224, along with a 600-22 copper
    - i. Going North up 600 – East side – 100-24 Copper. West side 48- fiber
    - ii. @~815 ft North of 224 – Buried lateral to the West 50-24 copper
    - iii. @~1700 Ft North of 224- 50-24 Copper crosses under 600 E from the East to the West and then runs North on the West side. Fiber and Copper cables are running on the West side of the road.
    - iv. @ 700 N – 50-24 Copper and 48-Fiber cross under the road on the West. Then on the North side of the road, the 50-24 copper runs to the East and

- then North along 600 E. On the North side of the intersection – a tap to the West crosses from the Ped – 25-24 Copper. From the ped going East – 12-24 Copper.
  - v. @800 N – 50-22 Copper – Crosses under 800, then goes West, and continues along 800 N. 48- Fiber runs along the West side to 1200 N. Crosses under 1200 N, then turns West and runs along 1200 N on the North side of the road.
  - d. Service drops to customers along the routes – Would require locates to determine exactly where the drops are located.
2. Contact Information: Melissa Teague – 765-656-4663- [melissa.teague@centurylink.com](mailto:melissa.teague@centurylink.com)

If you have any additional questions on these locations, please let me know.

Thank you,  
Melissa Teague  
Mountain, LTD  
OSP Engineer  
765-656-4663

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**From:** Utility Coordination <[UC@bfsengr.com](mailto:UC@bfsengr.com)>  
**Sent:** Wednesday, May 08, 2019 3:21 PM  
**To:** [twstanley@aep.com](mailto:twstanley@aep.com); TL\_PublicProjects <[tl\\_publicprojects@aep.com](mailto:tl_publicprojects@aep.com)>; [ms4822@att.com](mailto:ms4822@att.com);  
Douglas Sundling <[drafting@ci.bluffton.in.us](mailto:drafting@ci.bluffton.in.us)>; [encroachmentreviews@buckeye.com](mailto:encroachmentreviews@buckeye.com); Unverferth,  
John C <[John.C.Unverferth@centurylink.com](mailto:John.C.Unverferth@centurylink.com)>; [john\\_gayday@cable.comcast.com](mailto:john_gayday@cable.comcast.com);  
[martin@adamswells.com](mailto:martin@adamswells.com); [utilitycordreq@ftr.com](mailto:utilitycordreq@ftr.com); [ndraper@heartlandremc.com](mailto:ndraper@heartlandremc.com);  
[swright@intelligentfiber.com](mailto:swright@intelligentfiber.com); [jweidner@mediacomcc.com](mailto:jweidner@mediacomcc.com); [utilitycoordination@nisource.com](mailto:utilitycoordination@nisource.com);  
[townmanager@ossianin.com](mailto:townmanager@ossianin.com); [troy.yackle@energytransfer.com](mailto:troy.yackle@energytransfer.com);  
[publicproject@centerpointenergy.com](mailto:publicproject@centerpointenergy.com); [daniel.leskinen@windstream.com](mailto:daniel.leskinen@windstream.com); INKY\_Reloc  
<[inky\\_relo@zayo.com](mailto:inky_relo@zayo.com)>  
**Cc:** Eduardo Calderin <[ECalderin@bfsengr.com](mailto:ECalderin@bfsengr.com)>; Benjamin Zobrist <[BZobrist@bfsengr.com](mailto:BZobrist@bfsengr.com)>  
**Subject:** Wells County North Corridor Study - Utility Red Flag Investigation

All,

Your utility has been identified from past projects or 811 to potentially have facilities within our Wells County North Corridor Study area.

Please review the attached PDF which shows the study area limits clouded red, and highlights the high level focus items in green, and respond with the following information:

1. If you have facilities in the area
2. Who your local Utility Contact will be
3. If you believe your utility to be in a reimbursable position (easements, land rights, etc.)
  - o If you are in a reimbursable position, please provide documentation

**Please respond on or before June 7, 2019.**

We realize the entire study area is rather large, so we want to make note of any major facilities your utility

## Kevin A. Hintz

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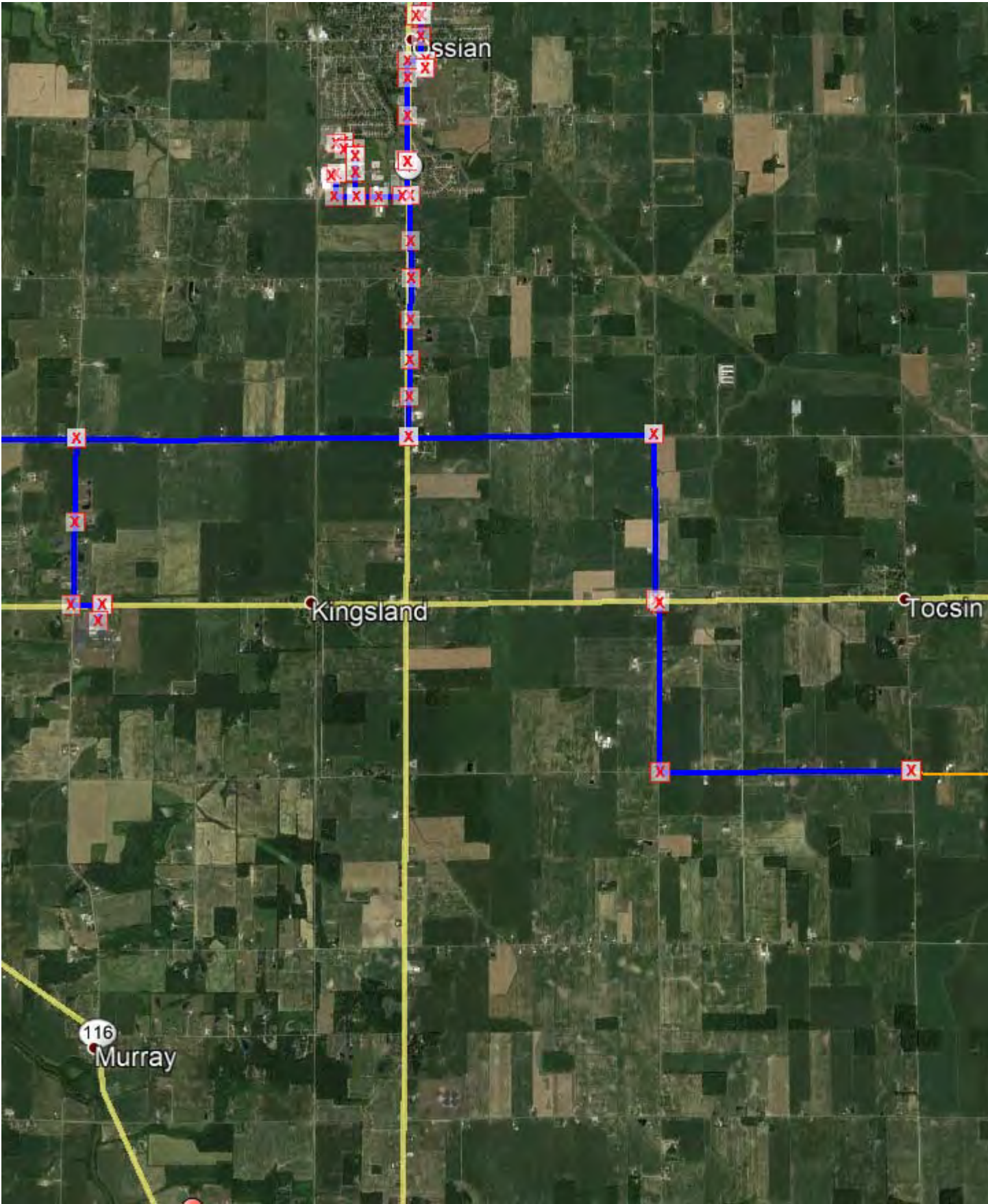
**From:** nodell@ellisengineeringgroup.com  
**Sent:** Friday, May 10, 2019 2:34 PM  
**To:** 'Adam Lamb'  
**Cc:** swright@intelligentfiber.com; Utility Coordination  
**Subject:** RE: Wells County North Corridor Study - Utility Red Flag Investigation

**Categories:** Hintz Responded & Logged

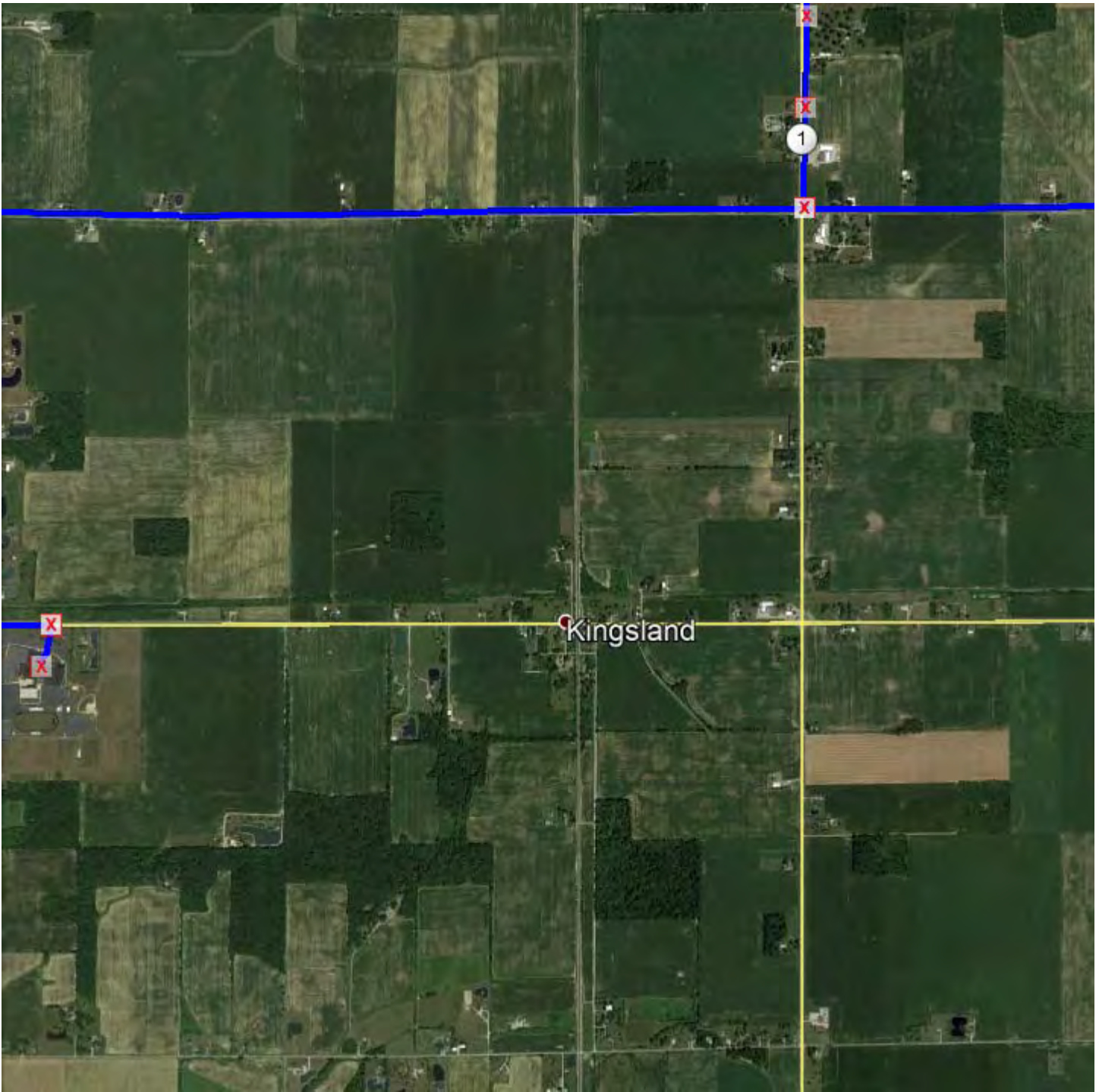
IFN is in the area shown as a blue line, the X's are handhole approx. locations.

It appears your work will cross IFN at E. CR 700 N (West to East) and the area of N. CR 450 E (North to South) , & E. CR500 N West to East.

Send all responses to IFN, they will coordinate with us for future needs.





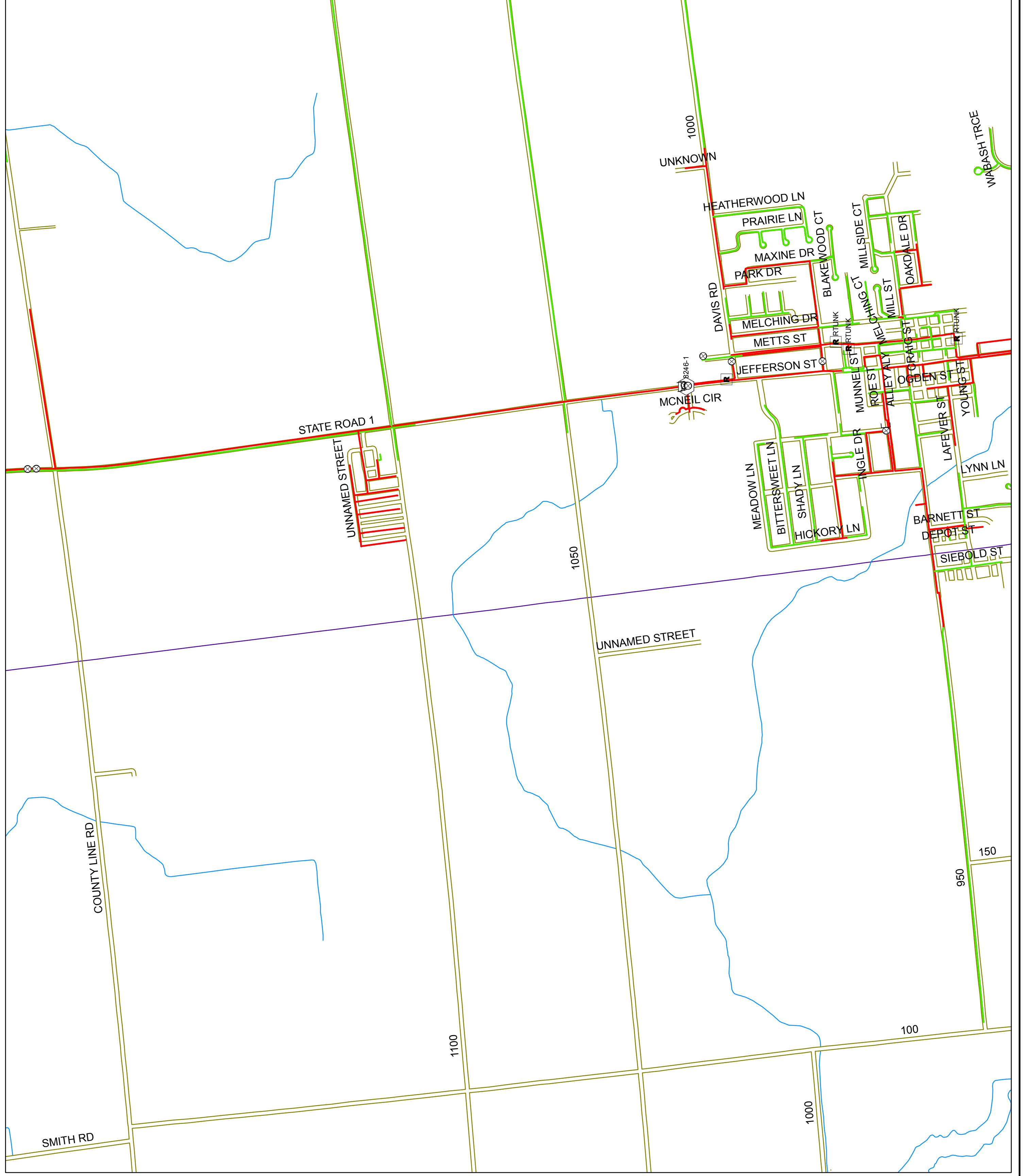


**Nathaniel O'Dell**  
OSP Cad Design / Field Surveyor



Ellis Engineering Group  
Ofc: 317-406-3047 ext. 4  
Cell: 317-995-1532  
[nodell@ellisengineeringgroup.com](mailto:nodell@ellisengineeringgroup.com)  
[EEG on LinkedIn](#)

# Wells County North Corridor Study - Gas 1

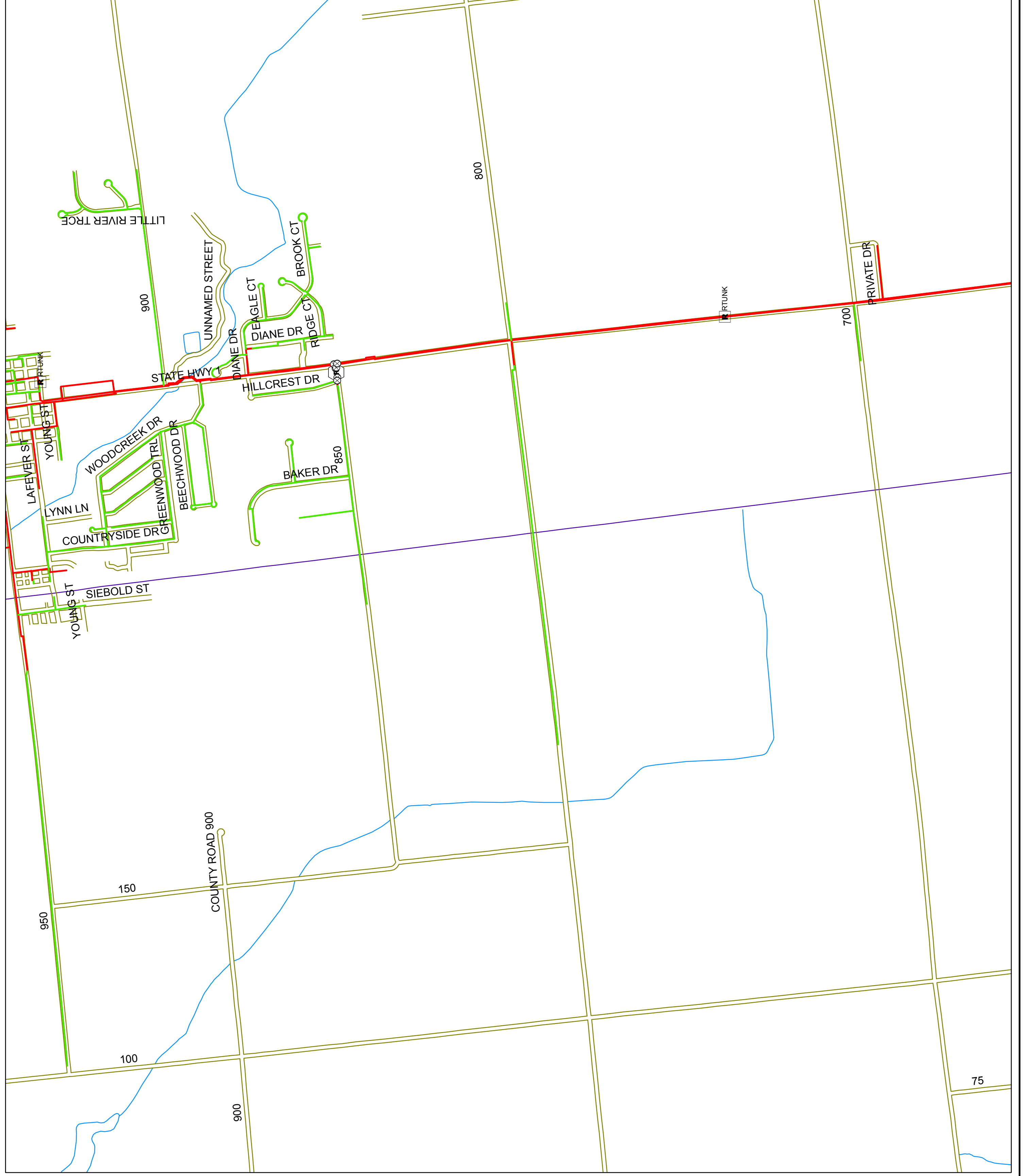


**Legend:**

<b>Gas Valve</b>		<b>Closed - Critical</b>
		<b>Closed - Not Critical</b>
		<b>Open - Critical</b>
		<b>Open - Not Critical</b>
		<b>Unknown value</b>
<b>Gas Main by Pressure</b>		<b>High Pressure</b>
		<b>Medium Pressure</b>
		<b>Low Pressure</b>
		<b>Unknown Pressure</b>
<b>Gas Service</b>		<b>Steel</b>
		<b>Plastic</b>
		<b>Cast Iron</b>
		<b>Wrought Iron</b>
		<b>Fittings</b>
		<b>Other</b>
		<b>All other values</b>

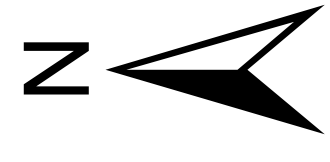


# Wells County North Corridor Study - Gas 2

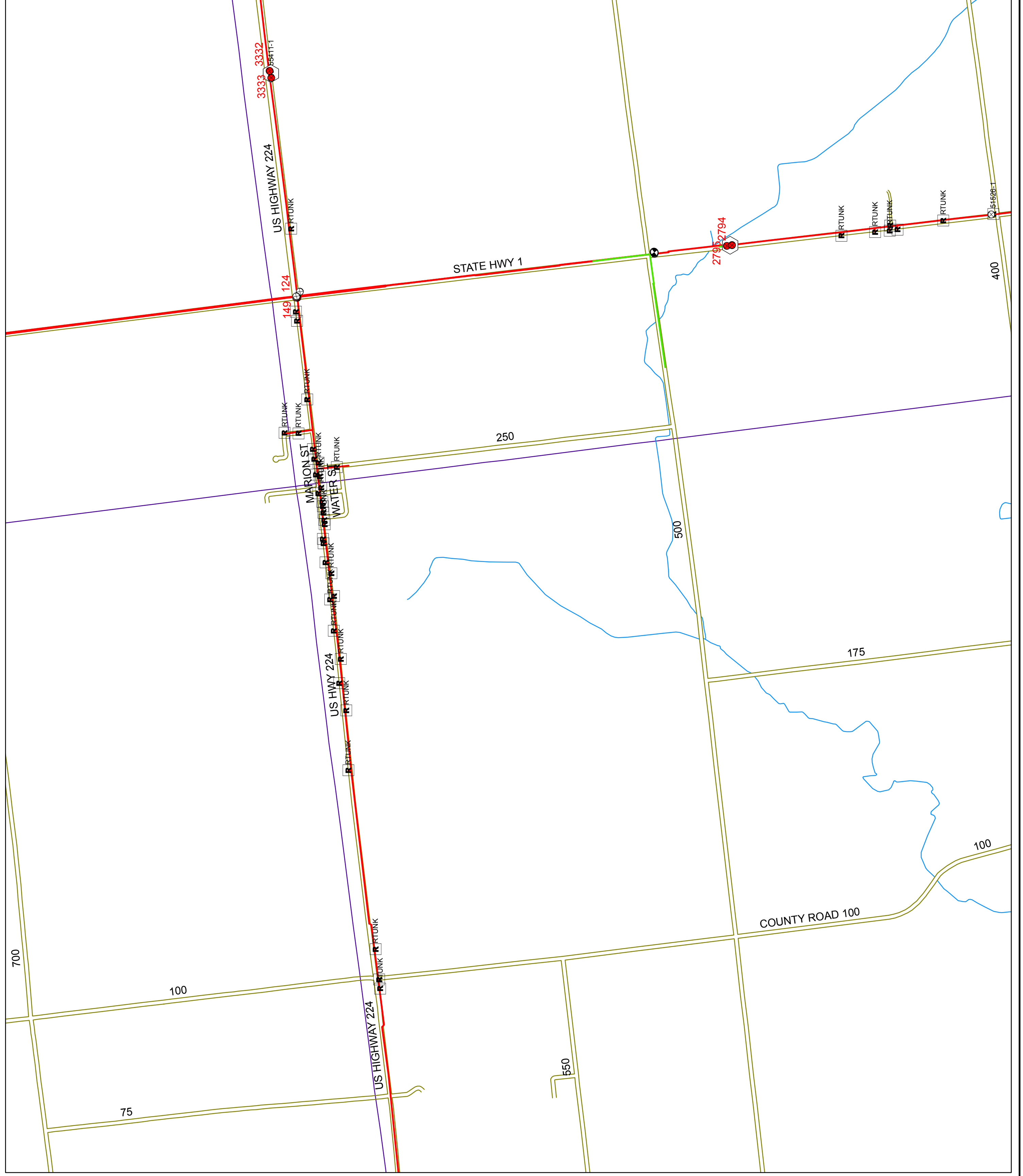


**Legend:**

<b>Gas Valve</b>		<b>Closed - Critical</b>
		<b>Closed - Not Critical</b>
		<b>Open - Critical</b>
		<b>Open - Not Critical</b>
		<b>Unknown by Pressure</b>
		<b>Unknown value</b>
<b>Gas Main by Pressure</b>		<b>High Pressure</b>
		<b>Medium Pressure</b>
		<b>Low Pressure</b>
		<b>Unknown Pressure</b>
<b>Gas Service</b>		<b>Steel</b>
		<b>Plastic</b>
		<b>Cast Iron</b>
		<b>Wrought Iron</b>
		<b>Fittings</b>
		<b>Other</b>
		<b>All other values</b>

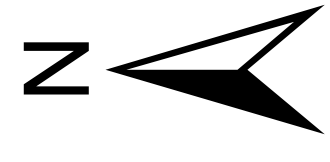


# Wells County North Corridor Study - Gas 3

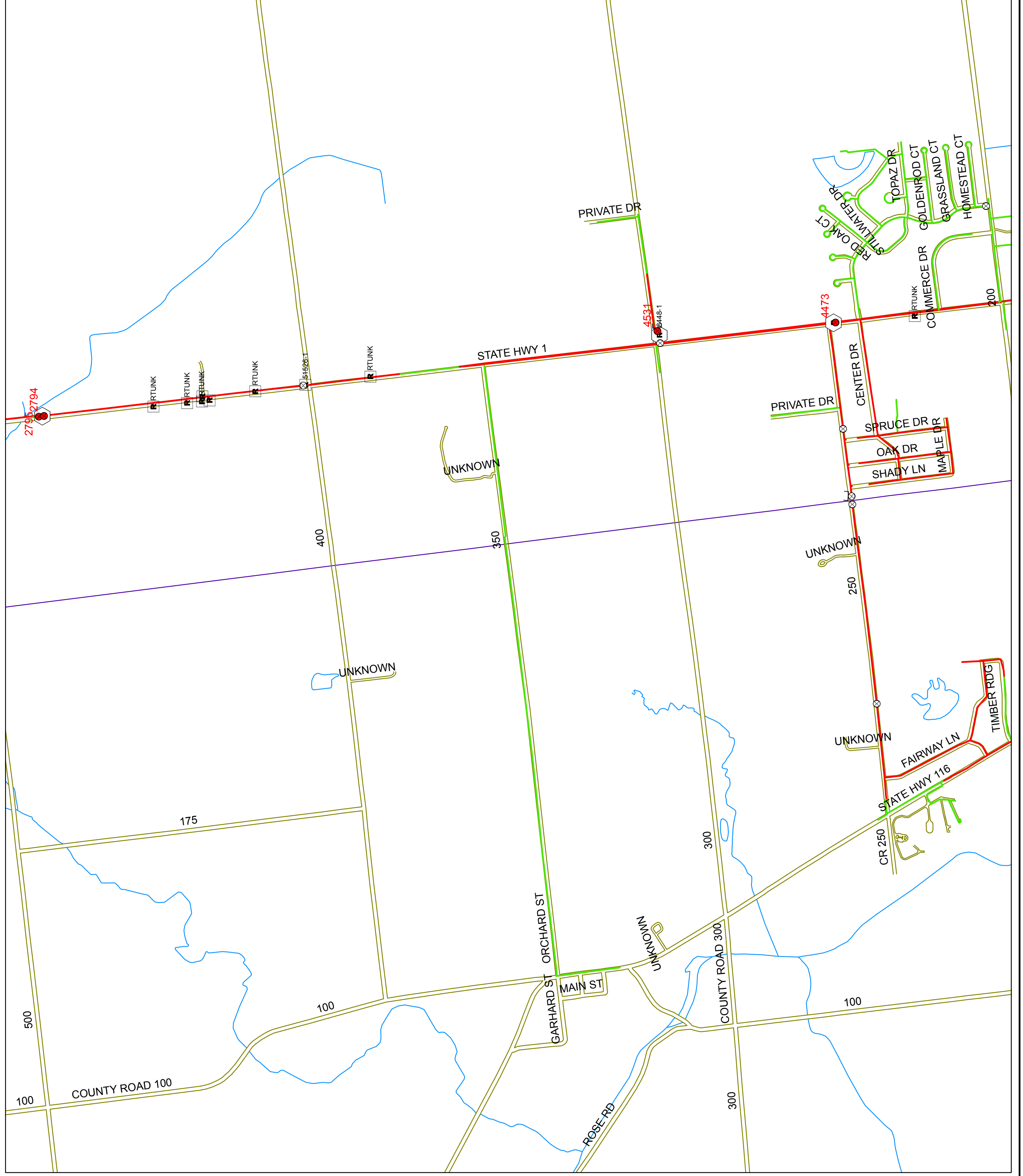


**Legend:**

<b>Gas Valve</b>	<b>Gas Main by Pressure</b>	<b>Gas Service</b>
● Closed - Critical	— High Pressure	— Steel
● Closed - Not Critical	— Medium Pressure	— Plastic
● Open - Critical	— Low Pressure	— Cast Iron
⊗ Open - Not Critical	— Unknown Pressure	— Wrought Iron
⊗ Unknown value		— Fittings
		— Other
		— All other values



# Wells County North Corridor Study - Gas 4

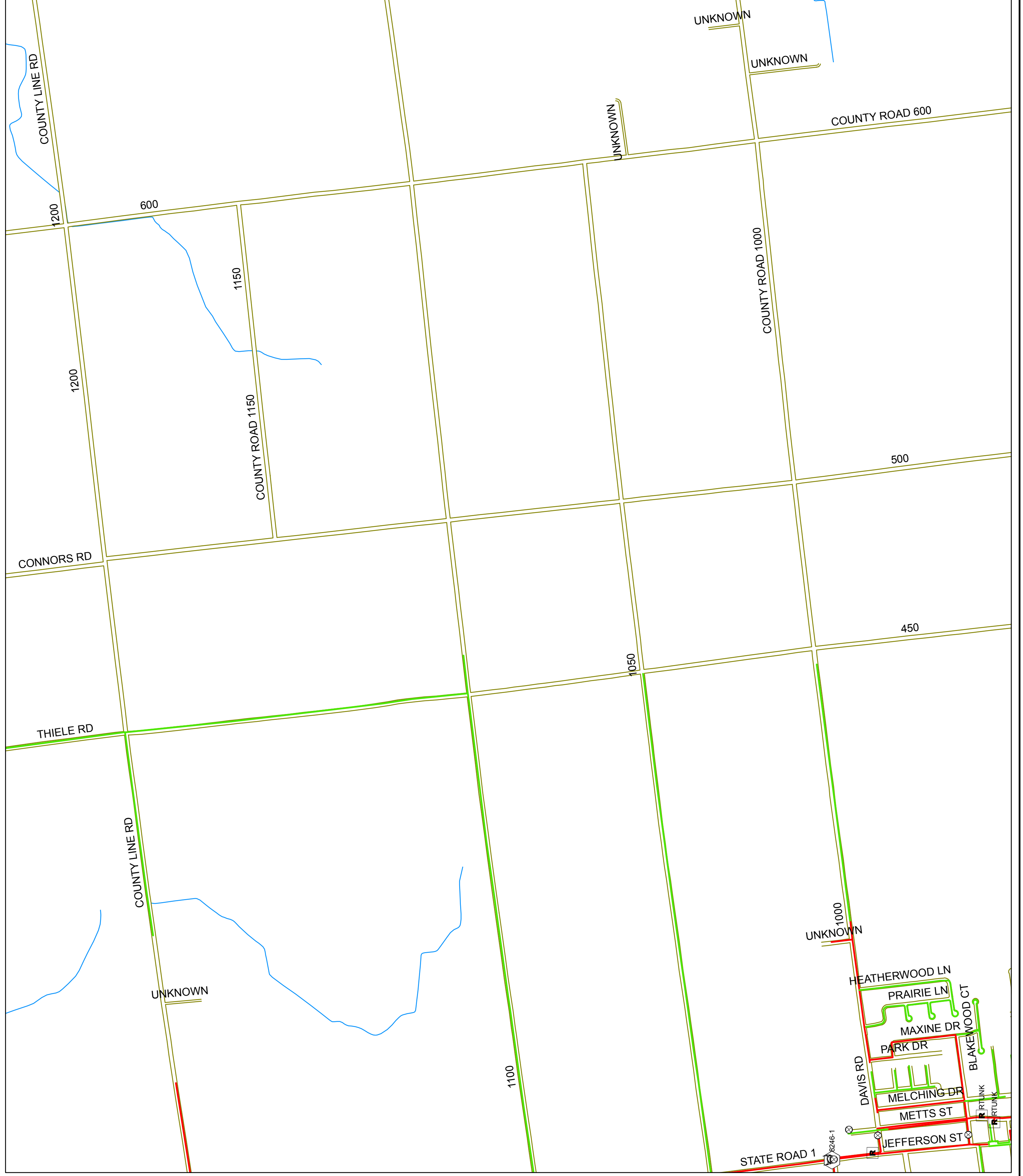


**Legend:**

<b>Gas Valve</b>	<b>Gas Main by Pressure</b>	<b>Gas Service</b>
● Closed - Critical	● High Pressure	— Steel
⊗ Closed - Not Critical	● Medium Pressure	— Plastic
● Open - Critical	● Low Pressure	— Cast Iron
⊗ Open - Not Critical	— Unknown Pressure	— Wrought Iron
⊗ Unknown value		— Fittings
		— Other
		— All other values

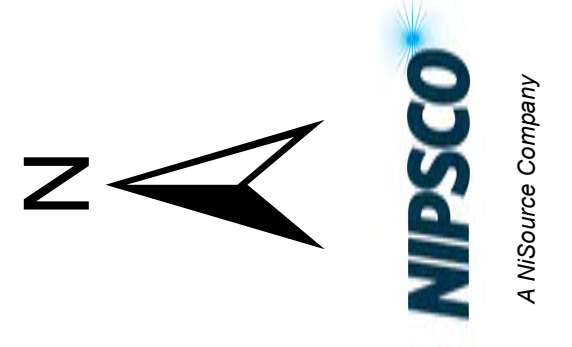


# Wells County North Corridor Study - Gas 5

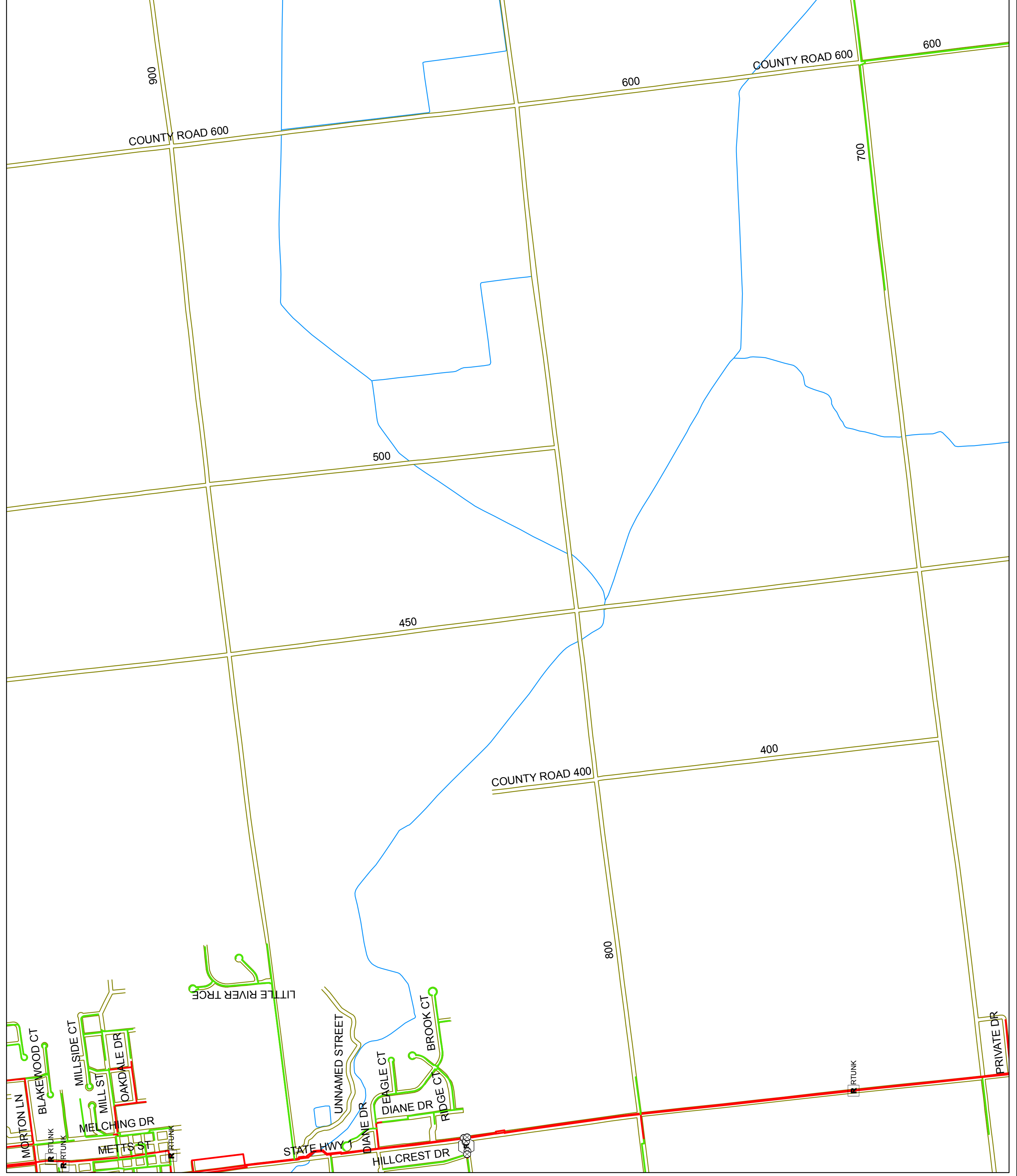


**Legend:**

<b>Gas Valve</b>	<b>Gas Main by Pressure</b>	<b>Gas Service</b>
● Closed - Critical	— High Pressure	— Steel
⊙ Closed - Not Critical	— Medium Pressure	— Plastic
⊗ Open - Critical	— Low Pressure	— Cast Iron
⊕ Open - Not Critical	— Unknown Pressure	— Wrought Iron
⊗ Unknown value		— Fittings
		— Other
		— All other values



# Wells County North Corridor Study - Gas 6

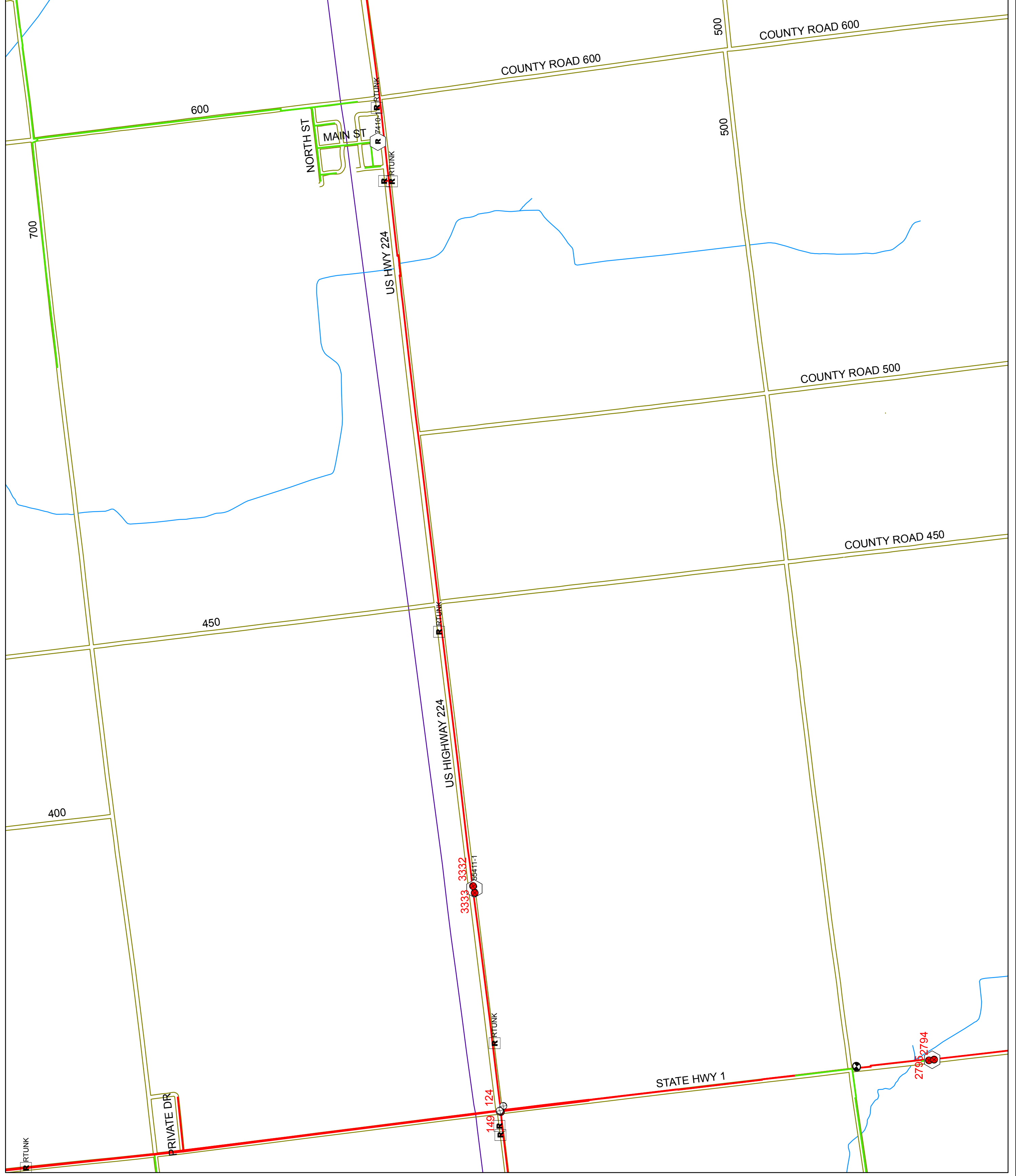


**Legend:**

<b>Gas Valve</b>	<b>Closed - Critical</b>
<b>Closed - Not Critical</b>	<b>Open - Critical</b>
<b>Open - Not Critical</b>	<b>Unknown value</b>
<b>Gas Main by Pressure</b>	<b>High Pressure</b>
<b>Medium Pressure</b>	<b>Low Pressure</b>
<b>Unknown Pressure</b>	<b>Gas Service</b>
<b>Steel</b>	<b>Plastic</b>
<b>Cast Iron</b>	<b>Wrought Iron</b>
<b>Fittings</b>	<b>Other</b>
<b>All other values</b>	



# Wells County North Corridor Study - Gas 7



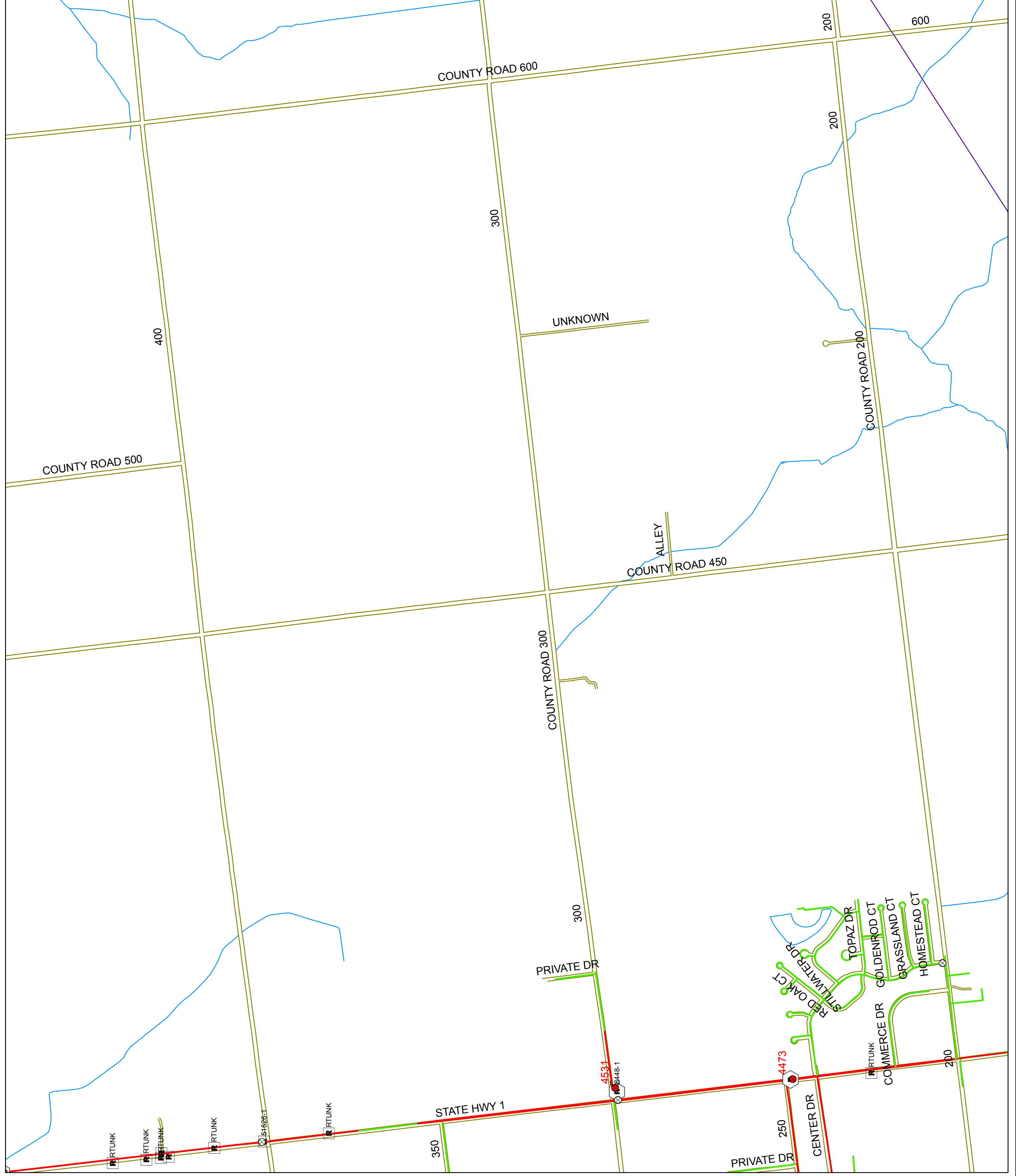
**Legend:**

	Gas Valve
	Closed - Critical
	Closed - Not Critical
	Open - Critical
	Open - Not Critical
	Unknown value
	Gas Main by Pressure
	High Pressure
	Medium Pressure
	Low Pressure
	Unknown Pressure
	Gas Service
	Steel
	Plastic
	Cast Iron
	Wrought Iron
	Fittings
	Other
	All other values





# Wells County North Corridor Study - Gas 8

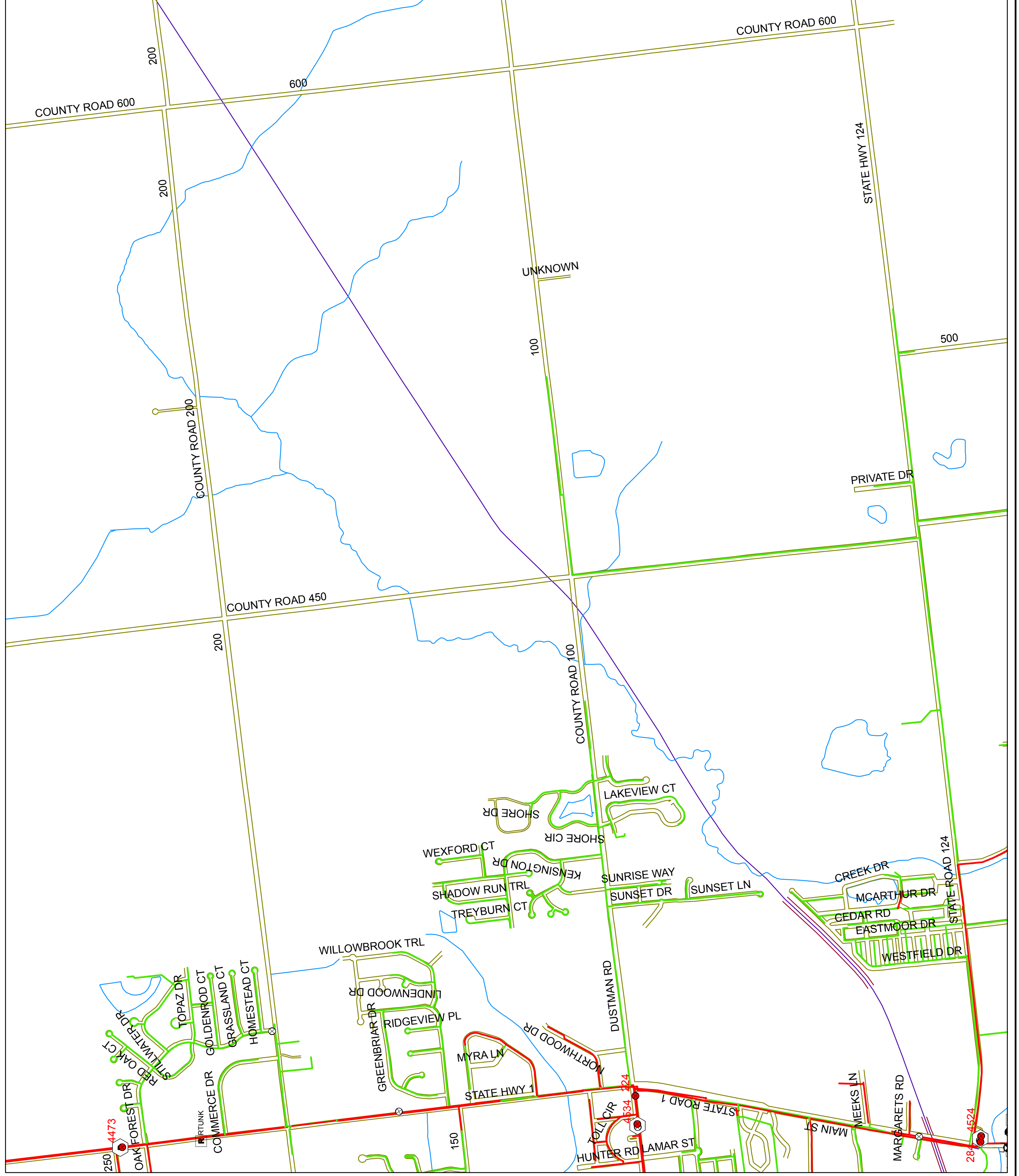


**Legend:**

<b>Gas Valve</b>	<b>Gas Main by Pressure</b>	<b>Gas Service</b>
● Closed - Critical	— High Pressure	— Steel
⊗ Closed - Not Critical	— Medium Pressure	— Plastic
● Open - Critical	— Low Pressure	— Cast Iron
⊗ Open - Not Critical	— Unknown Pressure	— Wrought Iron
⊗ Unknown value		— Fittings
		— Other
		— All other values



# Wells County North Corridor Study - Gas 9



**Legend:**

	Gas Valve
	Closed - Critical
	Closed - Not Critical
	Open - Critical
	Open - Not Critical
	Unknown value
	Gas Main by Pressure
	High Pressure
	Medium Pressure
	Low Pressure
	Unknown Pressure
	Gas Service
	Steel
	Plastic
	Cast Iron
	Wrought Iron
	Fittings
	Other
	All other values



## Kevin A. Hintz

---

**From:** Yackle, Troy <Troy.Yackle@energytransfer.com>  
**Sent:** Tuesday, August 06, 2019 3:34 PM  
**To:** Utility Coordination  
**Cc:** Eduardo Calderin; Benjamin Zobrist; Johnson, Ben G (Indy); Fuller, Scott; Cloud, Nathan R.; Yackle, Troy  
**Subject:** RE: Wells County North Corridor Study - Utility Red Flag Investigation  
**Attachments:** WellsCounty-NorthCorridorStudyArea-Map.pdf  
**Categories:** Hintz Needs to Respond

Kevin,

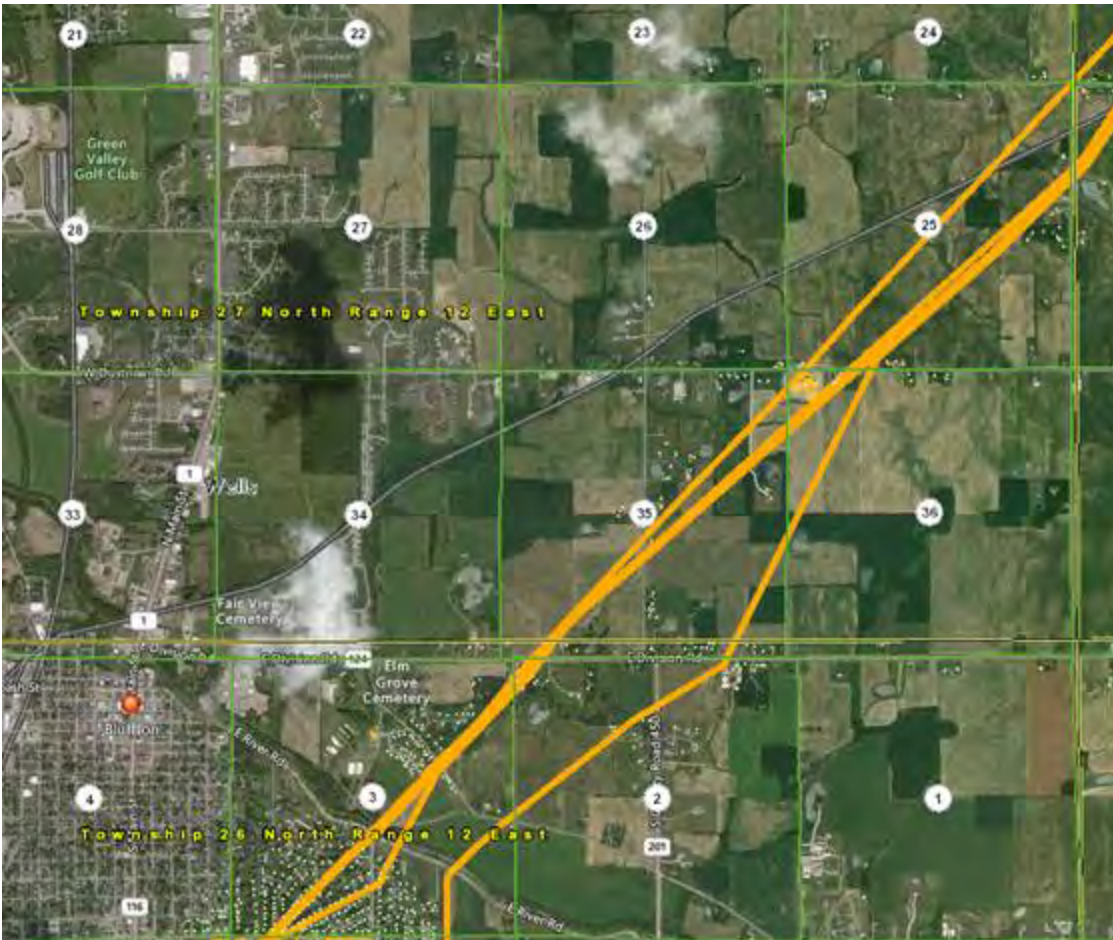
After reviewing the Study Area Limits; Panhandle owns and operates four large diameter high-pressure natural gas transmission pipelines through the referenced area. Below is a screen shot showing the approximate locations of Panhandle's facilities, please note, for accurate locates a field representative will need to verify depth and location information prior to plan development.

All Panhandle's facilities are within existing easements and any modifications to Panhandle facilities will be 100 percent reimbursable to Panhandle; Panhandle's easements are of record with the County but once a scope has been determined those documents may be forwarded upon request.

Ben Johnson will be the field contact for Panhandle and he can be reached at 260-623-6118 or 260-570-6860 (cell).

Please feel free to give Scott Fuller (317-733-3266) or me a call to discuss any specifics regarding the study area or Panhandle's facilities.

Thank you,



**WARNING:**

**THESE MATERIALS ARE FOR INFORMATIONAL PURPOSES ONLY AND MUST NOT BE USED OR RELIED ON AS AN EXACT REPRESENTATION OF EXISTING CONDITIONS AND/OR PIPELINE LOCATIONS. FIELD CONDITIONS OR THE EXACT LOCATIONS OF THESE FACILITIES MUST BE ESTABLISHED SOLELY BY FIELD VERIFICATION. STATE LAW REQUIRES AN EXCAVATOR CONTACT THE STATE ONE-CALL CENTER AT ITS 800 NUMBER OR THE NATIONAL RESPONSE 811 NUMBER BEFORE DIGGING TO ALLOW AN ON-SITE INSPECTION BY A PIPELINE COMPANY FIELD REPRESENTATIVE.**

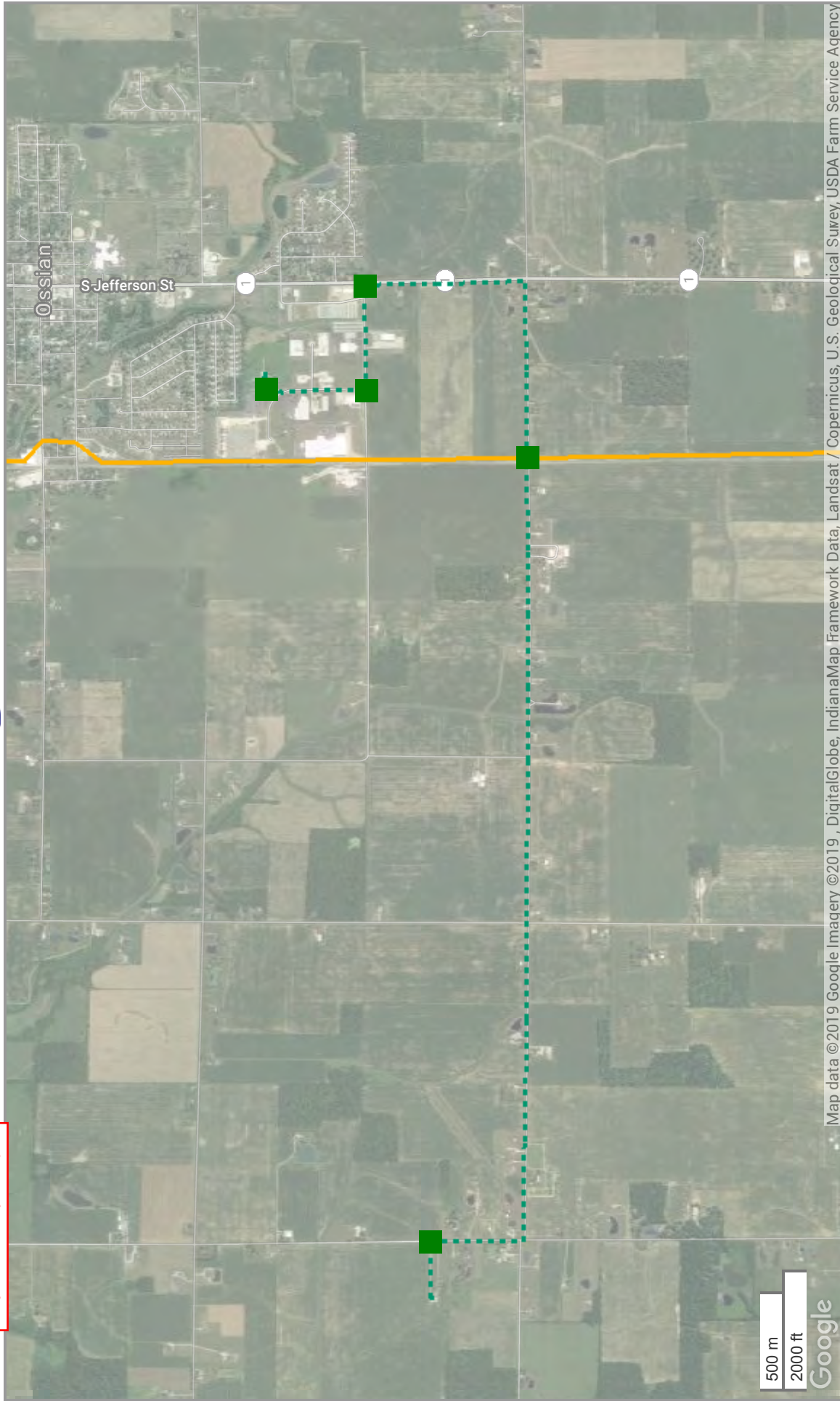
**THIS INFORMATION IS CONFIDENTIAL AND MUST BE PROTECTED. DISCLOSURE, COPYING, DISTRIBUTION, OR USE OF THE CONTENTS OF THIS AND/OR THE ATTACHMENTS IF YOU ARE NOT THE INTENDED RECIPIENT IS PROHIBITED.**



**Troy A. Yackle**  
Right-of-Way Manager  
*Panhandle Eastern Pipe Line Company, LP*  
*Trunkline Gas Company, LLC*  
*Dakota Access, LLC*  
*Rover Pipeline, LLC*  
*Energy Transfer Crude Oil Company, LLC*  
Office: 317.733.3213  
Cell: 563.370.9959  
[troy.yackle@energytransfer.com](mailto:troy.yackle@energytransfer.com)



Zayo Facility Map



Map data ©2019 Google Imagery ©2019, DigitalGlobe, IndianaMap Framework Data, Landsat / Copernicus, U.S. Geological Survey, USDA Farm Service Agency

# Ossian

## APPENDIX F

# RAILROAD COORDINATION

**Railroad Coordination Summary:**

Three railroad crossings were identified as part of the proposed roadway or trail improvements proposed within this study. Coordination between BF&S and both Norfolk Southern and Wabash Central Railroad continues in order to try and obtain any or all of the information noted below:

- a. Cost - Ball Park estimate to improve crossing (pavement reconstruction, cross arm replacement, etc.)
- b. Schedule – how long to coordinate improvements
- c. Any other unique items the railroad would like to note or discuss at the crossings.

**Railroad Crossings:**

1. Road crossing of CR 450 East at Wabash Central Railroad (WBCR)
  - a. Erie Division, St. Marys District
  - b. Crossing ID: 475549U at Milepost No. 0120.60
  - c. At grade crossing
  - d. Railroad Contact: Pete Bell, E: [gpbell@ydial.net](mailto:gpbell@ydial.net)
  - e. **Cost: \$72,500.00**
    - i. Estimated cost provided by Pete Bell of Wabash Central Railroad. Cost estimate is \$1,700 per LFT of crossing width (40-feet) plus passive crossing protection cost of \$4,500.
  - f. Schedule:
    - i. Estimate minimum of 18-months for final design approval and construction agreement execution from first date of Preliminary Plan submittal.
2. Road and Trail crossing of CR 300 North at Norfolk Southern Railroad (NS) west of SR 1
  - a. NS New Castle District
  - b. Crossing ID: 478092M at Milepost No. 0165.950
  - c. At grade crossing
  - d. Railroad Contact: E.W. Chambers, E: [eldridge.chambers@nscorp.com](mailto:eldridge.chambers@nscorp.com)
  - e. **Cost: \$130,300.00**
    - o Estimated cost of crossing improvements utilizing the cost per LFT of crossing width provided by Wabash Central Railroad plus passive crossing protection. Assuming width of required crossing improvements is 40-ft pavement, 24-ft safety zone, and 10-ft path.
  - f. Schedule:
    - o Norfolk Southern Public Projects Manual states it will take a minimum of 28-weeks for final design approval and construction agreement execution from first date of conceptual package submitted to Norfolk Southern.
3. Trail crossing on West Mill Street of Norfolk Southern Railroad (NS)
  - a. NS New Castle District
  - b. Crossing ID: 478106T at Milepost No. 0172.580
  - c. At grade crossing

- d. Railroad Contact: E.W. Chambers, E: [eldridge.chambers@nscorp.com](mailto:eldridge.chambers@nscorp.com)
- e. **Cost: \$86,100.00**
  - i. Estimated cost of crossing improvements utilizing the cost per LFT of crossing width provided by Wabash Central Railroad plus passive crossing protection. Assuming width of required crossing improvements is 28-ft pavement, 10-ft safety zone, and 10-ft path.
- f. Schedule:
  - i. Norfolk Southern Public Projects Manual states it will take a minimum of 28-weeks for final design approval and construction agreement execution from first date of conceptual package submitted to Norfolk Southern.



# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 10 / 03 / 2019	<b>B. Reporting Agency</b> <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> <b>475549U</b>
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> Wabash Central Railroad Corporation [WBCR]		<b>2. State</b> INDIANA		<b>3. County</b> WELLS	
<b>4. City / Municipality</b> <input type="checkbox"/> In <input checked="" type="checkbox"/> Near BLUFFTON		<b>5. Street/Road Name &amp; Block Number</b> CO RD 450 E (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> CR 59	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR _____			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR _____		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None ERIE		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None ST. MARYS		<b>11. Branch or Line Name</b> <input type="checkbox"/> None	
<b>12. RR Milepost</b> 0120.60 (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * BLUFFTON	
<b>15. Parent RR (if applicable)</b> <input type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input type="checkbox"/> N/A WBCR		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input checked="" type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number _____			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established _____		
<b>26. HSR Corridor ID</b> <input type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 40.7582300		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -85.1371500	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated		<b>30.A. Railroad Use *</b>			
<b>30.B. Railroad Use *</b>		<b>31.A. State Use *</b> 2			
<b>30.C. Railroad Use *</b>		<b>31.B. State Use *</b> 60			
<b>30.D. Railroad Use *</b>		<b>31.C. State Use *</b> 1			
<b>30.E. Railroad Use *</b>		<b>31.D. State Use *</b> 1			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-626-5915		<b>34. Railroad Contact (Telephone No.)</b>		<b>35. State Contact (Telephone No.)</b> 855-463-6848	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 2	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 0	<b>1.C. Total Switching Trains</b> 2	<b>1.D. Total Transit Trains</b>	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? _____
<b>2. Year of Train Count Data (YYYY)</b>		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 10 3.B. Typical Speed Range Over Crossing (mph) From 1 to 10		
<b>4. Type and Count of Tracks</b> Main 1 Siding _____ Yard _____ Transit _____ Industry _____				
<b>5. Train Detection (Main Track only)</b> <input type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input checked="" type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 10/03/2019		PAGE 2		D. Crossing Inventory Number (7 char.) 475549U		
<b>Part III: Highway or Pathway Traffic Control Device Information</b>						
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing				
2.A. Crossbuck Assemblies (count) 2		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input type="checkbox"/> None <input checked="" type="checkbox"/> W10-1 2 <input type="checkbox"/> W10-3 <input type="checkbox"/> W10-11 <input type="checkbox"/> W10-2 <input type="checkbox"/> W10-4 <input type="checkbox"/> W10-12		
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	2.I. ENS Sign (I-13) Displayed <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.J. Other MUTCD Signs <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Specify Type _____ Count _____ Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)			
3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)						
3.A. Gate Arms (count) Roadway 0 Pedestrian _____	3.B. Gate Configuration <input type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane 0 <input type="checkbox"/> Incandescent Not Over Traffic Lane 0 <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) 0 <input type="checkbox"/> Incandescent <input type="checkbox"/> LED <input type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs 0	
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input checked="" type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) 0	
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count 0 Specify type _____		
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input type="checkbox"/> No Storage Distance * _____ Stop Line Distance * _____	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None		
<b>Part IV: Physical Characteristics</b>						
1. Traffic Lanes Crossing Railroad Number of Lanes 2 <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input type="checkbox"/> 2 Asphalt <input checked="" type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____ Width * 10 Length * 30						
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) 250		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
<b>Part V: Public Highway Information</b>						
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal AID		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input checked="" type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit System 45 _____ MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory	
5. Linear Referencing System (LRS Route ID) *						
6. LRS Milepost *						
7. Annual Average Daily Traffic (AADT) Year 2001 AADT 001032		8. Estimated Percent Trucks 15 _____ %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day 0		10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>						
Submitted by _____ Organization _____ Phone _____ Date _____						
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.						

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 09 / 26 / 2019	<b>B. Reporting Agency</b> <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> <b>478092M</b>
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> Norfolk Southern Railway Company [NS]		<b>2. State</b> INDIANA		<b>3. County</b> WELLS	
<b>4. City / Municipality</b> <input type="checkbox"/> In <input checked="" type="checkbox"/> Near BLUFFTON		<b>5. Street/Road Name &amp; Block Number</b> ROAD 300 NORTH (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> CR 300N	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None LAKE		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None NEW CASTLE		<b>11. Branch or Line Name</b> <input checked="" type="checkbox"/> None	
<b>12. RR Milepost</b> CF   0165.950   (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> BLUFFTON	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input checked="" type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 40.7859984		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -85.1759269	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
<b>30.A. Railroad Use *</b>			<b>31.A. State Use *</b> 2		
<b>30.B. Railroad Use *</b>			<b>31.B. State Use *</b> 90		
<b>30.C. Railroad Use *</b>			<b>31.C. State Use *</b> 1		
<b>30.D. Railroad Use *</b>			<b>31.D. State Use *</b> 1		
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b> SECTION 130 PROJECT COMPLETED 02/28/2001		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-946-4744		<b>34. Railroad Contact (Telephone No.)</b> 800-946-4744		<b>35. State Contact (Telephone No.)</b> 955-464-6848	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 15	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 10	<b>1.C. Total Switching Trains</b> 6	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? _____
<b>2. Year of Train Count Data (YYYY)</b> 2017		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 40 to 60		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 09/26/2019		PAGE 2		D. Crossing Inventory Number (7 char.) 478092M	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 <u>2</u> <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input checked="" type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input checked="" type="checkbox"/> RR Xing Symbols <input type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type _____ Count <u>2</u> Specify Type <u>R15-2P</u> Count <u>0</u> Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway <u>2</u> Pedestrian <u>0</u>	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <input checked="" type="checkbox"/> Incandescent <input type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs <u>4</u>
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) _____/_____/_____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/_____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count) <u>1</u>
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type <u>none</u>	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * <u>0</u> Stop Line Distance * <u>0</u>	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/_____ <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____ Width * <u>10</u> Length * <u>24</u>					
6. Intersecting Roadway within 500 feet? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Approximate Distance (feet) _____		7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input type="checkbox"/> (03) Federal AID, Not NHS <input checked="" type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input checked="" type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit <u>55</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2001</u> AADT <u>000683</u>		8. Estimated Percent Trucks <u>10</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

# U. S. DOT CROSSING INVENTORY FORM

**DEPARTMENT OF TRANSPORTATION**  
FEDERAL RAILROAD ADMINISTRATION

OMB No. 2130-0017

Instructions for the initial reporting of the following types of new or previously unreported crossings: For public highway-rail grade crossings, complete the entire inventory Form. For private highway-rail grade crossings, complete the Header, Parts I and II, and the Submission Information section. For public pathway grade crossings (including pedestrian station grade crossings), complete the Header, Parts I and II, and the Submission Information section. For Private pathway grade crossings, complete the Header, Parts I and II, and the Submission Information section. For grade-separated highway-rail or pathway crossings (including pedestrian station crossings), complete the Header, Part I, and the Submission Information section. For changes to existing data, complete the Header, Part I Items 1-3, and the Submission Information section, in addition to the updated data fields. Note: For private crossings only, Part I Item 20 and Part III Item 2.K. are required unless otherwise noted. An asterisk \* denotes an optional field.

<b>A. Revision Date</b> (MM/DD/YYYY) 09 / 26 / 2019	<b>B. Reporting Agency</b> <input type="checkbox"/> Railroad <input type="checkbox"/> Transit <input checked="" type="checkbox"/> State <input type="checkbox"/> Other	<b>C. Reason for Update (Select only one)</b> <input checked="" type="checkbox"/> Change in Data <input type="checkbox"/> Re-Open <input type="checkbox"/> New Crossing <input type="checkbox"/> Date Change Only <input type="checkbox"/> Closed <input type="checkbox"/> Change in Primary Operating RR <input type="checkbox"/> No Train Traffic <input type="checkbox"/> Quiet Zone Update <input type="checkbox"/> Admin. Correction	<b>D. DOT Crossing Inventory Number</b> <b>478106T</b>
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## Part I: Location and Classification Information

<b>1. Primary Operating Railroad</b> Norfolk Southern Railway Company [NS]		<b>2. State</b> INDIANA		<b>3. County</b> WELLS	
<b>4. City / Municipality</b> <input checked="" type="checkbox"/> In <input type="checkbox"/> Near OSSIAN		<b>5. Street/Road Name &amp; Block Number</b> MILL STREET (Street/Road Name)   * (Block Number)		<b>6. Highway Type &amp; No.</b> CR 950N	
<b>7. Do Other Railroads Operate a Separate Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR			<b>8. Do Other Railroads Operate Over Your Track at Crossing?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Specify RR		
<b>9. Railroad Division or Region</b> <input type="checkbox"/> None LAKE		<b>10. Railroad Subdivision or District</b> <input type="checkbox"/> None NEW CASTLE		<b>11. Branch or Line Name</b> <input checked="" type="checkbox"/> None	
<b>12. RR Milepost</b> CF   0172.580   (prefix)   (nnnn.nnn)   (suffix)		<b>13. Line Segment</b> *		<b>14. Nearest RR Timetable Station</b> * OSSIAN	
<b>15. Parent RR (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>16. Crossing Owner (if applicable)</b> <input checked="" type="checkbox"/> N/A		<b>17. Crossing Type</b> <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private	
<b>18. Crossing Purpose</b> <input checked="" type="checkbox"/> Highway <input type="checkbox"/> Pathway, Ped. <input type="checkbox"/> Station, Ped.		<b>19. Crossing Position</b> <input checked="" type="checkbox"/> At Grade <input type="checkbox"/> RR Under <input type="checkbox"/> RR Over		<b>20. Public Access (if Private Crossing)</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>21. Type of Train</b> <input checked="" type="checkbox"/> Freight <input type="checkbox"/> Intercity Passenger <input type="checkbox"/> Commuter		<input type="checkbox"/> Transit <input type="checkbox"/> Shared Use Transit <input type="checkbox"/> Tourist/Other		<b>22. Average Passenger Train Count Per Day</b> <input type="checkbox"/> Less Than One Per Day <input type="checkbox"/> Number Per Day 0	
<b>23. Type of Land Use</b> <input type="checkbox"/> Open Space <input type="checkbox"/> Farm <input type="checkbox"/> Residential <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Institutional <input type="checkbox"/> Recreational <input type="checkbox"/> RR Yard					
<b>24. Is there an Adjacent Crossing with a Separate Number?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If Yes, Provide Crossing Number			<b>25. Quiet Zone (FRA provided)</b> <input checked="" type="checkbox"/> No <input type="checkbox"/> 24 Hr <input type="checkbox"/> Partial <input type="checkbox"/> Chicago Excused Date Established		
<b>26. HSR Corridor ID</b> <input checked="" type="checkbox"/> N/A		<b>27. Latitude in decimal degrees</b> (WGS84 std: nn.nnnnnnn) 40.8806177		<b>28. Longitude in decimal degrees</b> (WGS84 std: -nnn.nnnnnnn) -85.1773669	
<b>29. Lat/Long Source</b> <input checked="" type="checkbox"/> Actual <input type="checkbox"/> Estimated					
<b>30.A. Railroad Use *</b>		<b>31.A. State Use *</b> 2			
<b>30.B. Railroad Use *</b>		<b>31.B. State Use *</b> 90			
<b>30.C. Railroad Use *</b>		<b>31.C. State Use *</b> 1			
<b>30.D. Railroad Use *</b>		<b>31.D. State Use *</b> 1			
<b>32.A. Narrative (Railroad Use) *</b>			<b>32.B. Narrative (State Use) *</b>		
<b>33. Emergency Notification Telephone No. (posted)</b> 800-946-4744		<b>34. Railroad Contact (Telephone No.)</b> 800-946-4744		<b>35. State Contact (Telephone No.)</b> 855-463-6848	

## Part II: Railroad Information

<b>1. Estimated Number of Daily Train Movements</b>				
<b>1.A. Total Day Thru Trains (6 AM to 6 PM)</b> 15	<b>1.B. Total Night Thru Trains (6 PM to 6 AM)</b> 10	<b>1.C. Total Switching Trains</b> 6	<b>1.D. Total Transit Trains</b> 0	<b>1.E. Check if Less Than One Movement Per Day</b> <input type="checkbox"/> How many trains per week? _____
<b>2. Year of Train Count Data (YYYY)</b> 2017		<b>3. Speed of Train at Crossing</b> 3.A. Maximum Timetable Speed (mph) 60 3.B. Typical Speed Range Over Crossing (mph) From 40 to 60		
<b>4. Type and Count of Tracks</b> Main 1 Siding 0 Yard 0 Transit 0 Industry 0				
<b>5. Train Detection (Main Track only)</b> <input checked="" type="checkbox"/> Constant Warning Time <input type="checkbox"/> Motion Detection <input type="checkbox"/> AFO <input type="checkbox"/> PTC <input type="checkbox"/> DC <input type="checkbox"/> Other <input type="checkbox"/> None				
<b>6. Is Track Signaled?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		<b>7.A. Event Recorder</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		<b>7.B. Remote Health Monitoring</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

# U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (MM/DD/YYYY) 09/26/2019		PAGE 2		D. Crossing Inventory Number (7 char.) 4781061	
<b>Part III: Highway or Pathway Traffic Control Device Information</b>					
1. Are there Signs or Signals? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2. Types of Passive Traffic Control Devices associated with the Crossing			
2.A. Crossbuck Assemblies (count) 0		2.B. STOP Signs (R1-1) (count) 0	2.C. YIELD Signs (R1-2) (count)	2.D. Advance Warning Signs (Check all that apply; include count) <input checked="" type="checkbox"/> None <input type="checkbox"/> W10-1 <u>2</u> <input type="checkbox"/> W10-3 _____ <input type="checkbox"/> W10-11 _____ <input type="checkbox"/> W10-2 _____ <input type="checkbox"/> W10-4 _____ <input type="checkbox"/> W10-12 _____	
2.E. Low Ground Clearance Sign (W10-5) <input type="checkbox"/> Yes (count _____) <input checked="" type="checkbox"/> No		2.F. Pavement Markings <input type="checkbox"/> Stop Lines <input type="checkbox"/> Dynamic Envelope <input type="checkbox"/> RR Xing Symbols <input checked="" type="checkbox"/> None		2.G. Channelization Devices/Medians <input type="checkbox"/> All Approaches <input type="checkbox"/> Median <input type="checkbox"/> One Approach <input checked="" type="checkbox"/> None	2.H. EXEMPT Sign (R15-3) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
2.I. ENS Sign (I-13) Displayed <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		2.J. Other MUTCD Signs <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No Specify Type <u>R15-2P</u> Count <u>2</u> Specify Type _____ Count _____ Specify Type _____ Count _____		2.K. Private Crossing Signs (if private) <input type="checkbox"/> Yes <input type="checkbox"/> No	2.L. LED Enhanced Signs (List types)
<b>3. Types of Train Activated Warning Devices at the Grade Crossing (specify count of each device for all that apply)</b>					
3.A. Gate Arms (count) Roadway <u>2</u> Pedestrian <u>0</u>	3.B. Gate Configuration <input checked="" type="checkbox"/> 2 Quad <input type="checkbox"/> Full (Barrier) Resistance <input type="checkbox"/> 3 Quad <input type="checkbox"/> Median Gates	3.C. Cantilevered (or Bridged) Flashing Light Structures (count) Over Traffic Lane <u>0</u> <input type="checkbox"/> Incandescent Not Over Traffic Lane <u>0</u> <input type="checkbox"/> LED		3.D. Mast Mounted Flashing Lights (count of masts) <u>2</u> <input checked="" type="checkbox"/> Incandescent <input type="checkbox"/> LED <input checked="" type="checkbox"/> Back Lights Included <input checked="" type="checkbox"/> Side Lights Included	3.E. Total Count of Flashing Light Pairs  5
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) ____/____/____ <input type="checkbox"/> Not Required		3.G. Wayside Horn <input type="checkbox"/> Yes Installed on (MM/YYYY) ____/____/____ <input checked="" type="checkbox"/> No		3.H. Highway Traffic Signals Controlling Crossing <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	3.I. Bells (count)  1
3.J. Non-Train Active Warning <input type="checkbox"/> Flagging/Flagman <input type="checkbox"/> Manually Operated Signals <input type="checkbox"/> Watchman <input type="checkbox"/> Floodlighting <input checked="" type="checkbox"/> None				3.K. Other Flashing Lights or Warning Devices Count <u>0</u> Specify type <u>none</u>	
4.A. Does nearby Hwy Intersection have Traffic Signals? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4.B. Hwy Traffic Signal Interconnection <input type="checkbox"/> Not Interconnected <input type="checkbox"/> For Traffic Signals <input type="checkbox"/> For Warning Signs	4.C. Hwy Traffic Signal Preemption <input type="checkbox"/> Simultaneous <input type="checkbox"/> Advance	5. Highway Traffic Pre-Signals <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Storage Distance * <u>0</u> Stop Line Distance * <u>0</u>	6. Highway Monitoring Devices (Check all that apply) <input type="checkbox"/> Yes - Photo/Video Recording <input type="checkbox"/> Yes - Vehicle Presence Detection <input type="checkbox"/> None	
<b>Part IV: Physical Characteristics</b>					
1. Traffic Lanes Crossing Railroad Number of Lanes <u>2</u> <input type="checkbox"/> One-way Traffic <input checked="" type="checkbox"/> Two-way Traffic <input type="checkbox"/> Divided Traffic		2. Is Roadway/Pathway Paved? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	3. Does Track Run Down a Street? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Is Crossing Illuminated? (Street lights within approx. 50 feet from nearest rail) <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
5. Crossing Surface (on Main Track, multiple types allowed) Installation Date * (MM/YYYY) ____/____/____ Width * <u>10</u> Length * <u>32</u> <input type="checkbox"/> 1 Timber <input checked="" type="checkbox"/> 2 Asphalt <input type="checkbox"/> 3 Asphalt and Timber <input type="checkbox"/> 4 Concrete <input type="checkbox"/> 5 Concrete and Rubber <input type="checkbox"/> 6 Rubber <input type="checkbox"/> 7 Metal <input type="checkbox"/> 8 Unconsolidated <input type="checkbox"/> 9 Composite <input type="checkbox"/> 10 Other (specify) _____					
6. Intersecting Roadway within 500 feet? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If Yes, Approximate Distance (feet) <u>200</u>			7. Smallest Crossing Angle <input type="checkbox"/> 0° - 29° <input type="checkbox"/> 30° - 59° <input checked="" type="checkbox"/> 60° - 90°		8. Is Commercial Power Available? * <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Part V: Public Highway Information</b>					
1. Highway System <input type="checkbox"/> (01) Interstate Highway System <input type="checkbox"/> (02) Other Nat Hwy System (NHS) <input checked="" type="checkbox"/> (03) Federal AID, Not NHS <input type="checkbox"/> (08) Non-Federal Aid		2. Functional Classification of Road at Crossing <input checked="" type="checkbox"/> (0) Rural <input type="checkbox"/> (1) Urban <input type="checkbox"/> (1) Interstate <input checked="" type="checkbox"/> (5) Major Collector <input type="checkbox"/> (2) Other Freeways and Expressways <input type="checkbox"/> (3) Other Principal Arterial <input type="checkbox"/> (6) Minor Collector <input type="checkbox"/> (4) Minor Arterial <input type="checkbox"/> (7) Local		3. Is Crossing on State Highway System? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	4. Highway Speed Limit <u>30</u> MPH <input checked="" type="checkbox"/> Posted <input type="checkbox"/> Statutory
5. Linear Referencing System (LRS Route ID) *					
6. LRS Milepost *					
7. Annual Average Daily Traffic (AADT) Year <u>2001</u> AADT <u>001818</u>		8. Estimated Percent Trucks <u>20</u> %	9. Regularly Used by School Buses? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Average Number per Day _____		10. Emergency Services Route <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Submission Information - This information is used for administrative purposes and is not available on the public website.</b>					
Submitted by _____ Organization _____ Phone _____ Date _____					
Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed and completing and reviewing the collection of information. According to the Paperwork Reduction Act of 1995, a federal agency may not conduct or sponsor, and a person is not required to, nor shall a person be subject to a penalty for failure to comply with, a collection of information unless it displays a currently valid OMB control number. The valid OMB control number for information collection is 2130-0017. Send comments regarding this burden estimate or any other aspect of this collection, including for reducing this burden to: Information Collection Officer, Federal Railroad Administration, 1200 New Jersey Ave. SE, MS-25 Washington, DC 20590.					

APPENDIX G

**RIGHT OF WAY  
ENGINEERING  
ANALYSIS**

## MEMO ■ LETTER



**TO:** Eduardo Calderin  
**FROM:** Mike Conley  
**DATE:** 17 February 2020  
**JOB NO.:** 63550.0000  
**SUBJECT:** R/W Assessment

Assessment for the focus areas for the Wells County Route Study includes efforts to build a landowner database from the Wells County GIS data. This will serve as the foundation to study the impact of right-of-way acquisition. Attached is an Owner Ledger and associated exhibit. The developed typical road sections have been used to calculate right-of-way areas that will ultimately be conveyed to the county for construction and maintenance. Existing right-of way is based on the pavement edge, based on defensible judicial precedent. Here is a summary of the areas of focus:

- CR 100 E – CR 1200 N to CR 300 N
  - 175 tax parcels along this alignment
  - 93.9 Acres of required R/W
  - 15.3 Acres of existing R/W
- CR 300 N – CR 100 E to CR 450 E
  - 63 tax parcels along this alignment
  - 41.2 Acres of required R/W
  - 8.4 Acres of existing R/W
- CR 450 E – CR 1200 N to CR 100 N
  - 167 tax parcels along this alignment
  - 117.0 Acres of required R/W
  - 29.3 Acres of existing R/W
- CR 600 E – CR 1200 N to CR 700 N
  - 85 tax parcels along this alignment
  - 58.1 Acres of required R/W
  - 14.5 Acres of existing R/W
- CR 950 N – CR 100 N to Archbold Wilson Park
  - 26 tax parcels along this alignment
  - 12.3 Acres of required R/W
  - 1.8 Acres of existing R/W
  - Trail Alignment past Depot St assumed to be in existing Right of Way

### Headquarters:

8450 Westfield Blvd., Suite 300  
Indianapolis, IN 46240-5920  
T 317.713.4615  
F 317.713.4616  
E [bfs@BFSEngr.com](mailto:bfs@BFSEngr.com)  
[www.BFSEngr.com](http://www.BFSEngr.com)

### Branch Locations:

Bluffton  
Jeffersonville  
Lafayette  
Merrillville  
Plainfield

### Founded 1961





- SR 1 / Bypass – CR 1200 N to CR 100N/Dustman Rd
  - Phase 1 Dustman Rd to CR 300N
    - 72 Parcels
    - 24.3 Acres of required R/W
    - 9.8 Acres of existing R/W
  - Phase 2 CR 300N to US 224
    - 64 Parcels
    - 35.9 Acres of required R/W
    - 10.4 Acres of existing R/W
  - Phase 3 US 224 to CR 1200 N
    - 95 Parcels
    - 123.8 Acres of Required R/W
    - 9.1 Acres of Existing R/W

As our evaluation proceeds, we will continue to augment this owner information.



**Headquarters:**

8450 Westfield Blvd., Suite 300  
 Indianapolis, IN 46240-5920  
 T 317.713.4615  
 F 317.713.4616  
 E bfs@BFSEngr.com  
[www.BFSEngr.com](http://www.BFSEngr.com)

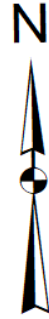
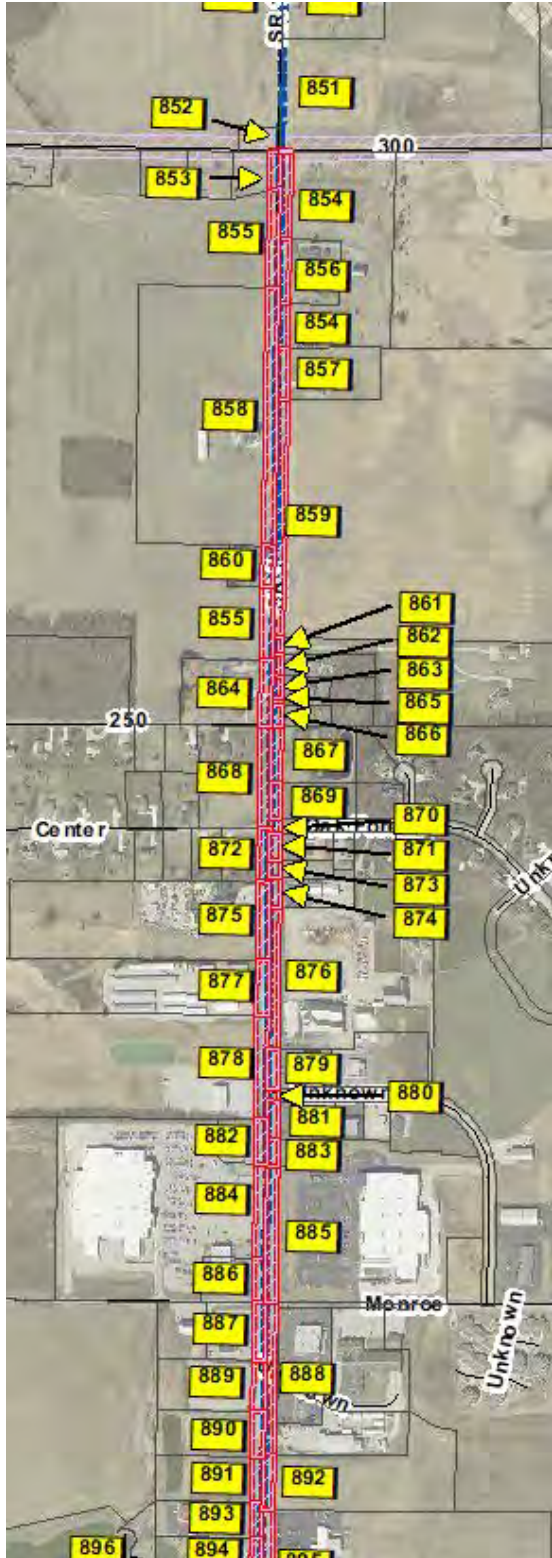
**Branch Locations:**

Bluffton  
 Jeffersonville  
 Lafayette  
 Merrillville  
 Plainfield

**Founded 1961**



# State Road 1 Phase I from CR 100N/Dustman Rd to CR 300N



**SR 1 Phase I from CR 100N/Dustman Rd to CR 300N**

Parcel	Owner	Road	Frontage	Right of Way Width		Areas (in Acres)			R/W Engineering
				Existing	Proposed	Existing	Proposed	Net	
853	Falk, Richard L	SR 1	169.17	12	50	0.047	0.194	0.116	\$ 4,500.00
854	Ladig, Dennis W / Geraldine	SR 1	616.56	12	50	0.170	0.708	0.538	\$ 4,500.00
855	Humphrey Trust, Diane Dorothy	SR 1	798.82	12	50	0.220	0.917	0.697	\$ 4,500.00
856	Ladig, Dennis W / Geraldine	SR 1	296.60	12	50	0.082	0.340	0.259	\$ 4,500.00
857	Bluffton In Cong Jehovah Witness	SR 1	242.60	12	50	0.067	0.278	0.212	\$ 4,500.00
858	Valentine, Marlin L / Carol E	SR 1	1183.35	12	50	0.326	1.358	1.032	\$ 4,500.00
859	Shively, Andrew C/Anthony T	SR 1	1097.19	12	50	0.302	1.259	0.957	\$ 4,500.00
860	Vaughn, Cynthia R	SR 1	188.09	12	50	0.052	0.216	0.164	\$ 4,500.00
861	Denny, Mark R / Angela	SR 1	77.26	12	50	0.021	0.089	0.067	\$ 4,500.00
862	McClelland, Brian K/Terry L	SR 1	102.95	12	50	0.028	0.118	0.090	\$ 4,500.00
863	Leverton, Sarah A	SR 1	99.92	12	50	0.028	0.115	0.087	\$ 4,500.00
864	Harris, William E / Joyce	SR 1	300.72	12	50	0.083	0.345	0.262	\$ 4,500.00
865	Antrim, Thomas K / Margaret H	SR 1	34.08	12	50	0.009	0.039	0.030	\$ 4,500.00
866	Antrim, Thomas K / Margaret H	SR 1	94.59	12	50	0.026	0.109	0.083	\$ 4,500.00
867	Case, Jerry L / Jane A	SR 1	262.00	12	50	0.072	0.301	0.229	\$ 4,500.00
868	Reinhard, Arland G / Ruth A	SR 1	471.48	12	50	0.130	0.541	0.411	\$ 4,500.00
869	Cupp, Mickey R	SR 1	163.51	12	50	0.045	0.188	0.143	\$ 4,500.00
870	Platted Subdiv R/W	SR 1	76.39	40	50	0.070	0.088	0.018	\$ 4,500.00
871	Bluffton Acres Llp	SR 1	120.08	12	50	0.033	0.138	0.105	\$ 4,500.00
872	Crell, Kathryn E/David G	SR 1	246.62	12	50	0.068	0.283	0.215	\$ 4,500.00
873	Bluffton Acres Llp li	SR 1	79.91	12	50	0.022	0.092	0.070	\$ 4,500.00
874	Bryant, Timothy H	SR 1	133.48	12	50	0.037	0.153	0.116	\$ 4,500.00
875	Imel, Sharon M	SR 1	358.70	12	50	0.099	0.412	0.313	\$ 4,500.00
876	S & G Rentals LLC	SR 1	653.39	12	50	0.180	0.750	0.570	\$ 4,500.00
877	L & M Associates	SR 1	255.40	20	50	0.117	0.293	0.176	\$ 4,500.00
878	RTT Investments LLC	SR 1	480.70	20	50	0.221	0.552	0.331	\$ 4,500.00
879	Damon & Britney Ho Plaza, LLC	SR 1	177.80	20	50	0.082	0.204	0.122	\$ 4,500.00
880	Platted Subdiv R/W	SR 1	60.00	40	50	0.055	0.069	0.014	\$ 4,500.00
881	Urban Investments Llc	SR 1	180.22	20	50	0.083	0.207	0.124	\$ 4,500.00
882	Murphy Oil Usa, Inc #6505	SR 1	204.70	20	50	0.094	0.235	0.141	\$ 4,500.00
883	Aei Income & Growth Fund 26 Llc	SR 1	120.00	20	50	0.055	0.138	0.083	\$ 4,500.00
884	Wal-Mart Real Est Bus Trust	SR 1	430.66	20	50	0.198	0.494	0.297	\$ 4,500.00
885	Lowe's Home Centers Inc	SR 1	625.61	20	50	0.287	0.718	0.431	\$ 4,500.00
886	E & B Plaza LLC	SR 1	201.61	20	50	0.093	0.231	0.139	\$ 4,500.00
887	MMI of Bluffton, LLC	SR 1	269.02	20	50	0.124	0.309	0.185	\$ 4,500.00

888	Platted Subdiv R/W	SR 1	700.08	40	50	0.643	0.804	0.161	\$	4,500.00
889	Jabez Leasing Llc	SR 1	234.98	20	50	0.108	0.270	0.162	\$	4,500.00
890	Midland LLC	SR 1	210.00	20	50	0.096	0.241	0.145	\$	4,500.00
891	Midland LLC	SR 1	210.00	20	50	0.096	0.241	0.145	\$	4,500.00
892	Hiday Properties, LLC	SR 1	254.08	20	50	0.117	0.292	0.175	\$	4,500.00
893	HKM Group, LLC	SR 1	159.41	20	50	0.073	0.183	0.110	\$	4,500.00
894	S & V Enterprises LLC	SR 1	147.73	20	50	0.068	0.170	0.102	\$	4,500.00
895	Hiday Properties, LLC	SR 1	517.48	20	50	0.238	0.594	0.356	\$	4,500.00
896	S % V Enterprises LLC	SR 1	145.16	20	50	0.067	0.167	0.100	\$	4,500.00
897	National Oil & Gas Inc	SR 1	32.99	20	50	0.015	0.038	0.023	\$	4,500.00
898	National Oil & Gas Inc	SR 1	40.00	20	50	0.018	0.046	0.028	\$	4,500.00
899	National Oil & Gas Inc	SR 1	74.00	20	50	0.034	0.085	0.051	\$	4,500.00
900	KTB Enterprises LLC	SR 1	260.00	20	50	0.119	0.298	0.179	\$	4,500.00
901	Purcell etal, Lawrence T	SR 1	234.61	20	50	0.108	0.269	0.162	\$	4,500.00
902	Platted Subdiv R/W	SR 1	1174.93	40	50	1.079	1.349	0.270	\$	4,500.00
903	Calvery Lutheran Church Inc.	SR 1	628.00	20	50	0.288	0.721	0.433	\$	4,500.00
904	Ind & Mich Electric Co	SR 1	98.76	20	50	0.045	0.113	0.068	\$	4,500.00
905	Civil City Of Bluffton	SR 1	75.00	20	50	0.034	0.086	0.052	\$	4,500.00
906	Platted Subdiv R/W	SR 1	1198.66	40	50	1.101	1.376	0.275	\$	4,500.00
907	Schaefer etal, Patricia	SR 1	386.06	20	50	0.177	0.443	0.266	\$	4,500.00
908	Diocese Of Ft Wayne Inc	SR 1	1088.00	20	50	0.500	1.249	0.749	\$	4,500.00
909	Bate, Peggy J	SR 1	217.47	20	50	0.100	0.250	0.150	\$	4,500.00
910	Gentis Properties LLC	SR 1	231.88	20	50	0.106	0.266	0.160	\$	4,500.00
911	L & M Associates	SR 1	60.16	20	50	0.028	0.069	0.041	\$	4,500.00
912	Imel, Sharon M	SR 1	148.00	20	50	0.068	0.170	0.102	\$	4,500.00
913	BAF Investments, LLC	SR 1	328.04	20	50	0.151	0.377	0.226	\$	4,500.00
914	Fillman, Joel A	SR 1	130.01	20	50	0.060	0.149	0.090	\$	4,500.00
915	Bluffton Dental Properties, Llc	SR 1	90.17	20	50	0.041	0.103	0.062	\$	4,500.00
916	Gerber, Lester R/Rosemary	SR 1	116.25	20	50	0.053	0.133	0.080	\$	4,500.00
917	Jefferson Place, LLC	SR 1	110.09	20	50	0.051	0.126	0.076	\$	4,500.00
918	S & S Motel LLC	SR 1	194.90	20	50	0.089	0.224	0.134	\$	4,500.00
919	Krueckeberg Real Estate Holdings, LLC	SR 1	157.37	20	50	0.072	0.181	0.108	\$	4,500.00
920	Northland LLC	SR 1	76.06	20	50	0.035	0.087	0.052	\$	4,500.00
921	Gerber, Blake/MLS Holdings, LLC	SR 1	120.00	20	50	0.055	0.138	0.083	\$	4,500.00
922	Randol, Richard L / Elaine	SR 1	80.19	20	50	0.037	0.092	0.055	\$	4,500.00
923	National E & R Inc	SR 1	195.00	20	50	0.090	0.224	0.134	\$	4,500.00
924	Black Gold Ventures Indiana, LLC	SR 1	195.00	20	50	0.090	0.224	0.134	\$	4,500.00

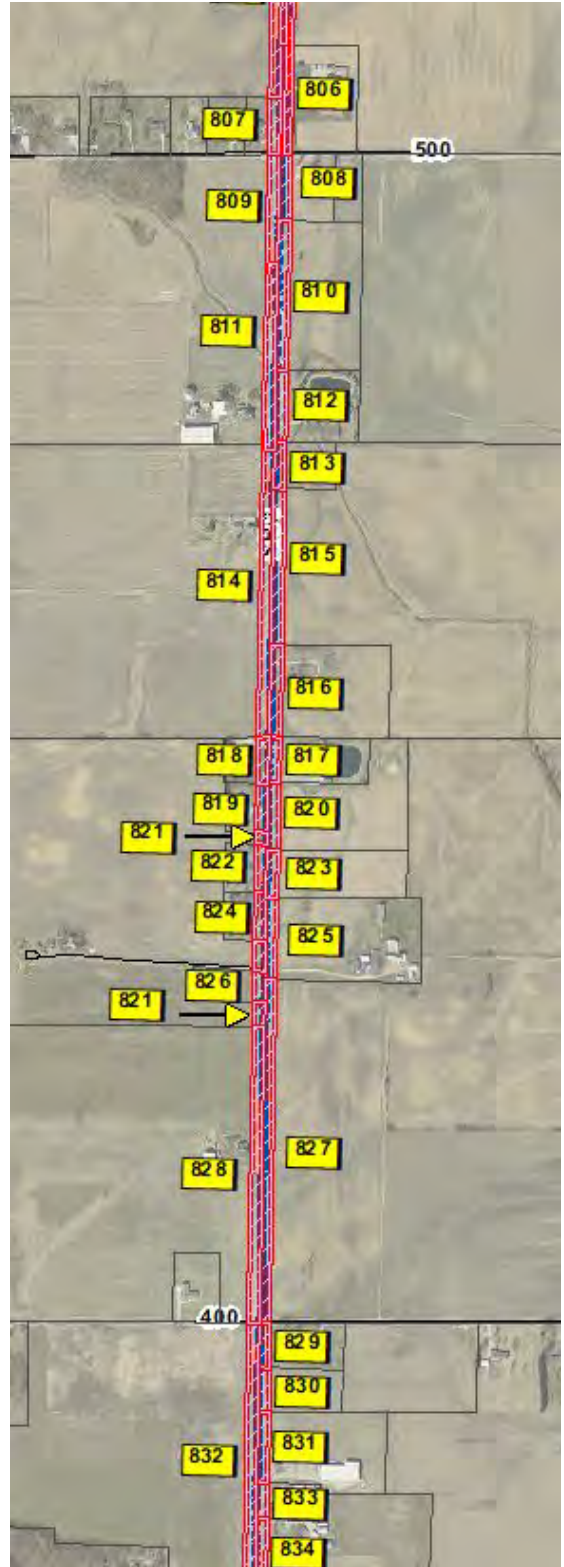
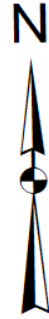
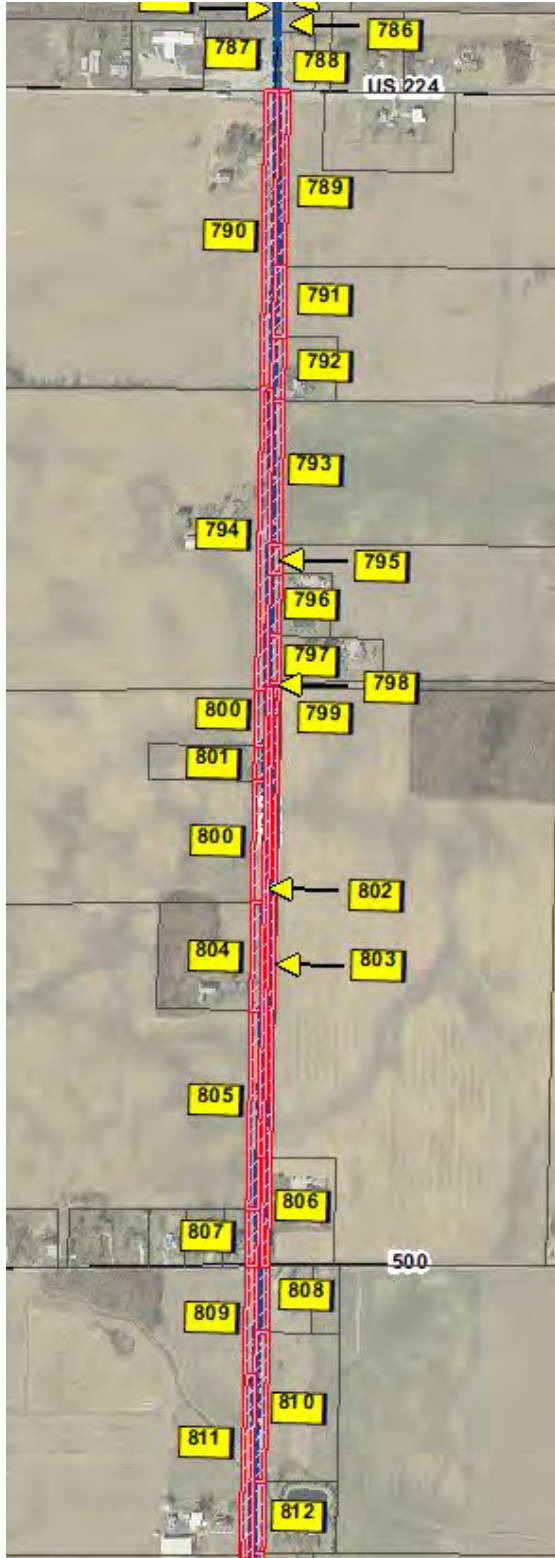
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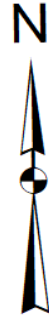
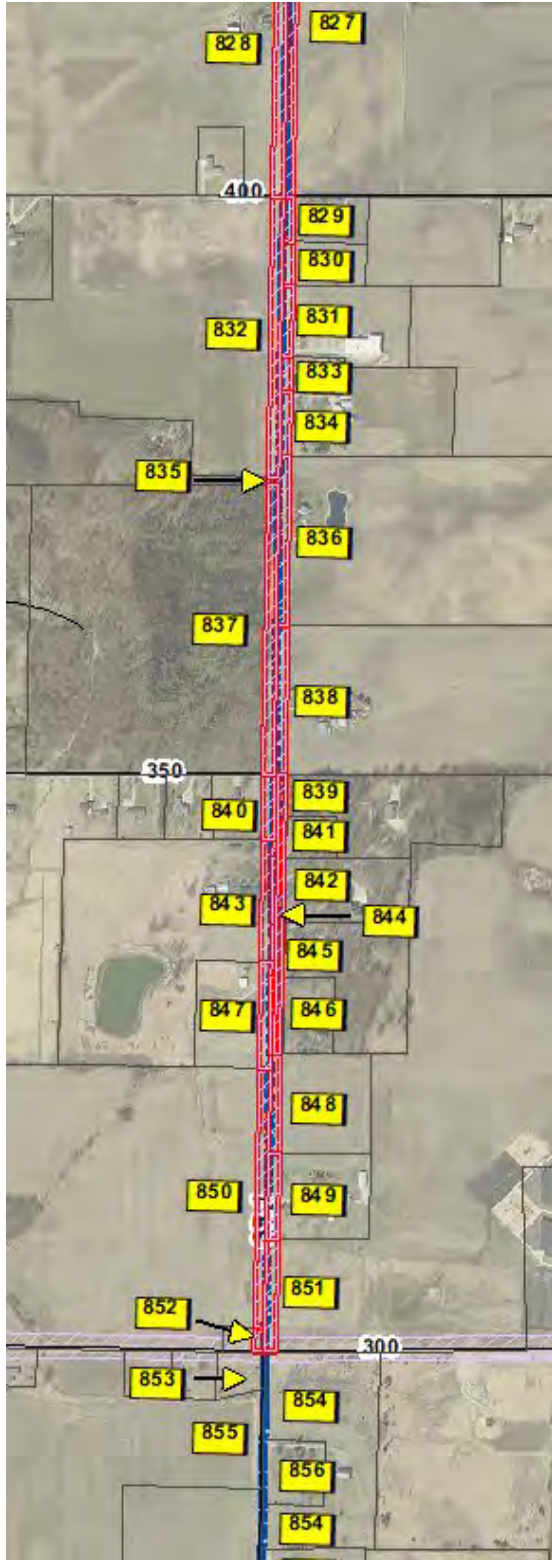
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\$324,000.00

# State Road 1 Phase II from CR 300N to US 224



# State Road 1 Phase II from CR 300N to US 224



### SR 1 Phase II from CR 300N to US 224

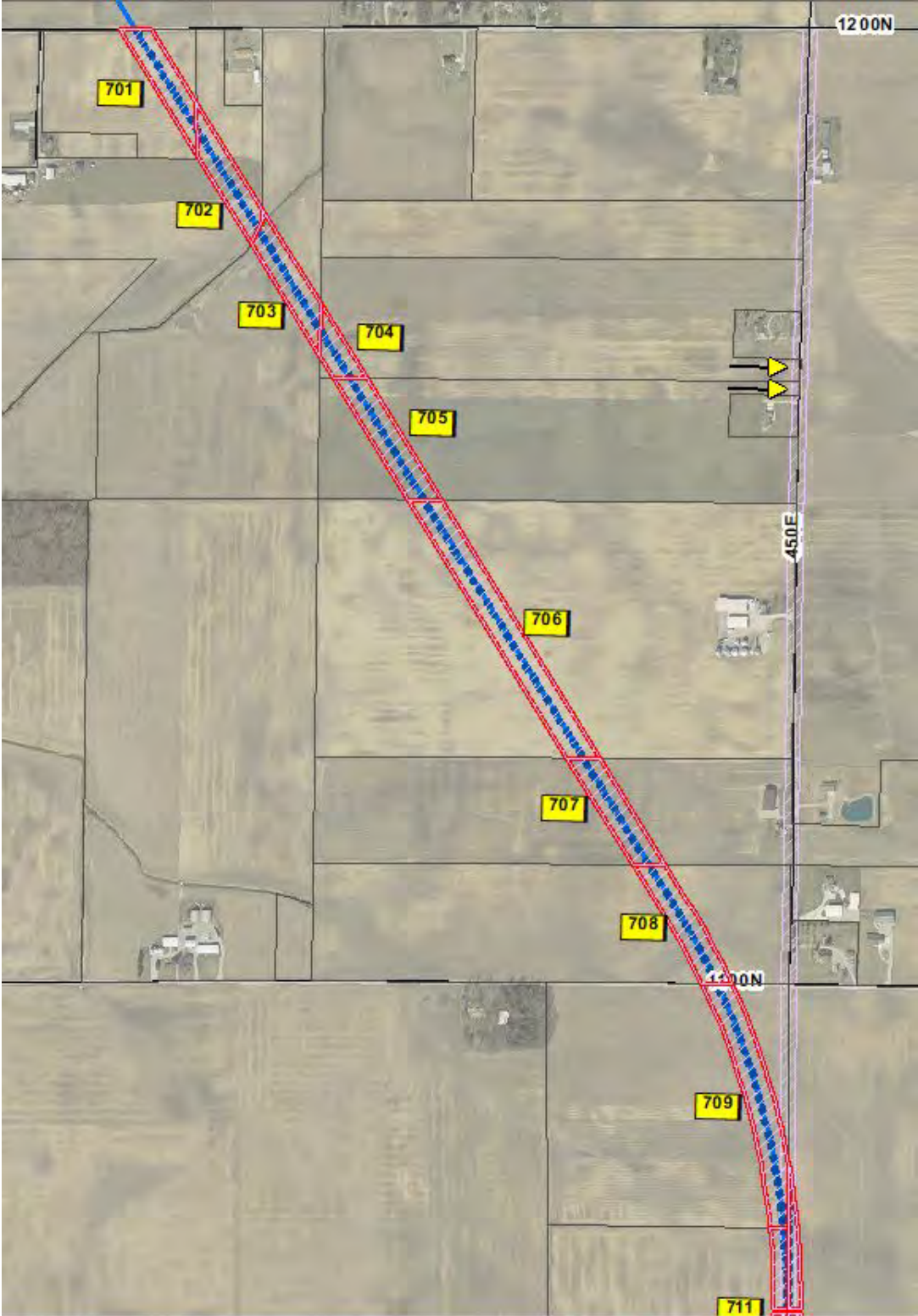
Parcel	Owner	Road	Frontage	Right of Way Width		Areas (in Acres)			R/W Engineering
				Existing	Proposed	Existing	Proposed	Net	
789	Henly Jr, Wayne E/Glennis K	SR 1	805.95	12	50	0.222	0.925	0.703	\$ 4,500.00
790	Rupright, John R/Rebecca A	SR 1	1365.52	12	50	0.376	1.567	1.191	\$ 4,500.00
791	Avey Farms INC	SR 1	318.07	12	50	0.088	0.365	0.277	\$ 4,500.00
792	Lafollette, Shane A/Monya R	SR 1	295.16	12	50	0.081	0.339	0.257	\$ 4,500.00
793	Fuhrmann, Scott A	SR 1	665.11	12	50	0.183	0.763	0.580	\$ 4,500.00
794	McNabb, Nancy E	SR 1	1373.72	12	50	0.378	1.577	1.198	\$ 4,500.00
795	Frauhiger, Doyle W / Jane K	SR 1	124.03	12	50	0.034	0.142	0.108	\$ 4,500.00
796	Smith, John L / Diane S	SR 1	291.32	12	50	0.080	0.334	0.254	\$ 4,500.00
797	Rorick, Steven M / Kimberly D	SR 1	213.71	12	50	0.059	0.245	0.186	\$ 4,500.00
798	Lloyd, Dean A / Lori R	SR 1	25.83	12	50	0.007	0.030	0.023	\$ 4,500.00
799	Ind & Mich Electric Co	SR 1	109.29	0	30	0.000	0.075	0.075	\$ 4,500.00
800	Fiechter, Michael J	SR 1	263.25	12	50	0.073	0.302	0.230	\$ 4,500.00
801	Holloway, Simon L / Carolyn	SR 1	162.00	12	50	0.045	0.186	0.141	\$ 4,500.00
802	Fiechter, Michael J/Chad M	SR 1	2150.02	12	20	0.592	0.987	0.395	\$ 4,500.00
803	State Of Indiana INDOT	SR 1	2541.61	20	30	1.167	1.750	0.000	\$ 4,500.00
804	Crandall, Mary E/Marsh, Tad	SR 1	492.27	12	50	0.136	0.565	0.429	\$ 4,500.00
805	Davis Rev Trust, Millard	SR 1	917.84	12	50	0.253	1.054	0.801	\$ 4,500.00
806	Felger Investments LLC	SR 1	501.00	12	20	0.138	0.230	0.092	\$ 4,500.00
807	Marotti, Gaye L/Cash, Roger D	SR 1	258.76	12	50	0.071	0.297	0.226	\$ 4,500.00
808	Keys, Elaine K / Stephen E	SR 1	306.80	12	50	0.085	0.352	0.268	\$ 4,500.00
809	Price Jr, Daniel M/Andrew B	SR 1	502.01	12	0-50	0.138	0.591	0.453	\$ 4,500.00
810	Haas, Douglas/Christine	SR 1	681.14	12	50	0.188	0.782	0.594	\$ 4,500.00
811	State of Indiana INDOT	SR 1	850.00	40	40-50	0.781	0.939	0.000	\$ 4,500.00
812	Haas, Douglas / Christine L	SR 1	335.64	12	50	0.092	0.385	0.293	\$ 4,500.00
813	McNabb, Kevin L/Ann	SR 1	210.85	12	50	0.058	0.242	0.184	\$ 4,500.00
814	Price Jr, Daniel M	SR 1	1320.46	12	8-50	0.364	1.492	1.129	\$ 4,500.00
815	McNabb, Kevin L/Ann	SR 1	718.44	12	50	0.198	0.825	0.627	\$ 4,500.00
816	Walburn, Richard K	SR 1	426.50	12	50	0.117	0.490	0.372	\$ 4,500.00
817	Frauhiger, Grant W / Maura S	SR 1	201.38	12	50	0.055	0.231	0.176	\$ 4,500.00
818	Moser, Frank D / Norma L	SR 1	211.22	12	50	0.058	0.242	0.184	\$ 4,500.00
819	Green, Shari K	SR 1	223.22	12	50	0.061	0.256	0.195	\$ 4,500.00
820	Frauhiger, Grant W/Maura S	SR 1	315.91	12	50	0.087	0.363	0.276	\$ 4,500.00
821	Meeks, Carol J	SR 1	299.09	12	50	0.082	0.343	0.261	\$ 4,500.00
822	Barkley, Mark / Dixie	SR 1	224.67	12	50	0.062	0.258	0.196	\$ 4,500.00
823	Steffen, Brian R/Shiloh M	SR 1	219.38	12	50	0.060	0.252	0.191	\$ 4,500.00
824	Starr, Gregory L / R S	SR 1	219.31	12	50	0.060	0.252	0.191	\$ 4,500.00
825	Peeper, James E etal	SR 1	372.86	12	50	0.103	0.428	0.325	\$ 4,500.00
826	Slater, Kirt M / Tammy L	SR 1	142.70	12	50	0.039	0.164	0.124	\$ 4,500.00
827	Nash, Douglas E/Crystal A	SR 1	1565.56	12	50	0.431	1.797	1.366	\$ 4,500.00
828	Meeks, Carol J	SR 1	1355.86	12	50	0.374	1.556	1.183	\$ 4,500.00
829	Edmiston, Joshua	SR 1	207.26	12	50	0.057	0.238	0.181	\$ 4,500.00
830	Wann etal, Sylvia L	SR 1	203.61	12	50	0.056	0.234	0.178	\$ 4,500.00
831	J & W Building Solutions, LLC	SR 1	322.84	12	50	0.089	0.371	0.282	\$ 4,500.00
832	Parsons, Andrew M/Nikki N	SR 1	1291.62	12	50	0.356	1.483	1.127	\$ 4,500.00
833	Daskam, Zina G	SR 1	166.06	12	50	0.046	0.191	0.145	\$ 4,500.00
834	Toliver, William J / Lisa R	SR 1	295.21	12	50	0.081	0.339	0.258	\$ 4,500.00
835	Parsons, Drew Michael/Nikki Nicole	SR 1	33.00	12	50	0.009	0.038	0.029	\$ 4,500.00
836	Krummen, Paul R	SR 1	768.14	12	50	0.212	0.882	0.670	\$ 4,500.00
837	Parsons, Michael D/Terri A etal	SR 1	1330.25	12	50	0.366	1.527	1.160	\$ 4,500.00
838	Meeks, Wayne E / Jeanne	SR 1	691.91	12	50	0.191	0.794	0.604	\$ 4,500.00

839	Hiday, Larry E / Nedra J	SR 1	189.99	12	20	0.052	0.087	0.035	\$	4,500.00
840	Kensill, Cheryl L	SR 1	289.47	12	50	0.080	0.332	0.253	\$	4,500.00
841	Shady, Gary D	SR 1	191.38	12	20	0.053	0.088	0.035	\$	4,500.00
842	Hiday, Gregory T / Diana R	SR 1	295.39	12	20	0.081	0.136	0.054	\$	4,500.00
843	Terhune, Helen L	SR 1	569.01	12	50	0.157	0.653	0.496	\$	4,500.00
844	Shady, Gary D	SR 1	1271.78	0	30	0.000	0.876	0.876	\$	4,500.00
845	Hiday, Kevin Brent / Stephanie	SR 1	251.00	12	20	0.069	0.115	0.046	\$	4,500.00
846	Schorey, Todd	SR 1	345.42	12	20	0.095	0.159	0.063	\$	4,500.00
847	Murray, Jaine A.	SR 1	487.65	12	50	0.134	0.560	0.425	\$	4,500.00
848	Gerber, John A/Joyce R	SR 1	466.18	12	50	0.128	0.535	0.407	\$	4,500.00
849	Gerber, John A/Joyce R	SR 1	389.47	12	50	0.107	0.447	0.340	\$	4,500.00
850	Gerber, Blake C/Fawn F	SR 1	1184.73	12	50	0.326	1.150	0.823	\$	4,500.00
851	Northern Wells Community School	SR 1	520.87	12	50	0.143	0.598	0.454	\$	4,500.00
852	Gerber, Blake C/Fawn F	SR 1	117.90	12	50	0.032	0.135	0.103	\$	4,500.00

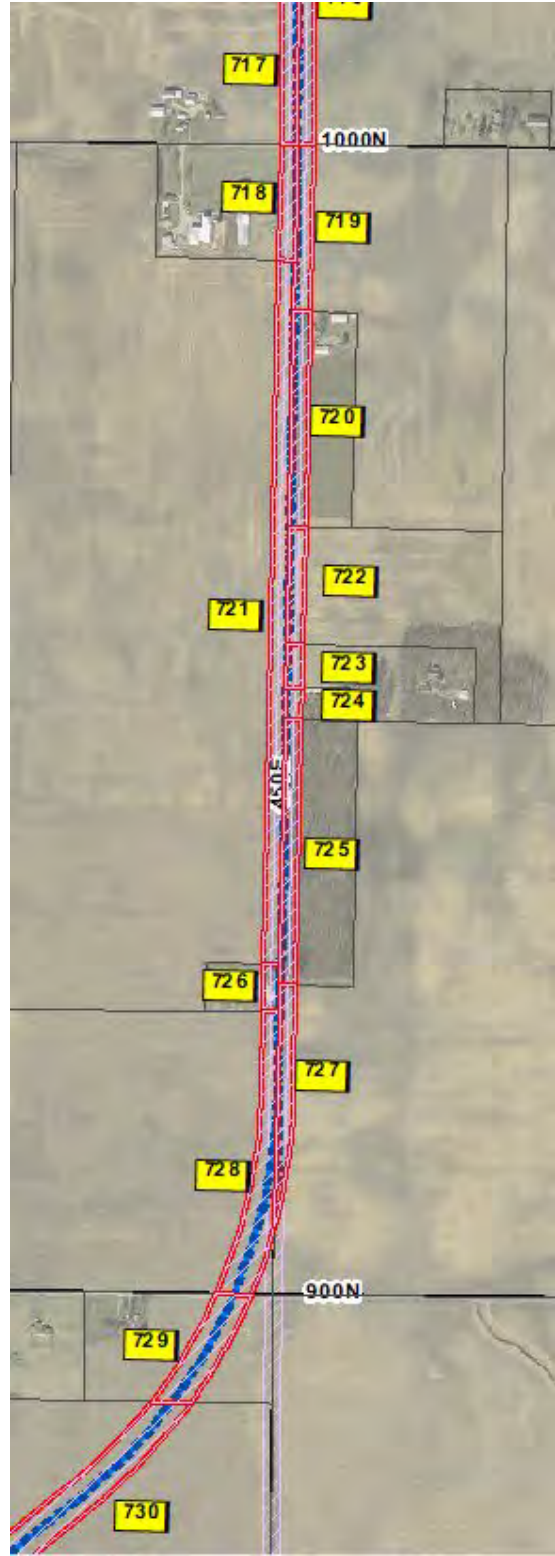
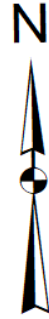
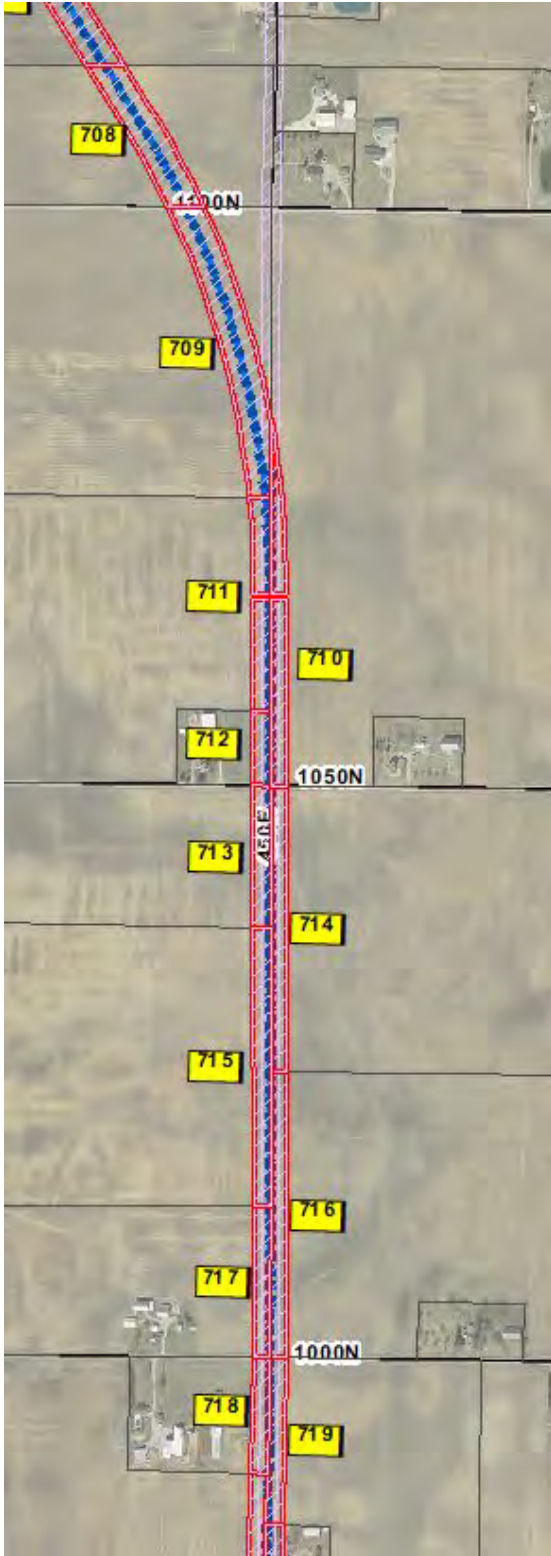
**Total                    10.4            35.9            \$            288,000.00**



State Road 1 Phase III from US 224 to CR 1200N (North County Line)



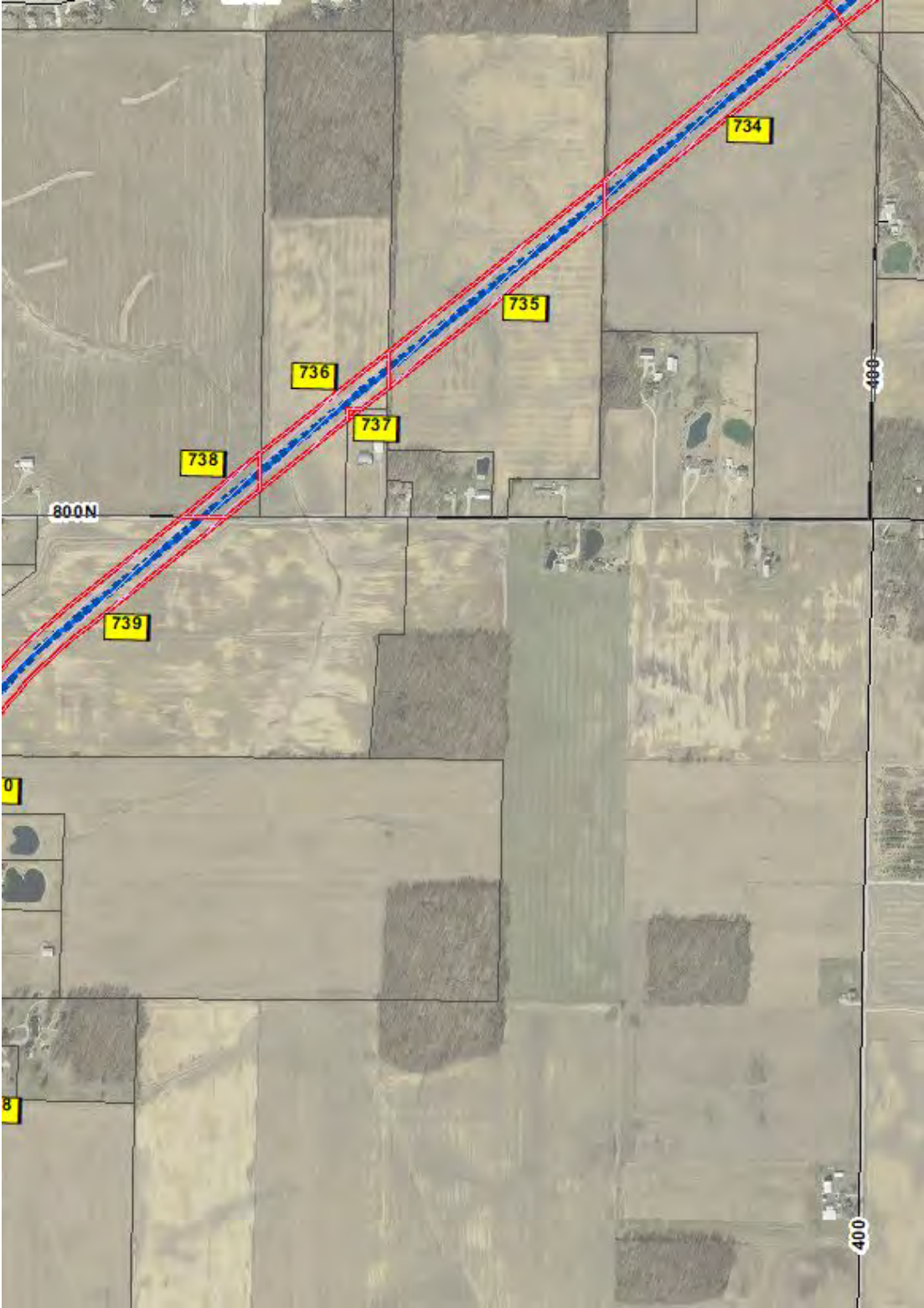
State Road 1 Phase III from US 224 to CR 1200N (North County Line)



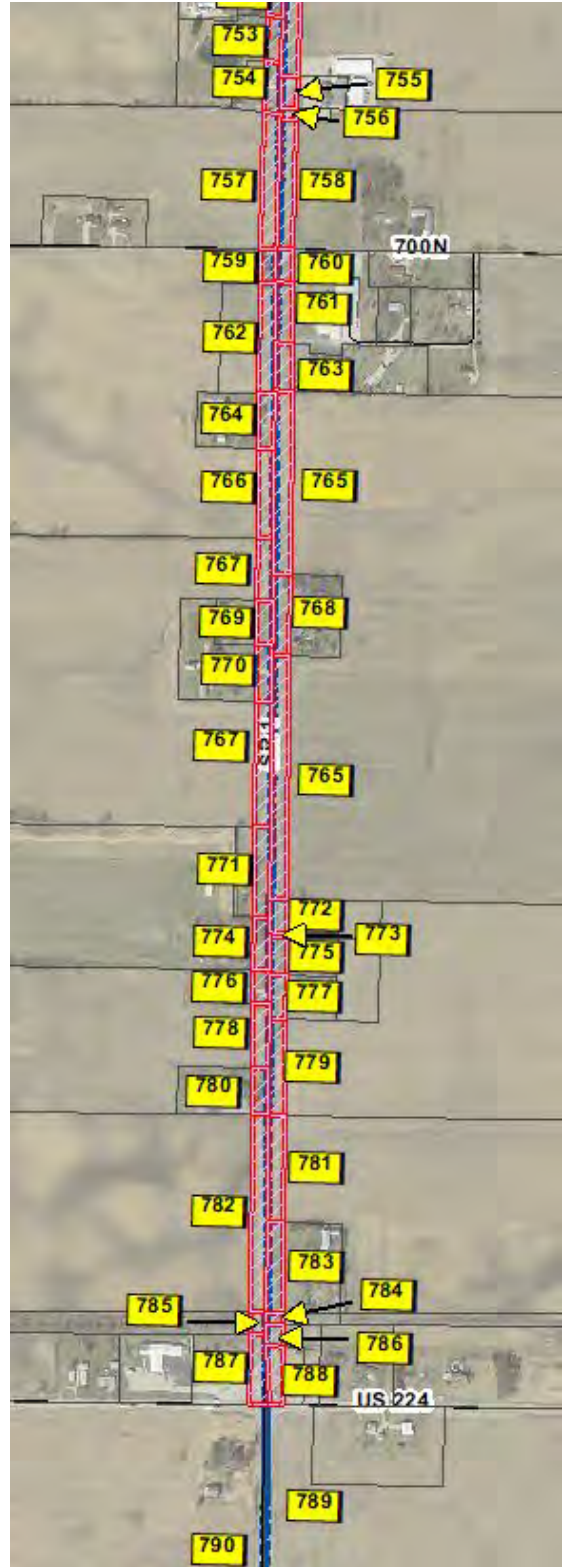
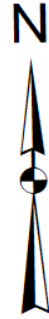
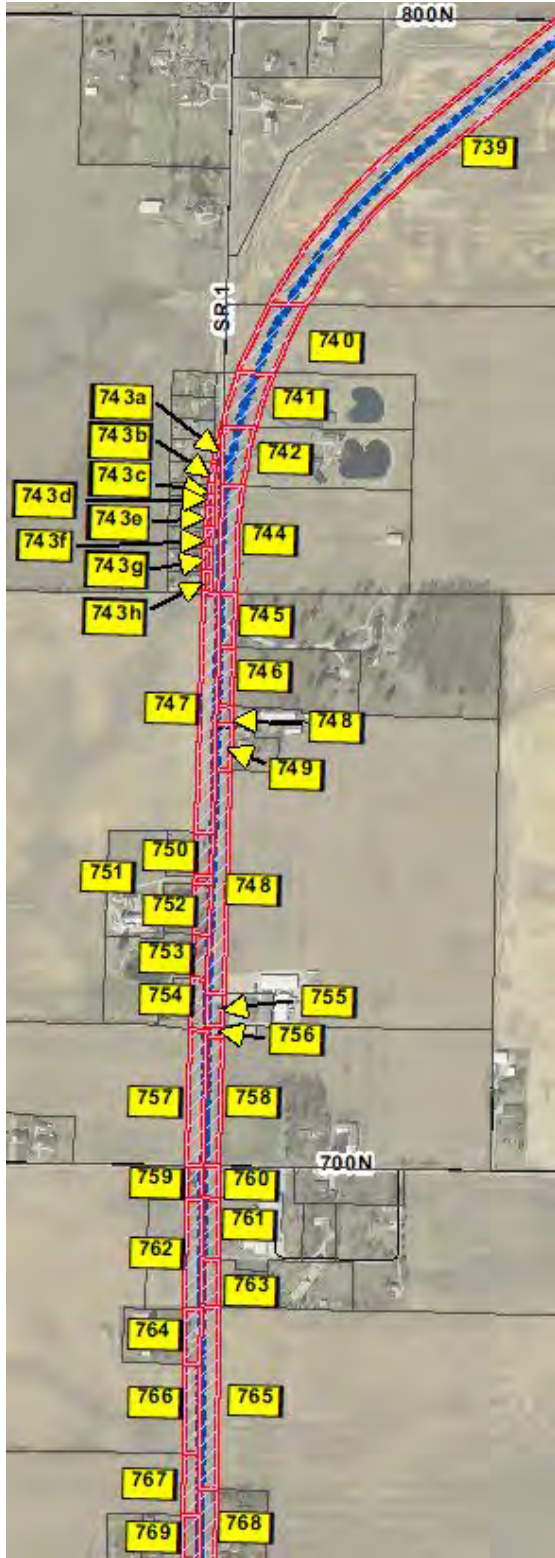
# State Road 1 Phase III from US 224 to CR 1200N (North County Line)



State Road 1 Phase III from US 224 to CR 1200N (North County Line)



# State Road 1 Phase III from US 224 to CR 1200N (North County Line)



**SR 1 Phase III from US 224 to CR 1200N (North County Line)**

Parcel	Owner	Road	Frontage	Right of Way Width		Areas (in Acres)			R/W Engineering
				Existing	Proposed	Existing	Proposed	Net	
701	Foughty, Diane M	SR 1	640.03	0	150	0.000	2.204	2.204	\$ 4,500.00
702	Bradtmueller, Rex A	SR 1	644.55	0	150	0.000	2.220	2.220	\$ 4,500.00
703	Bradtmueller, Steven A	SR 1	646.05	0	150	0.000	2.225	2.225	\$ 4,500.00
704	Bultemeier, Grace M Revocable Trust	SR 1	314.08	0	150	0.000	1.082	1.082	\$ 4,500.00
705	Bradtmueller, Stanley L	SR 1	777.00	0	150	0.000	2.676	2.676	\$ 4,500.00
706	Dettmer, Aaron M	SR 1	1660.11	0	150	0.000	5.717	5.717	\$ 4,500.00
707	Hulvey Family Farm Limited	SR 1	684.48	0	150	0.000	2.357	2.357	\$ 4,500.00
708	Springer, Delight J	SR 1	753.91	0	150	0.000	2.596	2.596	\$ 4,500.00
709	Bryant, Ross W / Betty L	SR 1	1393.06	0	100-150	0.000	4.563	4.563	\$ 4,500.00
710	Saalfrank, Terry L/Shalynn R	SR 1	1455.37	10	0-75	0.334	2.234	1.900	\$ 4,500.00
711	Todd, Michael D/Karen S	SR 1	980.22	10	75-100	0.225	1.905	1.680	\$ 4,500.00
712	Hissem, David L / Debra L	SR 1	343.22	10	75	0.079	0.591	0.512	\$ 4,500.00
713	Todd, Michael D/Karen S	SR 1	653.70	10	75	0.150	1.126	0.975	\$ 4,500.00
714	Dettmer, Brian W	SR 1	1315.98	10	75	0.302	2.266	1.964	\$ 4,500.00
715	Todd, Ronald J/Cynthia S	SR 1	1278.21	10	75	0.293	2.201	1.907	\$ 4,500.00
716	Dettmer, Brian W/Michelle A	SR 1	1311.92	10	75	0.301	2.259	1.958	\$ 4,500.00
717	Todd, Richard L / Mary E	SR 1	696.07	10	75	0.160	1.198	1.039	\$ 4,500.00
718	Allen, William K/Julie J	SR 1	532.74	10	75	0.122	0.917	0.795	\$ 4,500.00
719	Dettmer, Glen A / Janet J	SR 1	772.33	10	75	0.177	1.330	1.152	\$ 4,500.00
720	Fiedler, Troy W	SR 1	993.25	10	75	0.228	1.710	1.482	\$ 4,500.00
721	Moser, Brenda K	SR 1	3251.69	10	75	0.746	5.599	4.852	\$ 4,500.00
722	Adam, Martin F / Lynne E	SR 1	537.05	10	75	0.123	0.925	0.801	\$ 4,500.00
723	Adam, Martin F / Lynne E	SR 1	200.00	10	75	0.046	0.344	0.298	\$ 4,500.00
724	Hipsher, Rick E/Amy L	SR 1	152.16	10	75	0.035	0.262	0.227	\$ 4,500.00
725	Doak, Benjamin O/Alyssa M	SR 1	1227.19	10	75	0.282	2.113	1.831	\$ 4,500.00
726	Graft, Brian W / Yolanda J	SR 1	216.59	10	75	0.050	0.373	0.323	\$ 4,500.00
727	BAKR LLC	SR 1	942.44	10	0-75	0.216	1.538	1.322	\$ 4,500.00
728	Moser, Brenda Kay	SR 1	1333.38	10	75-150	0.306	3.252	2.946	\$ 4,500.00
729	Johnson, Michael G/Connie S	SR 1	574.20	0	150	0.000	1.977	1.977	\$ 4,500.00
730	Witte, Hilbert H/Helen L Revocable Trust	SR 1	1132.58	0	150	0.000	3.900	3.900	\$ 4,500.00
731	Reichert, Judy A	SR 1	83.99	0	150	0.000	0.315	0.315	\$ 4,500.00
732	Witte, Hilbert H/Helen L Revocable Trust	SR 1	1597.30	0	150	0.000	5.500	5.500	\$ 4,500.00
733	Dettmer, Aaron M	SR 1	325.13	0	150	0.000	1.120	1.120	\$ 4,500.00
734	Kozy Kourt Inc	SR 1	1619.92	0	150	0.000	5.578	5.578	\$ 4,500.00
735	Werling Fam Trust, Leon D / Arlene	SR 1	1510.06	0	150	0.000	5.200	5.200	\$ 4,500.00
736	Haiflich, Edwin N	SR 1	894.84	0	150	0.000	3.022	3.022	\$ 4,500.00
737	Haiflich, David O/Katy E	SR 1	0.00	0	80	0.000	0.060	0.060	\$ 4,500.00
738	Crowl Trust, Brian G/Deutsch D	SR 1	390.45	0	150	0.000	1.345	1.345	\$ 4,500.00
739	Springer, Edward C/Ruth E Revocable Trust	SR 1	1895.84	0	150	0.000	6.528	6.528	\$ 4,500.00
740	Lindblom, Clifford	SR 1	345.39	0	150	0.000	1.189	1.189	\$ 4,500.00

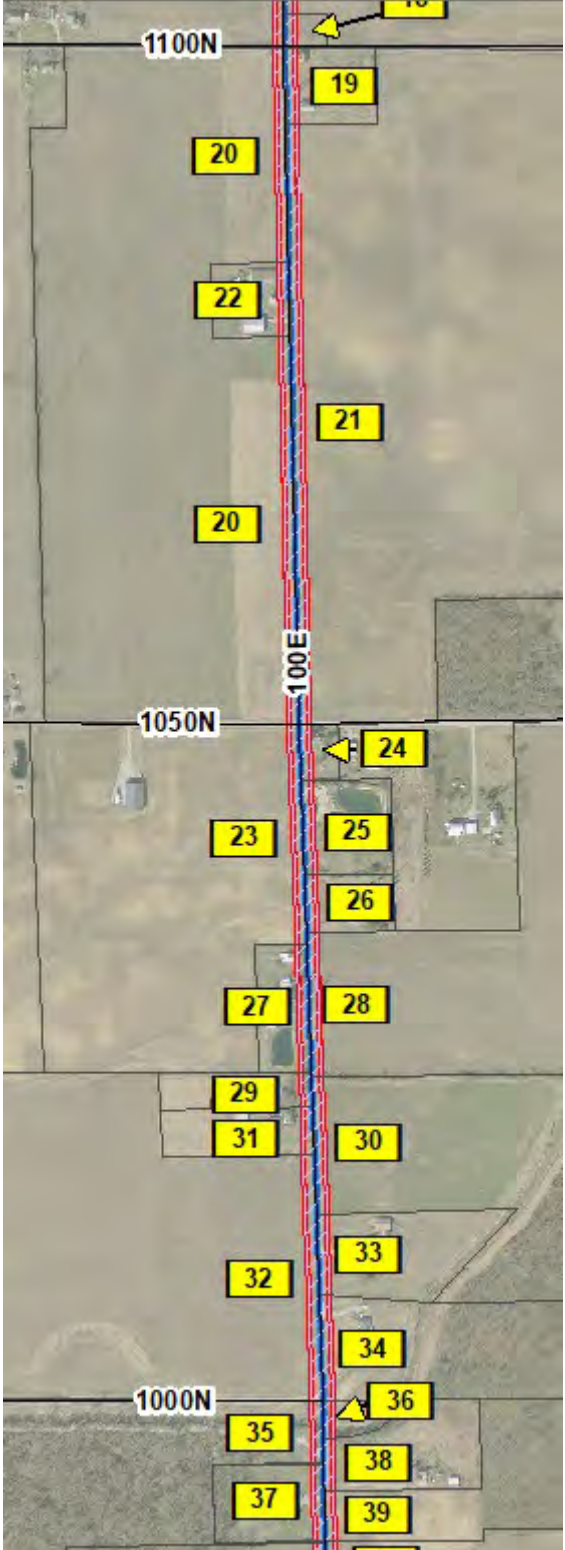
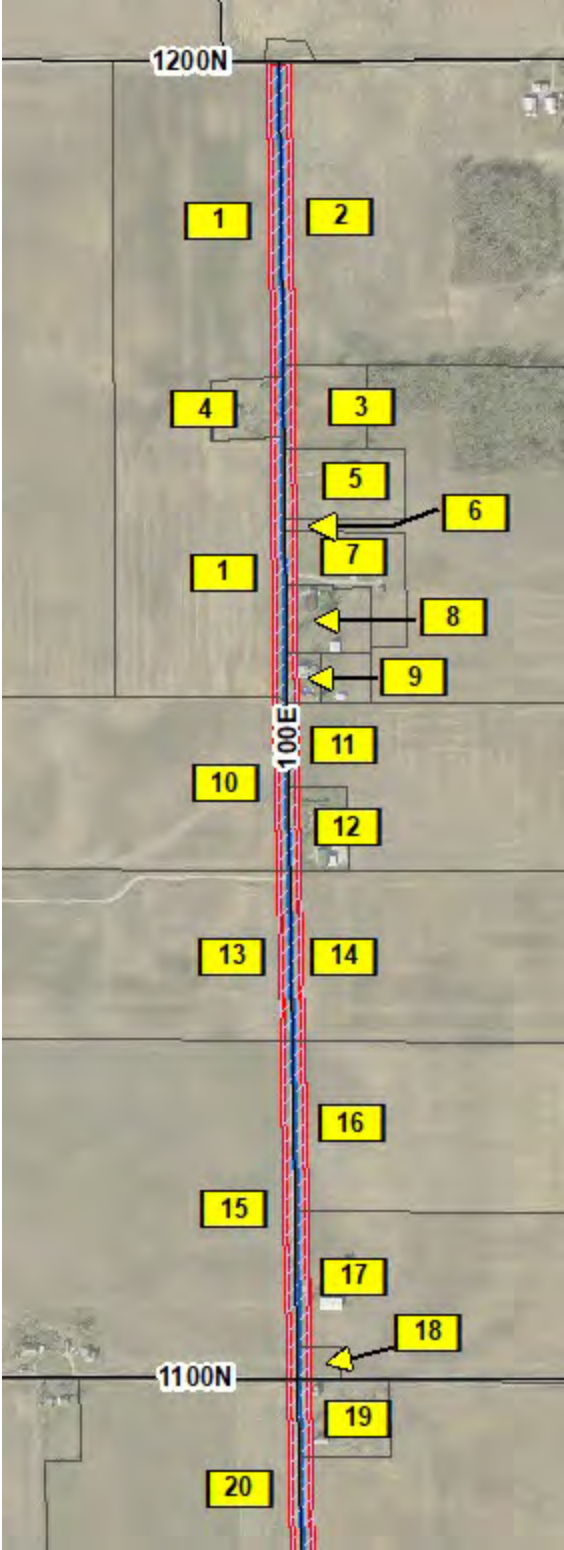
741	Reiling, Donald L/Teresa C	SR 1	262.12	0	150	0.000	0.903	0.903	\$	4,500.00
742	Lindblom, Clifford	SR 1	274.01	0	95-145	0.000	0.726	0.726	\$	4,500.00
743a	Platted Subdiv R/W	SR 1	633.80	40	0-40	0.428	0.636	0.000	\$	4,500.00
743b	Scott, Logan William	SR 1	101.00	0	0-15	0.000	0.019	0.019	\$	4,500.00
743c	Scott, Logan William	SR 1	56.90	0	15-22	0.000	0.024	0.024	\$	4,500.00
743d	Eschenbacher, Todd Alan	SR 1	48.30	0	22-26	0.000	0.026	0.026	\$	4,500.00
743e	Eschenbacher, Todd Alan	SR 1	95.87	0	26-32	0.000	0.063	0.063	\$	4,500.00
743f	GenMar STAR Enterprises, LLC	SR 1	97.56	0	32-35	0.000	0.078	0.078	\$	4,500.00
743g	Bultemeier, Michael A / Linda M	SR 1	105.36	0	35	0.000	0.085	0.085	\$	4,500.00
743h	Hanni, Glen E / Beth E	SR 1	96.57	0	35	0.000	0.078	0.078	\$	4,500.00
744	Lindblom Trust, Rose M	SR 1	491.93	12	40	0.136	0.452	0.316	\$	4,500.00
745	Allen, Michael T	SR 1	242.96	12	75	0.067	0.418	0.351	\$	4,500.00
746	Allen, Michael T	SR 1	275.00	12	75	0.076	0.473	0.398	\$	4,500.00
747	Beavans Trust	SR 1	1099.41	12	75	0.303	1.893	1.590	\$	4,500.00
748	Terry'S Cycle Sales Inc	SR 1	1105.42	12	75	0.305	1.903	1.599	\$	4,500.00
749	Allen, Michael T	SR 1	209.38	12	75	0.058	0.360	0.303	\$	4,500.00
750	Weaver, Ralph A	SR 1	202.31	12	75	0.056	0.348	0.293	\$	4,500.00
751	Meyer, Kent A	SR 1	34.62	12	75	0.010	0.060	0.050	\$	4,500.00
752	Meyer, Kent A	SR 1	227.13	12	75	0.063	0.391	0.328	\$	4,500.00
753	Wiebke, Theodore K	SR 1	207.79	12	75	0.057	0.358	0.301	\$	4,500.00
754	Freiburger, Douglas P/Beverly	SR 1	242.44	12	75	0.067	0.417	0.351	\$	4,500.00
755	Terry'S Cycle Sales Inc	SR 1	151.84	12	75	0.042	0.261	0.220	\$	4,500.00
756	Terry'S Cycle Sales Inc	SR 1	50.39	12	75	0.014	0.087	0.073	\$	4,500.00
757	GenMar STAR Farms, LLC	SR 1	615.59	12	75	0.170	1.060	0.890	\$	4,500.00
758	Donaghy, William E/Cheryl A etal	SR 1	594.35	12	75	0.164	1.023	0.860	\$	4,500.00
759	Caldwell, Floyd Dale / Sarah	SR 1	156.71	12	75	0.043	0.270	0.227	\$	4,500.00
760	Haven Acquisition INC	SR 1	148.77	12	75	0.041	0.256	0.215	\$	4,500.00
761	Haven Acquisition INC	SR 1	277.47	12	75	0.076	0.478	0.401	\$	4,500.00
762	Buuck, Allen R/Shirley	SR 1	503.79	12	75	0.139	0.867	0.729	\$	4,500.00
763	Powell, Kenneth J	SR 1	217.55	12	75	0.060	0.375	0.315	\$	4,500.00
764	Figert, Jason E/Shaina N	SR 1	249.95	12	75	0.069	0.430	0.362	\$	4,500.00
765	Foreman, Claude E / Virginia R	SR 1	1953.03	12	75	0.538	3.363	2.825	\$	4,500.00
766	Buuck, Allen R/Shirley	SR 1	404.17	12	75	0.111	0.696	0.585	\$	4,500.00
767	Dupont, Dorothy L Trust	SR 1	862.63	12	75	0.238	1.485	1.248	\$	4,500.00
768	Cripe, J Patrick / Linda A	SR 1	369.98	12	75	0.102	0.637	0.535	\$	4,500.00
769	McConnell, Luke/Lydia	SR 1	204.39	12	75	0.056	0.352	0.296	\$	4,500.00
770	Keller, Nathan/Courtney	SR 1	257.06	12	75	0.071	0.443	0.372	\$	4,500.00
771	Hacker, Jeffrey A / Todd , Cari L	SR 1	412.02	12	75	0.114	0.709	0.596	\$	4,500.00
772	Kingslien, Dennis M / Julie J	SR 1	150.93	12	75	0.042	0.260	0.218	\$	4,500.00
773	Kingslien, Dennis M / Julie J	SR 1	19.18	12	75	0.005	0.033	0.028	\$	4,500.00
774	Reichelt, Harvey R / Marie T	SR 1	234.46	12	75	0.065	0.404	0.339	\$	4,500.00
775	Stucker, Charles E/Marilyn	SR 1	176.51	12	75	0.049	0.304	0.255	\$	4,500.00

776	Harmon, Douglas E / Mary C	SR 1	160.75	12	75	0.044	0.277	0.232	\$	4,500.00
777	Brodie, Richard P / Jody A	SR 1	201.56	12	75	0.056	0.347	0.292	\$	4,500.00
778	Moser, Kurt R / Molli J	SR 1	293.08	12	75	0.081	0.505	0.424	\$	4,500.00
779	Wayne & Esther Realty, LLC	SR 1	438.18	12	75	0.121	0.754	0.634	\$	4,500.00
780	Clark, Luke L	SR 1	212.00	12	75	0.058	0.365	0.307	\$	4,500.00
781	Avey, David G	SR 1	492.80	12	75	0.136	0.848	0.713	\$	4,500.00
782	Avey Farms Inc	SR 1	901.56	12	75	0.248	1.552	1.304	\$	4,500.00
783	Alejandro, Medardo	SR 1	412.70	12	75	0.114	0.711	0.597	\$	4,500.00
784	Alejandro, Medardo	SR 1	50.47	12	75	0.014	0.087	0.073	\$	4,500.00
785	Old RR R/W	SR 1	99.50	12	75	0.027	0.171	0.144	\$	4,500.00
786	Kraning, Bruce J/Diana M	SR 1	101.68	12	75	0.028	0.175	0.147	\$	4,500.00
787	Tracy, Thomas L/Anita	SR 1	324.87	12	75	0.089	0.559	0.470	\$	4,500.00
788	Kraning, Bruce J/Diana M	SR 1	268.25	12	75	0.074	0.462	0.388	\$	4,500.00

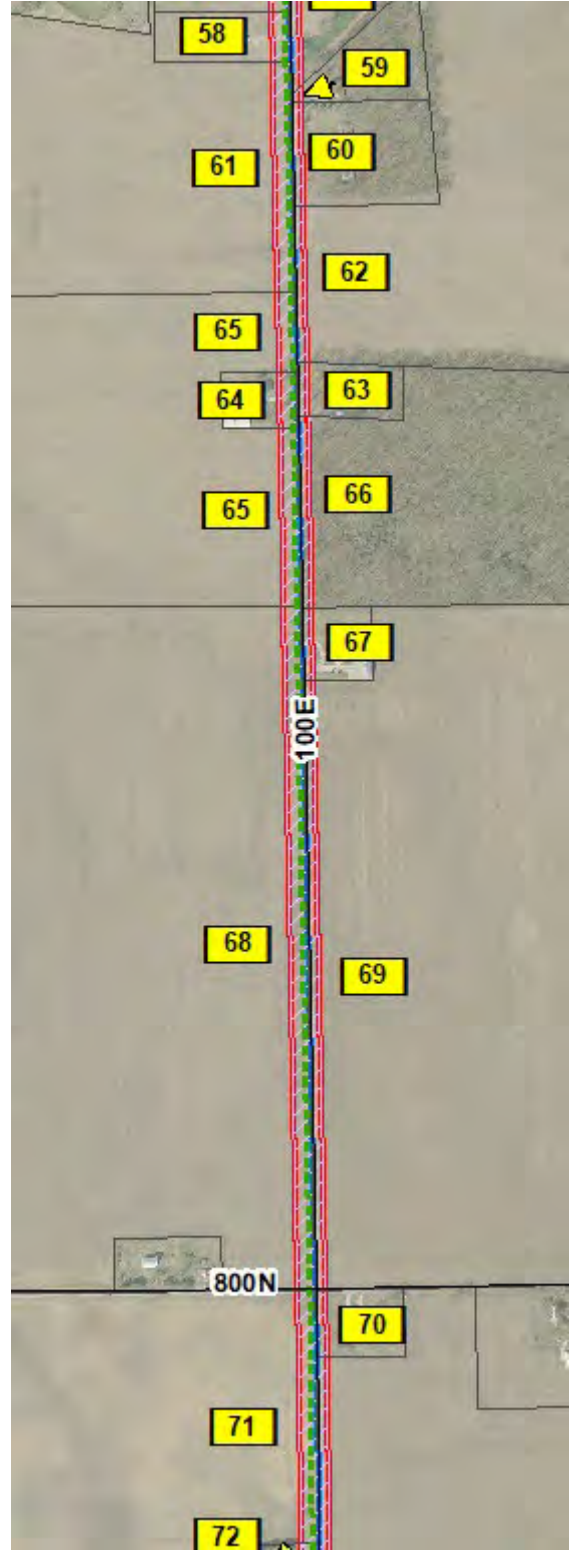
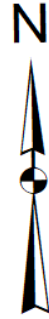
**Total                    9.097    123.832                    \$                    427,500.00**



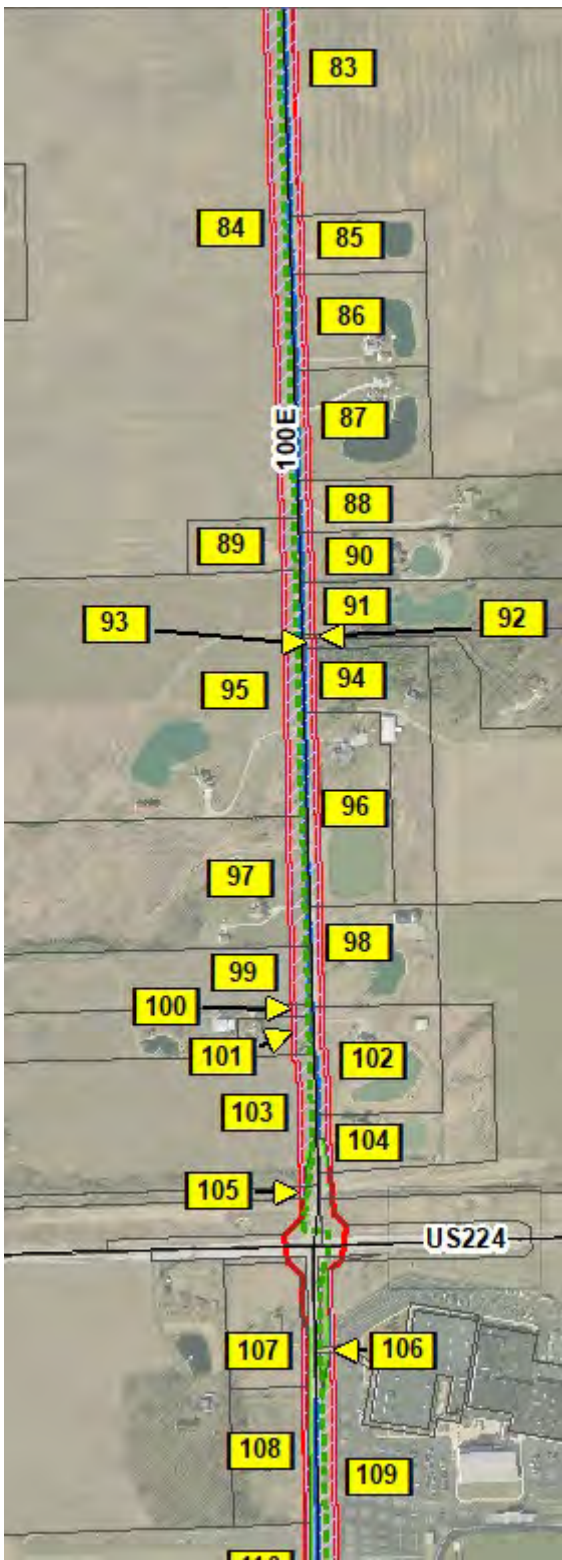
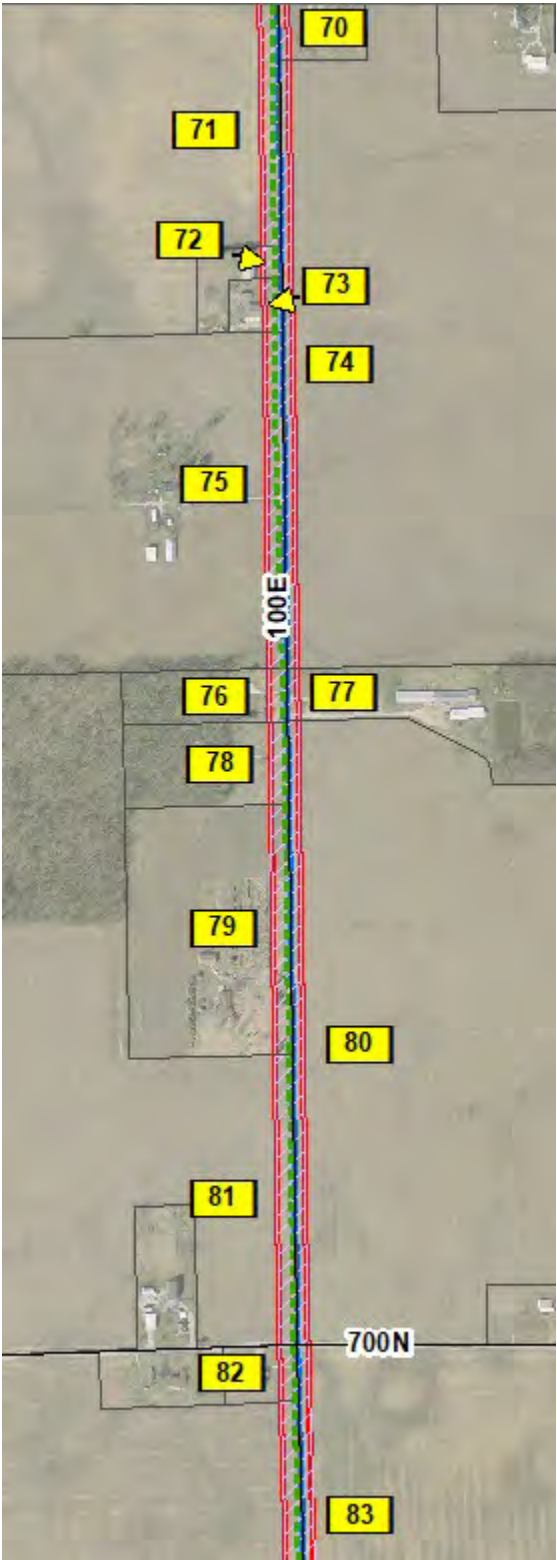
County Road 100E from 1200N (North County Line) to County Road 300N



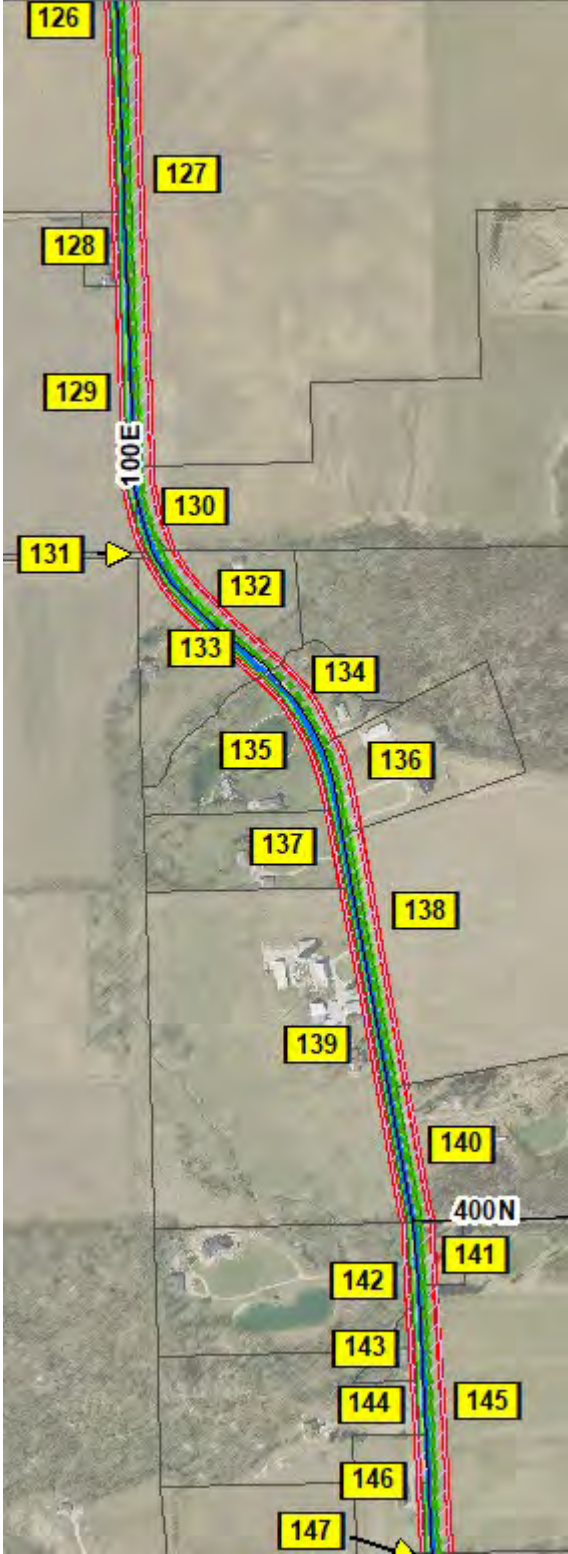
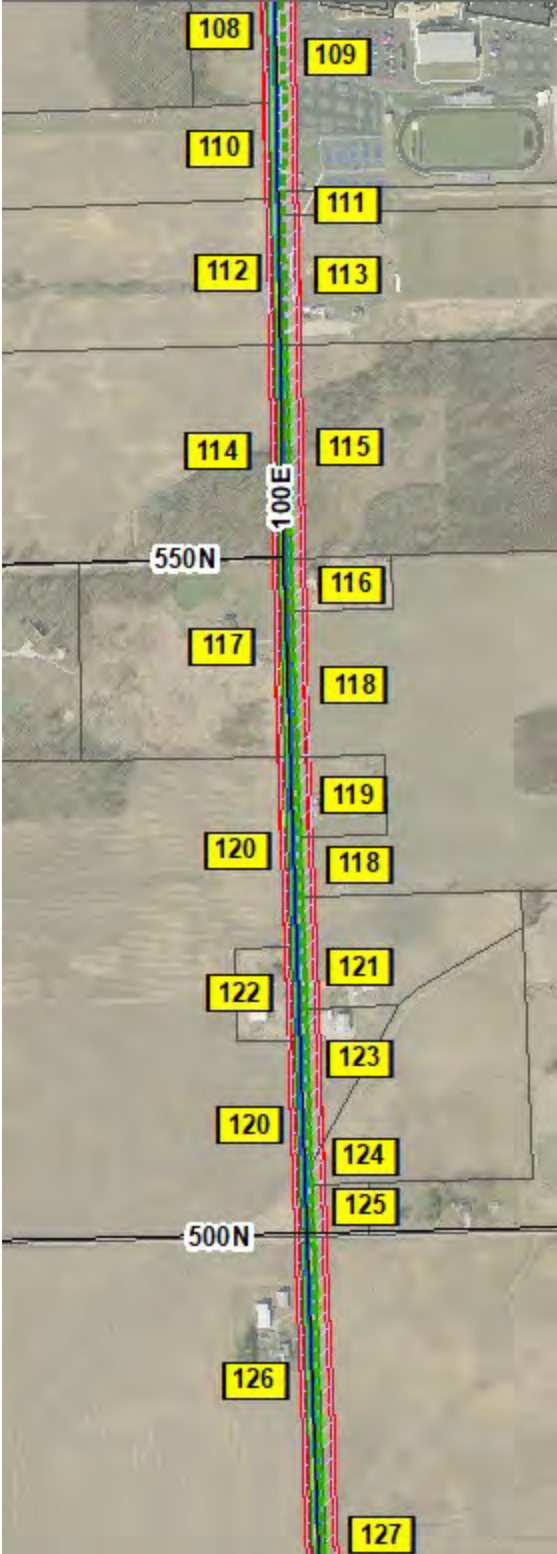
County Road 100E from 1200N (North County Line) to County Road 300N



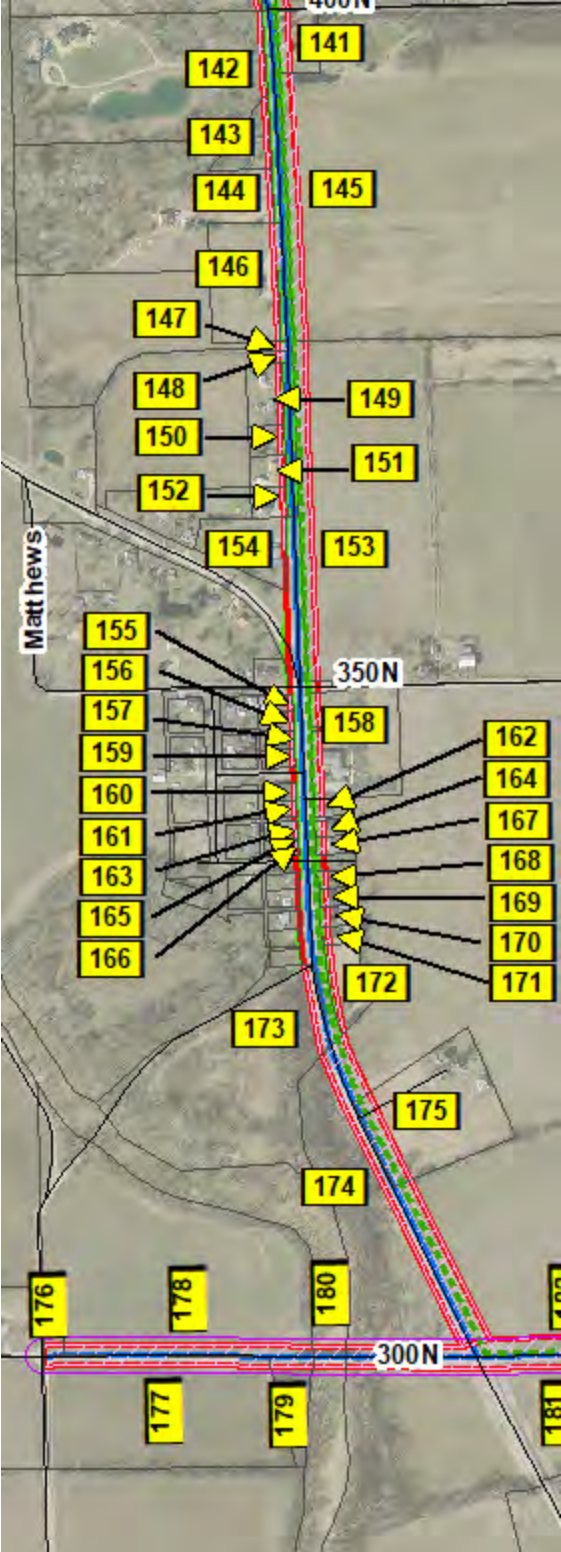
County Road 100E from 1200N (North County Line) to County Road 300N



County Road 100E from 1200N (North County Line) to County Road 300N



County Road 100E from 1200N (North County Line) to County Road 300N



**CR 100E from CR 1200N (North County Line) to County Road 300N**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
1	Hetrick etal, Jerry	100E	2261.01	10	40	0.519	2.068	1.549	\$ 4,500.000
2	Reed, Robert W	100E	1179.51	10	40	0.271	1.083	0.812	\$ 4,500.000
3	Hetrick etal, Jerry	100E	330	10	40	0.076	0.303	0.227	\$ 4,500.000
4	Leman, Ronald L/Kathy K	100E	235	10	40	0.054	0.216	0.162	\$ 4,500.000
5	Billiard, Lynn A/Tracy L	100E	275	10	40	0.063	0.253	0.189	\$ 4,500.000
6	VanZant, Joyce A/VanMeter, Katherine R	100E	50	10	40	0.011	0.046	0.034	\$ 4,500.000
7	DeArmond, Jay/Sherran K	100E	204.31	10	40	0.047	0.188	0.141	\$ 4,500.000
8	Bookmiller, Dustin W/Megan Jane	100E	271	10	40	0.062	0.249	0.187	\$ 4,500.000
9	Woodward, Brian T/Marnie L	100E	195.01	10	40	0.045	0.181	0.136	\$ 4,500.000
10	Hetrick etal, Jerry	100E	666.29	10	40	0.153	0.618	0.465	\$ 4,500.000
11	Gibson, Marilyn B Irrevocable Trust	100E	325.2	10	40	0.075	0.299	0.224	\$ 4,500.000
12	Weikel, Randy F / Roberta J	100E	328.09	10	40	0.075	0.301	0.226	\$ 4,500.000
13	Haddix, D Scott/E Anne	100E	660.78	10	40	0.152	0.607	0.455	\$ 4,500.000
14	Gibson, Marilyn B Irrevocable Trust	100E	665.36	10	40	0.153	0.611	0.458	\$ 4,500.000
15	Herman, Edwin M / Linda S	100E	1328.33	10	40	0.305	1.220	0.915	\$ 4,500.000
16	Gibson, Marilyn B Irrevocable Trust	100E	660.93	10	40	0.152	0.607	0.455	\$ 4,500.000
17	Wegman, William F/Shila	100E	535.31	10	40	0.123	0.492	0.369	\$ 4,500.000
18	Imel, Jimmie T / Shirley A	100E	132.04	10	40	0.030	0.121	0.091	\$ 4,500.000
19	Bouman, David G/Linda K	100E	296.36	10	40	0.068	0.272	0.204	\$ 4,500.000
20	Herman, Raymond D / Carolyn J	100E	2352.48	10	40	0.540	2.160	1.620	\$ 4,500.000
21	Springer, Maurice D/Sharon K	100E	2342.94	10	40	0.538	2.151	1.614	\$ 4,500.000
22	Herman, Tony D/Kelly J	100E	287	10	40	0.066	0.264	0.198	\$ 4,500.000
23	Dettmer, Aaron M	100E	863.85	10	40	0.198	0.793	0.595	\$ 4,500.000
24	Rambo, Avery J	100E	219.07	10	40	0.050	0.201	0.151	\$ 4,500.000
25	Duncan, Kelly J / Barbara J	100E	372.77	10	40	0.086	0.342	0.257	\$ 4,500.000
26	Donovan, Brian L/Erin	100E	220.09	10	40	0.051	0.202	0.152	\$ 4,500.000
27	Price, Keyth E / Connie L	100E	500.17	10	40	0.115	0.459	0.344	\$ 4,500.000
28	Herman, Raymond D / Carolyn J	100E	566.86	10	40	0.130	0.521	0.390	\$ 4,500.000
29	Putt, Jeffrey A/Laurel K	100E	134.76	10	40	0.031	0.124	0.093	\$ 4,500.000
30	Klaehn, Merlyn L / Barbara J	100E	537.47	10	40	0.123	0.493	0.370	\$ 4,500.000
31	Putt, Jeffrey A/Laurel K	100E	184.03	10	40	0.042	0.169	0.127	\$ 4,500.000
32	Kaehr, Lyle D/Connie J	100E	957.14	10	40	0.220	0.879	0.659	\$ 4,500.000
33	Miles, Donald E/Rita F	100E	313	10	40	0.072	0.288	0.216	\$ 4,500.000
34	Meyer, Brandon R/April M	100E	410.67	10	40	0.094	0.376	0.282	\$ 4,500.000
35	Kankovsky, Christoper H	100E	249.77	10	40	0.057	0.230	0.172	\$ 4,500.000
36	Meyer, Brandon R/April M	100E	152.06	10	40	0.035	0.139	0.104	\$ 4,500.000
37	Rohr etal, Brooke	100E	305.96	10	40	0.070	0.281	0.211	\$ 4,500.000
38	Brown, Tom D / Vicki Mae	100E	200.96	10	40	0.046	0.185	0.139	\$ 4,500.000
39	Brown, Vicki	100E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
40	Pass, W Archie / Linda J	100E	441.59	10	40	0.101	0.403	0.302	\$ 4,500.000
41	Archbold Homestead LLC	100E	570.4	10	40	0.131	1.305	1.174	\$ 4,500.000
42	Brown, Vicki	100E	307.72	10	40	0.071	0.283	0.212	\$ 4,500.000
43	Archbold, Teddy	100E	358.95	10	40	0.082	0.329	0.246	\$ 4,500.000
44	Pass Jr, W Archie/Linda Jo	100E	342.47	10	40	0.079	0.315	0.236	\$ 4,500.000
45	Kaehr Properties, LLC	100E	1005.12	10	40-70	0.231	0.971	0.740	\$ 4,500.000
46	Glisson, Jason M/Pepper M	100E	292.76	10	40	0.067	0.268	0.201	\$ 4,500.000
47	Hoopingarner, George E / Phyllis	100E	326.88	10	70	0.075	0.526	0.451	\$ 4,500.000
48	Connett, Lawrence E / Constance	100E	186.71	10	40	0.043	0.171	0.129	\$ 4,500.000
49	Minnich, Steven J / Marvetta Jo	100E	486.69	10	70	0.112	0.781	0.670	\$ 4,500.000
50	Martz, Ted W / Cheryl S	100E	1116.17	10	40	0.256	1.029	0.772	\$ 4,500.000
51	Mahnensmith, Todd J/Holly R	100E	482.22	10	70	0.111	0.757	0.647	\$ 4,500.000
52	Wilson, James L / Deborah J	100E	357.03	10	70	0.082	0.592	0.510	\$ 4,500.000
53	Mahnensmith, Todd J / Holly R	100E	977.9	10	40	0.224	0.894	0.670	\$ 4,500.000
54	Archbold, Lucinda A	100E	991.27	10	70	0.228	1.592	1.365	\$ 4,500.000

**CR 100E from CR 1200N (North County Line) to County Road 300N**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
55	Stine, Jeffery A/Prentice, Cynthia	100E	363.23	10	40	0.083	0.334	0.250	\$ 4,500.000
56	Kocher, Sean R/Sarah A	100E	314.56	10	70	0.072	0.505	0.433	\$ 4,500.000
57	Drottz, Terry W	100E	637.63	10	40	0.146	0.577	0.431	\$ 4,500.000
58	Schoppman etal, Kim R	100E	200.03	10	70	0.046	0.321	0.276	\$ 4,500.000
59	Fegley, Scott M/April M	100E	33.5	10	40	0.008	0.039	0.031	\$ 4,500.000
60	Richardson, Shane/Alisha	100E	402.35	10	40	0.092	0.369	0.277	\$ 4,500.000
61	Evans, Andy A/Angela M	100E	897.42	10	70	0.206	1.443	1.237	\$ 4,500.000
62	Todd, Richard / Mary / Keith	100E	612.11	10	40	0.141	0.562	0.422	\$ 4,500.000
63	Burke, Scott J	100E	206.25	10	40	0.047	0.189	0.142	\$ 4,500.000
64	Williams, Robert D / Amy A	100E	220.75	10	70	0.051	0.355	0.304	\$ 4,500.000
65	Nancarrow, Judith E	100E	1007.13	10	70	0.231	1.618	1.387	\$ 4,500.000
66	Dafforn, Kirby A / Joyce A	100E	752.49	10	40	0.173	0.690	0.518	\$ 4,500.000
67	Turner, Walter D	100E	285.94	10	40	0.066	0.263	0.197	\$ 4,500.000
68	Nancarrow, Judith E	100E	2667.73	10	70	0.612	4.288	3.675	\$ 4,500.000
69	Martz, Ted W/Cheryl S	100E	2377.15	10	40	0.546	2.183	1.637	\$ 4,500.000
70	Martz, Ted W / Cheryl S	100E	262.2	10	40	0.060	0.241	0.181	\$ 4,500.000
71	Nancarrow, Judith E	100E	989.87	10	70	0.227	1.591	1.364	\$ 4,500.000
72	Stier, Chris A/Beverly A	100E	121.21	10	70	0.028	0.195	0.167	\$ 4,500.000
73	Stier, Chris A / Beverly A	100E	208.81	10	70	0.048	0.336	0.288	\$ 4,500.000
74	Reed, Linda D	100E	2371.13	10	40	0.544	2.177	1.633	\$ 4,500.000
75	Johnson Bros Farm Llc	100E	1313.54	10	70	0.302	2.111	1.809	\$ 4,500.000
76	Denton, Charles L/Carol J	100E	212.31	10	70	0.049	0.341	0.292	\$ 4,500.000
77	Emmanuel Farms, LLC	100E	204.04	10	40	0.047	0.187	0.141	\$ 4,500.000
78	Dial, Steven J/Angela L	100E	321.58	10	70	0.074	0.517	0.443	\$ 4,500.000
79	Donaghy, Gene Allen / Marla Jo	100E	979.21	10	70	0.225	1.573	1.349	\$ 4,500.000
80	Fiechter, Jay G/Lynnae L	100E	2435.93	10	40	0.559	2.237	1.678	\$ 4,500.000
81	GenMar STAR Farms, LLC	100E	1126.84	10	70	0.259	1.812	1.553	\$ 4,500.000
82	Lupcke, Martin W	100E	225	10	70	0.052	0.362	0.310	\$ 4,500.000
83	Fiechter, Douglas D	100E	1244.07	10	40	0.286	1.142	0.856	\$ 4,500.000
84	Schaefer, David D / Carolyn A	100E	2199.55	10	70	0.505	3.534	3.029	\$ 4,500.000
85	Wisembaker, Benjamin R/Morgan S	100E	230.19	10	40	0.053	0.212	0.159	\$ 4,500.000
86	Neuenschwander, Larry L/Cheryl A	100E	370	10	40	0.085	0.340	0.255	\$ 4,500.000
87	Towle, Jeffery A / Jodi L	100E	435	10	40	0.100	0.399	0.300	\$ 4,500.000
88	Stephenson, Joyce I	100E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
89	Byrne, Patrick R/Householder, Debra A	100E	207.41	10	70	0.048	0.334	0.286	\$ 4,500.000
90	Humerickhouse, Patrick / Noreen	100E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
91	Kistler, Brian K / Mary J	100E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
92	Velpel, Pamela Rae	100E	18.05	10	40	0.004	0.017	0.012	\$ 4,500.000
93	Haggard, E Wayne	100E	36.49	10	40	0.008	0.034	0.025	\$ 4,500.000
94	McConn, Richard E	100E	252.31	10	40	0.058	0.232	0.174	\$ 4,500.000
95	Bobay, Dennis P	100E	958.35	10	70	0.220	1.540	1.320	\$ 4,500.000
96	Horn, John / Tamara	100E	759.4	10	40	0.174	0.697	0.523	\$ 4,500.000
97	Lemmen, Roger D/Cynthia J	100E	504.24	10	70	0.116	0.810	0.695	\$ 4,500.000
98	Shumate, Allen R/Virginia	100E	391.44	10	40	0.090	0.360	0.270	\$ 4,500.000
99	Dillion, Philip M/Deena M	100E	228.5	10	70	0.052	0.368	0.315	\$ 4,500.000
100	Ternet, James E/Donna K	100E	46.08	10	70	0.011	0.074	0.063	\$ 4,500.000
101	Ternet, James E/Donna K	100E	155.26	10	70	0.036	0.245	0.209	\$ 4,500.000
102	Truex, Gordon D / Sarah A	100E	425.48	10	40	0.098	0.391	0.293	\$ 4,500.000
103	Karns, Tyler B/Brittany M	100E	327.22	10	70	0.075	0.654	0.579	\$ 4,500.000
104	Boyd, Juanita J	100E	91.05	10	40	0.021	0.108	0.087	\$ 4,500.000
105	Werling, Kenneth Wayne	100E	49.72	10	70	0.000	0.013	0.013	\$ 4,500.000
106	Northern Wells Multi-School Building Corporation	100E	30	10	70	0.007	0.051	0.044	\$ 4,500.000
107	Park, Robert C / Loynetta A	100E	512.66	10	40	0.000	0.075	0.075	\$ 4,500.000

**CR 100E from CR 1200N (North County Line) to County Road 300N**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
108	Tomlin, George A / Daphne D	100E	534.81	10	40	0.000	0.184	0.184	\$ 4,500.000
109	Northern, Wells Comm Schools	100E	1004	10	70	0.230	1.589	1.359	\$ 4,500.000
110	Nickles, Judith F	100E	371.65	10	40	0.000	0.128	0.128	\$ 4,500.000
111	Northern Wells Community Schoo	100E	93.29	10	70	0.021	0.150	0.129	\$ 4,500.000
112	Park, Lester A	100E	573.16	10	40	0.000	0.197	0.197	\$ 4,500.000
113	Northern Wells Community Schoo	100E	509.23	10	70	0.117	0.819	0.702	\$ 4,500.000
114	Park, Lawrence E etal	100E	833.57	10	40	0.000	0.287	0.287	\$ 4,500.000
115	Northern Wells School Trustees	100E	833.31	10	70	0.000	0.861	0.861	\$ 4,500.000
116	Lockwood, Kyle W/Marci G	100E	208.21	10	70	0.000	0.215	0.215	\$ 4,500.000
117	Schortgen Rev Trust, Richard S/Pamela S	100E	770.89	10	40	0.000	0.280	0.280	\$ 4,500.000
118	Ebnit, Richard G	100E	796.42	10	70	0.000	0.788	0.788	\$ 4,500.000
119	Courter, Michael E/Lori A	100E	318.47	10	70	0.000	0.309	0.309	\$ 4,500.000
120	Beavans, Lucille	100E	1515.02	10	40	0.000	0.623	0.623	\$ 4,500.000
121	Bailey, Thomas W / Camelia J	100E	435.42	10	70	0.000	0.413	0.413	\$ 4,500.000
122	Gaff, Jennifer A	100E	362.02	10	40	0.000	0.151	0.151	\$ 4,500.000
123	Bailey, Thomas W/Camelia J	100E	593.84	10	70	0.000	0.563	0.563	\$ 4,500.000
124	Felger, Daniel/Linda	100E	92.64	10	70	0.000	0.113	0.113	\$ 4,500.000
125	Felger, Daniel/Linda	100E	202.99	10	70	0.000	0.220	0.220	\$ 4,500.000
126	Smith, Ronald J / Marcella A	100E	1312.7	10	40	0.000	0.466	0.466	\$ 4,500.000
127	Balaguras etal, Nicholas J	100E	2358.39	10	70	0.000	2.425	2.425	\$ 4,500.000
128	Hodle, Gary L/Linda K	100E	289.39	10	40	0.000	0.100	0.100	\$ 4,500.000
129	Kunkel, Timothy D/Jane A	100E	1051.64	10	40	0.000	0.351	0.351	\$ 4,500.000
130	Johnloz Jr, Richard A	100E	298.27	10	70	0.000	0.340	0.340	\$ 4,500.000
131	Coleman, DeWayne A/Dalene M	100E	31.61	10	40	0.000	0.012	0.012	\$ 4,500.000
132	Harris, William D/Hasalyn A	100E	631.13	10	70	0.000	0.630	0.630	\$ 4,500.000
133	Harshman, James L / Shirley Ann	100E	640.38	10	40	0.000	0.238	0.238	\$ 4,500.000
134	Johnloz Jr, Richard A	100E	398.5	10	70	0.033	0.481	0.448	\$ 4,500.000
135	Gerber, Neil J/Karen M	100E	595.29	10	40	0.000	0.225	0.225	\$ 4,500.000
136	Johnloz, Richard A / Dee Ann	100E	361.37	10	70	0.000	0.370	0.370	\$ 4,500.000
137	Jones, Howard E / Janis K	100E	309.69	10	40	0.000	0.118	0.118	\$ 4,500.000
138	Johnloz Sr, Richard A	100E	1010.55	10	70	0.000	1.001	1.001	\$ 4,500.000
139	Johnson, John/Nichol	100E	1326.26	10	40	0.000	0.530	0.530	\$ 4,500.000
140	Black, Roger L / Terri L	100E	538.41	10	70	0.000	0.522	0.522	\$ 4,500.000
141	Macon Trust etal, Phyllis	100E	249.18	10	70	0.000	0.263	0.263	\$ 4,500.000
142	Bolinger, Andrew M/Jerica L	100E	332.02	10	40	0.000	0.106	0.106	\$ 4,500.000
143	Holsinger, Jerry G	100E	288.02	10	40	0.000	0.106	0.106	\$ 4,500.000
144	Macon, Dewayne E / Kathy S	100E	209.31	10	40	0.000	0.074	0.074	\$ 4,500.000
145	Macon Trust etal, Phyllis	100E	1046.86	10	70	0.000	1.070	1.070	\$ 4,500.000
146	Leahy, Thomas M	100E	516.43	10	40	0.044	0.273	0.229	\$ 4,500.000
147	Macon, Vaughn	100E	63.13	10	40	0.014	0.035	0.021	\$ 4,500.000
148	Macon, Vaughn E	100E	73.19	10	40	0.017	0.044	0.027	\$ 4,500.000
149	Gruss, David P	100E	241.01	10	40	0.000	0.089	0.089	\$ 4,500.000
150	Runyon, Michael A/Valerie N	100E	119.08	10	40	0.000	0.048	0.048	\$ 4,500.000
151	Gould, James G/Fern E	100E	119.98	10	40	0.000	0.052	0.052	\$ 4,500.000
152	Bertsch, Connie M	100E	129.1	10	40	0.000	0.052	0.052	\$ 4,500.000
153	Decker etal, Jack L	100E	1343.15	10	70	0.000	1.410	1.410	\$ 4,500.000
154	King, Jacob/Sarah	100E	282.1	10	40	0.000	0.042	0.042	\$ 4,500.000
155	Dobson, Jon V / Lori E	100E	66.31	10	40	0.000	0.014	0.014	\$ 4,500.000
156	Fennig, Brian D / Michelle R	100E	75.08	10	40	0.000	0.017	0.017	\$ 4,500.000
157	Fennig, Brian D / Michelle R	100E	72.42	10	40	0.000	0.017	0.017	\$ 4,500.000
158	Murray Missionary Church	100E	399.24	10	70	0.000	0.302	0.302	\$ 4,500.000
159	Koughn Jr, David M	100E	69.84	10	40	0.000	0.016	0.016	\$ 4,500.000
160	Parr, Charles L	100E	66.04	10	40	0.000	0.016	0.016	\$ 4,500.000
161	Parr, Charles L	100E	67.04	10	40	0.000	0.017	0.017	\$ 4,500.000

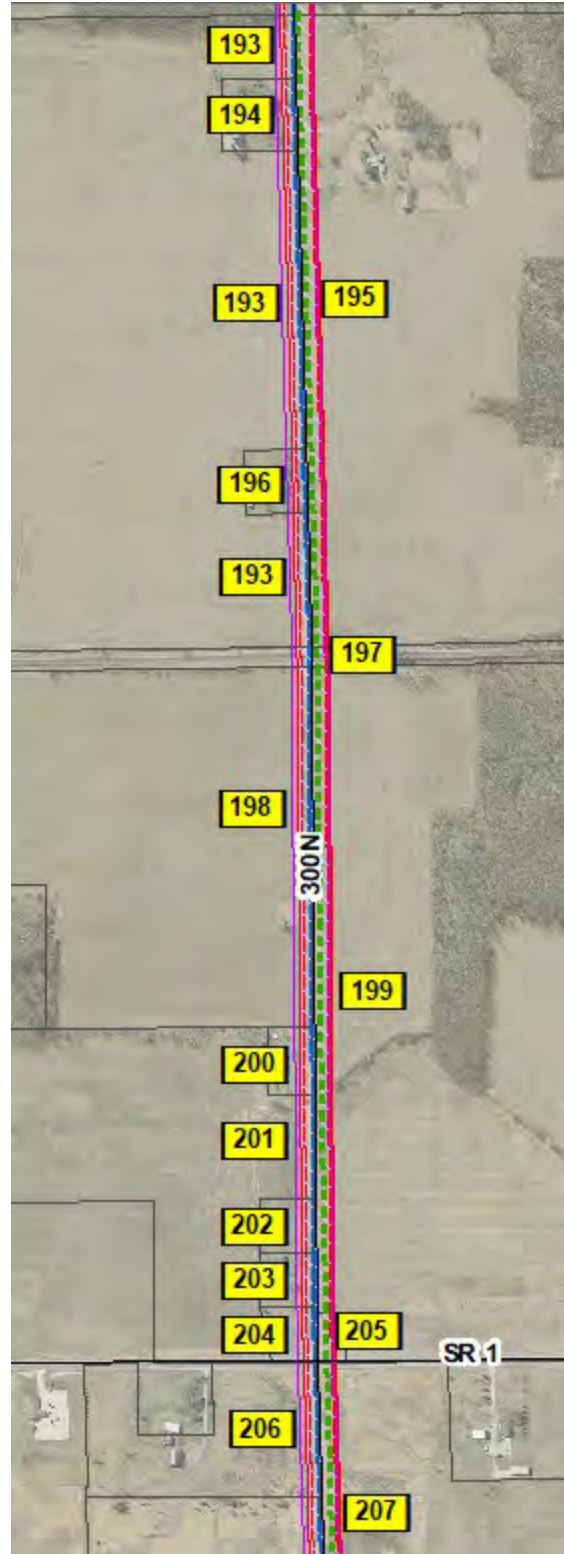
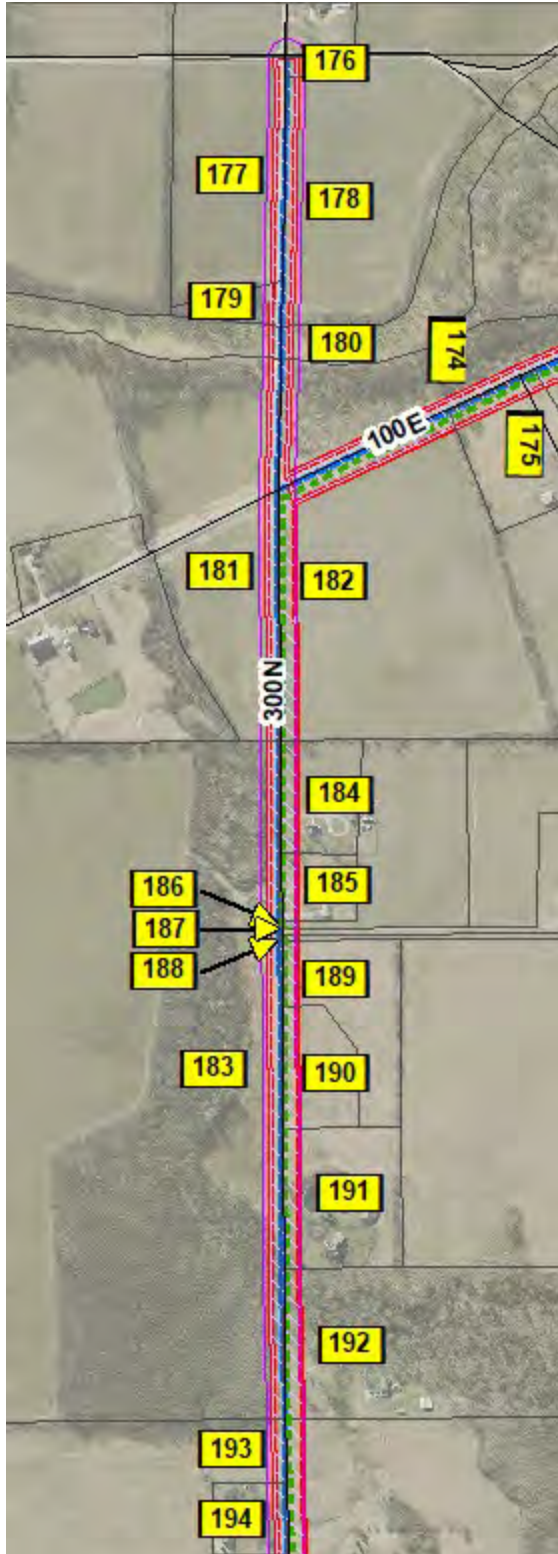


**CR 100E from CR 1200N (North County Line) to County Road 300N**

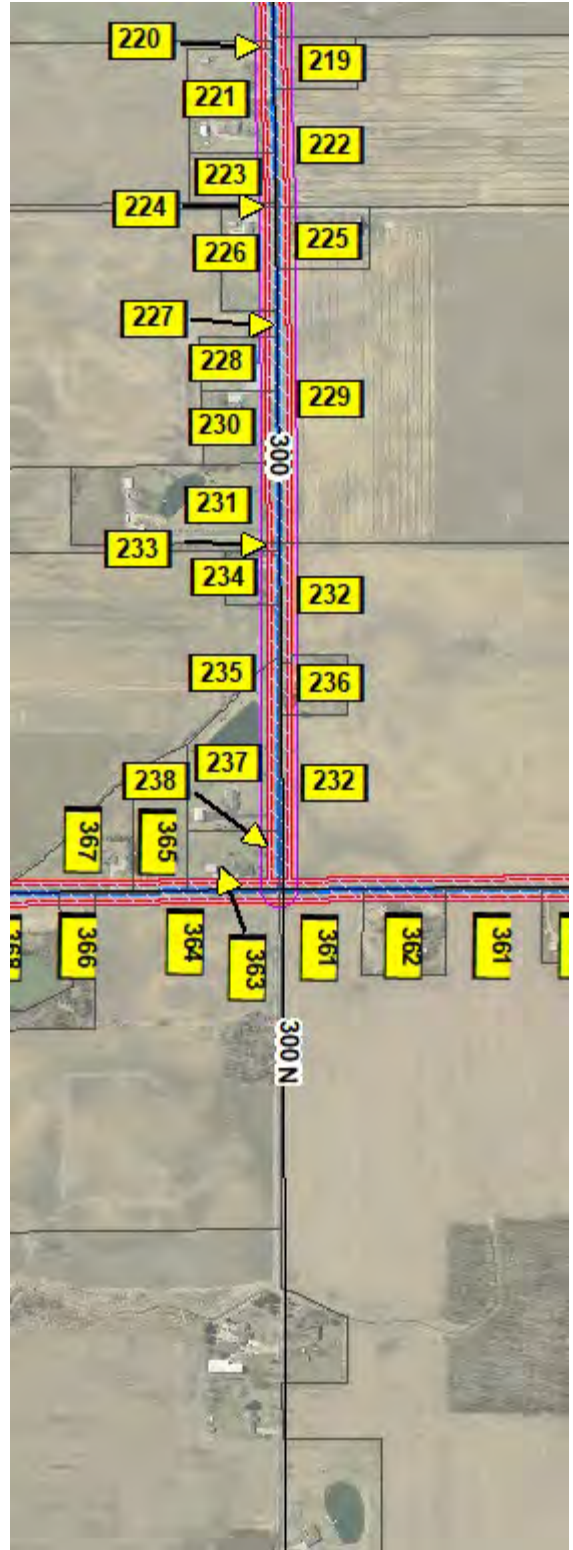
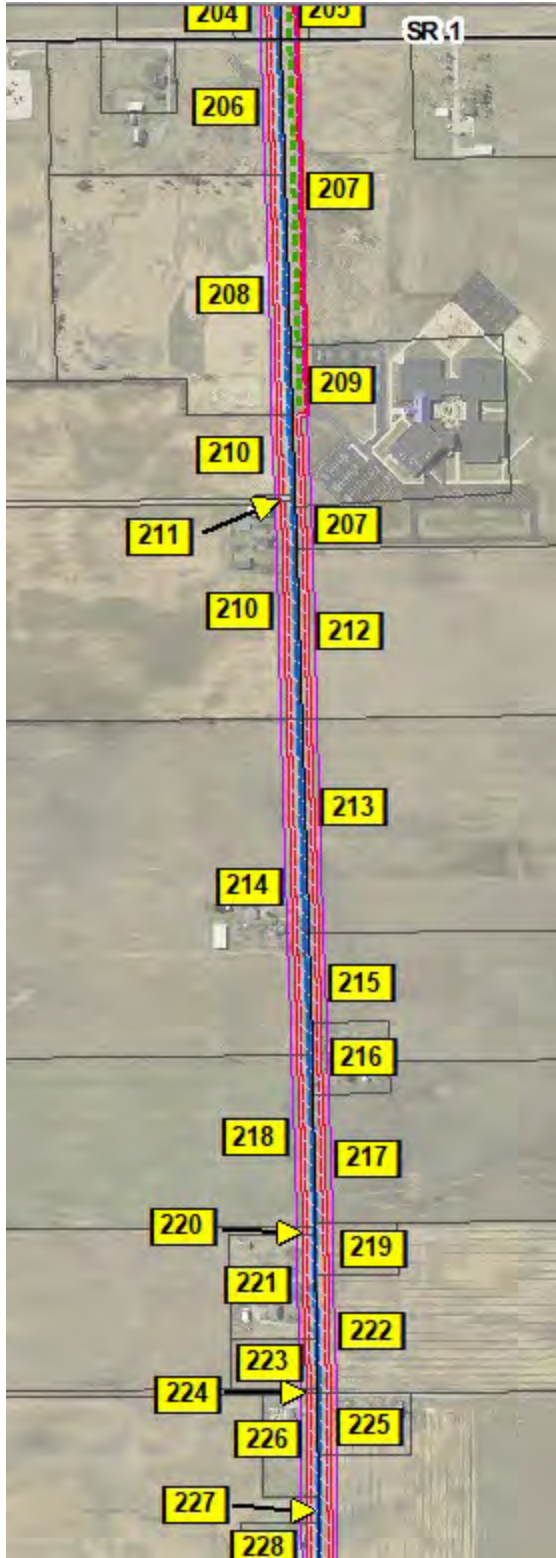
Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
162	McCormick, Kenneth D/A	100E	67.99	10	70	0.000	0.051	0.051	\$ 4,500.000
163	King, Prentice E	100E	66.58	10	40	0.000	0.017	0.017	\$ 4,500.000
164	Brown, Khristopher L/Katherine L	100E	66.47	10	70	0.000	0.050	0.050	\$ 4,500.000
165	King, Prentice E	100E	5.99	10	40	0.000	0.002	0.002	\$ 4,500.000
166	Habegger, Samuel J / Darlene	100E	60.03	10	40	0.000	0.015	0.015	\$ 4,500.000
167	Brown, Khristopher L/Katherine L	100E	68.56	10	70	0.000	0.051	0.051	\$ 4,500.000
168	Pfeifer, Jacqueline	100E	70.53	10	70	0.000	0.043	0.043	\$ 4,500.000
169	Pfeifer, Jacqueline	100E	75.79	10	70	0.000	0.048	0.048	\$ 4,500.000
170	Lambert, Darrell K / Cynthia L	100E	77.32	10	70	0.000	0.050	0.050	\$ 4,500.000
171	Lambert, Darrell K / Cynthia L	100E	79.67	10	70	0.000	0.040	0.040	\$ 4,500.000
172	Masterson, Glenn D/Ruby Lois	100E	353.38	10	70	0.000	0.165	0.165	\$ 4,500.000
173	Clark Trust, Victor R/Ruth	100E	336.07	10	40	0.077	0.316	0.239	\$ 4,500.000
174	Falotico Trust, Linda J	100E	1279.79	10	40-70	0.503	2.667	2.164	\$ 4,500.000
175	Purdy, Tracy J/Amber N	100E	369.33	10	70	0.085	0.601	0.516	\$ 4,500.000

TOTAL            **15.3            93.9            \$787,500.00**

County Road 300N from West of 100E to County Road 450E



County Road 300N from West of 100E to County Road 450E



**CR 300N from West of CR 100E to County Road 450E**

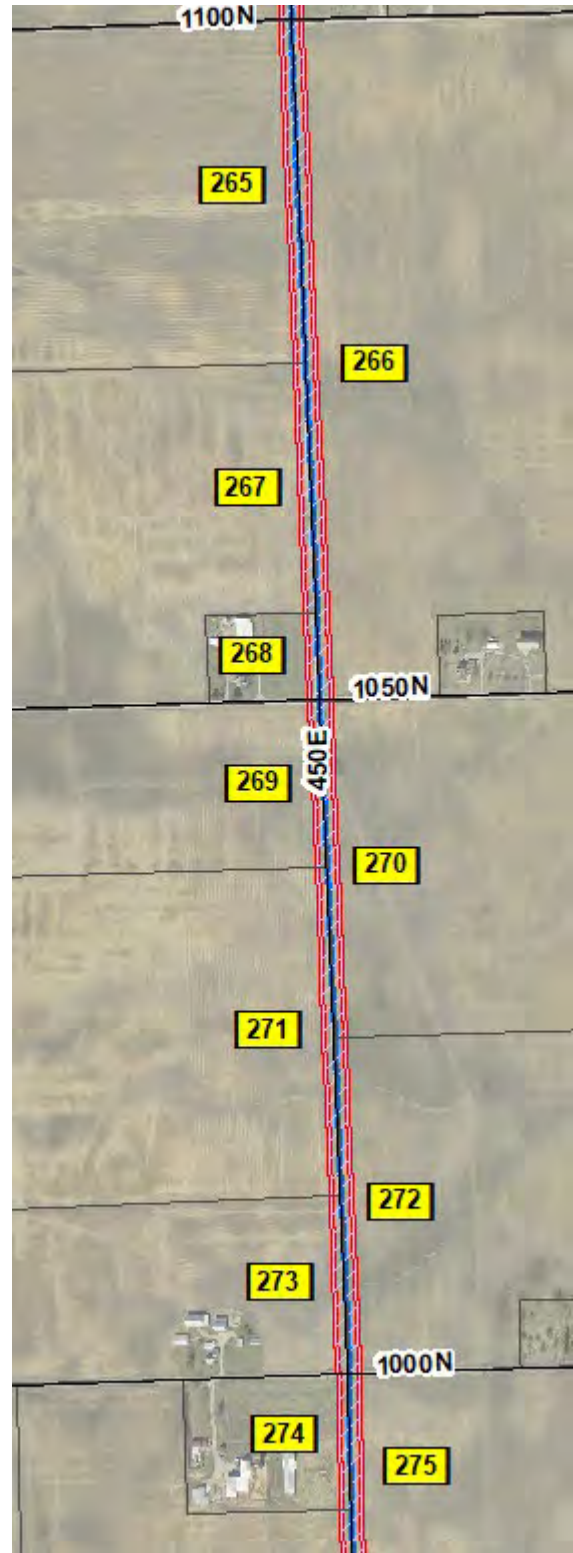
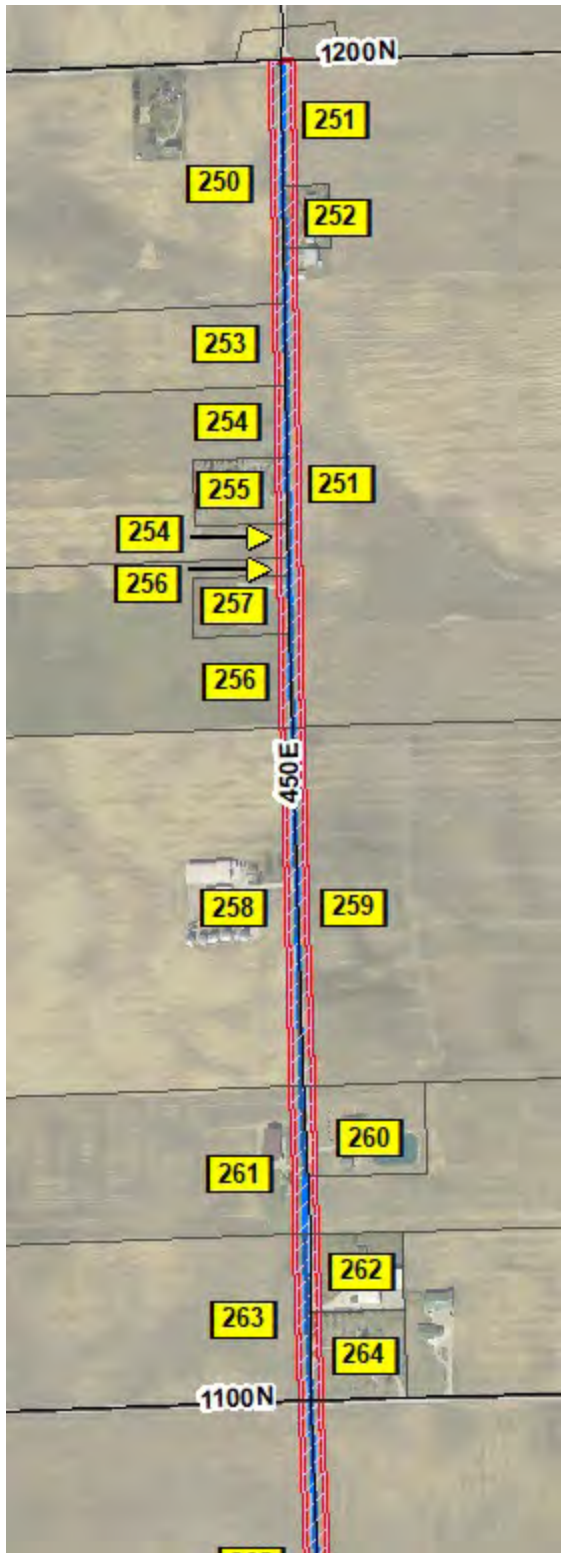
Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
176	Lancaster Twp. School Lot	300N	80.98	10	40	0.019	0.074	0.056	\$ 4,500.000
177	Isch, Brent A/Darcy A	300N	880.06	10	40	0.202	0.810	0.608	\$ 4,500.000
178	Decker, Jean L	300N	976.64	10	40	0.224	0.896	0.672	\$ 4,500.000
179	Medina, Marlene K	300N	178.17	10	40	0.041	0.159	0.118	\$ 4,500.000
180	Wabash River (IDNR?)	300N	122.64	20	80	0.056	0.227	0.171	\$ 4,500.000
181	Roller Trust, Jack W	300N	1492.97	10	40	0.343	1.372	1.029	\$ 4,500.000
182	Falotico Trust, Linda J	300N	977.53	10	70	0.224	2.048	1.823	\$ 4,500.000
183	Brickley etal, Richard A	300N	2649.15	10	40	0.608	2.432	1.824	\$ 4,500.000
184	Ulmer, William Kent / Tracey M	300N	441.46	10	70	0.101	0.710	0.609	\$ 4,500.000
185	Nusbaumer, Brandon D/Amanda M	300N	263.83	10	70	0.061	0.423	0.363	\$ 4,500.000
186	Ulmer, William Kent / Tracey M	300N	34	10	70	0.008	0.054	0.046	\$ 4,500.000
187	Isch, Brent A/Darcy A	300N	23.19	10	70	0.005	0.037	0.032	\$ 4,500.000
188	Wang etal, Dong Tie	300N	22.93	10	10	0.005	0.037	0.031	\$ 4,500.000
189	Meyer, Robert L/Ann M	300N	254.43	10	70	0.058	0.409	0.350	\$ 4,500.000
190	Meyer, Robert L/Ann M	300N	474.52	10	70	0.109	0.763	0.654	\$ 4,500.000
191	Meyer, Robert L / Ann M	300N	550	10	70	0.126	0.884	0.758	\$ 4,500.000
192	Graber, Calvin	300N	585.04	10	70	0.134	0.941	0.806	\$ 4,500.000
193	Ayers, Robert H / Margaret E	300N	1938.61	10	40	0.445	1.848	1.403	\$ 4,500.000
194	James, Marsha A	300N	285.24	10	40	0.065	0.284	0.219	\$ 4,500.000
195	Ayers, Robert H / Margaret E	300N	2470.62	10	70	0.567	3.879	3.312	\$ 4,500.000
196	Caley, Carl Duane	300N	247	10	40	0.057	0.227	0.170	\$ 4,500.000
197	RR R/W	300N	76.65	20	110	0.035	0.265	0.229	\$ 4,500.000
198	Humphrey Trust, Diane Dorothy	300N	1409.57	10	40	0.324	1.294	0.971	\$ 4,500.000
199	Gerber, Blake C/Fawn F	300N	2523.98	10	70	0.579	4.057	3.477	\$ 4,500.000
200	Harris, Denver/Laura K	300N	264.26	10	40	0.061	0.243	0.182	\$ 4,500.000
201	Humphrey Trust, Diane Dorothy	300N	404.32	10	40	0.093	0.371	0.278	\$ 4,500.000
202	Falk, Richard L	300N	211.9	10	40	0.049	0.195	0.146	\$ 4,500.000
203	Falk, Richard L	300N	210.07	10	40	0.048	0.193	0.145	\$ 4,500.000
204	Falk, Richard L	300N	218.09	10	40	0.050	0.200	0.150	\$ 4,500.000
205	Gerber, Blake C/Fawn F	300N	194.35	10	70	0.045	0.312	0.267	\$ 4,500.000
206	Ladig, Dennis W / Geraldine	300N	525.35	10	40	0.121	0.486	0.365	\$ 4,500.000
207	Northern Wells Community School	300N	1369.48	10	40-70	0.314	2.075	1.760	\$ 4,500.000
208	Northern Wells Community Schools	300N	937.76	10	40	0.215	0.870	0.655	\$ 4,500.000
209	Northern Wells Community Schools	300N	620.71	10	40-70	0.142	0.734	0.591	\$ 4,500.000
210	Snider, Dixie L	300N	1168.21	10	40	0.268	1.086	0.818	\$ 4,500.000
211	Snider, Edwin L / Dixie L	300N	25.01	10	40	0.006	0.024	0.018	\$ 4,500.000
212	Moser Bertsch Rev Trust, Patricia K	300N	666.11	10	40	0.153	0.612	0.459	\$ 4,500.000
213	Hedges, William C/Susan Trust	300N	828.98	10	40	0.190	0.761	0.571	\$ 4,500.000
214	Decker, Mary Lou	300N	1309.35	10	40	0.301	1.204	0.904	\$ 4,500.000
215	Hedges, William C/Susan Trust	300N	352.55	10	40	0.081	0.324	0.243	\$ 4,500.000
216	Hedges, Richard L/Cynthia L	300N	280.17	10	40	0.064	0.253	0.188	\$ 4,500.000
217	Hedges Farms LLC	300N	504.32	10	40	0.116	0.463	0.347	\$ 4,500.000
218	Moser, Phil	300N	669.04	10	40	0.154	0.617	0.463	\$ 4,500.000
219	Gerber, Gordon R/Kathryn S	300N	205.03	10	40	0.047	0.186	0.139	\$ 4,500.000
220	Moser, Philip	300N	35.71	10	40	0.008	0.033	0.025	\$ 4,500.000
221	Cary, Jack E / Lisa J	300N	404.78	10	40	0.093	0.374	0.281	\$ 4,500.000
222	Gerber, Gordon R/Kathryn S	300N	462	10	40	0.106	0.423	0.317	\$ 4,500.000
223	Cary, Jack E/Lisa J	300N	194.37	10	40	0.045	0.179	0.134	\$ 4,500.000
224	Palmer, Gregg Y/Mary C	300N	19.81	10	40	0.005	0.018	0.014	\$ 4,500.000
225	Gerber, Kathryn S/Gordon R	300N	242	10	40	0.056	0.222	0.167	\$ 4,500.000
226	Powers, Zachary T/Meghann T	300N	400.05	10	40	0.092	0.367	0.276	\$ 4,500.000
227	Fiechter, Wayne E/Dorothy R	300N	102.02	10	40	0.023	0.094	0.070	\$ 4,500.000
228	Divine Properties Llc	300N	210.13	10	40	0.048	0.193	0.145	\$ 4,500.000
229	Moser, Klint R/Amy J	300N	1064.61	10	40	0.244	0.978	0.733	\$ 4,500.000
230	Springer etal, Matthew L	300N	285.11	10	40	0.065	0.262	0.196	\$ 4,500.000

**CR 300N from West of CR 100E to County Road 450E**

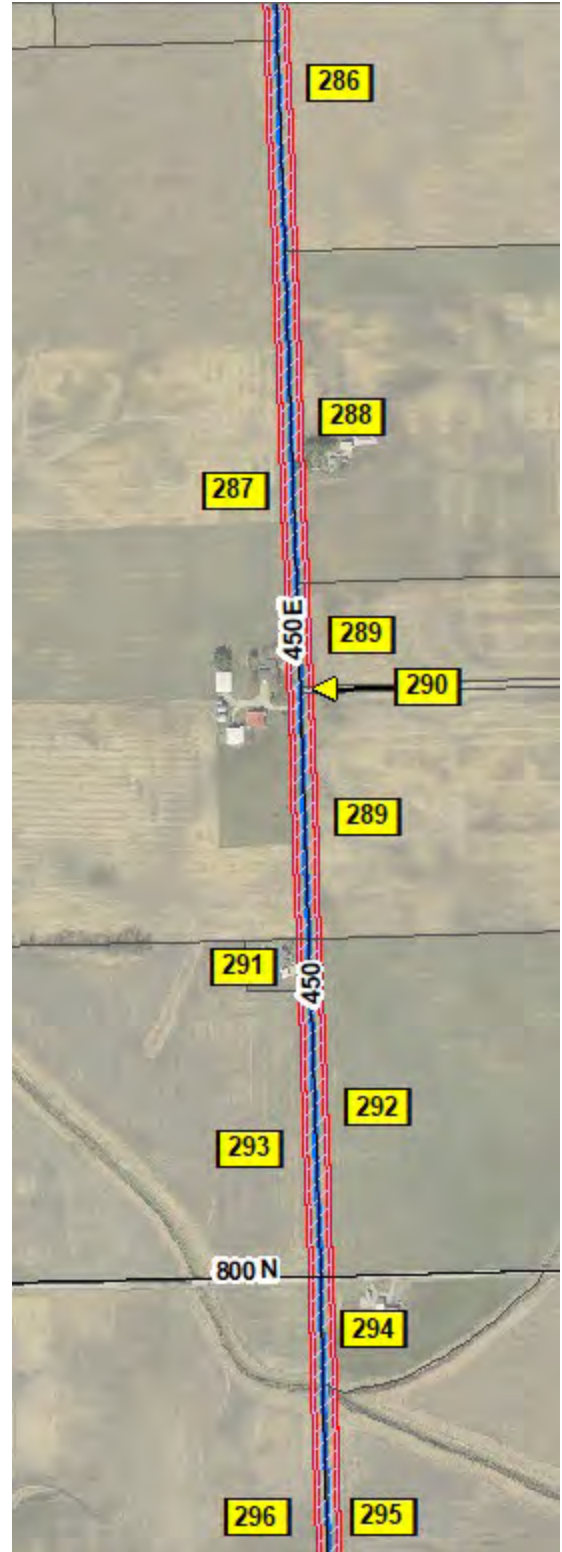
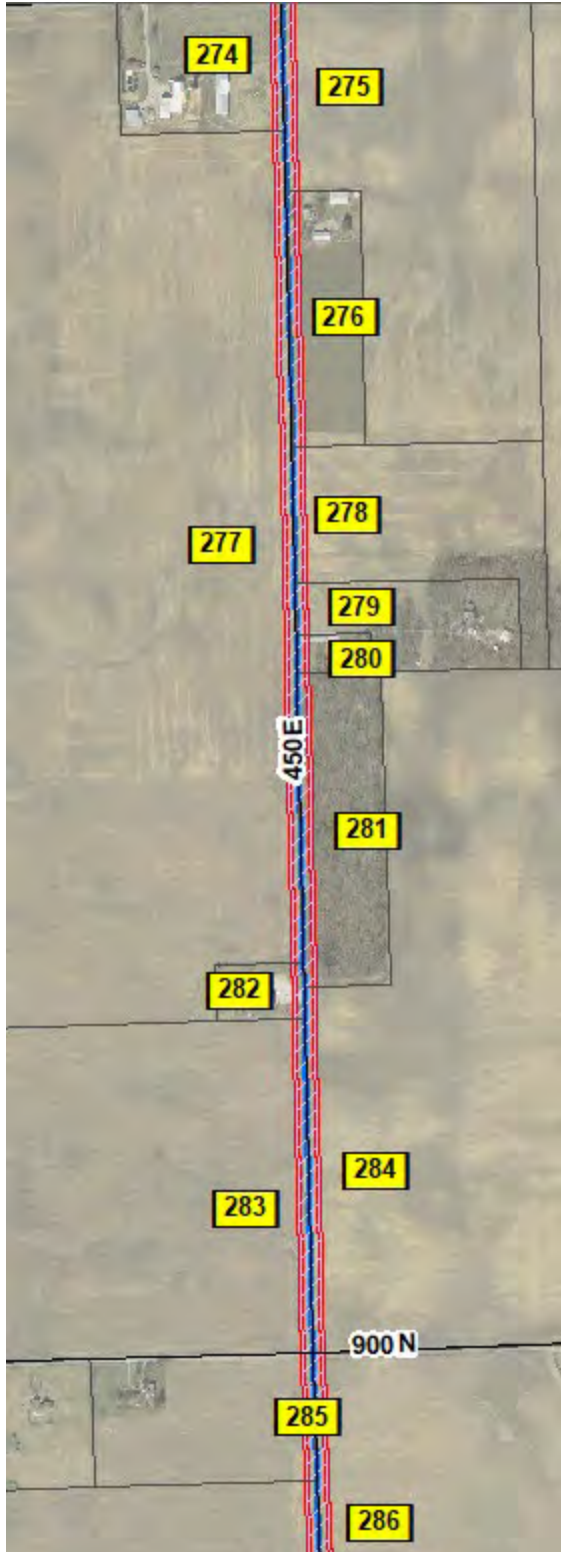
Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
231	Sutton, Christina A	300N	309.22	10	40	0.071	0.284	0.213	\$ 4,500.000
232	McNabb, Robert L/Nancy E	300N	1113.45	10	40	0.256	1.017	0.761	\$ 4,500.000
233	Springer, George J/Sarah L	300N	33.53	10	40	0.008	0.031	0.023	\$ 4,500.000
234	Gilliom, Kent E/Mary J	300N	208.72	10	40	0.048	0.192	0.144	\$ 4,500.000
235	Springer, George E/Joan A	300N	687.83	10	40	0.158	0.203	0.045	\$ 4,500.000
236	Lantz, Chad A / Stephanie L	300N	206.98	10	40	0.048	0.190	0.143	\$ 4,500.000
237	Weber, Gary M / Peggy S	300N	665.89	10	40	0.153	0.609	0.456	\$ 4,500.000
238	Rigby, Troy A/Tammy M	300N	194.11	10	40	0.000	0.184	0.184	\$ 4,500.000

TOTAL                    8.4                    41.2                    \$ 283,500.000

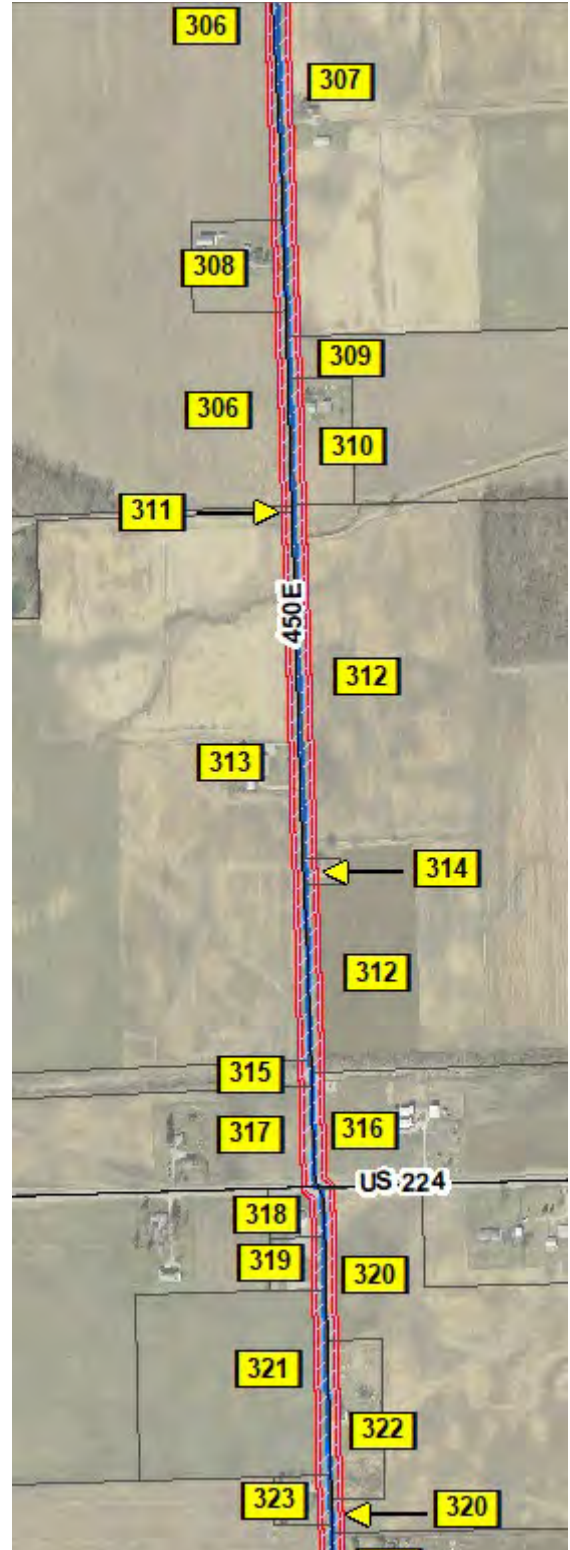
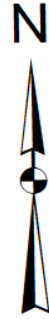
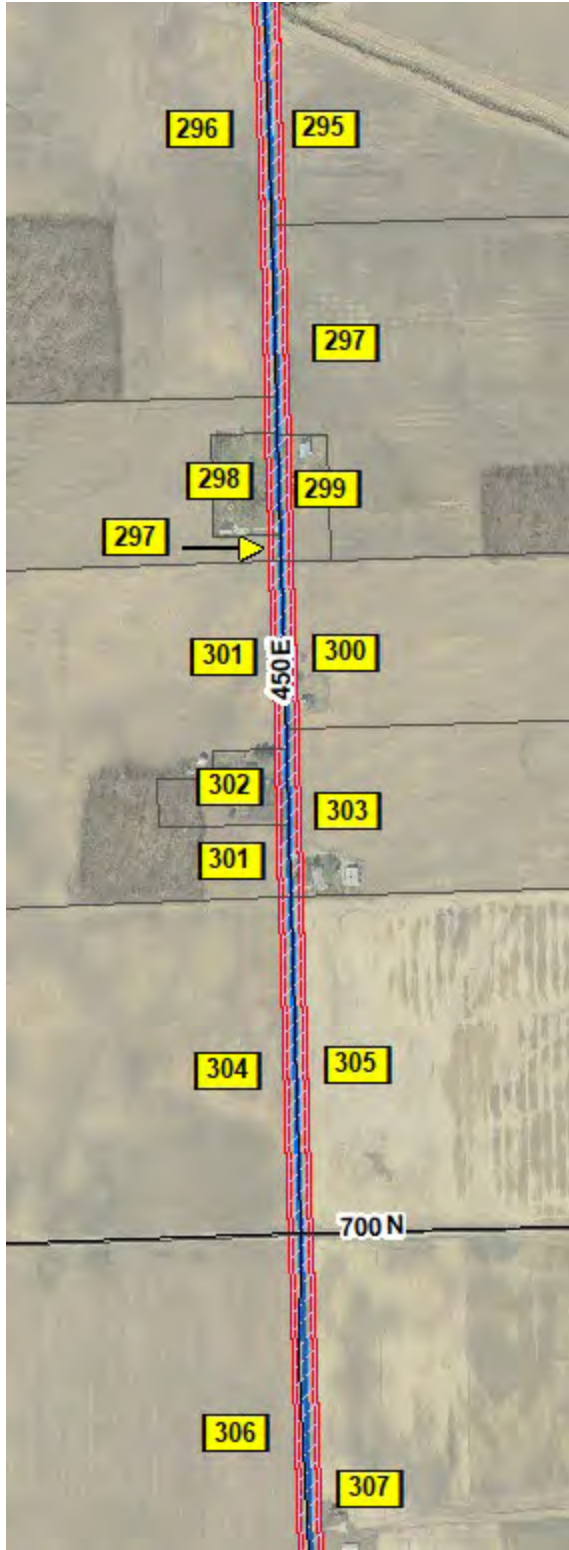
# County Road 450E from 1200N (North County Line) to State Road 124



County Road 450E from 1200N (North County Line) to State Road 124

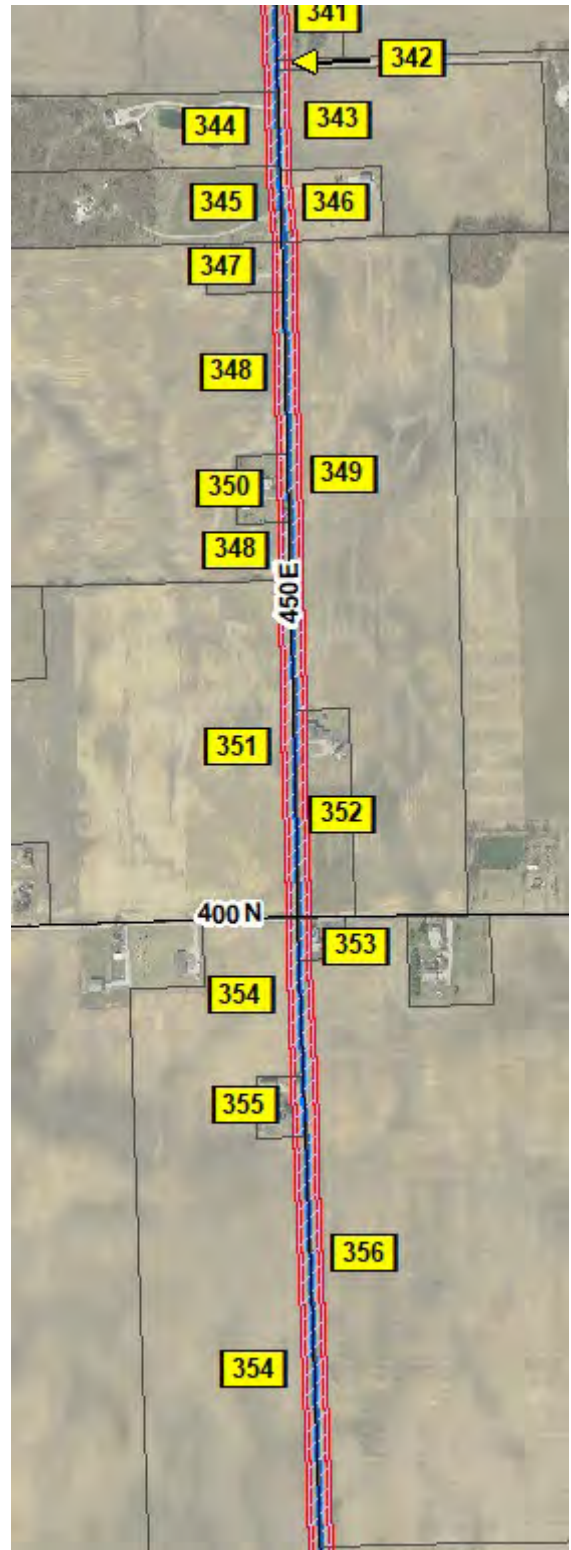
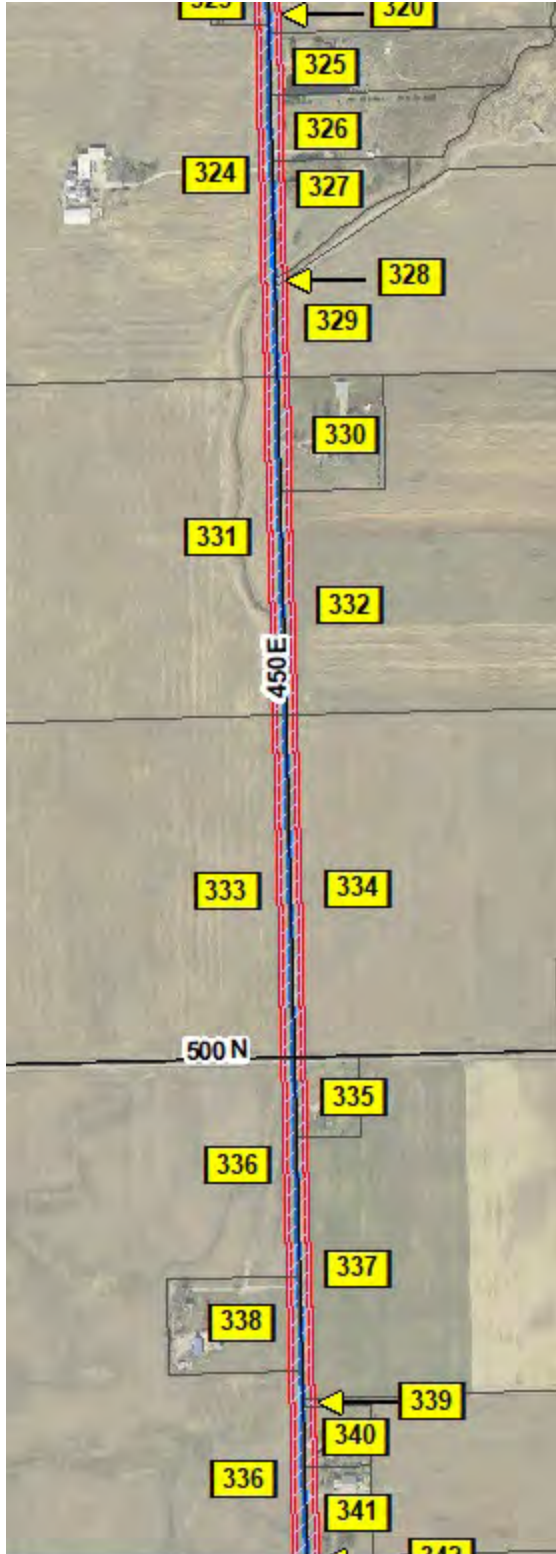


County Road 450E from 1200N (North County Line) to State Road 124

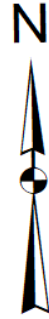
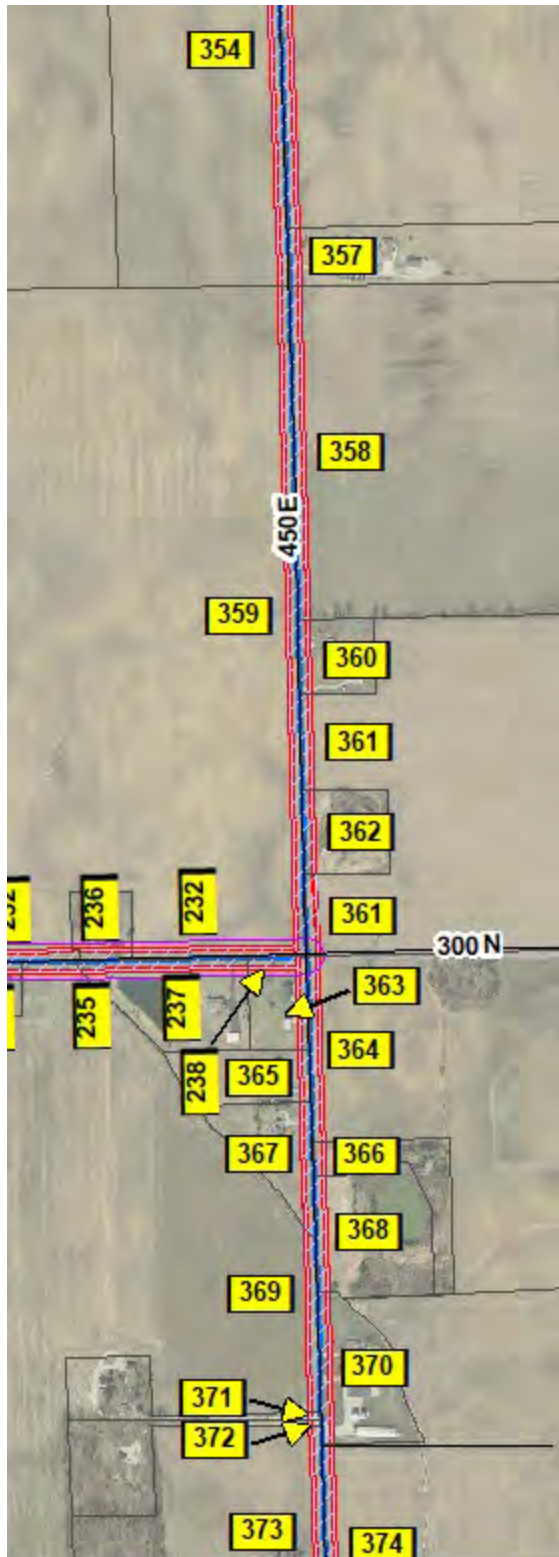




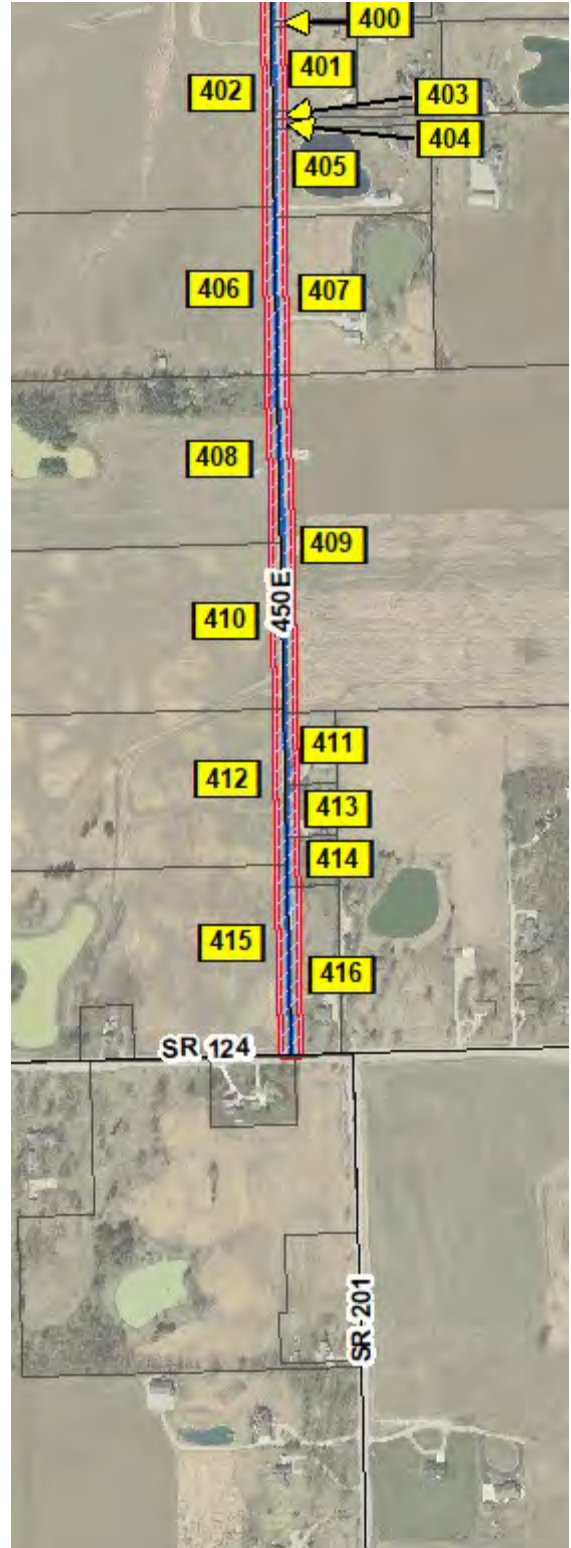
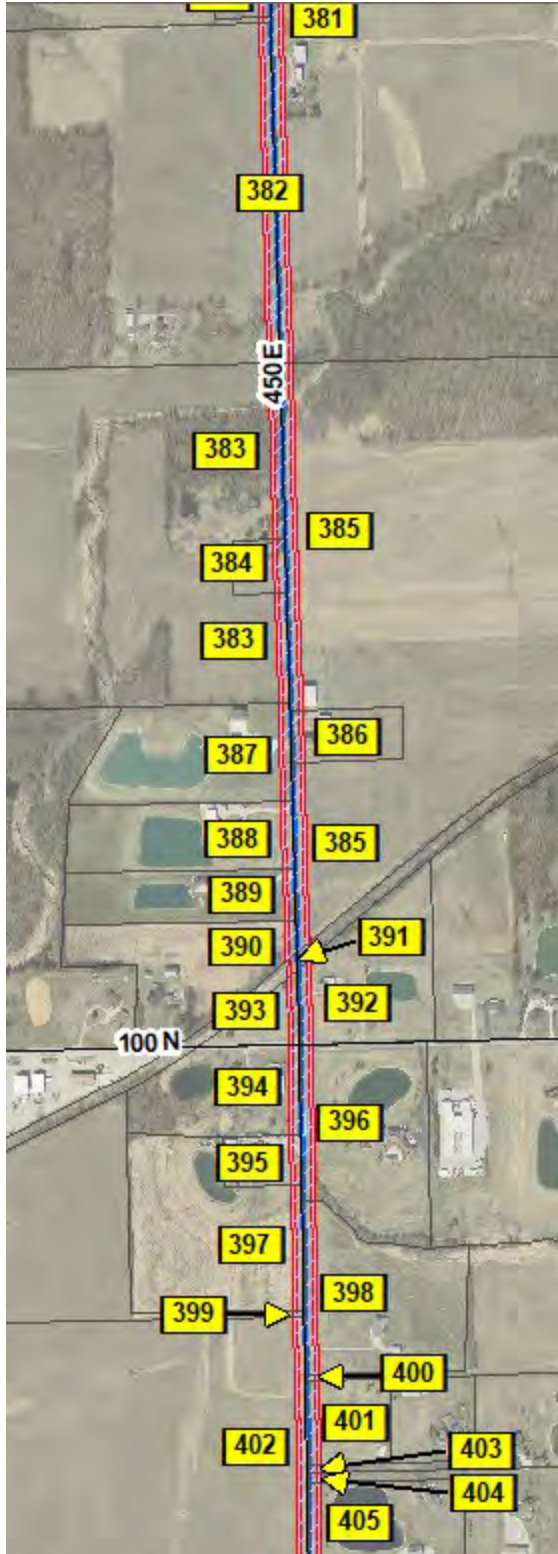
County Road 450E from 1200N (North County Line) to State Road 124



# County Road 450E from 1200N (North County Line) to State Road 124



# County Road 450E from 1200N (North County Line) to State Road 124



**CR 450E from CR 1200N (North County Line) to State Road 124**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
250	Coleman, Gerald G / Wilma	450E	945.39	10	40	0.217	0.868	0.651	\$ 4,500.000
251	Bryant, Ross W / Betty L	450E	2360.17	10	40	0.542	2.167	1.625	\$ 4,500.000
252	Bryant, Ross W / Betty L	450E	244	10	40	0.056	0.224	0.168	\$ 4,500.000
253	Coleman, Gerald G / Wilma J	450E	325.38	10	40	0.075	0.299	0.224	\$ 4,500.000
254	Bultemeier, Grace M Revocable Trust	450E	407.1	10	40	0.093	0.374	0.280	\$ 4,500.000
255	Auman, Marie E Trust	450E	259.45	10	40	0.060	0.238	0.179	\$ 4,500.000
256	Bradtmueller, Stanley L	450E	436.89	10	40	0.100	0.401	0.301	\$ 4,500.000
257	Hilty, Jason A/Michelle L	450E	229.94	10	40	0.053	0.211	0.158	\$ 4,500.000
258	Dettmer, Aaron M	450E	1398.97	10	40	0.321	1.285	0.964	\$ 4,500.000
259	Hulvey Family Farm Limited	450E	1398.89	10	40	0.321	1.285	0.963	\$ 4,500.000
260	Roop, Jerry L / Janice A	450E	356.91	10	40	0.082	0.328	0.246	\$ 4,500.000
261	Hulvey Family Farm Limited	450E	223.98	10-20	40-80	0.185	0.739	0.554	\$ 4,500.000
262	Newell, Robert C / Melanie L	450E	306.37	10	40	0.070	0.281	0.211	\$ 4,500.000
263	Springer, Delight J	450E	654.79	10	40	0.150	0.601	0.451	\$ 4,500.000
264	Thompson, Curtis L / Nichole R	450E	348.48	10	40	0.080	0.320	0.240	\$ 4,500.000
265	Bryant, Ross W / Betty L	450E	1334.37	10	40	0.306	1.225	0.919	\$ 4,500.000
266	Saalfrank, Terry L/Shalynn R	450E	2657.01	10	40	0.610	2.440	1.830	\$ 4,500.000
267	Todd, Michael D/Karen S	450E	979.41	10	40	0.225	0.899	0.675	\$ 4,500.000
268	Hissem, David L / Debra L	450E	343.22	10	40	0.079	0.315	0.236	\$ 4,500.000
269	Todd, Michael D/Karen S	450E	653.68	10	40	0.150	0.600	0.450	\$ 4,500.000
270	Dettmer, Brian W	450E	1315.99	10	40	0.302	1.208	0.906	\$ 4,500.000
271	Todd, Ronald J/Cynthia S	450E	1278.25	10	40	0.293	1.174	0.880	\$ 4,500.000
272	Dettmer, Brian W/Michelle A	450E	1311.92	10	40	0.301	1.205	0.904	\$ 4,500.000
273	Todd, Richard L / Mary E	450E	696.01	10	40	0.160	0.639	0.479	\$ 4,500.000
274	Allen, William K/Julie J	450E	532.62	10	40	0.122	0.489	0.367	\$ 4,500.000
275	Dettmer, Glen A / Janet J	450E	772.45	10	40	0.177	0.709	0.532	\$ 4,500.000
276	Fiedler, Troy W	450E	993.22	10	40	0.228	0.912	0.684	\$ 4,500.000
277	Moser, Brenda K	450E	3251.13	10	40	0.746	2.985	2.239	\$ 4,500.000
278	Adam, Martin F / Lynne E	450E	537.04	10	40	0.123	0.493	0.370	\$ 4,500.000
279	Adam, Martin F / Lynne E	450E	200.05	10	40	0.046	0.184	0.138	\$ 4,500.000
280	Hipsher, Rick E/Amy L	450E	152.11	10	40	0.035	0.140	0.105	\$ 4,500.000
281	Doak, Benjamin O/Alyssa M	450E	1227.05	10	40	0.282	1.127	0.845	\$ 4,500.000
282	Graft, Brian W / Yolanda J	450E	216.73	10	40	0.050	0.199	0.149	\$ 4,500.000
283	Moser, Brenda Kay	450E	1309.04	10	40	0.301	1.202	0.902	\$ 4,500.000
284	BAKR LLC	450E	1427.62	10	40	0.328	1.311	0.983	\$ 4,500.000
285	Johnson, Michael G/Connie S	450E	500.52	10	40	0.115	0.460	0.345	\$ 4,500.000
286	Nahrwold, Maxine A	450E	1322.51	10	40	0.304	1.214	0.911	\$ 4,500.000
287	Witte, Hilbert H/Helen L Revocable Trust	450E	3507.45	10	40	0.805	3.221	2.416	\$ 4,500.000
288	Werling Fam Trust, Leon D/Arlene	450E	1293.69	10	40	0.297	1.188	0.891	\$ 4,500.000
289	Witte, Michael P	450E	1362.77	10	40	0.313	1.251	0.938	\$ 4,500.000
290	Steffen, Phillip R/Jamie L	450E	29.09	10	40	0.007	0.027	0.020	\$ 4,500.000
291	Brinkley, Richard N / Carolyn S	450E	200.01	10	40	0.046	0.184	0.138	\$ 4,500.000
292	Meyer Joint Trust, Lloyd W/Joellen F	450E	1322.91	10	40	0.304	1.215	0.911	\$ 4,500.000
293	Meyer Joint Trust, Lloyd W/Joellen F	450E	1122.92	10	40	0.258	1.031	0.773	\$ 4,500.000
294	Claar, Dan	450E	422.76	10	40	0.097	0.393	0.296	\$ 4,500.000
295	Meyer, Dale A//Marcia L	450E	888.03	10	40	0.204	0.811	0.607	\$ 4,500.000
296	Leon Werling Farms, L.P.	450E	1981.95	10	40	0.455	1.820	1.365	\$ 4,500.000
297	Dietrich, Sharon L	450E	824.5	10-20	40-80	0.246	0.985	0.739	\$ 4,500.000
298	Miller, Joseph A / Brenda Sue	450E	398.35	10	40	0.091	0.366	0.274	\$ 4,500.000
299	Dietrich, Melissa R	450E	492.93	10	40	0.113	0.453	0.340	\$ 4,500.000
300	Scheumann, Delores / Henry	450E	653.15	10	40	0.150	0.600	0.450	\$ 4,500.000
301	Wayne & Esther Realty, LLC	450E	1016.92	10	40	0.233	0.934	0.700	\$ 4,500.000
302	Werling, Wayne E	450E	295	10	40	0.068	0.271	0.203	\$ 4,500.000
303	Franke, Delin A / Marilyn	450E	658.69	10	40	0.151	0.605	0.454	\$ 4,500.000
304	Wayne & Esther Realty, LLC	450E	1319.89	10	40	0.303	1.212	0.909	\$ 4,500.000

**CR 450E from CR 1200N (North County Line) to State Road 124**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
305	BAKR LLC	450E	1320.03	10	40	0.303	1.212	0.909	\$ 4,500.000
306	Avey Farms, Inc	450E	2292.03	10	40	0.526	2.105	1.579	\$ 4,500.000
307	Ff Farms Inc	450E	1984.96	10	40	0.456	1.823	1.367	\$ 4,500.000
308	Dailey, Norman J / Rose M	450E	353.42	10	40	0.081	0.325	0.243	\$ 4,500.000
309	Myers, Dean L/Laura L	450E	167.57	10	40	0.038	0.154	0.115	\$ 4,500.000
310	Fennelly, John P/Barbra E	450E	492.87	10	40	0.113	0.453	0.339	\$ 4,500.000
311	Cox, Christopher M / Jill E	450E	27.81	10	40	0.006	0.026	0.019	\$ 4,500.000
312	Zaugg etal, Robert W	450E	2114.27	10	40	0.485	1.941	1.456	\$ 4,500.000
313	Ff Farms Inc	450E	2140.91	10	40	0.491	1.966	1.475	\$ 4,500.000
314	Zaugg, Virginia I	450E	100.01	10	40	0.023	0.092	0.069	\$ 4,500.000
315	Old RR R/W	450E	100.16	10	40	0.023	0.092	0.069	\$ 4,500.000
316	Zaugg etal, Dorothy	450E	495.06	10	40	0.114	0.432	0.318	\$ 4,500.000
317	Osborn, Chad A/Jennifer A	450E	394.82	10	40	0.091	0.362	0.272	\$ 4,500.000
318	Burke, David L / Janet A	450E	218.25	10	40	0.050	0.194	0.143	\$ 4,500.000
319	Burke, David L / Janet A	450E	210.07	10	40	0.048	0.193	0.145	\$ 4,500.000
320	Dettmer, Aaron M	450E	728.83	10	40	0.167	0.669	0.502	\$ 4,500.000
321	Burke, David L/Janet A	450E	723.8	10	40	0.166	0.665	0.498	\$ 4,500.000
322	Orr, Lonnie R / Nina E	450E	619.76	10	40	0.142	0.569	0.427	\$ 4,500.000
323	Avey, Donald	450E	190.14	10	40	0.044	0.175	0.131	\$ 4,500.000
324	Avey Farms Inc	450E	1379.6	10	40	0.317	1.267	0.950	\$ 4,500.000
325	Smith, Johnny	450E	243.63	10	40	0.056	0.224	0.168	\$ 4,500.000
326	Liechty, Luke H/Amy J	450E	257.23	10	40	0.059	0.236	0.177	\$ 4,500.000
327	Frauhiger, James M	450E	454.91	10	40	0.104	0.413	0.309	\$ 4,500.000
328	Miller, Jimmy L/Penny G	450E	25.92	10	40	0.006	0.022	0.016	\$ 4,500.000
329	McNabb, Kevin L/Ann M	450E	361.27	10	40	0.083	0.338	0.255	\$ 4,500.000
330	Kobryn, Michael H / Gail E	450E	445.37	10	40	0.102	0.409	0.307	\$ 4,500.000
331	Avey Farms Inc	450E	1323.26	10	40	0.304	1.215	0.911	\$ 4,500.000
332	Mills, Paul W/Mary N	450E	877.94	10	40	0.202	0.806	0.605	\$ 4,500.000
333	Avey, Donald	450E	1338.67	10	40	0.307	1.229	0.922	\$ 4,500.000
334	Myers, Dale L/Dean L	450E	1338.67	10	40	0.307	1.229	0.922	\$ 4,500.000
335	Simons, Larry G / Sandra R	450E	310.55	10	40	0.071	0.285	0.214	\$ 4,500.000
336	Zurcher, Raymond L/Marjorie L	450E	1712.04	10	40	0.393	1.572	1.179	\$ 4,500.000
337	Ff Farms Inc	450E	1023.39	10	40	0.235	0.940	0.705	\$ 4,500.000
338	Behning, Brian M/Mary M	450E	371.67	10	40	0.085	0.341	0.256	\$ 4,500.000
339	Nash, Dale D/Donna M	450E	27.76	10	40	0.006	0.026	0.019	\$ 4,500.000
340	Hughes, Justin A/Cathy A	450E	235.19	10	40	0.054	0.216	0.162	\$ 4,500.000
341	Shaw, Steven K/Sonia F	450E	360.01	10	40	0.083	0.330	0.248	\$ 4,500.000
342	Shaw, Steven K/Sonia F	450E	37.07	10	40	0.009	0.034	0.026	\$ 4,500.000
343	Cox, Christopher/Jill	450E	394.66	10	40	0.091	0.362	0.272	\$ 4,500.000
344	Corkwell, Ryan P/Sarah E	450E	290.09	10	40	0.067	0.266	0.200	\$ 4,500.000
345	Hostetler, Bruce R/LeAnn	450E	291.67	10	40	0.067	0.268	0.201	\$ 4,500.000
346	Thornton, Gregory S/Jill	450E	276.64	10	40	0.064	0.254	0.190	\$ 4,500.000
347	Powell, Harold E/Marjory A	450E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
348	McNabb, Kevin L/Ann M	450E	856.41	10	40	0.197	0.786	0.590	\$ 4,500.000
349	McNabb, Kevin L/Ann M	450E	1828	10	40	0.420	1.679	1.259	\$ 4,500.000
350	Sorg, Michael L	450E	264	10	40	0.061	0.242	0.182	\$ 4,500.000
351	Kleinknight, Richard D/Marilynn S	450E	1320.41	10	40	0.303	1.213	0.909	\$ 4,500.000
352	Dunsmore, Joshua M/Amy N	450E	813.08	10	40	0.187	0.747	0.560	\$ 4,500.000
353	Lancaster Chapel UMC INC	450E	165.36	10	40	0.038	0.152	0.114	\$ 4,500.000
354	McNabb Properties LP	450E	2444.27	10	40	0.561	2.244	1.683	\$ 4,500.000
355	Rash, Dennis E	450E	238.69	10	40	0.055	0.219	0.164	\$ 4,500.000
356	McNabb Realty LLC	450E	2289.9	10	40	0.526	2.103	1.577	\$ 4,500.000
357	Yake, Donald L / Susan E	450E	227.84	10	40	0.052	0.209	0.157	\$ 4,500.000
358	Hedges Farms LLC	450E	1304.25	10	40	0.299	1.198	0.898	\$ 4,500.000
359	McNabb, Robert L/Nancy E	450E	2621.34	10	40	0.602	2.407	1.805	\$ 4,500.000

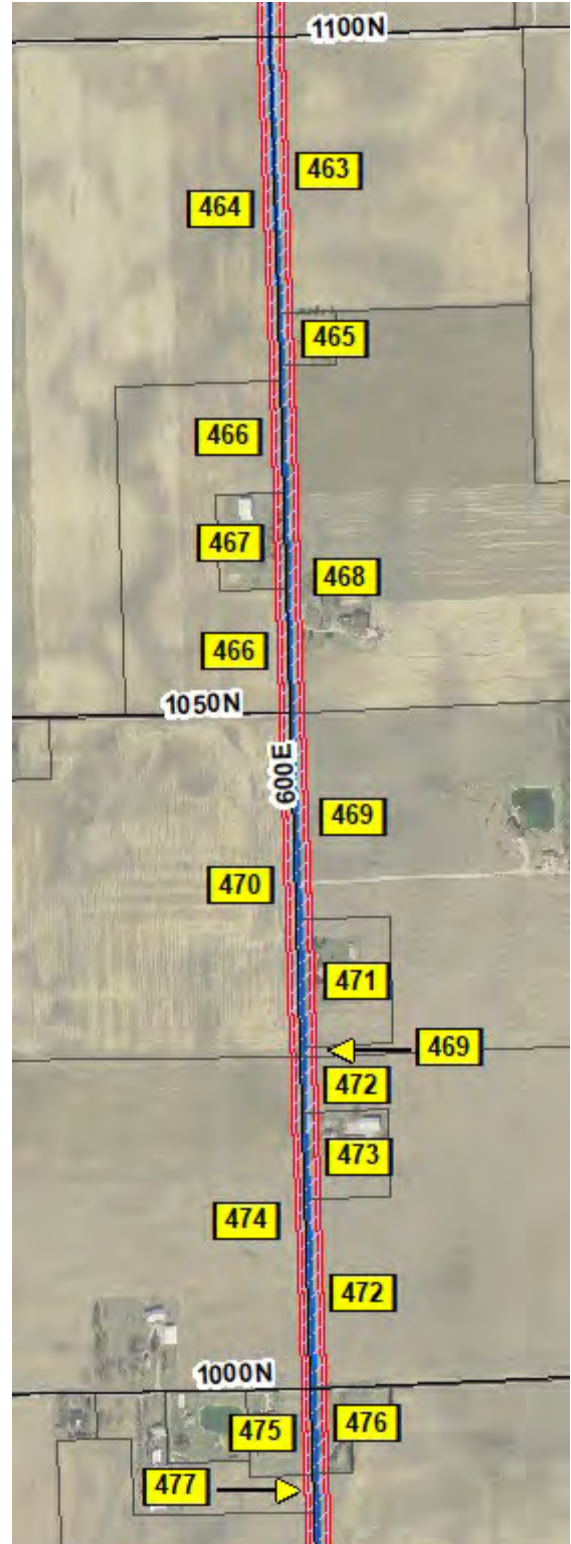
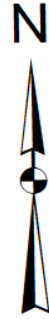
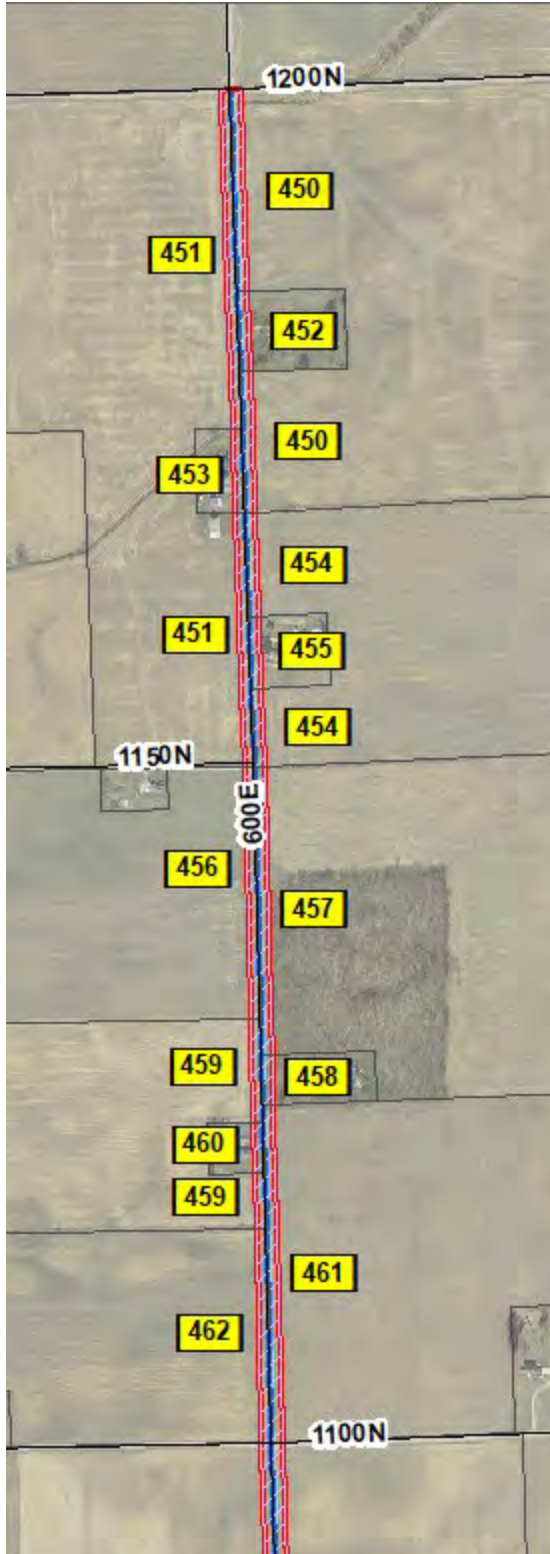
**CR 450E from CR 1200N (North County Line) to State Road 124**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
360	Winebrenner, Margaret/Larry	450E	295.16	10	40	0.068	0.271	0.203	\$ 4,500.000
361	Hedges Farms, LLC	450E	694.73	10	40	0.159	0.638	0.478	\$ 4,500.000
362	Schwartz, Christopher S/Naundus A	450E	327.06	10	40	0.075	0.300	0.225	\$ 4,500.000
363	Rigby, Troy A/Tammy M	450E	362.93	10	40	0.083	0.333	0.250	\$ 4,500.000
364	Fiechter, Joel B/Danielle L	450E	724.3	10	40	0.166	0.665	0.499	\$ 4,500.000
365	Chiappetta, Beth Ann/Fred	450E	209.63	10	40	0.048	0.192	0.144	\$ 4,500.000
366	Klopfenstein, James W II/Debra L	450E	135	10	40	0.031	0.124	0.093	\$ 4,500.000
367	Rupp, Todd A/Julie A	450E	522.46	10	40	0.120	0.469	0.349	\$ 4,500.000
368	Klopfenstein, James W II/Debra L	450E	452.97	10	40	0.104	0.416	0.312	\$ 4,500.000
369	Springer, George E/Joan A	450E	687.83	10	40	0.158	0.642	0.484	\$ 4,500.000
370	Reinhard, Roger L	450E	595.12	10	40	0.137	0.546	0.410	\$ 4,500.000
371	Arnold, Dustin M/April L	450E	24.84	10	40	0.006	0.023	0.017	\$ 4,500.000
372	Raber, Anthony J/Nichole L	450E	23.46	10	40	0.005	0.022	0.016	\$ 4,500.000
373	Brinneman, Amanda N/Kelley, James E J	450E	842.83	10	40	0.193	0.774	0.581	\$ 4,500.000
374	Hunt, Joseph J	450E	766.45	10	40	0.176	0.704	0.528	\$ 4,500.000
375	Monticue Trust, Gene D	450E	1321.51	10	40	0.303	1.214	0.910	\$ 4,500.000
376	Prichard, Willis U / Marilyn L	450E	2661.46	10	40	0.611	2.444	1.833	\$ 4,500.000
377	Tonner, Eric M/LaNae S	450E	1339.94	10	40	0.308	1.230	0.923	\$ 4,500.000
378	Fiechter, Alvin L / Bernice L	450E	875.33	10	40	0.201	0.804	0.603	\$ 4,500.000
379	Drayer, Jerry L/ Lois I	450E	255.33	10	40	0.059	0.234	0.176	\$ 4,500.000
380	Stettner, Phillip / Maureen	450E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
381	Bynum, Vernon L / Betty	450E	2656.32	10	40	0.610	2.439	1.830	\$ 4,500.000
382	Monticue Trust, Gene D	450E	1325.56	10	40	0.304	1.217	0.913	\$ 4,500.000
383	Studebaker, Cynthia L	450E	1122.17	10	40	0.258	1.030	0.773	\$ 4,500.000
384	Studebaker, Cynthia L	450E	208.7	10	40	0.048	0.192	0.144	\$ 4,500.000
385	Springer, Matthew L	450E	2095.18	10	40	0.481	1.917	1.436	\$ 4,500.000
386	Springer, Steven L/Brenda J	450E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
387	Aschliman, Ralph E / Rosemary A	450E	386.29	10	40	0.089	0.355	0.266	\$ 4,500.000
388	Mygrant, Leslie Shaun	450E	264.48	10	40	0.061	0.243	0.182	\$ 4,500.000
389	Ortiz, Juan A / Rosa Bravo	450E	199.09	10	40	0.046	0.183	0.137	\$ 4,500.000
390	Mann, Tony J / Jani L	450E	130.21	10	40	0.030	0.127	0.097	\$ 4,500.000
391	RMW Ventures, LLC	450E	63.69	20	40	0.029	0.117	0.087	\$ 4,500.000
392	Rogers, Rodney L/Jessica L	450E	305.09	10	40	0.070	0.288	0.217	\$ 4,500.000
393	Lopez, Oscar / June A	450E	289.43	10	40	0.066	0.259	0.192	\$ 4,500.000
394	Lopez, Oscar / June A	450E	353.61	10	40	0.081	0.325	0.243	\$ 4,500.000
395	Peeper, Travis J/Courtney J	450E	197.38	10	40	0.045	0.181	0.136	\$ 4,500.000
396	Imel, Brent L / Sara A	450E	610.14	10	40	0.140	0.560	0.420	\$ 4,500.000
397	Peeper, Travis J/Courtney J	450E	489.18	10	40	0.112	0.449	0.337	\$ 4,500.000
398	Schantz, Christopher C/Erin R	450E	679.21	10	40	0.156	0.624	0.468	\$ 4,500.000
399	Frauhiger, Grant W/Maura S	450E	30	10	40	0.007	0.028	0.021	\$ 4,500.000
400	Dubach, Michael D/Linda K	450E	24.98	10	40	0.006	0.023	0.017	\$ 4,500.000
401	Baumgartener, Jon D	450E	334.16	10	40	0.077	0.307	0.230	\$ 4,500.000
402	Harry Brickley Farm Foundation, Inc	450E	952.12	10	40	0.219	0.874	0.656	\$ 4,500.000
403	Mills, Scott A	450E	31.28	10	40	0.007	0.029	0.022	\$ 4,500.000
404	Gerber, Jay W / Deborah	450E	34.13	10	40	0.008	0.031	0.024	\$ 4,500.000
405	Sheets, Jerry D / Barbara L	450E	347.57	10	40	0.080	0.319	0.239	\$ 4,500.000
406	Stoller, Larry L	450E	653.9	10	40	0.150	0.600	0.450	\$ 4,500.000
407	Hartigan, Timothy L / Cheryl A	450E	614.23	10	40	0.141	0.564	0.423	\$ 4,500.000
408	Stinson, Bruce K / Kathryn	450E	655.77	10	40	0.151	0.602	0.452	\$ 4,500.000
409	Frauhiger Jr, William/Betty	450E	1320.94	10	40	0.303	1.213	0.910	\$ 4,500.000
410	Frauhiger, Doyle W / Jane K	450E	645.35	10	40	0.148	0.593	0.444	\$ 4,500.000
411	Duncan, George Robert / Evelyn C	450E	281.1	10	40	0.065	0.258	0.194	\$ 4,500.000
412	Frauhiger, Doyle W/Jane K	450E	610.86	10	40	0.140	0.561	0.421	\$ 4,500.000
413	Schwartz, Donald Joe / Janice M	450E	200	10	40	0.046	0.184	0.138	\$ 4,500.000
414	Reinhard, Joan K / Linda L	450E	200.01	10	40	0.046	0.184	0.138	\$ 4,500.000

**CR 450E from CR 1200N (North County Line) to State Road 124**

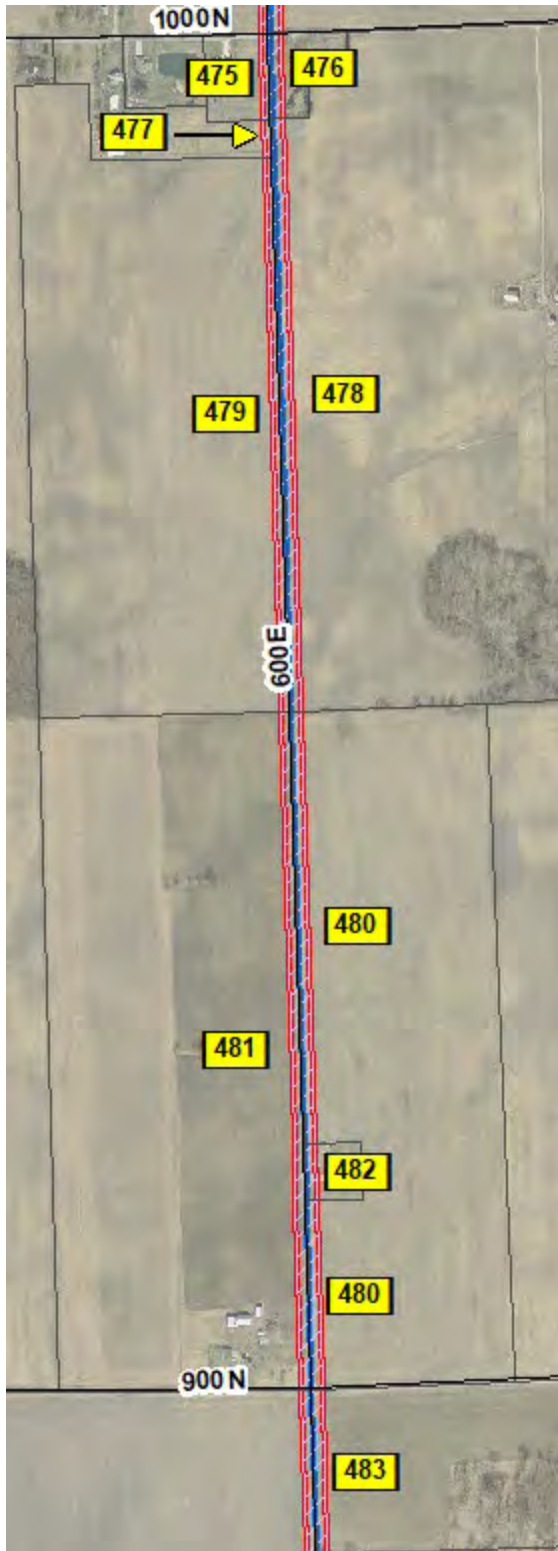
Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
415	Frauhiger, Doyle W/Jane K	450E	749.51	10	40	0.172	0.688	0.516	\$ 4,500.000
416	Steffen, Tobias G/Jayla M	450E	660.02	10	40	0.152	0.606	0.455	\$ 4,500.000
TOTAL						<b>29.3</b>	<b>117.0</b>		<b>\$ 751,500.000</b>

# County Road 600E from 1200N (North County Line) to US Hwy 224

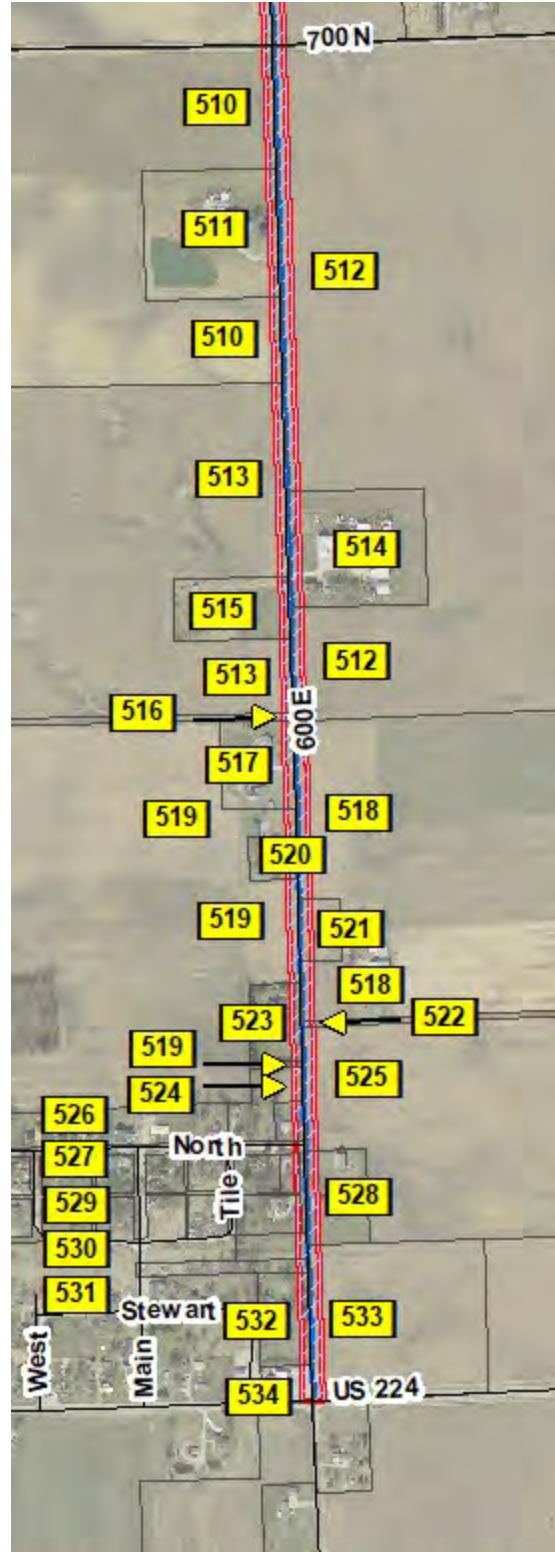
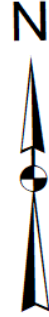
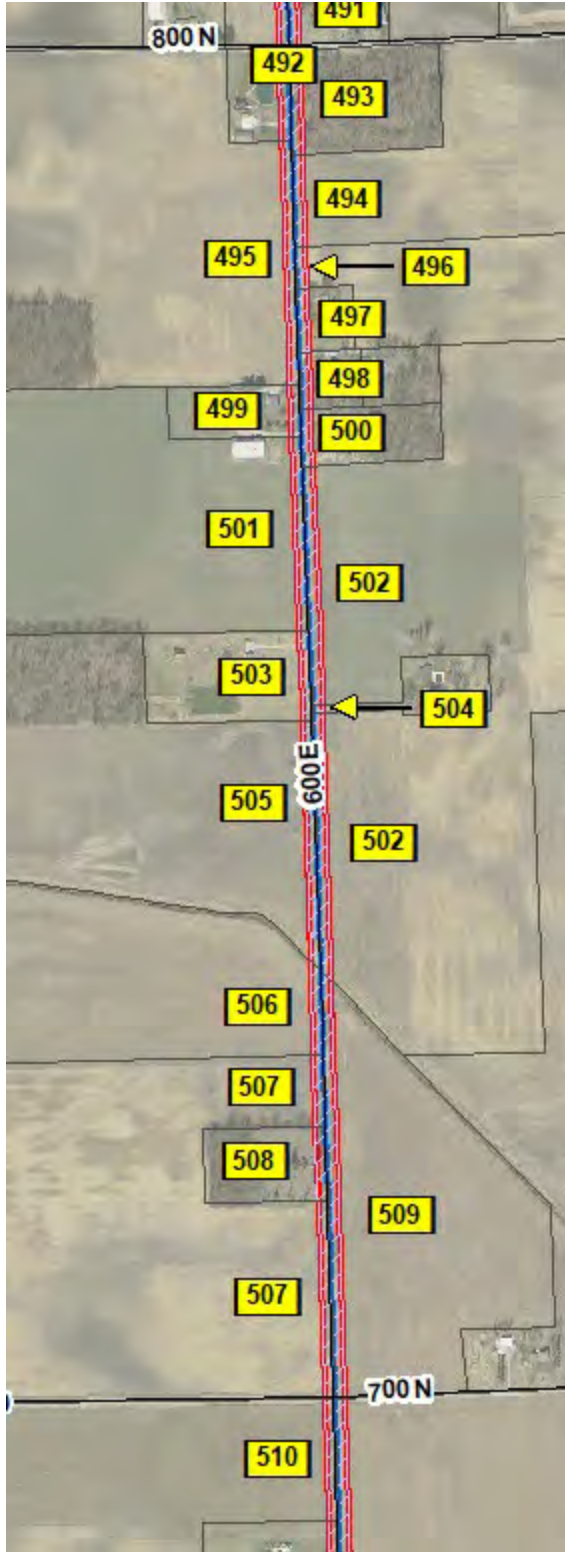




County Road 600E from 1200N (North County Line) to US Hwy 224



County Road 600E from 1200N (North County Line) to US Hwy 224

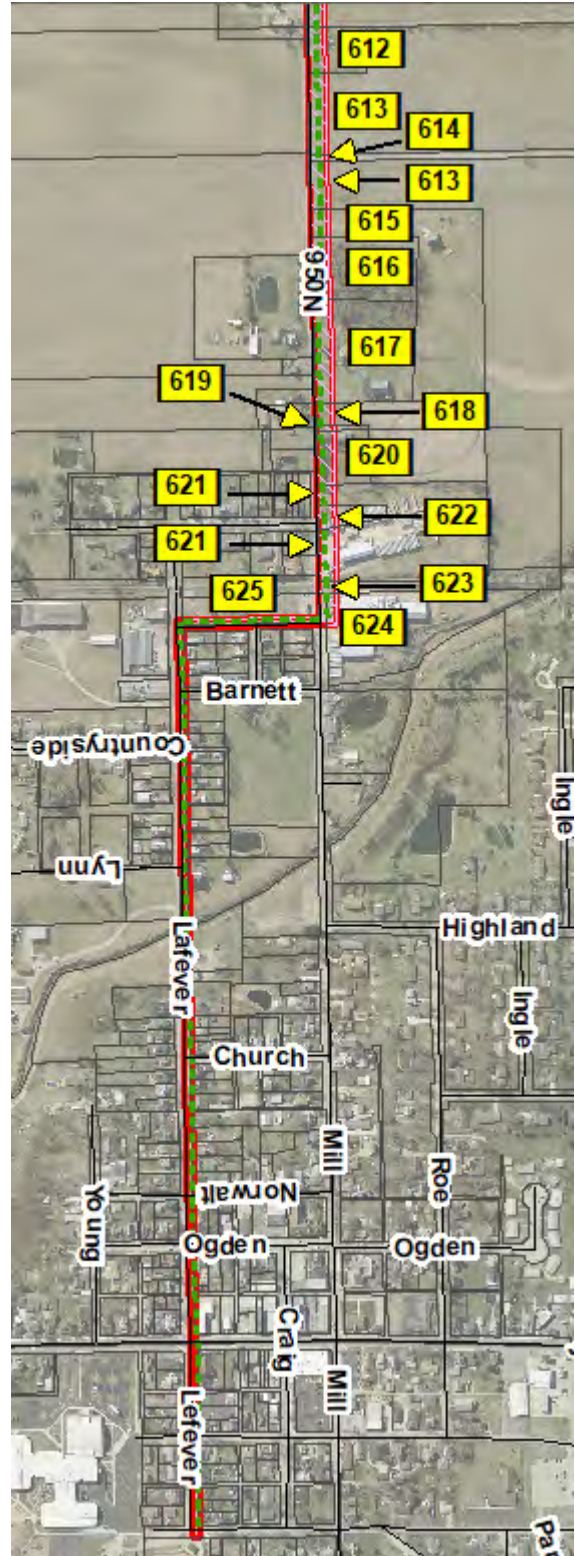
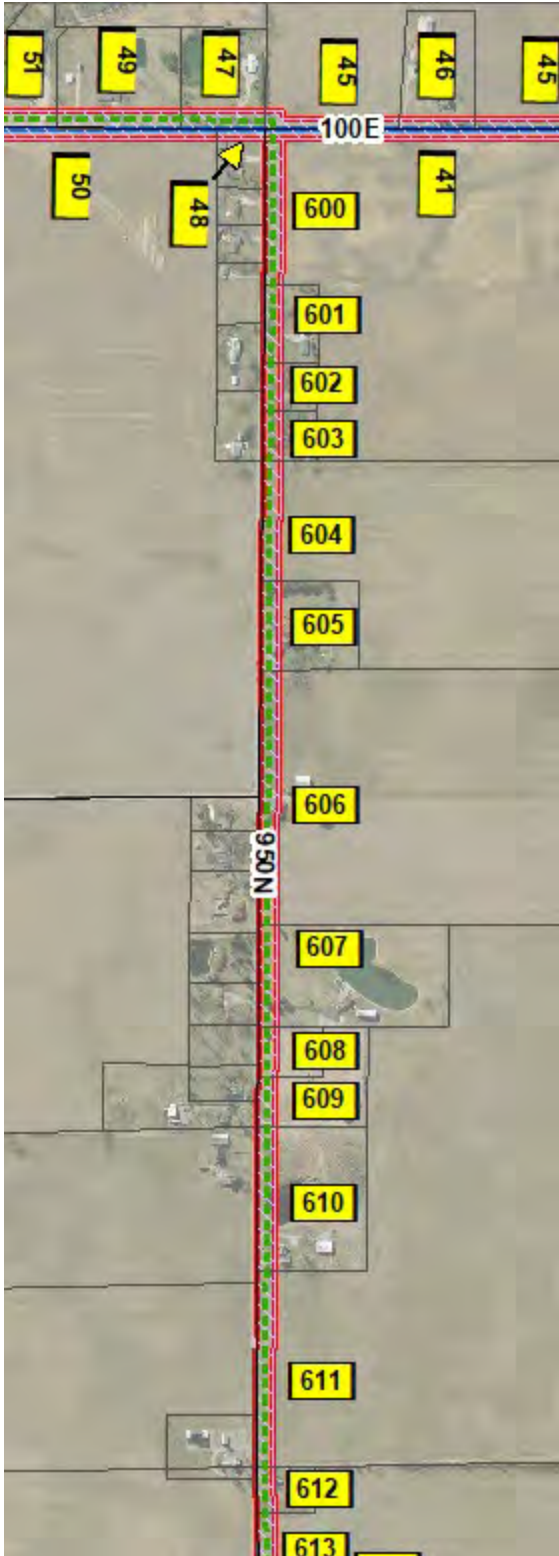


**CR 600E from CR 1200N (North County Line) to US Hwy 224**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			R/W Engineering Fee
				Existing	Proposed	Existing	Proposed	Net	
450	Dettmer, Lynn W/Jana A	600E	1341.7	10	40	0.308	1.232	0.924	\$ 4,500.000
451	McFadden, Ellis H/Marilynn J	600E	2313.02	10	40	0.531	2.124	1.593	\$ 4,500.000
452	Lewis, David L/Linda C	600E	310.43	10	40	0.071	0.285	0.214	\$ 4,500.000
453	DeKoninck, Carla S	600E	330.01	10	40	0.076	0.303	0.227	\$ 4,500.000
454	Simerman, Robin S/Michele L	600E	709.46	10	40	0.163	0.652	0.489	\$ 4,500.000
455	Simerman, Robin S/Michele L	600E	282.24	10	40	0.065	0.259	0.194	\$ 4,500.000
456	Simerman, Roger S/Sue A	600E	984.37	10	40	0.226	0.904	0.678	\$ 4,500.000
457	Gerber Rev Trust, Nancy L	600E	1126.64	10	40	0.259	1.034	0.775	\$ 4,500.000
458	Gerber Rev Trust, Nancy L	600E	199.97	10	40	0.046	0.184	0.138	\$ 4,500.000
459	Wilson, Paul D/Judith A	600E	622.18	10	40	0.143	0.571	0.429	\$ 4,500.000
460	Sorg, Richard A/Dawn R	600E	199.55	10	40	0.046	0.183	0.137	\$ 4,500.000
461	Simmerman, Roger S / Sue A	600E	1319.45	10	40	0.303	1.212	0.909	\$ 4,500.000
462	Simerman Family Trust	600E	840.59	10	40	0.193	0.772	0.579	\$ 4,500.000
463	Lemaster Trust, Donald R / Betty J	600E	1077.29	10	40	0.247	0.989	0.742	\$ 4,500.000
464	Lemaster Trust, Donald R / Betty J	600E	1338.97	10	40	0.307	1.230	0.922	\$ 4,500.000
465	Hoffmeier, Jeffrey A	600E	203.24	10	40	0.047	0.187	0.140	\$ 4,500.000
466	Lemaster, Donald R / Betty J	600E	931.06	10	40	0.214	0.855	0.641	\$ 4,500.000
467	Lemaster Trust, Donald R / Betty J	600E	374.01	10	40	0.086	0.343	0.258	\$ 4,500.000
468	Hoffmeier Trust, William H/Adelia	600E	1363.4	10	40	0.313	1.252	0.939	\$ 4,500.000
469	Krick, Bradford P / Janis K	600E	845.88	10	40	0.194	0.777	0.583	\$ 4,500.000
470	Bryant, Ross W	600E	1340.42	10	40	0.308	1.231	0.923	\$ 4,500.000
471	Huber, Ronald J / Joan E	600E	494.81	10	40	0.114	0.454	0.341	\$ 4,500.000
472	Krick, Bradford	600E	952.6	10	40	0.219	0.862	0.643	\$ 4,500.000
473	Durnell, Denise E	600E	337.19	10	40	0.077	0.310	0.232	\$ 4,500.000
474	White, Garry L/Kay E	600E	1299.97	10	40	0.298	1.208	0.909	\$ 4,500.000
475	Hobbs, Shondell A	600E	335.01	10	40	0.077	0.308	0.231	\$ 4,500.000
476	Elhanan Cemetery Lot	600E	335.42	10	40	0.077	0.308	0.231	\$ 4,500.000
477	Isnogle, Shane A/Angela	600E	144.76	10	40	0.033	0.133	0.100	\$ 4,500.000
478	Bauermeister, Tony R / Terry N	600E	2325.34	10	40	0.534	2.105	1.572	\$ 4,500.000
479	Melching, Ryan W	600E	2170.97	10	40	0.498	2.023	1.525	\$ 4,500.000
480	Stoppenhagen, Ian R	600E	2424.07	10	40	0.556	2.226	1.670	\$ 4,500.000
481	Schaper, Arnold / Joyce V	600E	2646.96	10	40	0.608	2.431	1.823	\$ 4,500.000
482	Stoppenhagen, Ian R	600E	222.94	10	40	0.051	0.205	0.154	\$ 4,500.000
483	Stoppenhagen, Neil E/Susan M	600E	638.66	10	40	0.147	0.587	0.440	\$ 4,500.000
484	Smith, Mark A/Donna M	600E	274	10	40	0.063	0.252	0.189	\$ 4,500.000
485	Buuck, Calvin L	600E	1681.5	10	40	0.386	1.543	1.157	\$ 4,500.000
486	Bauermeister, Jeffery L/Trudi I	600E	1737.69	10	40	0.399	1.596	1.197	\$ 4,500.000
487	Buuck, Clifford G	600E	962.76	10	40	0.221	0.885	0.664	\$ 4,500.000
488	Nahrwold, Michael D / Kathy L	600E	252.6	10	40	0.058	0.232	0.174	\$ 4,500.000
489	Patrick, Mark A/Deborah K/Darren T	600E	2342.85	10	40	0.538	2.152	1.614	\$ 4,500.000
490	Patrick, Mark A/Deborah K	600E	2403.3	10	40	0.552	2.207	1.655	\$ 4,500.000
491	Grewe, Gregory A	600E	316.77	10	40	0.073	0.291	0.218	\$ 4,500.000
492	Meyer, Stanley L / Patricia J	600E	365.66	10	40	0.084	0.336	0.252	\$ 4,500.000
493	Reynolds, Cory J/Holly M	600E	412	10	40	0.095	0.378	0.284	\$ 4,500.000
494	Bauermeister, Norwin R/Martha A	600E	357.15	10	40	0.082	0.328	0.246	\$ 4,500.000
495	Patrick, Thomas L	600E	952.6	10	40	0.219	0.875	0.656	\$ 4,500.000
496	Bauermeister, Norwin R / Martha	600E	161	10	40	0.037	0.148	0.111	\$ 4,500.000
497	Hulvey, David L/Tamara S	600E	251.5	10	40	0.058	0.231	0.173	\$ 4,500.000
498	Bauermeister, Norwin R / Martha	600E	223	10	40	0.051	0.205	0.154	\$ 4,500.000
499	Patrick, Thomas L / Colleen S	600E	200.83	10	40	0.046	0.184	0.138	\$ 4,500.000
500	Harber, Jacob W	600E	223	10	40	0.051	0.205	0.154	\$ 4,500.000
501	Patrick, Thomas L / Colleen S	600E	760.07	10	40	0.174	0.698	0.524	\$ 4,500.000
502	Werling, Bruce A/Kim R	600E	1954.02	10	40	0.449	1.806	1.358	\$ 4,500.000
503	Powell, Kent E / Mary C	600E	350.91	10	40	0.081	0.322	0.242	\$ 4,500.000
504	Werling, Bruce A / Kim R	600E	25	10	40	0.006	0.023	0.017	\$ 4,500.000
505	KESL Farms, LLC	600E	965.49	10	40	0.222	0.880	0.658	\$ 4,500.000
506	Terhune, Matthew L/Melissa R	600E	342.83	10	40	0.079	0.321	0.243	\$ 4,500.000
507	Buuck, Kevin D/Dawn L	600E	1054.01	10	40	0.242	0.967	0.725	\$ 4,500.000



# County Road 950N (Trail) from 100E to Ossian Elementary School





APPENDIX H

**RIGHT OF WAY**

**SERVICES**

**ASSESSMENT**

SR 1 Phase I from CR 100N/Dustman Rd to CR 300N														
Parcel	Owner	Road	Frontage	Right of Way Width		Areas (in Acres)			Property Type	Est. Unit Value per Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
853	Falk, Richard L	SR 1	169.17	12	50	0.047	0.194	0.116	Res.	\$ 25,000	\$ 2,905	\$ 25,000	\$ 28,000	\$ 12,000
854	Ladig, Dennis W / Geraldine	SR 1	616.56	12	50	0.170	0.708	0.538	Ag.	\$ 9,000	\$ 4,841	\$ 2,000	\$ 7,000	\$ 12,000
855	Humphrey Trust, Diane Dorothy	SR 1	798.82	12	50	0.220	0.917	0.697	Ag.	\$ 9,000	\$ 6,272	\$ 9,000	\$ 16,000	\$ 12,000
856	Ladig, Dennis W / Geraldine	SR 1	296.60	12	50	0.082	0.340	0.259	Res.	\$ 25,000	\$ 6,469	\$ 10,000	\$ 17,000	\$ 12,000
857	Bluffton In Cong Jehovah Witness	SR 1	242.60	12	50	0.067	0.278	0.212	Special	\$ 25,000	\$ 5,291	\$ 10,000	\$ 16,000	\$ 12,000
858	Valentine, Marlin L / Carol E	SR 1	1183.35	12	50	0.326	1.358	1.032	Res./Ag.	\$ 9,000	\$ 9,291	\$ 20,000	\$ 30,000	\$ 12,000
859	Shively, Andrew C/Anthony T	SR 1	1097.19	12	50	0.302	1.259	0.957	Ag.	\$ 9,000	\$ 8,614	\$ 1,000	\$ 10,000	\$ 12,000
860	Vaughn, Cynthia R	SR 1	188.09	12	50	0.052	0.216	0.164	Res.	\$ 25,000	\$ 4,102	\$ 15,000	\$ 20,000	\$ 12,000
861	Denny, Mark R / Angela	SR 1	77.26	12	50	0.021	0.089	0.067	Res.	\$ 25,000	\$ 1,685	\$ 3,000	\$ 5,000	\$ 12,000
862	McClelland, Brian K/Terry L	SR 1	102.95	12	50	0.028	0.118	0.090	Res.	\$ 25,000	\$ 2,245	\$ 30,000	\$ 15,000	\$ 12,000
863	Leverton, Sarah A	SR 1	99.92	12	50	0.028	0.115	0.087	Res.	\$ 25,000	\$ 2,179	\$ 10,000	\$ 13,000	\$ 12,000
864	Harris, William E / Joyce	SR 1	300.72	12	50	0.083	0.345	0.262	Res.	\$ 25,000	\$ 6,558	\$ 20,000	\$ 27,000	\$ 12,000
865	Antrim, Thomas K / Margaret H	SR 1	34.08	12	50	0.009	0.039	0.030	Res.	\$ 25,000	\$ 743	\$ -	\$ 1,000	\$ 12,000
866	Antrim, Thomas K / Margaret H	SR 1	94.59	12	50	0.026	0.109	0.083	Res.	\$ 25,000	\$ 2,063	\$ 15,000	\$ 18,000	\$ 12,000
867	Case, Jerry L / Jane A	SR 1	262.00	12	50	0.072	0.301	0.229	Res.	\$ 25,000	\$ 5,714	\$ 15,000	\$ 21,000	\$ 12,000
868	Reinhard, Arland G / Ruth A	SR 1	471.48	12	50	0.130	0.541	0.411	Res.	\$ 25,000	\$ 10,282	\$ 10,000	\$ 21,000	\$ 12,000
869	Cupp, Mickey R	SR 1	163.51	12	50	0.045	0.188	0.143	Com.	\$ 25,000	\$ 3,566	\$ 20,000	\$ 24,000	\$ 12,000
870	Platted Subdiv R/W	SR 1	76.39	40	50	0.070	0.088	0.018	Res.	\$ 1	\$ 0	\$ -	\$ 1,000	\$ 12,000
871	Bluffton Acres Llp	SR 1	120.08	12	50	0.033	0.138	0.105	Com.	\$ 25,000	\$ 2,619	\$ 15,000	\$ 18,000	\$ 12,000
872	Crell, Kathryn E/David G	SR 1	246.62	12	50	0.068	0.283	0.215	Res.	\$ 25,000	\$ 5,378	\$ 15,000	\$ 21,000	\$ 12,000
873	Bluffton Acres Llp li	SR 1	79.91	12	50	0.022	0.092	0.070	Com.	\$ 25,000	\$ 1,743	\$ 1,000	\$ 3,000	\$ 12,000
874	Bryant, Timothy H	SR 1	133.48	12	50	0.037	0.153	0.116	Indust.	\$ 25,000	\$ 2,911	\$ 10,000	\$ 13,000	\$ 12,000
875	Imel, Sharon M	SR 1	358.70	12	50	0.099	0.412	0.313	Indust.	\$ 25,000	\$ 7,823	\$ 15,000	\$ 23,000	\$ 12,000
876	S & G Rentals LLC	SR 1	653.39	12	50	0.180	0.750	0.570	Indust.	\$ 9,000	\$ 5,130	\$ 20,000	\$ 26,000	\$ 12,000
877	L & M Associates	SR 1	255.40	20	50	0.117	0.293	0.176	Com.	\$ 9,000	\$ 1,583	\$ 10,000	\$ 12,000	\$ 12,000
878	RTT Investments LLC	SR 1	480.70	20	50	0.221	0.552	0.331	Com.	\$ 9,000	\$ 2,980	\$ 15,000	\$ 18,000	\$ 12,000
879	Damon & Britney Ho Plaza, LLC	SR 1	177.80	20	50	0.082	0.204	0.122	Com.	\$ 25,000	\$ 3,061	\$ 10,000	\$ 14,000	\$ 12,000
880	Platted Subdiv R/W	SR 1	60.00	40	50	0.055	0.069	0.014	Com.	\$ 1	\$ 0	\$ -	\$ 1,000	\$ 12,000
881	Urban Investments Llc	SR 1	180.22	20	50	0.083	0.207	0.124	Com.	\$ 25,000	\$ 3,103	\$ 10,000	\$ 14,000	\$ 12,000



882	Murphy Oil Usa,Inc #6505	SR 1	204.70	20	50	0.094	0.235	0.141	Com.	\$ 100,000	\$ 14,098	\$ 25,000	\$ 40,000	\$ 12,000
883	Aei Income & Growth Fund 26 Llc	SR 1	120.00	20	50	0.055	0.138	0.083	Com.	\$ 100,000	\$ 8,264	\$ 2,000	\$ 11,000	\$ 12,000
884	Wal-Mart Real Est Bus Trust	SR 1	430.66	20	50	0.198	0.494	0.297	Com.	\$ 25,000	\$ 7,415	\$ 50,000	\$ 58,000	\$ 12,000
885	Lowe's Home Centers Inc	SR 1	625.61	20	50	0.287	0.718	0.431	Com.	\$ 25,000	\$ 10,771	\$ 15,000	\$ 26,000	\$ 12,000
886	E & B Plaza LLC	SR 1	201.61	20	50	0.093	0.231	0.139	Com.	\$ 100,000	\$ 13,885	\$ 50,000	\$ 64,000	\$ 12,000
887	MMI of Bluffton, LLC	SR 1	269.02	20	50	0.124	0.309	0.185	Com.	\$ 100,000	\$ 18,528	\$ 50,000	\$ 69,000	\$ 12,000
888	Platted Subdiv R/W	SR 1	700.08	40	50	0.643	0.804	0.161	Com.	\$ 100,000	\$ 16,072	\$ 1	\$ 17,000	\$ 12,000
889	Jabez Leasing Llc	SR 1	234.98	20	50	0.108	0.270	0.162	Com.	\$ 100,000	\$ 16,183	\$ 15,000	\$ 32,000	\$ 12,000
890	Bluffton Animal Clinic	SR 1	210.00	20	50	0.096	0.241	0.145	Com.	\$ 100,000	\$ 14,463	\$ 2,000	\$ 17,000	\$ 12,000
891	Midland LLC	SR 1	210.00	20	50	0.096	0.241	0.145	Com.	\$ 100,000	\$ 14,463	\$ 45,000	\$ 60,000	\$ 12,000
892	Hiday Properties, LLC	SR 1	254.08	20	50	0.117	0.292	0.175	Com.	\$ 25,000	\$ 4,375	\$ 40,000	\$ 45,000	\$ 12,000
893	HKM Group, LLC	SR 1	159.41	20	50	0.073	0.183	0.110	Com.	\$ 100,000	\$ 10,979	\$ 25,000	\$ 36,000	\$ 12,000
894	S & V Enterprises LLC	SR 1	147.73	20	50	0.068	0.170	0.102	Com.	\$ 100,000	\$ 10,174	\$ 15,000	\$ 26,000	\$ 12,000
895	Hiday Properties, LLC	SR 1	517.48	20	50	0.238	0.594	0.356	Com.	\$ 25,000	\$ 8,910	\$ 50,000	\$ 59,000	\$ 12,000
896	S % V Enterprises LLC	SR 1	145.16	20	50	0.067	0.167	0.100	Com.	\$ 100,000	\$ 9,997	\$ 10,000	\$ 20,000	\$ 12,000
897	National Oil & Gas Inc	SR 1	32.99	20	50	0.015	0.038	0.023	Com.	\$ 100,000	\$ 2,272	\$ 1,000	\$ 4,000	\$ 12,000
898	National Oil & Gas Inc	SR 1	40.00	20	50	0.018	0.046	0.028	Com.	\$ 100,000	\$ 2,755	\$ 2,000	\$ 5,000	\$ 12,000
899	National Oil & Gas Inc	SR 1	74.00	20	50	0.034	0.085	0.051	Com.	\$ 100,000	\$ 5,097	\$ 2,000	\$ 8,000	\$ 12,000
900	KTB Enterprises LLC	SR 1	260.00	20	50	0.119	0.298	0.179	Com.	\$ 100,000	\$ 17,906	\$ 10,000	\$ 28,000	\$ 12,000
901	Purcell etal, Lawrence T	SR 1	234.61	20	50	0.108	0.269	0.162	Com.	\$ 25,000	\$ 4,039	\$ 1,000	\$ 6,000	\$ 12,000
902	Platted Subdiv R/W	SR 1	1174.93	40	50	1.079	1.349	0.270		\$ 1	\$ 0	\$ 1	\$ 1,000	\$ 12,000
903	Calvery Lutheran Church Inc.	SR 1	628.00	20	50	0.288	0.721	0.433		\$ 15,000	\$ 6,488	\$ 5,000	\$ 12,000	\$ 12,000
904	Ind & Mich Electric Co	SR 1	98.76	20	50	0.045	0.113	0.068		\$ 9,000	\$ 612	\$ 5,000	\$ 6,000	\$ 12,000
905	Civil City Of Bluffton	SR 1	75.00	20	50	0.034	0.086	0.052		\$ 25,000	\$ 1,291	\$ 1,000	\$ 3,000	\$ 12,000
906	Platted Subdiv R/W	SR 1	1198.66	40	50	1.101	1.376	0.275		\$ 9,000	\$ 2,477	\$ -	\$ 3,000	\$ 12,000
907	Schaefer etal, Patricia	SR 1	386.06	20	50	0.177	0.443	0.266		\$ 9,000	\$ 2,393	\$ 1,000	\$ 4,000	\$ 12,000
908	Diocese Of Ft Wayne Inc	SR 1	1088.00	20	50	0.500	1.249	0.749		\$ 25,000	\$ 18,733	\$ 10,000	\$ 29,000	\$ 12,000
909	Bate, Peggy J	SR 1	217.47	20	50	0.100	0.250	0.150		\$ 25,000	\$ 3,744	\$ 15,000	\$ 19,000	\$ 12,000
910	Gentis Properties LLC	SR 1	231.88	20	50	0.106	0.266	0.160		\$ 25,000	\$ 3,992	\$ 1,000	\$ 5,000	\$ 12,000
911	L & M Associates	SR 1	60.16	20	50	0.028	0.069	0.041		\$ 25,000	\$ 1,036	\$ 10,000	\$ 12,000	\$ 12,000
912	Imel, Sharon M	SR 1	148.00	20	50	0.068	0.170	0.102		\$ 25,000	\$ 2,548	\$ 10,000	\$ 13,000	\$ 12,000
913	BAF Investments, LLC	SR 1	328.04	20	50	0.151	0.377	0.226		\$ 25,000	\$ 5,648	\$ 15,000	\$ 21,000	\$ 12,000
914	Fillman, Joel A	SR 1	130.01	20	50	0.060	0.149	0.090		\$ 9,000	\$ 806	\$ 1,000	\$ 2,000	\$ 12,000
915	Bluffton Dental Properties, Llc	SR 1	90.17	20	50	0.041	0.103	0.062		\$ 9,000	\$ 559	\$ 10,000	\$ 11,000	\$ 12,000
916	Gerber, Lester R/Rosemary	SR 1	116.25	20	50	0.053	0.133	0.080		\$ 9,000	\$ 721	\$ -	\$ 1,000	\$ 12,000
917	Jefferson Place, LLC	SR 1	110.09	20	50	0.051	0.126	0.076		\$ 9,000	\$ 682	\$ -	\$ 1,000	\$ 12,000
918	S & S Motel LLC	SR 1	194.90	20	50	0.089	0.224	0.134		\$ 25,000	\$ 3,356	\$ 90,000	\$ 94,000	\$ 12,000

919	Krueckeberg Real Estate Holdings, LLC	SR 1	157.37	20	50	0.072	0.181	0.108		\$ 25,000	\$ 2,710	\$ 15,000	\$ 18,000	\$ 12,000
920	Northland LLC	SR 1	76.06	20	50	0.035	0.087	0.052		\$ 25,000	\$ 1,310	\$ 5,000	\$ 7,000	\$ 12,000
921	Gerber, Blake/MLS Holdings, LLC	SR 1	120.00	20	50	0.055	0.138	0.083		\$ 9,000	\$ 744	\$ -	\$ 1,000	\$ 12,000
922	Randol, Richard L / Elaine	SR 1	80.19	20	50	0.037	0.092	0.055		\$ 9,000	\$ 497	\$ 20,000	\$ 21,000	\$ 12,000
923	National E & R Inc	SR 1	195.00	20	50	0.090	0.224	0.134		\$ 25,000	\$ 3,357	\$ 5,000	\$ 9,000	\$ 12,000
924	Black Gold Ventures Indiana, LLC	SR 1	195.00	20	50	0.090	0.224	0.134		\$ 9,000	\$ 1,209	\$ 2,000	\$ 4,000	\$ 12,000

TOTAL LID	\$ 1,381,000
TOTAL RW SERVICES	\$ 864,000

**SR 1 Phase II from CR 300N to US 224**

Parcel	Owner	Road	Frontage	Right of Way Width		Areas (in Acres)			Property Type	Est. Unit Value per Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
789	Henly Jr, Wayne E/Glennis K	SR 1	805.95	12	50	0.222	0.925	0.703	Ag.	\$ 9,000	\$ 6,328	\$ 2,000	\$ 9,000	\$ 12,000
790	Rupright, John R/Rebecca A	SR 1	1365.52	12	50	0.376	1.567	1.191	Re./ Ag.	\$ 9,000	\$ 10,721	\$ 10,000	\$ 21,000	\$ 12,000
791	Avey Farms INC	SR 1	318.07	12	50	0.088	0.365	0.277	Ag.	\$ 9,000	\$ 2,497	\$ 2,000	\$ 5,000	\$ 12,000
792	Lafollette, Shane A/Monya R	SR 1	295.16	12	50	0.081	0.339	0.257	Res.	\$ 25,000	\$ 6,437	\$ 30,000	\$ 37,000	\$ 12,000
793	Fuhrmann, Scott A	SR 1	665.11	12	50	0.183	0.763	0.580	Ag.	\$ 9,000	\$ 5,222	\$ 2,000	\$ 8,000	\$ 12,000
794	McNabb, Nancy E	SR 1	1373.72	12	50	0.378	1.577	1.198	Ag.	\$ 9,000	\$ 10,785	\$ 2,000	\$ 13,000	\$ 12,000
795	Frauhiger, Doyle W / Jane K	SR 1	124.03	12	50	0.034	0.142	0.108	Ag.	\$ 9,000	\$ 974	\$ 500	\$ 2,000	\$ 12,000
796	Smith, John L / Diane S	SR 1	291.32	12	50	0.080	0.334	0.254	Res.	\$ 25,000	\$ 6,353	\$ 5,000	\$ 12,000	\$ 12,000
797	Rorick, Steven M / Kimberly D	SR 1	213.71	12	50	0.059	0.245	0.186	Res.	\$ 25,000	\$ 4,661	\$ 15,000	\$ 20,000	\$ 12,000
798	Lloyd, Dean A / Lori R	SR 1	25.83	12	50	0.007	0.030	0.023	Ag.	\$ 9,000	\$ 203	\$ -	\$ 15,000	\$ 12,000
799	Ind & Mich Electric Co	SR 1	109.29	0	30	0.000	0.075	0.075	Ag.	\$ 9,000	\$ 677	\$ 1,000	\$ 2,000	\$ 12,000
800	Fiechter, Michael J	SR 1	263.25	12	50	0.073	0.302	0.230	Ag.	\$ 9,000	\$ 2,067	\$ 5,000	\$ 8,000	\$ 12,000
801	Holloway, Simon L / Carolyn	SR 1	162.00	12	50	0.045	0.186	0.141	Res.	\$ 25,000	\$ 3,533	\$ -	\$ 4,000	\$ 12,000
802	Fiechter, Michael J/Chad M	SR 1	2150.02	12	20	0.592	0.987	0.395	Ag.	\$ 9,000	\$ 3,554	\$ 2,000	\$ 6,000	\$ 12,000
803	State Of Indiana INDOT	SR 1	2541.61	20	30	1.167	1.750	0.583	Ag.	\$ 9,000	\$ 5,251	\$ 2,000	\$ 8,000	\$ 12,000
804	Crandall, Mary E/Marsh, Tad	SR 1	492.27	12	50	0.136	0.565	0.429	Res.	\$ 25,000	\$ 10,736	\$ 130,000	\$ 141,000	\$ 12,000
805	Davis Rev Trust, Millard	SR 1	917.84	12	50	0.253	1.054	0.801	Res.	\$ 25,000	\$ 20,017	\$ 2,000	\$ 23,000	\$ 12,000
806	Felger Investments LLC	SR 1	501.00	12	20	0.138	0.230	0.092	Com.	\$ 25,000	\$ 2,300	\$ 50,000	\$ 53,000	\$ 12,000
807	Marotti, Gaye L/Cash, Roger D	SR 1	258.76	12	50	0.071	0.297	0.226	Res.	\$ 25,000	\$ 5,643	\$ 100,000	\$ 106,000	\$ 12,000
808	Keys, Elaine K / Stephen E	SR 1	306.80	12	50	0.085	0.352	0.268	Res.	\$ 25,000	\$ 6,691	\$ 25,000	\$ 32,000	\$ 12,000
809	Price Jr, Daniel M/Andrew B	SR 1	502.01	12	0-50	0.138	0.591	0.453	Ag.	\$ 9,000	\$ 4,077	\$ -	\$ 5,000	\$ 12,000
810	Haas, Douglas/Christine	SR 1	681.14	12	50	0.188	0.782	0.594	Ag.	\$ 9,000	\$ 5,348	\$ -	\$ 6,000	\$ 12,000
811	State of Indiana INDOT	SR 1	850.00	40	40-50	0.781	0.939	0.000	Res.	\$ 9,000	\$ -	\$ -	\$ -	\$ 12,000
812	Haas, Douglas / Christine L	SR 1	335.64	12	50	0.092	0.385	0.293	Res.	\$ 25,000	\$ 7,320	\$ 10,000	\$ 18,000	\$ 12,000
813	McNabb, Kevin L/Ann	SR 1	210.85	12	50	0.058	0.242	0.184	Com.	\$ 9,000	\$ 1,655	\$ -	\$ 2,000	\$ 12,000
814	Price Jr, Daniel M	SR 1	1320.46	12	8-50	0.364	1.492	1.129	Res./Ag.	\$ 9,000	\$ 10,158	\$ 50,000	\$ 61,000	\$ 12,000
815	McNabb, Kevin L/Ann	SR 1	718.44	12	50	0.198	0.825	0.627	Res.	\$ 25,000	\$ 15,668	\$ -	\$ 16,000	\$ 12,000
816	Walburn, Richard K	SR 1	426.50	12	50	0.117	0.490	0.372	Res.	\$ 25,000	\$ 9,302	\$ 15,000	\$ 25,000	\$ 12,000
817	Frauhiger, Grant W / Maura S	SR 1	201.38	12	50	0.055	0.231	0.176	Res.	\$ 25,000	\$ 4,392	\$ 15,000	\$ 20,000	\$ 12,000
818	Moser, Frank D / Norma L	SR 1	211.22	12	50	0.058	0.242	0.184	Res.	\$ 25,000	\$ 4,606	\$ 40,000	\$ 45,000	\$ 12,000
819	Green, Shari K	SR 1	223.22	12	50	0.061	0.256	0.195	Res.	\$ 25,000	\$ 4,868	\$ 40,000	\$ 45,000	\$ 12,000
820	Frauhiger, Grant W/Maura S	SR 1	315.91	12	50	0.087	0.363	0.276	Ag.	\$ 9,000	\$ 2,480	\$ 2,000	\$ 5,000	\$ 12,000
821	Meeks, Carol J	SR 1	299.09	12	50	0.082	0.343	0.261	Ag.	\$ 9,000	\$ 2,348	\$ 500	\$ 3,000	\$ 12,000
822	Barkley, Mark / Dixie	SR 1	224.67	12	50	0.062	0.258	0.196	Res.	\$ 25,000	\$ 4,900	\$ 15,000	\$ 20,000	\$ 12,000
823	Steffen, Brian R/Shiloh M	SR 1	219.38	12	50	0.060	0.252	0.191	Res.	\$ 25,000	\$ 4,784	\$ 2,000	\$ 7,000	\$ 12,000
824	Starr, Gregory L / R S	SR 1	219.31	12	50	0.060	0.252	0.191	Res.	\$ 25,000	\$ 4,783	\$ 30,000	\$ 35,000	\$ 12,000
825	Peeper, James E etal	SR 1	372.86	12	50	0.103	0.428	0.325	Res./Ag.	\$ 25,000	\$ 8,132	\$ 10,000	\$ 19,000	\$ 12,000
826	Slater, Kirt M / Tammy L	SR 1	142.70	12	50	0.039	0.164	0.124	Res.	\$ 25,000	\$ 3,112	\$ 25,000	\$ 29,000	\$ 12,000
827	Nash, Douglas E/Crystal A	SR 1	1565.56	12	50	0.431	1.797	1.366	Ag.	\$ 9,000	\$ 12,292	\$ 2,000	\$ 15,000	\$ 12,000
828	Meeks, Carol J	SR 1	1355.86	12	50	0.374	1.556	1.183	Res./Ag.	\$ 9,000	\$ 10,645	\$ 15,000	\$ 26,000	\$ 12,000
829	Edmiston, Joshua	SR 1	207.26	12	50	0.057	0.238	0.181	Res.	\$ 25,000	\$ 4,520	\$ 190,000	\$ 195,000	\$ 12,000
830	Wann etal, Sylvia L	SR 1	203.61	12	50	0.056	0.234	0.178	Res.	\$ 25,000	\$ 4,441	\$ 1,000	\$ 6,000	\$ 12,000
831	J & W Building Solutions, LLC	SR 1	322.84	12	50	0.089	0.371	0.282	Com.	\$ 25,000	\$ 7,041	\$ 20,000	\$ 28,000	\$ 12,000

832	Parsons, Andrew M/Nikki N	SR 1	1291.62	12	50	0.356	1.483	1.127	Ag.	\$ 9,000	\$ 10,141	\$ 35,000	\$ 46,000	\$ 12,000
833	Daskam, Zina G	SR 1	166.06	12	50	0.046	0.191	0.145	Res.	\$ 25,000	\$ 3,622	\$ 15,000	\$ 19,000	\$ 12,000
834	Toliver, William J / Lisa R	SR 1	295.21	12	50	0.081	0.339	0.258	Res.	\$ 25,000	\$ 6,438	\$ 10,000	\$ 17,000	\$ 12,000
835	Parsons, Drew Michael/Nikki Nicole	SR 1	33.00	12	50	0.009	0.038	0.029	Res.	\$ 25,000	\$ 720	\$ 500	\$ 2,000	\$ 12,000
836	Krummen, Paul R	SR 1	768.14	12	50	0.212	0.882	0.670	Res.	\$ 25,000	\$ 16,752	\$ 35,000	\$ 52,000	\$ 12,000
837	Parsons, Michael D/Terri A etal	SR 1	1330.25	12	50	0.366	1.527	1.160	Ag.	\$ 9,000	\$ 10,444	\$ 2,000	\$ 13,000	\$ 12,000
838	Meeks, Wayne E / Jeanne	SR 1	691.91	12	50	0.191	0.794	0.604	Res./Ag.	\$ 9,000	\$ 5,432	\$ 15,000	\$ 21,000	\$ 12,000
839	Hiday, Larry E / Nedra J	SR 1	189.99	12	20	0.052	0.087	0.035	Res.	\$ 25,000	\$ 872	\$ 15,000	\$ 16,000	\$ 12,000
840	Kensill, Cheryl L	SR 1	289.47	12	50	0.080	0.332	0.253	Res.	\$ 25,000	\$ 6,313	\$ 15,000	\$ 22,000	\$ 12,000
841	Shady, Gary D	SR 1	191.38	12	20	0.053	0.088	0.035	Res.	\$ 25,000	\$ 879	\$ 10,000	\$ 11,000	\$ 12,000
842	Hiday, Gregory T / Diana R	SR 1	295.39	12	20	0.081	0.136	0.054	Ag.	\$ 9,000	\$ 488	\$ -	\$ 1,000	\$ 12,000
843	Terhune, Helen L	SR 1	569.01	12	50	0.157	0.653	0.496	Res./Ag.	\$ 9,000	\$ 4,467	\$ 15,000	\$ 20,000	\$ 12,000
844	Shady, Gary D	SR 1	1271.78	0	30	0.000	0.876	0.876	Res.	\$ 25,000	\$ 21,897	\$ 10,000	\$ 32,000	\$ 12,000
845	Hiday, Kevin Brent / Stephanie	SR 1	251.00	12	20	0.069	0.115	0.046	Res.	\$ 25,000	\$ 1,152	\$ 10,000	\$ 12,000	\$ 12,000
846	Schorey, Todd	SR 1	345.42	12	20	0.095	0.159	0.063	Res.	\$ 25,000	\$ 1,586	\$ 15,000	\$ 17,000	\$ 12,000
847	Murray, Jaine A.	SR 1	487.65	12	50	0.134	0.560	0.425	Res.	\$ 25,000	\$ 10,635	\$ 10,000	\$ 21,000	\$ 12,000
848	Gerber, John A/Joyce R	SR 1	466.18	12	50	0.128	0.535	0.407	Ag.	\$ 9,000	\$ 3,660	\$ 2,000	\$ 6,000	\$ 12,000
849	Gerber, John A/Joyce R	SR 1	389.47	12	50	0.107	0.447	0.340	Ag.	\$ 9,000	\$ 3,058	\$ -	\$ 4,000	\$ 12,000
850	Gerber, Blake C/Fawn F	SR 1	1184.73	12	50	0.326	1.150	0.823	Ag.	\$ 9,000	\$ 7,409	\$ 1,000	\$ 9,000	\$ 12,000
851	Northern Wells Community School	SR 1	520.87	12	50	0.143	0.598	0.454	Spcial	\$ 9,000	\$ 4,089	\$ 2,000	\$ 7,000	\$ 12,000
852	Gerber, Blake C/Fawn F	SR 1	117.90	12	50	0.032	0.135	0.103	Res.	\$ 25,000	\$ 2,571	\$ 25,000	\$ 28,000	\$ 12,000

TOTAL LID	\$ 1,532,000
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TOTAL RW SERVICES	\$ 768,000
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**SR 1 Phase III from US 224 to CR 1200N (North County Line)**

Parcel	Owner	Road	Frontage	Right of Way Width		Areas (in Acres)			Property Type	Est. Unit Value per Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
701	Foughty, Diane M	SR 1	640.03	0	150	0.000	2.204	2.204	Ag.	\$ 9,000	\$ 19,836	\$ 15,000	\$ 35,000	\$ 12,000
702	Bradtmueller, Rex A	SR 1	644.55	0	150	0.000	2.220	2.220	Ag.	\$ 9,000	\$ 19,976	\$ 9,000	\$ 29,000	\$ 12,000
703	Bradtmueller, Steven A	SR 1	646.05	0	150	0.000	2.225	2.225	Ag.	\$ 9,000	\$ 20,022	\$ 9,000	\$ 30,000	\$ 12,000
704	Bultemeier, Grace M Revocable Trust	SR 1	314.08	0	150	0.000	1.082	1.082	Ag.	\$ 9,000	\$ 9,734	\$ 9,000	\$ 19,000	\$ 12,000
705	Bradtmueller, Stanley L	SR 1	777.00	0	150	0.000	2.676	2.676	Ag.	\$ 9,000	\$ 24,081	\$ 18,000	\$ 43,000	\$ 12,000
706	Dettmer, Aaron M	SR 1	1660.11	0	150	0.000	5.717	5.717	Ag.	\$ 9,000	\$ 51,450	\$ 27,000	\$ 79,000	\$ 12,000
707	Hulvey Family Farm Limited	SR 1	684.48	0	150	0.000	2.357	2.357	Ag.	\$ 9,000	\$ 21,213	\$ 9,000	\$ 31,000	\$ 12,000
708	Springer, Delight J	SR 1	753.91	0	150	0.000	2.596	2.596	Ag.	\$ 9,000	\$ 23,365	\$ 9,000	\$ 33,000	\$ 12,000
709	Bryant, Ross W / Betty L	SR 1	1393.06	0	100-150	0.000	4.563	4.563	Ag.	\$ 9,000	\$ 41,067	\$ 14,000	\$ 56,000	\$ 12,000
710	Saalfrank, Terry L/Shalynn R	SR 1	1455.37	10	0-75	0.334	2.234	1.900	Ag.	\$ 9,000	\$ 17,097	\$ -	\$ 15,000	\$ 12,000
711	Todd, Michael D/Karen S	SR 1	980.22	10	75-100	0.225	1.905	1.680	Ag.	\$ 9,000	\$ 15,120	\$ 10,000	\$ 26,000	\$ 12,000
712	Hissem, David L / Debra L	SR 1	343.22	10	75	0.079	0.591	0.512	Res.	\$ 25,000	\$ 12,804	\$ 5,000	\$ 18,000	\$ 12,000
713	Todd, Michael D/Karen S	SR 1	653.70	10	75	0.150	1.126	0.975	Ag.	\$ 9,000	\$ 8,779	\$ -	\$ 9,000	\$ 12,000
714	Dettmer, Brian W	SR 1	1315.98	10	75	0.302	2.266	1.964	Ag.	\$ 9,000	\$ 17,673	\$ -	\$ 18,000	\$ 12,000
715	Todd, Ronald J/Cynthia S	SR 1	1278.21	10	75	0.293	2.201	1.907	Ag.	\$ 9,000	\$ 17,166	\$ -	\$ 18,000	\$ 12,000
716	Dettmer, Brian W/Michelle A	SR 1	1311.92	10	75	0.301	2.259	1.958	Ag.	\$ 9,000	\$ 17,619	\$ -	\$ 18,000	\$ 12,000
717	Todd, Richard L / Mary E	SR 1	696.07	10	75	0.160	1.198	1.039	Ag.	\$ 9,000	\$ 9,348	\$ -	\$ 10,000	\$ 12,000
718	Allen, William K/Julie J	SR 1	532.74	10	75	0.122	0.917	0.795	Ag. Bus.	\$ 9,000	\$ 7,155	\$ 5,000	\$ 13,000	\$ 12,000
719	Dettmer, Glen A / Janet J	SR 1	772.33	10	75	0.177	1.330	1.152	Ag.	\$ 9,000	\$ 10,372	\$ -	\$ 11,000	\$ 12,000
720	Fiedler, Troy W	SR 1	993.25	10	75	0.228	1.710	1.482	Res./Ag.	\$ 9,000	\$ 13,339	\$ 15,000	\$ 29,000	\$ 12,000
721	Moser, Brenda K	SR 1	3251.69	10	75	0.746	5.599	4.852	Ag.	\$ 9,000	\$ 43,669	\$ -	\$ 44,000	\$ 12,000
722	Adam, Martin F / Lynne E	SR 1	537.05	10	75	0.123	0.925	0.801	Ag.	\$ 9,000	\$ 7,212	\$ -	\$ 8,000	\$ 12,000
723	Adam, Martin F / Lynne E	SR 1	200.00	10	75	0.046	0.344	0.298	Res.	\$ 9,000	\$ 2,686	\$ 5,000	\$ 8,000	\$ 12,000
724	Hipsher, Rick E/Amy L	SR 1	152.16	10	75	0.035	0.262	0.227	Res.	\$ 25,000	\$ 5,676	\$ 10,000	\$ 16,000	\$ 12,000
725	Doak, Benjamin O/Alyssa M	SR 1	1227.19	10	75	0.282	2.113	1.831	Com.	\$ 9,000	\$ 16,481	\$ -	\$ 17,000	\$ 12,000
726	Graft, Brian W / Yolanda J	SR 1	216.59	10	75	0.050	0.373	0.323	Com.	\$ 25,000	\$ 8,080	\$ 10,000	\$ 19,000	\$ 12,000
727	BAKR LLC	SR 1	942.44	10	0-75	0.216	1.538	1.322	Ag.	\$ 9,000	\$ 11,894	\$ -	\$ 12,000	\$ 12,000
728	Moser, Brenda Kay	SR 1	1333.38	10	75-150	0.306	3.252	2.946	Ag.	\$ 9,000	\$ 26,514	\$ 9,000	\$ 36,000	\$ 12,000
729	Johnson, Michael G/Connie S	SR 1	574.20	0	150	0.000	1.977	1.977	Res./Ag.	\$ 9,000	\$ 17,796	\$ 18,000	\$ 36,000	\$ 12,000
730	Witte, Hilbert H/Helen L Revocable Trust	SR 1	1132.58	0	150	0.000	3.900	3.900	Ag.	\$ 9,000	\$ 35,101	\$ 63,000	\$ 99,000	\$ 12,000
731	Reichert, Judy A	SR 1	83.99	0	150	0.000	0.315	0.315	Ag.	\$ 9,000	\$ 2,834	\$ -	\$ 3,000	\$ 12,000
732	Witte, Hilbert H/Helen L Revocable Trust	SR 1	1597.30	0	150	0.000	5.500	5.500	Ag.	\$ 9,000	\$ 49,503	\$ 108,000	\$ 158,000	\$ 12,000
733	Dettmer, Aaron M	SR 1	325.13	0	150	0.000	1.120	1.120	Ag.	\$ 9,000	\$ 10,076	\$ 9,000	\$ 20,000	\$ 12,000
734	Kozy Kourt Inc	SR 1	1619.92	0	150	0.000	5.578	5.578	Ag.	\$ 9,000	\$ 50,204	\$ 155,000	\$ 206,000	\$ 12,000
735	Werling Fam Trust, Leon D / Arlene	SR 1	1510.06	0	150	0.000	5.200	5.200	Ag.	\$ 9,000	\$ 46,799	\$ 500,000	\$ 547,000	\$ 12,000
736	Haiflich, Edwin N	SR 1	894.84	0	150	0.000	3.022	3.022	Ag.	\$ 9,000	\$ 27,196	\$ 180,000	\$ 208,000	\$ 12,000
737	Haiflich, David O/Katy E	SR 1	0.00	0	80	0.000	0.060	0.060	Res.	\$ 25,000	\$ 1,491	\$ 1,000	\$ 3,000	\$ 12,000
738	Crowl Trust, Brian G/Deutsch D	SR 1	390.45	0	150	0.000	1.345	1.345	Ag.	\$ 9,000	\$ 12,101	\$ 5,000	\$ 18,000	\$ 12,000

739	Springer, Edward C/Ruth E Revocable Trust	SR 1	1895.84	0	150	0.000	6.528	6.528	Ag.	\$ 9,000	\$ 58,755	\$ 45,000	\$ 104,000	\$ 12,000
740	Lindblom, Clifford	SR 1	345.39	0	150	0.000	1.189	1.189	Ag.	\$ 9,000	\$ 10,704	\$ 9,000	\$ 20,000	\$ 12,000
741	Reiling, Donald L/Teresa C	SR 1	262.12	0	150	0.000	0.903	0.903	Res.	\$ 15,000	\$ 13,539	\$ 25,000	\$ 39,000	\$ 12,000
742	Lindblom, Clifford	SR 1	274.01	0	95-145	0.000	0.726	0.726	Res.	\$ 15,000	\$ 10,883	\$ 15,000	\$ 26,000	\$ 12,000
743a	Platted Subdiv R/W	SR 1	633.80	40	0-40	0.428	0.636	0.000	Res.	\$ 1	\$ -	\$ 1,000	\$ 1,000	\$ 12,000
743b	Scott, Logan William	SR 1	101.00	0	0-15	0.000	0.019	0.019	Res.	\$ 25,000	\$ 477	\$ 35,000	\$ 36,000	\$ 12,000
743c	Scott, Logan William	SR 1	56.90	0	15-22	0.000	0.024	0.024	Res.	\$ 25,000	\$ 600	\$ 1,000	\$ 2,000	\$ 12,000
743d	Eschenbacher, Todd Alan	SR 1	48.30	0	22-26	0.000	0.026	0.026	Res.	\$ 25,000	\$ 653	\$ 35,000	\$ 36,000	\$ 12,000
743e	Eschenbacher, Todd Alan	SR 1	95.87	0	26-32	0.000	0.063	0.063	Res.	\$ 25,000	\$ 1,587	\$ 35,000	\$ 37,000	\$ 12,000
743f	GenMar STAR Enterprises, LLC	SR 1	97.56	0	32-35	0.000	0.078	0.078	Res.	\$ 25,000	\$ 1,960	\$ 35,000	\$ 37,000	\$ 12,000
743g	Bultemeier, Michael A / Linda M	SR 1	105.36	0	35	0.000	0.085	0.085	Res.	\$ 25,000	\$ 2,116	\$ 1,000	\$ 4,000	\$ 12,000
743h	Hanni, Glen E / Beth E	SR 1	96.57	0	35	0.000	0.078	0.078	Res.	\$ 25,000	\$ 1,940	\$ 1,000	\$ 3,000	\$ 12,000
744	Lindblom Trust, Rose M	SR 1	491.93	12	40	0.136	0.452	0.316	Res.	\$ 15,000	\$ 4,743	\$ 5,000	\$ 10,000	\$ 12,000
745	Allen, Michael T	SR 1	242.96	12	75	0.067	0.418	0.351	Res.	\$ 9,000	\$ 3,162	\$ 5,000	\$ 9,000	\$ 12,000
746	Allen, Michael T	SR 1	275.00	12	75	0.076	0.473	0.398	Res.	\$ 25,000	\$ 9,943	\$ 1,000	\$ 11,000	\$ 12,000
747	Beavans Trust	SR 1	1099.41	12	75	0.303	1.893	1.590	Ag.	\$ 9,000	\$ 14,310	\$ -	\$ 15,000	\$ 12,000
748	Terry'S Cycle Sales Inc	SR 1	1105.42	12	75	0.305	1.903	1.599	Com/Ag.	\$ 9,000	\$ 14,389	\$ 1,000	\$ 16,000	\$ 12,000
749	Allen, Michael T	SR 1	209.38	12	75	0.058	0.360	0.303	Res.	\$ 25,000	\$ 7,570	\$ 10,000	\$ 18,000	\$ 12,000
750	Weaver, Ralph A	SR 1	202.31	12	75	0.056	0.348	0.293	Res.	\$ 25,000	\$ 7,315	\$ 15,000	\$ 23,000	\$ 12,000
751	Meyer, Kent A	SR 1	34.62	12	75	0.010	0.060	0.050	Ag. Bus.	\$ 25,000	\$ 1,252	\$ 1,000	\$ 3,000	\$ 12,000
752	Meyer, Kent A	SR 1	227.13	12	75	0.063	0.391	0.328	Res.	\$ 25,000	\$ 8,212	\$ 10,000	\$ 19,000	\$ 12,000
753	Wiebke, Theodore K	SR 1	207.79	12	75	0.057	0.358	0.301	Res.	\$ 25,000	\$ 7,513	\$ 10,000	\$ 18,000	\$ 12,000
754	Freiburger, Douglas P/Beverly	SR 1	242.44	12	75	0.067	0.417	0.351	Res.	\$ 25,000	\$ 8,766	\$ 15,000	\$ 24,000	\$ 12,000
755	Terry'S Cycle Sales Inc	SR 1	151.84	12	75	0.042	0.261	0.220	Com/./Ag.	\$ 9,000	\$ 1,976	\$ 1,000	\$ 3,000	\$ 12,000
756	Terry'S Cycle Sales Inc	SR 1	50.39	12	75	0.014	0.087	0.073	Com/./Ag.	\$ 9,000	\$ 656	\$ 10,000	\$ 11,000	\$ 12,000
757	GenMar STAR Farms, LLC	SR 1	615.59	12	75	0.170	1.060	0.890	Ag.	\$ 9,000	\$ 8,013	\$ -	\$ 9,000	\$ 12,000
758	Donaghy, William E/Cheryl A etal	SR 1	594.35	12	75	0.164	1.023	0.860	Ag.	\$ 9,000	\$ 7,736	\$ -	\$ 8,000	\$ 12,000
759	Caldwell, Floyd Dale / Sarah	SR 1	156.71	12	75	0.043	0.270	0.227	Res./TT	\$ 25,000	\$ 5,666	\$ 90,000	\$ 96,000	\$ 12,000
760	Haven Acquistion INC	SR 1	148.77	12	75	0.041	0.256	0.215	Res.	\$ 25,000	\$ 5,379	\$ 15,000	\$ 21,000	\$ 12,000
761	Haven Acquisition INC	SR 1	277.47	12	75	0.076	0.478	0.401	Com.	\$ 25,000	\$ 10,032	\$ 5,000	\$ 16,000	\$ 12,000
762	Buuck, Allen R/Shirley	SR 1	503.79	12	75	0.139	0.867	0.729	Ag.	\$ 9,000	\$ 6,558	\$ -	\$ 7,000	\$ 12,000
763	Powell, Kenneth J	SR 1	217.55	12	75	0.060	0.375	0.315	Res	\$ 9,000	\$ 2,832	\$ 20,000	\$ 23,000	\$ 12,000
764	Figert, Jason E/Shauga N	SR 1	249.95	12	75	0.069	0.430	0.362	Res	\$ 25,000	\$ 9,038	\$ 5,000	\$ 15,000	\$ 12,000
765	Foreman, Claude E / Virginia R	SR 1	1953.03	12	75	0.538	3.363	2.825	Ag.	\$ 9,000	\$ 25,422	\$ 2,000	\$ 28,000	\$ 12,000
766	Buuck, Allen R/Shirley	SR 1	404.17	12	75	0.111	0.696	0.585	Ag.	\$ 9,000	\$ 5,261	\$ 2,000	\$ 8,000	\$ 12,000
767	Dupont, Dorothy L Trust	SR 1	862.63	12	75	0.238	1.485	1.248	Ag.	\$ 9,000	\$ 11,228	\$ 1,000	\$ 13,000	\$ 12,000
768	Cripe, J Patrick / Linda A	SR 1	369.98	12	75	0.102	0.637	0.535	Res	\$ 25,000	\$ 13,377	\$ 20,000	\$ 34,000	\$ 12,000
769	McConnell, Luke/Lydia	SR 1	204.39	12	75	0.056	0.352	0.296	Res	\$ 25,000	\$ 7,390	\$ 20,000	\$ 28,000	\$ 12,000
770	Keller, Nathan/Courtney	SR 1	257.06	12	75	0.071	0.443	0.372	Res	\$ 25,000	\$ 9,295	\$ 30,000	\$ 40,000	\$ 12,000
771	Hacker, Jeffrey A / Todd , Cari L	SR 1	412.02	12	75	0.114	0.709	0.596	Res	\$ 25,000	\$ 14,898	\$ 15,000	\$ 30,000	\$ 12,000
772	Kingslien, Dennis M / Julie J	SR 1	150.93	12	75	0.042	0.260	0.218	Res	\$ 25,000	\$ 5,457	\$ 20,000	\$ 26,000	\$ 12,000
773	Kingslien, Dennis M / Julie J	SR 1	19.18	12	75	0.005	0.033	0.028	Ag.	\$ 9,000	\$ 250	\$ -	\$ 1,000	\$ 12,000
774	Reichelt, Harvey R / Marie T	SR 1	234.46	12	75	0.065	0.404	0.339	Res	\$ 25,000	\$ 8,477	\$ 20,000	\$ 29,000	\$ 12,000
775	Stucker, Charles E/Marilyn	SR 1	176.51	12	75	0.049	0.304	0.255	Res	\$ 25,000	\$ 6,382	\$ 20,000	\$ 27,000	\$ 12,000

776	Harmon, Douglas E / Mary C	SR 1	160.75	12	75	0.044	0.277	0.232	Res	\$ 25,000	\$ 5,812	\$ 20,000	\$ 26,000	\$ 12,000
777	Brodie, Richard P / Jody A	SR 1	201.56	12	75	0.056	0.347	0.292	Res	\$ 25,000	\$ 7,288	\$ 20,000	\$ 28,000	\$ 12,000
778	Moser, Kurt R / Molli J	SR 1	293.08	12	75	0.081	0.505	0.424	Ag.	\$ 9,000	\$ 3,815	\$ -	\$ 4,000	\$ 12,000
779	Wayne & Esther Realty, LLC	SR 1	438.18	12	75	0.121	0.754	0.634	Ag.	\$ 9,000	\$ 5,704	\$ 2,000	\$ 8,000	\$ 12,000
780	Clark, Luke L	SR 1	212.00	12	75	0.058	0.365	0.307	Res	\$ 25,000	\$ 7,665	\$ 30,000	\$ 38,000	\$ 12,000
781	Avey, David G	SR 1	492.80	12	75	0.136	0.848	0.713	Ag.	\$ 9,000	\$ 6,414	\$ 2,000	\$ 9,000	\$ 12,000
782	Avey Farms Inc	SR 1	901.56	12	75	0.248	1.552	1.304	Ag.	\$ 9,000	\$ 11,735	\$ 2,000	\$ 14,000	\$ 12,000
783	Alejandro, Medardo	SR 1	412.70	12	75	0.114	0.711	0.597	Res	\$ 25,000	\$ 14,922	\$ 15,000	\$ 30,000	\$ 12,000
784	Alejandro, Medardo	SR 1	50.47	12	75	0.014	0.087	0.073	Res	\$ 25,000	\$ 1,825	\$ -	\$ 2,000	\$ 12,000
785	Old RR R/W	SR 1	99.50	12	75	0.027	0.171	0.144	Com./ Ag.	\$ 25,000	\$ 3,598	\$ -	\$ 4,000	\$ 12,000
786	Kraning, Bruce J/Diana M	SR 1	101.68	12	75	0.028	0.175	0.147	Res	\$ 25,000	\$ 3,676	\$ 20,000	\$ 24,000	\$ 12,000
787	Tracy, Thomas L/Anita	SR 1	324.87	12	75	0.089	0.559	0.470	Com.	\$ 25,000	\$ 11,746	\$ 10,000	\$ 22,000	\$ 12,000
788	Kraning, Bruce J/Diana M	SR 1	268.25	12	75	0.074	0.462	0.388	Com.	\$ 25,000	\$ 9,699	\$ 2,000	\$ 12,000	\$ 12,000

**Total                    9.097    123.832**

TOTAL LID	\$ 3,203,000
TOTAL RW SERVICES	\$ 1,140,000

**CR 100E from CR 1200N (North County Line) to County Road 300N**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			Property Type	Est. Unit Value per Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
1	Hetrick etal, Jerry	100E	2261.01	10	40	0.519	2.068	1.549	Ag.	\$ 9,000	\$ 13,943	\$ -	\$ 14,000	\$ 12,000
2	Reed, Robert W	100E	1179.51	10	40	0.271	1.083	0.812	Ag.	\$ 9,000	\$ 7,312	\$ -	\$ 8,000	\$ 12,000
3	Hetrick etal, Jerry	100E	330	10	40	0.076	0.303	0.227	Res.	\$ 30,000	\$ 6,818	\$ -	\$ 7,000	\$ 12,000
4	Leman, Ronald L/Kathy K	100E	235	10	40	0.054	0.216	0.162	Res.	\$ 30,000	\$ 4,855	\$ 25,000	\$ 30,000	\$ 12,000
5	Billiard, Lynn A/Tracy L	100E	275	10	40	0.063	0.253	0.189	Res.	\$ 30,000	\$ 5,682	\$ 5,000	\$ 11,000	\$ 12,000
6	VanZant, Joyce A/VanMeter, Katherine R	100E	50	10	40	0.011	0.046	0.034	Ag.	\$ 9,000	\$ 310	\$ -	\$ 1,000	\$ 12,000
7	DeArmond, Jay/Sherran K	100E	204.31	10	40	0.047	0.188	0.141	Res.	\$ 25,000	\$ 3,517	\$ 5,000	\$ 9,000	\$ 12,000
8	Bookmiller, Dustin W/Megan Jane	100E	271	10	40	0.062	0.249	0.187	Res.	\$ 9,000	\$ 1,680	\$ 25,000	\$ 27,000	\$ 12,000
9	Woodward, Brian T/Marnie L	100E	195.01	10	40	0.045	0.181	0.136	Res./TT	\$ 25,000	\$ 3,397	\$ 190,000	\$ 194,000	\$ 12,000
10	Hetrick etal, Jerry	100E	666.29	10	40	0.153	0.618	0.465	Ag.	\$ 9,000	\$ 4,185	\$ -	\$ 5,000	\$ 12,000
11	Gibson, Marilyn B Irrevocable Trust	100E	325.2	10	40	0.075	0.299	0.224	Ag.	\$ 9,000	\$ 2,017	\$ -	\$ 3,000	\$ 12,000
12	Weikel, Randy F / Roberta J	100E	328.09	10	40	0.075	0.301	0.226	Res.	\$ 9,000	\$ 2,034	\$ -	\$ 3,000	\$ 12,000
13	Haddix, D Scott/E Anne	100E	660.78	10	40	0.152	0.607	0.455	Ag.	\$ 9,000	\$ 4,096	\$ -	\$ 5,000	\$ 12,000
14	Gibson, Marilyn B Irrevocable Trust	100E	665.36	10	40	0.153	0.611	0.458	Ag.	\$ 9,000	\$ 4,125	\$ -	\$ 5,000	\$ 12,000
15	Herman, Edwin M / Linda S	100E	1328.33	10	40	0.305	1.220	0.915	Ag.	\$ 9,000	\$ 8,233	\$ -	\$ 9,000	\$ 12,000
16	Gibson, Marilyn B Irrevocable Trust	100E	660.93	10	40	0.152	0.607	0.455	Ag.	\$ 9,000	\$ 4,097	\$ -	\$ 5,000	\$ 12,000
17	Wegman, William F/Shila	100E	535.31	10	40	0.123	0.492	0.369	Ag.	\$ 9,000	\$ 3,318	\$ 2,000	\$ 6,000	\$ 12,000
18	Imel, Jimmie T / Shirley A	100E	132.04	10	40	0.030	0.121	0.091	Res.	\$ 25,000	\$ 2,273	\$ 23,000	\$ 26,000	\$ 12,000
19	Bouman, David G/Linda K	100E	296.36	10	40	0.068	0.272	0.204	Res.	\$ 25,000	\$ 5,102	\$ 10,000	\$ 16,000	\$ 12,000
20	Herman, Raymond D / Carolyn J	100E	2352.48	10	40	0.540	2.160	1.620	Ag.	\$ 9,000	\$ 14,582	\$ -	\$ 15,000	\$ 12,000
21	Springer, Maurice D/Sharon K	100E	2342.94	10	40	0.538	2.151	1.614	Ag.	\$ 9,000	\$ 14,522	\$ -	\$ 15,000	\$ 12,000
22	Herman, Tony D/Kelly J	100E	287	10	40	0.066	0.264	0.198	Res.	\$ 25,000	\$ 4,941	\$ 20,000	\$ 25,000	\$ 12,000
23	Dettmer, Aaron M	100E	863.85	10	40	0.198	0.793	0.595	Ag.	\$ 9,000	\$ 5,354	\$ -	\$ 6,000	\$ 12,000
24	Rambo, Avery J	100E	219.07	10	40	0.050	0.201	0.151	Res./TT	\$ 25,000	\$ 3,772	\$ 50,000	\$ 54,000	\$ 12,000
25	Duncan, Kelly J / Barbara J	100E	372.77	10	40	0.086	0.342	0.257	Res.	\$ 25,000	\$ 6,419	\$ 25,000	\$ 32,000	\$ 12,000



26	Donovan, Brian L/Erin	100E	220.09	10	40	0.051	0.202	0.152	Res.	\$ 25,000	\$ 3,790	\$ 20,000	\$ 24,000	\$ 12,000
27	Price, Keyth E / Connie L	100E	500.17	10	40	0.115	0.459	0.344	Res.	\$ 25,000	\$ 8,612	\$ 25,000	\$ 34,000	\$ 12,000
28	Herman, Raymond D / Carolyn J	100E	566.86	10	40	0.130	0.521	0.390	Ag.	\$ 9,000	\$ 3,513	\$ -	\$ 4,000	\$ 12,000
29	Putt, Jeffrey A/Laurel K	100E	134.76	10	40	0.031	0.124	0.093	Res./Ag.	\$ 25,000	\$ 2,326	\$ 25,000	\$ 28,000	\$ 12,000
30	Klaehn, Merlyn L / Barbara J	100E	537.47	10	40	0.123	0.493	0.370	Ag.	\$ 9,000	\$ 3,329	\$ -	\$ 4,000	\$ 12,000
31	Putt, Jeffrey A/Laurel K	100E	184.03	10	40	0.042	0.169	0.127	Res./Ag.	\$ 25,000	\$ 3,166	\$ 25,000	\$ 29,000	\$ 12,000
32	Kaehr, Lyle D/Connie J	100E	957.14	10	40	0.220	0.879	0.659	Ag.	\$ 9,000	\$ 5,932	\$ 25,000	\$ 31,000	\$ 12,000
33	Miles, Donald E/Rita F	100E	313	10	40	0.072	0.288	0.216	Res.	\$ 25,000	\$ 5,412	\$ 10,000	\$ 16,000	\$ 12,000
34	Meyer, Brandon R/April M	100E	410.67	10	40	0.094	0.376	0.282	Res.	\$ 25,000	\$ 7,054	\$ 20,000	\$ 28,000	\$ 12,000
35	Kankovsky, Christoper H	100E	249.77	10	40	0.057	0.230	0.172	Res.	\$ 10,000	\$ 1,722	\$ 1,000	\$ 3,000	\$ 12,000
36	Meyer, Brandon R/April M	100E	152.06	10	40	0.035	0.139	0.104	Ag.	\$ 9,000	\$ 935	\$ -	\$ 1,000	\$ 12,000
37	Rohr etal, Brooke	100E	305.96	10	40	0.070	0.281	0.211	Res.	\$ 25,000	\$ 5,267	\$ 15,000	\$ 21,000	\$ 12,000
38	Brown, Tom D / Vicki Mae	100E	200.96	10	40	0.046	0.185	0.139	Res.	\$ 25,000	\$ 3,482	\$ 2,000	\$ 6,000	\$ 12,000
39	Brown, Vicki	100E	200	10	40	0.046	0.184	0.138	Ag.	\$ 9,000	\$ 1,240	\$ -	\$ 2,000	\$ 12,000
40	Pass, W Archie / Linda J	100E	441.59	10	40	0.101	0.403	0.302	Res./Ag.	\$ 9,000	\$ 2,715	\$ 25,000	\$ 28,000	\$ 12,000
41	Archbold Homestead LLC	100E	570.4	10	40	0.131	1.305	1.174	Ag.	\$ 9,000	\$ 10,567	\$ -	\$ 11,000	\$ 12,000
42	Brown, Vicki	100E	307.72	10	40	0.071	0.283	0.212	Res.	\$ 25,000	\$ 5,310	\$ 20,000	\$ 26,000	\$ 12,000
43	Archbold, Teddy	100E	358.95	10	40	0.082	0.329	0.246	Res.	\$ 25,000	\$ 6,156	\$ 20,000	\$ 27,000	\$ 12,000
44	Pass Jr, W Archie/Linda Jo	100E	342.47	10	40	0.079	0.315	0.236	Res./Ag.	\$ 9,000	\$ 2,123	\$ -	\$ 3,000	\$ 12,000
45	Kaehr Properties, LLC	100E	1005.12	10	40-70	0.231	0.971	0.740	Ag.	\$ 9,000	\$ 6,662	\$ -	\$ 7,000	\$ 12,000
46	Glisson, Jason M/Pepper M	100E	292.76	10	40	0.067	0.268	0.201	Res.	\$ 25,000	\$ 5,028	\$ 15,000	\$ 21,000	\$ 12,000
47	Hoopingarner, George E / Phyllis	100E	326.88	10	70	0.075	0.526	0.451	Res.	\$ 25,000	\$ 11,286	\$ 20,000	\$ 32,000	\$ 12,000
48	Connett, Lawrence E / Constance	100E	186.71	10	40	0.043	0.171	0.129	Res.	\$ 35,000	\$ 4,499	\$ 25,000	\$ 30,000	\$ 12,000
49	Minnich, Steven J / Marvetta Jo	100E	486.69	10	70	0.112	0.781	0.670	Res.	\$ 25,000	\$ 16,744	\$ 20,000	\$ 37,000	\$ 12,000
50	Martz, Ted W / Cheryl S	100E	1116.17	10	40	0.256	1.029	0.772	Ag.	\$ 9,000	\$ 6,952	\$ -	\$ 7,000	\$ 12,000
51	Mahnensmith, Todd J/Holly R	100E	482.22	10	70	0.111	0.757	0.647	Comm.	\$ 25,000	\$ 16,166	\$ 2,000	\$ 19,000	\$ 12,000
52	Wilson, James L / Deborah J	100E	357.03	10	70	0.082	0.592	0.510	Res.	\$ 9,000	\$ 4,588	\$ 15,000	\$ 20,000	\$ 12,000
53	Mahnensmith, Todd J / Holly R	100E	977.9	10	40	0.224	0.894	0.670	Res.	\$ 25,000	\$ 16,743	\$ 25,000	\$ 42,000	\$ 12,000

54	Archbold, Lucinda A	100E	991.27	10	70	0.228	1.592	1.365	Ag.	\$ 9,000	\$ 12,282	\$ 25,000	\$ 38,000	\$ 12,000
55	Stine, Jeffery A/Prentice, Cynthia	100E	363.23	10	40	0.083	0.334	0.250	Res.	\$ 25,000	\$ 6,256	\$ 20,000	\$ 27,000	\$ 12,000
56	Kocher, Sean R/Sarah A	100E	314.56	10	70	0.072	0.505	0.433	Res.	\$ 25,000	\$ 10,832	\$ 10,000	\$ 21,000	\$ 12,000
57	Drottz, Terry W	100E	637.63	10	40	0.146	0.577	0.431	Res.	\$ 25,000	\$ 10,767	\$ 30,000	\$ 41,000	\$ 12,000
58	Schoppman etal, Kim R	100E	200.03	10	70	0.046	0.321	0.276	Res.	\$ 25,000	\$ 6,889	\$ 10,000	\$ 17,000	\$ 12,000
59	Fegley, Scott M/April M	100E	33.5	10	40	0.008	0.039	0.031	Res.	\$ 25,000	\$ 787	\$ 10,000	\$ 11,000	\$ 12,000
60	Richardson, Shane/Alisha	100E	402.35	10	40	0.092	0.369	0.277	Res.	\$ 25,000	\$ 6,928	\$ 10,000	\$ 17,000	\$ 12,000
61	Evans, Andy A/Angela M	100E	897.42	10	70	0.206	1.443	1.237	Ag.	\$ 9,000	\$ 11,129	\$ -	\$ 12,000	\$ 12,000
62	Todd, Richard / Mary / Keith	100E	612.11	10	40	0.141	0.562	0.422	Ag.	\$ 9,000	\$ 3,798	\$ -	\$ 4,000	\$ 12,000
63	Burke, Scott J	100E	206.25	10	40	0.047	0.189	0.142	Res.	\$ 25,000	\$ 3,554	\$ 20,000	\$ 24,000	\$ 12,000
64	Williams, Robert D / Amy A	100E	220.75	10	70	0.051	0.355	0.304	Res.	\$ 25,000	\$ 7,602	\$ 10,000	\$ 18,000	\$ 12,000
65	Nancarrow, Judith E	100E	1007.13	10	70	0.231	1.618	1.387	Ag.	\$ 9,000	\$ 12,480	\$ -	\$ 13,000	\$ 12,000
66	Dafforn, Kirby A / Joyce A	100E	752.49	10	40	0.173	0.690	0.518	Forrest	\$ 25,000	\$ 12,943	\$ -	\$ 13,000	\$ 12,000
67	Turner, Walter D	100E	285.94	10	40	0.066	0.263	0.197	Res.	\$ 25,000	\$ 4,922	\$ 30,000	\$ 35,000	\$ 12,000
68	Nancarrow, Judith E	100E	2667.73	10	70	0.612	4.288	3.675	Ag.	\$ 9,000	\$ 33,076	\$ -	\$ 34,000	\$ 12,000
69	Martz, Ted W/Cheryl S	100E	2377.15	10	40	0.546	2.183	1.637	Ag.	\$ 9,000	\$ 14,735	\$ -	\$ 15,000	\$ 12,000
70	Martz, Ted W / Cheryl S	100E	262.2	10	40	0.060	0.241	0.181	Res.	\$ 35,000	\$ 6,320	\$ 20,000	\$ 27,000	\$ 12,000
71	Nancarrow, Judith E	100E	989.87	10	70	0.227	1.591	1.364	Ag.	\$ 9,000	\$ 12,277	\$ -	\$ 13,000	\$ 12,000
72	Stier, Chris A/Beverly A	100E	121.21	10	70	0.028	0.195	0.167	Res.	\$ 25,000	\$ 4,174	\$ 5,000	\$ 10,000	\$ 12,000
73	Stier, Chris A / Beverly A	100E	208.81	10	70	0.048	0.336	0.288	Res.	\$ 25,000	\$ 7,190	\$ 15,000	\$ 23,000	\$ 12,000
74	Reed, Linda D	100E	2371.13	10	40	0.544	2.177	1.633	Ag.	\$ 9,000	\$ 14,697	\$ -	\$ 15,000	\$ 12,000
75	Johnson Bros Farm Llc	100E	1313.54	10	70	0.302	2.111	1.809	Res./Ag.	\$ 9,000	\$ 16,283	\$ -	\$ 17,000	\$ 12,000
76	Denton, Charles L/Carol J	100E	212.31	10	70	0.049	0.341	0.292	Res.	\$ 25,000	\$ 7,302	\$ 25,000	\$ 33,000	\$ 12,000
77	Emmanuel Farms, LLC	100E	204.04	10	40	0.047	0.187	0.141	Res./Farm	\$ 25,000	\$ 3,514	\$ 25,000	\$ 29,000	\$ 12,000
78	Dial, Steven J/Angela L	100E	321.58	10	70	0.074	0.517	0.443	Res.	\$ 25,000	\$ 11,074	\$ 15,000	\$ 27,000	\$ 12,000
79	Donaghy, Gene Allen / Marla Jo	100E	979.21	10	70	0.225	1.573	1.349	Res.	\$ 9,000	\$ 12,138	\$ 25,000	\$ 38,000	\$ 12,000
80	Fiechter, Jay G/Lynnae L	100E	2435.93	10	40	0.559	2.237	1.678	Ag.	\$ 9,000	\$ 15,100	\$ -	\$ 16,000	\$ 12,000
81	GenMar STAR Farms, LLC	100E	1126.84	10	70	0.259	1.812	1.553	Ag.	\$ 9,000	\$ 13,977	\$ -	\$ 14,000	\$ 12,000

82	Lupcke, Martin W	100E	225	10	70	0.052	0.362	0.310	Res.	\$ 25,000	\$ 7,748	\$ 25,000	\$ 33,000	\$ 12,000
83	Fiechter, Douglas D	100E	1244.07	10	40	0.286	1.142	0.856	Ag.	\$ 9,000	\$ 7,708	\$ -	\$ 8,000	\$ 12,000
84	Schaefer, David D / Carolyn A	100E	2199.55	10	70	0.505	3.534	3.029	Ag.	\$ 9,000	\$ 27,260	\$ -	\$ 28,000	\$ 12,000
85	Wisembaker, Benjamin R/Morgan S	100E	230.19	10	40	0.053	0.212	0.159	Res.	\$ 25,000	\$ 3,968	\$ 20,000	\$ 24,000	\$ 12,000
86	Neuenschwander, Larry L/Cheryl A	100E	370	10	40	0.085	0.340	0.255	Res.	\$ 25,000	\$ 6,371	\$ 15,000	\$ 22,000	\$ 12,000
87	Towle, Jeffery A / Jodi L	100E	435	10	40	0.100	0.399	0.300	Res.	\$ 25,000	\$ 7,490	\$ 20,000	\$ 28,000	\$ 12,000
88	Stephenson, Joyce I	100E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 2,000	\$ 6,000	\$ 12,000
89	Byrne, Patrick R/Householder, Debra A	100E	207.41	10	70	0.048	0.334	0.286	Res.	\$ 25,000	\$ 7,158	\$ 15,000	\$ 23,000	\$ 12,000
90	Humerickhouse, Patrick / Noreen	100E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 20,000	\$ 24,000	\$ 12,000
91	Kistler, Brian K / Mary J	100E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 25,000	\$ 29,000	\$ 12,000
92	Vepel, Pamela Rae	100E	18.05	10	40	0.004	0.017	0.012	Res.	\$ 25,000	\$ 312	\$ 1,000	\$ 2,000	\$ 12,000
93	Haggard, E Wayne	100E	36.49	10	40	0.008	0.034	0.025	Ag.	\$ 9,000	\$ 226	\$ -	\$ 1,000	\$ 12,000
94	McConn, Richard E	100E	252.31	10	40	0.058	0.232	0.174	Res.	\$ 20,000	\$ 3,475	\$ 5,000	\$ 9,000	\$ 12,000
95	Bobay, Dennis P	100E	958.35	10	70	0.220	1.540	1.320	Res.	\$ 9,000	\$ 11,876	\$ 10,000	\$ 22,000	\$ 12,000
96	Horn, John / Tamara	100E	759.4	10	40	0.174	0.697	0.523	Res.	\$ 20,000	\$ 10,458	\$ 25,000	\$ 36,000	\$ 12,000
97	Lemmen, Roger D/Cynthia J	100E	504.24	10	70	0.116	0.810	0.695	Res.	\$ 9,000	\$ 6,252	\$ 20,000	\$ 27,000	\$ 12,000
98	Shumate, Allen R/Virginia	100E	391.44	10	40	0.090	0.360	0.270	Res.	\$ 25,000	\$ 6,742	\$ 25,000	\$ 32,000	\$ 12,000
99	Dillion, Philip M/Deena M	100E	228.5	10	70	0.052	0.368	0.315	Res.	\$ 15,000	\$ 4,726	\$ 2,000	\$ 7,000	\$ 12,000
100	Ternet, James E/Donna K	100E	46.08	10	70	0.011	0.074	0.063	Res.	\$ 15,000	\$ 949	\$ 1,000	\$ 2,000	\$ 12,000
101	Ternet, James E/Donna K	100E	155.26	10	70	0.036	0.245	0.209	Res.	\$ 15,000	\$ 3,136	\$ 20,000	\$ 24,000	\$ 12,000
102	Truex, Gordon D / Sarah A	100E	425.48	10	40	0.098	0.391	0.293	Res.	\$ 20,000	\$ 5,860	\$ 25,000	\$ 31,000	\$ 12,000
103	Karns, Tyler B/Brittany M	100E	327.22	10	70	0.075	0.654	0.579	Res.	\$ 25,000	\$ 14,473	\$ -	\$ 15,000	\$ 12,000
104	Boyd, Juanita J	100E	91.05	10	40	0.021	0.108	0.087	Res.	\$ 20,000	\$ 1,750	\$ 25,000	\$ 27,000	\$ 12,000
105	Werling, Kenneth Wayne	100E	49.72	10	70	0.000	0.013	0.013	Ag.	\$ 9,000	\$ 113	\$ -	\$ 1,000	\$ 12,000
106	Northern Wells Multi-School Building Corporation	100E	30	10	70	0.007	0.051	0.044	Special	\$ 9,000	\$ 399	\$ 5,000	\$ 6,000	\$ 12,000
107	Park, Robert C / Loynetta A	100E	512.66	10	40	0.000	0.075	0.075	Res.	\$ 25,000	\$ 1,877	\$ 10,000	\$ 12,000	\$ 12,000
108	Tomlin, George A / Daphne D	100E	534.81	10	40	0.000	0.184	0.184	Res.	\$ 25,000	\$ 4,604	\$ 15,000	\$ 20,000	\$ 12,000
109	Northern, Wells Comm Schools	100E	1004	10	70	0.230	1.589	1.359	Special	\$ 9,000	\$ 12,227	\$ 25,000	\$ 38,000	\$ 12,000

110	Nickles, Judith F	100E	371.65	10	40	0.000	0.128	0.128	Ag.	\$ 9,000	\$ 1,151	\$ -	\$ 2,000	\$ 12,000
111	Northern Wells Community Schoo	100E	93.29	10	70	0.021	0.150	0.129	Special	\$ 9,000	\$ 1,158	\$ 1,000	\$ 3,000	\$ 12,000
112	Park, Lester A	100E	573.16	10	40	0.000	0.197	0.197	Res.	\$ 25,000	\$ 4,933	\$ 25,000	\$ 30,000	\$ 12,000
113	Northern Wells Community Schoo	100E	509.23	10	70	0.117	0.819	0.702	Special	\$ 9,000	\$ 6,316	\$ 5,000	\$ 12,000	\$ 12,000
114	Park, Lawrence E etal	100E	833.57	10	40	0.000	0.287	0.287	Ag.	\$ 9,000	\$ 2,584	\$ -	\$ 3,000	\$ 12,000
115	Northern Wells School Trustees	100E	833.31	10	70	0.000	0.861	0.861	Special	\$ 9,000	\$ 7,747	\$ -	\$ 8,000	\$ 12,000
116	Lockwood, Kyle W/Marci G	100E	208.21	10	70	0.000	0.215	0.215	Res.	\$ 25,000	\$ 5,382	\$ 25,000	\$ 31,000	\$ 12,000
117	Schortgen Rev Trust, Richard S/Pamela S	100E	770.89	10	40	0.000	0.280	0.280	Res.	\$ 9,000	\$ 2,516	\$ 15,000	\$ 18,000	\$ 12,000
118	Ebnit, Richard G	100E	796.42	10	70	0.000	0.788	0.788	Ag.	\$ 9,000	\$ 7,093	\$ -	\$ 8,000	\$ 12,000
119	Courter, Michael E/Lori A	100E	318.47	10	70	0.000	0.309	0.309	Res.	\$ 25,000	\$ 7,716	\$ 20,000	\$ 28,000	\$ 12,000
120	Beavans, Lucille	100E	1515.02	10	40	0.000	0.623	0.623	Ag.	\$ 9,000	\$ 5,610	\$ -	\$ 6,000	\$ 12,000
121	Bailey, Thomas W / Camelia J	100E	435.42	10	70	0.000	0.413	0.413	Res./Ag.	\$ 9,000	\$ 3,718	\$ 15,000	\$ 19,000	\$ 12,000
122	Gaff, Jennifer A	100E	362.02	10	40	0.000	0.151	0.151	Res.	\$ 25,000	\$ 3,785	\$ 25,000	\$ 29,000	\$ 12,000
123	Bailey, Thomas W/Camelia J	100E	593.84	10	70	0.000	0.563	0.563	Res./Ag.	\$ 9,000	\$ 5,071	\$ 1,000	\$ 7,000	\$ 12,000
124	Felger, Daniel/Linda	100E	92.64	10	70	0.000	0.113	0.113	Ag.	\$ 9,000	\$ 1,016	\$ -	\$ 2,000	\$ 12,000
125	Felger, Daniel/Linda	100E	202.99	10	70	0.000	0.220	0.220	Res.	\$ 25,000	\$ 5,510	\$ 20,000	\$ 26,000	\$ 12,000
126	Smith, Ronald J / Marcella A	100E	1312.7	10	40	0.000	0.466	0.466	Res./Ag.	\$ 9,000	\$ 4,198	\$ 30,000	\$ 35,000	\$ 12,000
127	Balaguras etal, Nicholas J	100E	2358.39	10	70	0.000	2.425	2.425	Ag.	\$ 9,000	\$ 21,823	\$ 25,000	\$ 47,000	\$ 12,000
128	Hodle, Gary L/Linda K	100E	289.39	10	40	0.000	0.100	0.100	Res.	\$ 25,000	\$ 2,491	\$ 100,000	\$ 103,000	\$ 12,000
129	Kunkel, Timothy D/Jane A	100E	1051.64	10	40	0.000	0.351	0.351	Ag.	\$ 9,000	\$ 3,163	\$ -	\$ 4,000	\$ 12,000
130	Johnloz Jr, Richard A	100E	298.27	10	70	0.000	0.340	0.340	Ag.	\$ 9,000	\$ 3,056	\$ 1,000	\$ 5,000	\$ 12,000
131	Coleman, DeWayne A/Dalene M	100E	31.61	10	40	0.000	0.012	0.012	Res.	\$ 25,000	\$ 288	\$ 1,000	\$ 2,000	\$ 12,000
132	Harris, William D/Hasalyn A	100E	631.13	10	70	0.000	0.630	0.630	Res.	\$ 25,000	\$ 15,746	\$ 20,000	\$ 36,000	\$ 12,000
133	Harshman, James L / Shirley Ann	100E	640.38	10	40	0.000	0.238	0.238	Res.	\$ 25,000	\$ 5,941	\$ 5,000	\$ 11,000	\$ 12,000
134	Johnloz Jr, Richard A	100E	398.5	10	70	0.033	0.481	0.448	Res./Ag.	\$ 9,000	\$ 4,033	\$ 10,000	\$ 15,000	\$ 12,000
135	Gerber, Neil J/Karen M	100E	595.29	10	40	0.000	0.225	0.225	Res.	\$ 25,000	\$ 5,625	\$ 5,000	\$ 11,000	\$ 12,000
136	Johnloz, Richard A / Dee Ann	100E	361.37	10	70	0.000	0.370	0.370	Res.	\$ 15,000	\$ 5,547	\$ 5,000	\$ 11,000	\$ 12,000
137	Jones, Howard E / Janis K	100E	309.69	10	40	0.000	0.118	0.118	Res.	\$ 15,000	\$ 1,775	\$ 5,000	\$ 7,000	\$ 12,000

138	Johnloz Sr, Richard A	100E	1010.55	10	70	0.000	1.001	1.001	Ag.	\$ 9,000	\$ 9,011	\$ 10,000	\$ 20,000	\$ 12,000
139	Johnson, John/Nichol	100E	1326.26	10	40	0.000	0.530	0.530	Res./Ag. Bus.	\$ 9,000	\$ 4,767	\$ 30,000	\$ 35,000	\$ 12,000
140	WCC Properties LLC	100E	538.41	10	70	0.000	0.522	0.522	Res.	\$ 9,000	\$ 4,700	\$ 5,000	\$ 10,000	\$ 12,000
141	Macon Trust etal, Phyllis	100E	249.18	10	70	0.000	0.263	0.263	Res.	\$ 25,000	\$ 6,565	\$ 30,000	\$ 37,000	\$ 12,000
142	Bolinger, Andrew M/Jerica L	100E	332.02	10	40	0.000	0.106	0.106	Res.	\$ 9,000	\$ 952	\$ 5,000	\$ 6,000	\$ 12,000
143	Holsinger, Jerry G	100E	288.02	10	40	0.000	0.106	0.106	Res./TT	\$ 25,000	\$ 2,651	\$ 135,000	\$ 138,000	\$ 12,000
144	Macon, Dewayne E / Kathy S	100E	209.31	10	40	0.000	0.074	0.074	Res.	\$ 25,000	\$ 1,846	\$ 5,000	\$ 7,000	\$ 12,000
145	Macon Trust etal, Phyllis	100E	1046.86	10	70	0.000	1.070	1.070	Ag.	\$ 9,000	\$ 9,631	\$ -	\$ 10,000	\$ 12,000
146	Leahy, Thomas M	100E	516.43	10	40	0.044	0.273	0.229	Res.	\$ 25,000	\$ 5,736	\$ 25,000	\$ 31,000	\$ 12,000
147	Macon, Vaughn	100E	63.13	10	40	0.014	0.035	0.021	Ag.	\$ 9,000	\$ 186	\$ -	\$ 1,000	\$ 12,000
148	Macon, Vaughn E	100E	73.19	10	40	0.017	0.044	0.027	Ag.	\$ 9,000	\$ 246	\$ -	\$ 1,000	\$ 12,000
149	Gruss, David P	100E	241.01	10	40	0.000	0.089	0.089	Res.	\$ 25,000	\$ 2,227	\$ 25,000	\$ 28,000	\$ 12,000
150	Runyon, Michael A/Valerie N	100E	119.08	10	40	0.000	0.048	0.048	Res.	\$ 25,000	\$ 1,208	\$ 25,000	\$ 27,000	\$ 12,000
151	Gould, James G/Fern E	100E	119.98	10	40	0.000	0.052	0.052	Res.	\$ 25,000	\$ 1,289	\$ 25,000	\$ 27,000	\$ 12,000
152	Bertsch, Connie M	100E	129.1	10	40	0.000	0.052	0.052	Res.	\$ 25,000	\$ 1,307	\$ 25,000	\$ 27,000	\$ 12,000
153	Krueckeberg Real Estate Holdings	100E	1343.15	10	70	0.000	1.410	1.410	Ag.	\$ 9,000	\$ 12,687	\$ -	\$ 13,000	\$ 12,000
154	King, Jacob/Sarah	100E	282.1	10	40	0.000	0.042	0.042	Res	\$ 25,000	\$ 1,049	\$ 25,000	\$ 27,000	\$ 12,000
155	Dobson, Jon V / Lori E	100E	66.31	10	40	0.000	0.014	0.014	Com.	\$ 25,000	\$ 359	\$ 25,000	\$ 26,000	\$ 12,000
156	Fennig, Brian D / Michelle R	100E	75.08	10	40	0.000	0.017	0.017	Res.	\$ 25,000	\$ 418	\$ 25,000	\$ 26,000	\$ 12,000
157	Fennig, Brian D / Michelle R	100E	72.42	10	40	0.000	0.017	0.017	Res.	\$ 25,000	\$ 413	\$ 5,000	\$ 6,000	\$ 12,000
158	Murray Missionary Church	100E	399.24	10	70	0.000	0.302	0.302	Sprcial	\$ 25,000	\$ 7,562	\$ 25,000	\$ 33,000	\$ 12,000
159	Koughn Jr, David M	100E	69.84	10	40	0.000	0.016	0.016	Res.	\$ 25,000	\$ 408	\$ 10,000	\$ 11,000	\$ 12,000
160	Parr, Charles L	100E	66.04	10	40	0.000	0.016	0.016	Com.	\$ 25,000	\$ 403	\$ 10,000	\$ 11,000	\$ 12,000
161	Parr, Charles L	100E	67.04	10	40	0.000	0.017	0.017	Com.	\$ 25,000	\$ 416	\$ 5,000	\$ 6,000	\$ 12,000
162	McCormick, Kenneth D/A	100E	67.99	10	70	0.000	0.051	0.051	Res.	\$ 25,000	\$ 1,275	\$ 5,000	\$ 7,000	\$ 12,000
163	King, Prentice E	100E	66.58	10	40	0.000	0.017	0.017	Res.	\$ 25,000	\$ 424	\$ 25,000	\$ 26,000	\$ 12,000
164	Brown, Khristopher L/Katherine L	100E	66.47	10	70	0.000	0.050	0.050	Res.	\$ 25,000	\$ 1,242	\$ 25,000	\$ 27,000	\$ 12,000
165	King, Prentice E	100E	5.99	10	40	0.000	0.002	0.002	Res.	\$ 25,000	\$ 39	\$ 20,000	\$ 21,000	\$ 12,000

166	Habegger, Samuel J / Darlene	100E	60.03	10	40	0.000	0.015	0.015	Res.	\$ 25,000	\$ 386	\$ 20,000	\$ 21,000	\$ 12,000
167	Brown, Khristopher L/Katherine L	100E	68.56	10	70	0.000	0.051	0.051	Res.	\$ 25,000	\$ 1,280	\$ 20,000	\$ 22,000	\$ 12,000
168	Pfeifer, Jacqueline	100E	70.53	10	70	0.000	0.043	0.043	Res.	\$ 25,000	\$ 1,065	\$ 5,000	\$ 7,000	\$ 12,000
169	Pfeifer, Jacqueline	100E	75.79	10	70	0.000	0.048	0.048	Res.	\$ 25,000	\$ 1,193	\$ 10,000	\$ 12,000	\$ 12,000
170	Lambert, Darrell K / Cynthia L	100E	77.32	10	70	0.000	0.050	0.050	Res.	\$ 25,000	\$ 1,247	\$ 5,000	\$ 7,000	\$ 12,000
171	Lambert, Darrell K / Cynthia L	100E	79.67	10	70	0.000	0.040	0.040	Res.	\$ 25,000	\$ 990	\$ 1,000	\$ 2,000	\$ 12,000
172	Masterson, Glenn D/Ruby Lois	100E	353.38	10	70	0.000	0.165	0.165	Res.	\$ 25,000	\$ 4,130	\$ -	\$ 5,000	\$ 12,000
173	Clark Trust, Victor R/Ruth	100E	336.07	10	40	0.077	0.316	0.239	Res.	\$ 9,000	\$ 2,149	\$ 1,000	\$ 4,000	\$ 12,000
174	Falotico Trust, Linda J	100E	1279.79	10	40-70	0.503	2.667	2.164	Ag.	\$ 9,000	\$ 19,478	\$ -	\$ 20,000	\$ 12,000
175	Purdy, Tracy J/Amber N	100E	369.33	10	70	0.085	0.601	0.516	Res.	\$ 20,000	\$ 10,329	\$ 25,000	\$ 36,000	\$ 12,000

TOTAL 15.3 93.9

TOTAL LID	\$ 3,520,000
TOTAL ROW SERVICES	\$ 2,100,000

**CR 450E from CR 1200N (North County Line) to State Road 124**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			Property	Est. Unit Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
250	Coleman, Gerald G / Wilma	450E	945.39	10	40	0.217	0.868	0.651	Ag.	\$ 9,000	\$ 5,859	\$ -	\$ 6,000	\$ 12,000
251	Bryant, Ross W / Betty L	450E	2360.17	10	40	0.542	2.167	1.625	Ag.	\$ 9,000	\$ 14,629	\$ -	\$ 15,000	\$ 12,000
252	Bryant, Ross W / Betty L	450E	244	10	40	0.056	0.224	0.168	Res.	\$ 25,000	\$ 4,201	\$ 10,000	\$ 15,000	\$ 12,000
253	Coleman, Gerald G / Wilma J	450E	325.38	10	40	0.075	0.299	0.224	Ag.	\$ 9,000	\$ 2,017	\$ -	\$ 3,000	\$ 12,000
254	Bultemeier, Grace M Revocable Trust	450E	407.1	10	40	0.093	0.374	0.280	Ag.	\$ 9,000	\$ 2,522	\$ -	\$ 3,000	\$ 12,000
255	Auman, Marie E Trust	450E	259.45	10	40	0.060	0.238	0.179	Res.	\$ 25,000	\$ 4,469	\$ 15,000	\$ 20,000	\$ 12,000
256	Bradtmueller, Stanley L	450E	436.89	10	40	0.100	0.401	0.301	Ag.	\$ 9,000	\$ 2,707	\$ -	\$ 3,000	\$ 12,000
257	Hilty, Jason A/Michelle L	450E	229.94	10	40	0.053	0.211	0.158	Res.	\$ 25,000	\$ 3,959	\$ 15,000	\$ 19,000	\$ 12,000
258	Dettmer, Aaron M	450E	1398.97	10	40	0.321	1.285	0.964	Res./Ag.	\$ 9,000	\$ 8,672	\$ 15,000	\$ 24,000	\$ 12,000
259	Hulvey Family Farm Limited	450E	1398.89	10	40	0.321	1.285	0.963	Ag.	\$ 9,000	\$ 8,671	\$ -	\$ 15,000	\$ 12,000
260	Roop, Jerry L / Janice A	450E	356.91	10	40	0.082	0.328	0.246	Res.	\$ 25,000	\$ 6,148	\$ 10,000	\$ 17,000	\$ 12,000
261	Hulvey Family Farm Limited	450E	223.98	10-20	40-80	0.185	0.739	0.554	Ag.	\$ 9,000	\$ 4,988	\$ 5,000	\$ 10,000	\$ 12,000
262	Newell, Robert C / Melanie L	450E	306.37	10	40	0.070	0.281	0.211	Res.	\$ 25,000	\$ 5,275	\$ 15,000	\$ 21,000	\$ 12,000
263	Springer, Delight J	450E	654.79	10	40	0.150	0.601	0.451	Ag.	\$ 9,000	\$ 4,058	\$ -	\$ 5,000	\$ 12,000
264	Thompson, Curtis L / Nichole R	450E	348.48	10	40	0.080	0.320	0.240	Res.	\$ 25,000	\$ 6,000	\$ 15,000	\$ 21,000	\$ 12,000
265	Bryant, Ross W / Betty L	450E	1334.37	10	40	0.306	1.225	0.919	Ag.	\$ 9,000	\$ 8,271	\$ -	\$ 9,000	\$ 12,000
266	Saalfrank, Terry L/Shalynn R	450E	2657.01	10	40	0.610	2.440	1.830	Ag.	\$ 9,000	\$ 16,469	\$ -	\$ 17,000	\$ 12,000
267	Todd, Michael D/Karen S	450E	979.41	10	40	0.225	0.899	0.675	Ag.	\$ 9,000	\$ 6,071	\$ -	\$ 7,000	\$ 12,000
268	Hissem, David L / Debra L	450E	343.22	10	40	0.079	0.315	0.236	Res.	\$ 25,000	\$ 5,910	\$ 10,000	\$ 16,000	\$ 12,000
269	Todd, Michael D/Karen S	450E	653.68	10	40	0.150	0.600	0.450	Ag.	\$ 9,000	\$ 4,051	\$ -	\$ 5,000	\$ 12,000
270	Dettmer, Brian W	450E	1315.99	10	40	0.302	1.208	0.906	Ag.	\$ 9,000	\$ 8,157	\$ -	\$ 9,000	\$ 12,000
271	Todd, Ronald J/Cynthia S	450E	1278.25	10	40	0.293	1.174	0.880	Ag.	\$ 9,000	\$ 7,924	\$ -	\$ 8,000	\$ 12,000
272	Dettmer, Brian W/Michelle A	450E	1311.92	10	40	0.301	1.205	0.904	Ag.	\$ 9,000	\$ 8,132	\$ -	\$ 9,000	\$ 12,000
273	Todd, Richard L / Mary E	450E	696.01	10	40	0.160	0.639	0.479	Ag.	\$ 9,000	\$ 4,314	\$ -	\$ 5,000	\$ 12,000
274	Allen, William K/Julie J	450E	532.62	10	40	0.122	0.489	0.367	Ag.	\$ 9,000	\$ 3,300	\$ 5,000	\$ 9,000	\$ 12,000
275	Dettmer, Glen A / Janet J	450E	772.45	10	40	0.177	0.709	0.532	Ag.	\$ 9,000	\$ 4,789	\$ -	\$ 5,000	\$ 12,000
276	Fiedler, Troy W	450E	993.22	10	40	0.228	0.912	0.684	Res./Ag.	\$ 9,000	\$ 6,156	\$ 15,000	\$ 22,000	\$ 12,000
277	Moser, Brenda K	450E	3251.13	10	40	0.746	2.985	2.239	Ag.	\$ 9,000	\$ 20,151	\$ -	\$ 21,000	\$ 12,000
278	Adam, Martin F / Lynne E	450E	537.04	10	40	0.123	0.493	0.370	Ag.	\$ 9,000	\$ 3,329	\$ -	\$ 4,000	\$ 12,000
279	Adam, Martin F / Lynne E	450E	200.05	10	40	0.046	0.184	0.138	Res.	\$ 9,000	\$ 1,240	\$ 5,000	\$ 7,000	\$ 12,000
280	Hipsher, Rick E/Amy L	450E	152.11	10	40	0.035	0.140	0.105	Res.	\$ 25,000	\$ 2,618	\$ 10,000	\$ 13,000	\$ 12,000
281	Doak, Benjamin O/Alyssa M	450E	1227.05	10	40	0.282	1.127	0.845	Com.	\$ 9,000	\$ 7,605	\$ -	\$ 8,000	\$ 12,000
282	Graft, Brian W / Yolanda J	450E	216.73	10	40	0.050	0.199	0.149	Com.	\$ 25,000	\$ 3,735	\$ 10,000	\$ 14,000	\$ 12,000
283	Moser, Brenda Kay	450E	1309.04	10	40	0.301	1.202	0.902	Ag.	\$ 9,000	\$ 8,114	\$ -	\$ 9,000	\$ 12,000
284	BAKR LLC	450E	1427.62	10	40	0.328	1.311	0.983	Ag.	\$ 9,000	\$ 8,849	\$ -	\$ 9,000	\$ 12,000
285	Johnson, Michael G/Connie S	450E	500.52	10	40	0.115	0.460	0.345	Res./Ag.	\$ 9,000	\$ 3,102	\$ -	\$ 4,000	\$ 12,000
286	Nahrwold, Maxine A	450E	1322.51	10	40	0.304	1.214	0.911	Ag.	\$ 9,000	\$ 8,198	\$ -	\$ 9,000	\$ 12,000
287	Witte, Hilbert H/Helen L Revocable Trust	450E	3507.45	10	40	0.805	3.221	2.416	Res./Ag.	\$ 9,000	\$ 21,740	\$ 15,000	\$ 37,000	\$ 12,000
288	Werling Fam Trust, Leon D/Arlene	450E	1293.69	10	40	0.297	1.188	0.891	Res./Ag.	\$ 9,000	\$ 8,019	\$ 10,000	\$ 19,000	\$ 12,000
289	Witte, Michael P	450E	1362.77	10	40	0.313	1.251	0.938	Ag.	\$ 9,000	\$ 8,446	\$ -	\$ 9,000	\$ 12,000
290	Steffen, Phillip R/Jamie L	450E	29.09	10	40	0.007	0.027	0.020	Ag.	\$ 9,000	\$ 181	\$ -	\$ 1,000	\$ 12,000
291	Brinkley, Richard N / Carolyn S	450E	200.01	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 15,000	\$ 19,000	\$ 12,000
292	Meyer Joint Trust, Lloyd W/Joellen F	450E	1322.91	10	40	0.304	1.215	0.911	Ag.	\$ 9,000	\$ 8,200	\$ -	\$ 9,000	\$ 12,000

293	Meyer Joint Trust, Lloyd W/Joellen F	450E	1122.92	10	40	0.258	1.031	0.773	Ag.	\$ 9,000	\$ 6,960	\$ -	\$ 7,000	\$ 12,000
294	Claar, Dan	450E	422.76	10	40	0.097	0.393	0.296	Res.	\$ 25,000	\$ 7,389	\$ 10,000	\$ 18,000	\$ 12,000
295	Meyer, Dale A//Marcia L	450E	888.03	10	40	0.204	0.811	0.607	Ag.	\$ 9,000	\$ 5,465	\$ -	\$ 6,000	\$ 12,000
296	Leon Werling Farms, L.P.	450E	1981.95	10	40	0.455	1.820	1.365	Ag.	\$ 9,000	\$ 12,285	\$ -	\$ 13,000	\$ 12,000
297	Dietrich, Sharon L	450E	824.5	10-20	40-80	0.246	0.985	0.739	Ag.	\$ 9,000	\$ 6,650	\$ -	\$ 7,000	\$ 12,000
298	Miller, Joseph A / Brenda Sue	450E	398.35	10	40	0.091	0.366	0.274	Res.	\$ 25,000	\$ 6,859	\$ 25,000	\$ 32,000	\$ 12,000
299	Dietrich, Melissa R	450E	492.93	10	40	0.113	0.453	0.340	Res	\$ 25,000	\$ 8,488	\$ 15,000	\$ 24,000	\$ 12,000
300	Scheumann, Delores / Henry	450E	653.15	10	40	0.150	0.600	0.450	Res./Ag.	\$ 9,000	\$ 4,048	\$ 10,000	\$ 15,000	\$ 12,000
301	Wayne & Esther Realty, LLC	450E	1016.92	10	40	0.233	0.934	0.700	Ag.	\$ 9,000	\$ 6,303	\$ -	\$ 7,000	\$ 12,000
302	Werling, Wayne E	450E	295	10	40	0.068	0.271	0.203	Res.	\$ 25,000	\$ 5,079	\$ 10,000	\$ 16,000	\$ 12,000
303	Franke, Delin A / Marilyn	450E	658.69	10	40	0.151	0.605	0.454	Res./Ag.	\$ 9,000	\$ 4,083	\$ 10,000	\$ 15,000	\$ 12,000
304	Wayne & Esther Realty, LLC	450E	1319.89	10	40	0.303	1.212	0.909	Ag.	\$ 9,000	\$ 8,181	\$ 15,000	\$ 24,000	\$ 12,000
305	BAKR LLC	450E	1320.03	10	40	0.303	1.212	0.909	Ag.	\$ 9,000	\$ 8,183	\$ -	\$ 9,000	\$ 12,000
306	Avey Farms, Inc	450E	2292.03	10	40	0.526	2.105	1.579	Ag.	\$ 9,000	\$ 14,207	\$ -	\$ 15,000	\$ 12,000
307	Ff Farms Inc	450E	1984.96	10	40	0.456	1.823	1.367	Res./Ag.	\$ 9,000	\$ 12,304	\$ 10,000	\$ 23,000	\$ 12,000
308	Dailey, Norman J / Rose M	450E	353.42	10	40	0.081	0.325	0.243	Res.	\$ 25,000	\$ 6,085	\$ 15,000	\$ 22,000	\$ 12,000
309	Myers, Dean L/Laura L	450E	167.57	10	40	0.038	0.154	0.115	Ag.	\$ 9,000	\$ 1,039	\$ -	\$ 2,000	\$ 12,000
310	Fennelly, John P/Barbra E	450E	492.87	10	40	0.113	0.453	0.339	Res.	\$ 25,000	\$ 8,484	\$ 10,000	\$ 19,000	\$ 12,000
311	Cox, Christopher M / Jill E	450E	27.81	10	40	0.006	0.026	0.019	Ag.	\$ 9,000	\$ 172	\$ -	\$ 1,000	\$ 12,000
312	Zaugg etal, Robert W	450E	2114.27	10	40	0.485	1.941	1.456	Ag.	\$ 9,000	\$ 13,104	\$ -	\$ 14,000	\$ 12,000
313	Ff Farms Inc	450E	2140.91	10	40	0.491	1.966	1.475	Res./Ag.	\$ 9,000	\$ 13,271	\$ 10,000	\$ 24,000	\$ 12,000
314	Zaugg, Virginia I	450E	100.01	10	40	0.023	0.092	0.069	Res.	\$ 25,000	\$ 1,722	\$ 10,000	\$ 12,000	\$ 12,000
315	Old RR R/W	450E	100.16	10	40	0.023	0.092	0.069	Ag.	\$ 9,000	\$ 621	\$ -	\$ 1,000	\$ 12,000
316	Zaugg etal, Dorothy	450E	495.06	10	40	0.114	0.432	0.318	Ag.	\$ 9,000	\$ 2,864	\$ 1,000	\$ 4,000	\$ 12,000
317	Osborn, Chad A/Jennifer A	450E	394.82	10	40	0.091	0.362	0.272	Ag.	\$ 9,000	\$ 2,446	\$ -	\$ 3,000	\$ 12,000
318	Burke, David L / Janet A	450E	218.25	10	40	0.050	0.194	0.143	Res.	\$ 25,000	\$ 3,585	\$ 15,000	\$ 19,000	\$ 12,000
319	Burke, David L / Janet A	450E	210.07	10	40	0.048	0.193	0.145	Com.	\$ 25,000	\$ 3,616	\$ 10,000	\$ 14,000	\$ 12,000
320	Dettmer, Aaron M	450E	728.83	10	40	0.167	0.669	0.502	Ag.	\$ 9,000	\$ 4,518	\$ -	\$ 5,000	\$ 12,000
321	Burke, David L/Janet A	450E	723.8	10	40	0.166	0.665	0.498	Ag.	\$ 9,000	\$ 4,486	\$ -	\$ 5,000	\$ 12,000
322	Orr, Lonnie R / Nina E	450E	619.76	10	40	0.142	0.569	0.427	Res.	\$ 25,000	\$ 10,671	\$ 5,000	\$ 16,000	\$ 12,000
323	Avey, Donald	450E	190.14	10	40	0.044	0.175	0.131	Res.	\$ 25,000	\$ 3,271	\$ 10,000	\$ 14,000	\$ 12,000
324	Avey Farms Inc	450E	1379.6	10	40	0.317	1.267	0.950	Ag.	\$ 9,000	\$ 8,552	\$ -	\$ 9,000	\$ 12,000
325	Smith, Johnny	450E	243.63	10	40	0.056	0.224	0.168	Res.	\$ 25,000	\$ 4,190	\$ 10,000	\$ 15,000	\$ 12,000
326	Bertsch, Bradley D. & Sonya L.	450E	257.23	10	40	0.059	0.236	0.177	Res.	\$ 20,000	\$ 3,545	\$ 10,000	\$ 14,000	\$ 12,000
327	Frauhiger, James M	450E	454.91	10	40	0.104	0.413	0.309	Res.	\$ 25,000	\$ 7,726	\$ 15,000	\$ 23,000	\$ 12,000
328	Miller, Jimmy L/Penny G	450E	25.92	10	40	0.006	0.022	0.016	Ag.	\$ 9,000	\$ 147	\$ -	\$ 1,000	\$ 12,000
329	McNabb, Kevin L/Ann M	450E	361.27	10	40	0.083	0.338	0.255	Ag.	\$ 9,000	\$ 2,292	\$ -	\$ 3,000	\$ 12,000
330	Kobryn, Michael H / Gail E	450E	445.37	10	40	0.102	0.409	0.307	Res.	\$ 20,000	\$ 6,136	\$ 10,000	\$ 17,000	\$ 12,000
331	Avey Farms Inc	450E	1323.26	10	40	0.304	1.215	0.911	Ag.	\$ 9,000	\$ 8,202	\$ -	\$ 9,000	\$ 12,000
332	Mills, Paul W/Mary N	450E	877.94	10	40	0.202	0.806	0.605	Ag.	\$ 9,000	\$ 5,441	\$ -	\$ 6,000	\$ 12,000
333	Avey, Donald	450E	1338.67	10	40	0.307	1.229	0.922	Ag.	\$ 9,000	\$ 8,298	\$ -	\$ 9,000	\$ 12,000
334	Myers, Dale L/Dean L	450E	1338.67	10	40	0.307	1.229	0.922	Ag.	\$ 9,000	\$ 8,298	\$ -	\$ 9,000	\$ 12,000
335	Simons, Larry G / Sandra R	450E	310.55	10	40	0.071	0.285	0.214	Res.	\$ 25,000	\$ 5,349	\$ 35,000	\$ 41,000	\$ 12,000
336	Zurcher, Raymond L/Marjorie L	450E	1712.04	10	40	0.393	1.572	1.179	Ag.	\$ 9,000	\$ 10,611	\$ -	\$ 11,000	\$ 12,000
337	Ff Farms Inc	450E	1023.39	10	40	0.235	0.940	0.705	Ag.	\$ 9,000	\$ 6,342	\$ -	\$ 7,000	\$ 12,000
338	Behning, Brian M/Mary M	450E	371.67	10	40	0.085	0.341	0.256	Res.	\$ 20,000	\$ 5,119	\$ 1,000	\$ 7,000	\$ 12,000
339	Nash, Dale D/Donna M	450E	27.76	10	40	0.006	0.026	0.019	Ag.	\$ 9,000	\$ 174	\$ -	\$ 1,000	\$ 12,000



340	Hughes, Justin A/Cathy A	450E	235.19	10	40	0.054	0.216	0.162	Res.	\$ 25,000	\$ 4,050	\$ 15,000	\$ 20,000	\$ 12,000
341	Shaw, Steven K/Sonia F	450E	360.01	10	40	0.083	0.330	0.248	Com.	\$ 25,000	\$ 6,195	\$ 5,000	\$ 12,000	\$ 12,000
342	Shaw, Steven K/Sonia F	450E	37.07	10	40	0.009	0.034	0.026	Res.	\$ 25,000	\$ 639	\$ 500	\$ 2,000	\$ 12,000
343	Cox, Christopher/Jill	450E	394.66	10	40	0.091	0.362	0.272	Ag.	\$ 9,000	\$ 2,445	\$ -	\$ 3,000	\$ 12,000
344	Corkwell, Ryan P/Sarah E	450E	290.09	10	40	0.067	0.266	0.200	Res.	\$ 9,000	\$ 1,799	\$ 5,000	\$ 7,000	\$ 12,000
345	Hostetler, Bruce R/LeAnn	450E	291.67	10	40	0.067	0.268	0.201	Res.	\$ 9,000	\$ 1,808	\$ 1,000	\$ 3,000	\$ 12,000
346	Thornton, Gregory S/Jill	450E	276.64	10	40	0.064	0.254	0.190	Res.	\$ 25,000	\$ 4,762	\$ 10,000	\$ 15,000	\$ 12,000
347	Powell, Harold E/Marjory A	450E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 10,000	\$ 14,000	\$ 12,000
348	McNabb, Kevin L/Ann M	450E	856.41	10	40	0.197	0.786	0.590	Ag.	\$ 9,000	\$ 5,309	\$ -	\$ 6,000	\$ 12,000
349	McNabb, Kevin L/Ann M	450E	1828	10	40	0.420	1.679	1.259	Ag.	\$ 9,000	\$ 11,333	\$ -	\$ 12,000	\$ 12,000
350	Sorg, Michael L	450E	264	10	40	0.061	0.242	0.182	Res.	\$ 25,000	\$ 4,545	\$ 30,000	\$ 35,000	\$ 12,000
351	Kleinknight, Richard D/Marilynn S	450E	1320.41	10	40	0.303	1.213	0.909	Ag.	\$ 9,000	\$ 8,185	\$ -	\$ 9,000	\$ 12,000
352	Dunsmore, Joshua M/Amy N	450E	813.08	10	40	0.187	0.747	0.560	Res.	\$ 20,000	\$ 11,201	\$ 10,000	\$ 22,000	\$ 12,000
353	Lancaster Chapel UMC INC	450E	165.36	10	40	0.038	0.152	0.114	Special	\$ 25,000	\$ 2,846	\$ 20,000	\$ 23,000	\$ 12,000
354	McNabb Properties LP	450E	2444.27	10	40	0.561	2.244	1.683	Ag.	\$ 9,000	\$ 15,149	\$ -	\$ 16,000	\$ 12,000
355	Rash, Dennis E	450E	238.69	10	40	0.055	0.219	0.164	Res.	\$ 25,000	\$ 4,110	\$ 10,000	\$ 15,000	\$ 12,000
356	McNabb Realty LLC	450E	2289.9	10	40	0.526	2.103	1.577	Ag.	\$ 9,000	\$ 14,194	\$ -	\$ 15,000	\$ 12,000
357	Yake, Donald L / Susan E	450E	227.84	10	40	0.052	0.209	0.157	Res.	\$ 9,000	\$ 1,412	\$ 10,000	\$ 12,000	\$ 12,000
358	Hedges Farms LLC	450E	1304.25	10	40	0.299	1.198	0.898	Ag.	\$ 9,000	\$ 8,084	\$ -	\$ 9,000	\$ 12,000
359	McNabb, Robert L/Nancy E	450E	2621.34	10	40	0.602	2.407	1.805	Ag.	\$ 9,000	\$ 16,249	\$ -	\$ 17,000	\$ 12,000
360	Winebrenner, Margaret/Larry	450E	295.16	10	40	0.068	0.271	0.203	Res.	\$ 25,000	\$ 5,082	\$ 10,000	\$ 16,000	\$ 12,000
361	Hedges Farms, LLC	450E	694.73	10	40	0.159	0.638	0.478	Ag.	\$ 9,000	\$ 4,305	\$ -	\$ 5,000	\$ 12,000
362	Schwartz, Christopher S/Naundus A	450E	327.06	10	40	0.075	0.300	0.225	Res.	\$ 25,000	\$ 5,632	\$ 10,000	\$ 16,000	\$ 12,000
363	Rigby, Troy A/Tammy M	450E	362.93	10	40	0.083	0.333	0.250	Res.	\$ 25,000	\$ 6,249	\$ 10,000	\$ 17,000	\$ 12,000
364	Fiechter, Joel B/Danielle L	450E	724.3	10	40	0.166	0.665	0.499	Ag.	\$ 9,000	\$ 4,489	\$ -	\$ 5,000	\$ 12,000
365	Chiappetta, Beth Ann/Fred	450E	209.63	10	40	0.048	0.192	0.144	Res.	\$ 25,000	\$ 3,609	\$ 10,000	\$ 14,000	\$ 12,000
366	Klopfenstein, James W II/Debra L	450E	135	10	40	0.031	0.124	0.093	Res.	\$ 10,000	\$ 930	\$ 5,000	\$ 6,000	\$ 12,000
367	Rupp, Todd A/Julie A	450E	522.46	10	40	0.120	0.469	0.349	Res.	\$ 25,000	\$ 8,725	\$ 10,000	\$ 19,000	\$ 12,000
368	Klopfenstein, James W II/Debra L	450E	452.97	10	40	0.104	0.416	0.312	Res.	\$ 10,000	\$ 3,121	\$ 10,000	\$ 14,000	\$ 12,000
369	Springer, George E/Joan A	450E	687.83	10	40	0.158	0.642	0.484	Ag.	\$ 9,000	\$ 4,360	\$ -	\$ 5,000	\$ 12,000
370	Reinhard, Roger L	450E	595.12	10	40	0.137	0.546	0.410	Res.	\$ 25,000	\$ 10,246	\$ 15,000	\$ 26,000	\$ 12,000
371	Arnold, Dustin M/April L	450E	24.84	10	40	0.006	0.023	0.017	Res.	\$ 25,000	\$ 424	\$ 1,000	\$ 2,000	\$ 12,000
372	Raber, Anthony J/Nichole L	450E	23.46	10	40	0.005	0.022	0.016	Res.	\$ 25,000	\$ 404	\$ 1,000	\$ 2,000	\$ 12,000
373	Brinneman, Amanda N/Kelley, James E Jr	450E	842.83	10	40	0.193	0.774	0.581	Res./Ag.	\$ 9,000	\$ 5,226	\$ 10,000	\$ 16,000	\$ 12,000
374	Hunt, Joseph J	450E	766.45	10	40	0.176	0.704	0.528	Ag.	\$ 9,000	\$ 4,750	\$ -	\$ 5,000	\$ 12,000
375	Monticue Trust, Gene D	450E	1321.51	10	40	0.303	1.214	0.910	Ag.	\$ 9,000	\$ 8,191	\$ -	\$ 9,000	\$ 12,000
376	Prichard, Willis U / Marilyn L	450E	2661.46	10	40	0.611	2.444	1.833	Ag.	\$ 9,000	\$ 16,497	\$ -	\$ 17,000	\$ 12,000
377	Tonner, Eric M/LaNae S	450E	1339.94	10	40	0.308	1.230	0.923	Ag.	\$ 9,000	\$ 8,305	\$ -	\$ 9,000	\$ 12,000
378	Fiechter, Alvin L / Bernice L	450E	875.33	10	40	0.201	0.804	0.603	Ag.	\$ 9,000	\$ 5,426	\$ -	\$ 6,000	\$ 12,000
379	Drayer, Jerry L/ Lois I	450E	255.33	10	40	0.059	0.234	0.176	Res.	\$ 25,000	\$ 4,396	\$ 10,000	\$ 15,000	\$ 12,000
380	Stettner, Phillip / Maureen	450E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 10,000	\$ 14,000	\$ 12,000
381	Bynum, Vernon L / Betty	450E	2656.32	10	40	0.610	2.439	1.830	Res./Ag.	\$ 9,000	\$ 16,466	\$ 10,000	\$ 27,000	\$ 12,000
382	Monticue Trust, Gene D	450E	1325.56	10	40	0.304	1.217	0.913	Ag.	\$ 9,000	\$ 8,216	\$ -	\$ 9,000	\$ 12,000
383	Studebaker, Cynthia L	450E	1122.17	10	40	0.258	1.030	0.773	Ag.	\$ 9,000	\$ 6,955	\$ -	\$ 7,000	\$ 12,000
384	Studebaker, Cynthia L	450E	208.7	10	40	0.048	0.192	0.144	Res.	\$ 25,000	\$ 3,593	\$ 5,000	\$ 9,000	\$ 12,000
385	Springer, Matthew L	450E	2095.18	10	40	0.481	1.917	1.436	Ag.	\$ 9,000	\$ 12,921	\$ 1,000	\$ 14,000	\$ 12,000
386	Springer, Steven L/Brenda J	450E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,443	\$ 10,000	\$ 14,000	\$ 12,000

387	Aschliman, Ralph E / Rosemary A	450E	386.29	10	40	0.089	0.355	0.266	Res.	\$ 10,000	\$ 2,660	\$ 10,000	\$ 13,000	\$ 12,000
388	Mygrant, Leslie Shaun	450E	264.48	10	40	0.061	0.243	0.182	Res.	\$ 10,000	\$ 1,821	\$ 10,000	\$ 12,000	\$ 12,000
389	Ortiz, Juan A / Rosa Bravo	450E	199.09	10	40	0.046	0.183	0.137	Res.	\$ 10,000	\$ 1,371	\$ 10,000	\$ 12,000	\$ 12,000
390	Mann, Tony J / Jani L	450E	130.21	10	40	0.030	0.127	0.097	Res.	\$ 10,000	\$ 971	\$ 1,000	\$ 2,000	\$ 12,000
391	RMW Ventures, LLC	450E	63.69	20	40	0.029	0.117	0.087	Special	\$ 10,000	\$ 873	\$ 1,000	\$ 2,000	\$ 12,000
392	Rogers, Rodney L/Jessica L	450E	305.09	10	40	0.070	0.288	0.217	Res.	\$ 10,000	\$ 2,175	\$ 5,000	\$ 8,000	\$ 12,000
393	Lopez, Oscar / June A	450E	289.43	10	40	0.066	0.259	0.192	Res.	\$ 25,000	\$ 4,806	\$ 1,000	\$ 6,000	\$ 12,000
394	Lopez, Oscar / June A	450E	353.61	10	40	0.081	0.325	0.243	Res.	\$ 10,000	\$ 2,434	\$ 5,000	\$ 8,000	\$ 12,000
395	Peeper, Travis J/Courtney J	450E	197.38	10	40	0.045	0.181	0.136	Res.	\$ 25,000	\$ 3,398	\$ 10,000	\$ 14,000	\$ 12,000
396	Imel, Brent L / Sara A	450E	610.14	10	40	0.140	0.560	0.420	Res.	\$ 10,000	\$ 4,203	\$ 5,000	\$ 10,000	\$ 12,000
397	Peeper, Travis J/Courtney J	450E	489.18	10	40	0.112	0.449	0.337	Ag.	\$ 9,000	\$ 3,032	\$ 1,000	\$ 5,000	\$ 12,000
398	Schantz, Christopher C/Erin R	450E	679.21	10	40	0.156	0.624	0.468	Res.	\$ 10,000	\$ 4,676	\$ 1,000	\$ 6,000	\$ 12,000
399	Frauhiger, Grant W/Maura S	450E	30	10	40	0.007	0.028	0.021	Ag.	\$ 9,000	\$ 186	\$ -	\$ 1,000	\$ 12,000
400	Dubach, Michael D/Linda K	450E	24.98	10	40	0.006	0.023	0.017	Ag.	\$ 9,000	\$ 155	\$ -	\$ 1,000	\$ 12,000
401	Baumgartener, Jon D	450E	334.16	10	40	0.077	0.307	0.230	Res.	\$ 25,000	\$ 5,754	\$ 1,000	\$ 7,000	\$ 12,000
402	Harry Brickley Farm Foundation, Inc	450E	952.12	10	40	0.219	0.874	0.656	Ag.	\$ 9,000	\$ 5,902	\$ -	\$ 6,000	\$ 12,000
403	Mills, Scott A	450E	31.28	10	40	0.007	0.029	0.022	Res.	\$ 25,000	\$ 539	\$ 1,000	\$ 2,000	\$ 12,000
404	Gerber, Jay W / Deborah	450E	34.13	10	40	0.008	0.031	0.024	Res.	\$ 25,000	\$ 588	\$ 1,000	\$ 2,000	\$ 12,000
405	Sheets, Jerry D / Barbara L	450E	347.57	10	40	0.080	0.319	0.239	Res.	\$ 25,000	\$ 5,984	\$ 1,000	\$ 7,000	\$ 12,000
406	Stoller, Larry L	450E	653.9	10	40	0.150	0.600	0.450	Ag.	\$ 9,000	\$ 4,053	\$ -	\$ 5,000	\$ 12,000
407	Hartigan, Timothy L / Cheryl A	450E	614.23	10	40	0.141	0.564	0.423	Res.	\$ 9,000	\$ 3,807	\$ 10,000	\$ 14,000	\$ 12,000
408	Stinson, Bruce K / Kathryn	450E	655.77	10	40	0.151	0.602	0.452	Res./Ag.	\$ 9,000	\$ 4,065	\$ 10,000	\$ 15,000	\$ 12,000
409	Frauhiger Jr, William/Betty	450E	1320.94	10	40	0.303	1.213	0.910	Ag.	\$ 9,000	\$ 8,188	\$ -	\$ 9,000	\$ 12,000
410	Frauhiger, Doyle W / Jane K	450E	645.35	10	40	0.148	0.593	0.444	Ag.	\$ 9,000	\$ 4,000	\$ 500	\$ 5,000	\$ 12,000
411	Duncan, George Robert / Evelyn C	450E	281.1	10	40	0.065	0.258	0.194	Res.	\$ 25,000	\$ 4,840	\$ 10,000	\$ 15,000	\$ 12,000
412	Frauhiger, Doyle W/Jane K	450E	610.86	10	40	0.140	0.561	0.421	Ag.	\$ 9,000	\$ 3,786	\$ -	\$ 4,000	\$ 12,000
413	Schwartz, Donald Joe / Janice M	450E	200	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 10,000	\$ 14,000	\$ 12,000
414	Reinhard, Joan K / Linda L	450E	200.01	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,444	\$ 10,000	\$ 14,000	\$ 12,000
415	Frauhiger, Doyle W/Jane K	450E	749.51	10	40	0.172	0.688	0.516	Ag.	\$ 9,000	\$ 4,647	\$ -	\$ 5,000	\$ 12,000
416	Steffen, Tobias G/Jayla M	450E	660.02	10	40	0.152	0.606	0.455	Res	\$ 25,000	\$ 11,364	\$ 10,000	\$ 22,000	\$ 12,000

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TOTAL 29.3 117.0

TOTAL LID	\$ 1,929,000
TOTAL RW SERVICES	\$ 2,004,000

**CR 600E from CR 1200N (North County Line) to US Hwy 224**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			Property	Est. Unit Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
450	Dettmer, Lynn W/Jana A	600E	1341.7	10	40	0.308	1.232	0.924	Ag.	\$ 9,000	\$ 8,315	\$ -	\$ 9,000	\$ 12,000
451	McFadden, Ellis H/Marilynn J	600E	2313.02	10	40	0.531	2.124	1.593	Ag.	\$ 9,000	\$ 14,337	\$ -	\$ 15,000	\$ 12,000
452	Lewis, David L/Linda C	600E	310.43	10	40	0.071	0.285	0.214	Res.	\$ 25,000	\$ 5,345	\$ 10,000	\$ 16,000	\$ 12,000
453	DeKoninck, Carla S	600E	330.01	10	40	0.076	0.303	0.227	Res.	\$ 25,000	\$ 5,682	\$ 15,000	\$ 21,000	\$ 12,000
454	Simerman, Robin S/Michele L	600E	709.46	10	40	0.163	0.652	0.489	Ag.	\$ 9,000	\$ 4,403	\$ -	\$ 5,000	\$ 12,000
455	Simerman, Robin S/Michele L	600E	282.24	10	40	0.065	0.259	0.194	Res.	\$ 25,000	\$ 4,860	\$ 15,000	\$ 20,000	\$ 12,000
456	Simerman, Roger S/Sue A	600E	984.37	10	40	0.226	0.904	0.678	Ag.	\$ 9,000	\$ 6,104	\$ -	\$ 7,000	\$ 12,000
457	Gerber Rev Trust, Nancy L	600E	1126.64	10	40	0.259	1.034	0.775	Ag.	\$ 9,000	\$ 6,974	\$ -	\$ 7,000	\$ 12,000
458	Gerber Rev Trust, Nancy L	600E	199.97	10	40	0.046	0.184	0.138	Res.	\$ 9,000	\$ 1,239	\$ 5,000	\$ 7,000	\$ 12,000
459	Wilson, Paul D/Judith A	600E	622.18	10	40	0.143	0.571	0.429	Ag.	\$ 9,000	\$ 3,857	\$ -	\$ 15,000	\$ 12,000
460	Sorg, Richard A/Dawn R	600E	199.55	10	40	0.046	0.183	0.137	Res.	\$ 25,000	\$ 3,434	\$ 10,000	\$ 14,000	\$ 12,000
461	Simmerman, Roger S / Sue A	600E	1319.45	10	40	0.303	1.212	0.909	Ag.	\$ 9,000	\$ 8,179	\$ -	\$ 9,000	\$ 12,000
462	Simerman Family Trust	600E	840.59	10	40	0.193	0.772	0.579	Ag.	\$ 9,000	\$ 5,210	\$ -	\$ 6,000	\$ 12,000
463	Lemaster Trust, Donald R / Betty J	600E	1077.29	10	40	0.247	0.989	0.742	Ag.	\$ 9,000	\$ 6,678	\$ -	\$ 7,000	\$ 12,000
464	Lemaster Trust, Donald R / Betty J	600E	1338.97	10	40	0.307	1.230	0.922	Ag.	\$ 9,000	\$ 8,302	\$ -	\$ 9,000	\$ 12,000
465	Hoffmeier, Jeffrey A	600E	203.24	10	40	0.047	0.187	0.140	Res.	\$ 25,000	\$ 3,503	\$ 15,000	\$ 19,000	\$ 12,000
466	Lemaster, Donald R / Betty J	600E	931.06	10	40	0.214	0.855	0.641	Ag.	\$ 9,000	\$ 5,769	\$ -	\$ 6,000	\$ 12,000
467	Lemaster Trust, Donald R / Betty J	600E	374.01	10	40	0.086	0.343	0.258	Res.	\$ 25,000	\$ 6,440	\$ 15,000	\$ 22,000	\$ 12,000
468	Hoffmeier Trust, William H/Adelia	600E	1363.4	10	40	0.313	1.252	0.939	Res./Ag.	\$ 9,000	\$ 8,448	\$ 10,000	\$ 19,000	\$ 12,000
469	Krick, Bradford P / Janis K	600E	845.88	10	40	0.194	0.777	0.583	Ag.	\$ 9,000	\$ 5,243	\$ 1,000	\$ 7,000	\$ 12,000
470	Bryant, Ross W	600E	1340.42	10	40	0.308	1.231	0.923	Ag.	\$ 9,000	\$ 8,308	\$ -	\$ 9,000	\$ 12,000
471	Huber, Ronald J / Joan E	600E	494.81	10	40	0.114	0.454	0.341	Res.	\$ 25,000	\$ 8,520	\$ 15,000	\$ 24,000	\$ 12,000
472	Krick, Bradford	600E	952.6	10	40	0.219	0.862	0.643	Ag.	\$ 9,000	\$ 5,787	\$ -	\$ 6,000	\$ 12,000
473	Durnell, Denise E	600E	337.19	10	40	0.077	0.310	0.232	Res.	\$ 25,000	\$ 5,806	\$ 10,000	\$ 16,000	\$ 12,000
474	White, Garry L/Kay E	600E	1299.97	10	40	0.298	1.208	0.909		\$ 9,000	\$ 8,182	\$ 5,000	\$ 14,000	\$ 12,000
475	Hobbs, Shondell A	600E	335.01	10	40	0.077	0.308	0.231	Res.	\$ 25,000	\$ 5,768	\$ 175,000	\$ 181,000	\$ 12,000
476	Elhanan Cemetery Lot	600E	335.42	10	40	0.077	0.308	0.231	<b>DO NOT TOUCH</b>					
477	Isnogle, Shane A/Angela	600E	144.76	10	40	0.033	0.133	0.100	Res.	\$ 25,000	\$ 2,492	\$ 5,000	\$ 8,000	\$ 12,000
478	Bauermeister, Tony R / Terry N	600E	2325.34	10	40	0.534	2.105	1.572	Ag.	\$ 9,000	\$ 14,144	\$ -	\$ 15,000	\$ 12,000
479	Melching, Ryan W	600E	2170.97	10	40	0.498	2.023	1.525	Ag.	\$ 9,000	\$ 13,723	\$ -	\$ 14,000	\$ 12,000
480	Stoppenhagen, Ian R	600E	2424.07	10	40	0.556	2.226	1.670	Ag.	\$ 9,000	\$ 15,026	\$ -	\$ 16,000	\$ 12,000
481	Schaper, Arnold / Joyce V	600E	2646.96	10	40	0.608	2.431	1.823	Ag.	\$ 9,000	\$ 16,406	\$ 1,000	\$ 18,000	\$ 12,000
482	Stoppenhagen, Ian R	600E	222.94	10	40	0.051	0.205	0.154	Res.	\$ 25,000	\$ 3,838	\$ 10,000	\$ 14,000	\$ 12,000
483	Stoppenhagen, Neil E/Susan M	600E	638.66	10	40	0.147	0.587	0.440	Ag.	\$ 9,000	\$ 3,960	\$ -	\$ 4,000	\$ 12,000
484	Smith, Mark A/Donna M	600E	274	10	40	0.063	0.252	0.189	Res.	\$ 25,000	\$ 4,718	\$ 10,000	\$ 15,000	\$ 12,000
485	Buuck, Calvin L	600E	1681.5	10	40	0.386	1.543	1.157	Ag.	\$ 9,000	\$ 10,416	\$ -	\$ 11,000	\$ 12,000
486	Bauermeister, Jeffery L/Trudi I	600E	1737.69	10	40	0.399	1.596	1.197	Ag.	\$ 9,000	\$ 10,769	\$ -	\$ 11,000	\$ 12,000
487	Buuck, Clifford G	600E	962.76	10	40	0.221	0.885	0.664	Ag.	\$ 9,000	\$ 5,976	\$ 15,000	\$ 21,000	\$ 12,000
488	Nahrwold, Michael D / Kathy L	600E	252.6	10	40	0.058	0.232	0.174	Res.	\$ 25,000	\$ 4,348	\$ 10,000	\$ 15,000	\$ 12,000
489	Patrick, Mark A/Deborah K/Darren T	600E	2342.85	10	40	0.538	2.152	1.614	Ag.	\$ 9,000	\$ 14,524	\$ -	\$ 15,000	\$ 12,000
490	Patrick, Mark A/Deborah K	600E	2403.3	10	40	0.552	2.207	1.655	Ag.	\$ 9,000	\$ 14,896	\$ -	\$ 15,000	\$ 12,000
491	Grewe, Gregory A	600E	316.77	10	40	0.073	0.291	0.218	Res.	\$ 25,000	\$ 5,447	\$ 10,000	\$ 16,000	\$ 12,000
492	Meyer, Stanley L / Patricia J	600E	365.66	10	40	0.084	0.336	0.252	Res.	\$ 25,000	\$ 6,296	\$ 10,000	\$ 17,000	\$ 12,000
493	Reynolds, Cory J/Holly M	600E	412	10	40	0.095	0.378	0.284	Forest	\$ 9,000	\$ 2,554	\$ -	\$ 3,000	\$ 12,000

494	Bauermeister, Norwin R/Martha A	600E	357.15	10	40	0.082	0.328	0.246	Ag.	\$ 9,000	\$ 2,214	\$ -	\$ 3,000	\$ 12,000
495	Patrick, Thomas L	600E	952.6	10	40	0.219	0.875	0.656	Ag.	\$ 9,000	\$ 5,904	\$ -	\$ 6,000	\$ 12,000
496	Bauermeister, Norwin R / Martha	600E	161	10	40	0.037	0.148	0.111	Ag.	\$ 9,000	\$ 998	\$ -	\$ 1,000	\$ 12,000
497	Hulvey, David L/Tamara S	600E	251.5	10	40	0.058	0.231	0.173	Res.	\$ 25,000	\$ 4,330	\$ 15,000	\$ 20,000	\$ 12,000
498	Bauermeister, Norwin R / Martha	600E	223	10	40	0.051	0.205	0.154	Res.	\$ 25,000	\$ 3,840	\$ 10,000	\$ 14,000	\$ 12,000
499	Patrick, Thomas L / Colleen S	600E	200.83	10	40	0.046	0.184	0.138	Res.	\$ 25,000	\$ 3,458	\$ 15,000	\$ 19,000	\$ 12,000
500	Harber, Jacob W	600E	223	10	40	0.051	0.205	0.154	Res.	\$ 25,000	\$ 3,840	\$ 15,000	\$ 19,000	\$ 12,000
501	Patrick, Thomas L / Colleen S	600E	760.07	10	40	0.174	0.698	0.524	Ag.	\$ 9,000	\$ 4,712	\$ -	\$ 5,000	\$ 12,000
502	Werling, Bruce A/Kim R	600E	1954.02	10	40	0.449	1.806	1.358	Ag.	\$ 9,000	\$ 12,218	\$ -	\$ 13,000	\$ 12,000
503	Powell, Kent E / Mary C	600E	350.91	10	40	0.081	0.322	0.242	Res.	\$ 10,000	\$ 2,417	\$ 10,000	\$ 13,000	\$ 12,000
504	Werling, Bruce A / Kim R	600E	25	10	40	0.006	0.023	0.017	Res.	\$ 25,000	\$ 430	\$ 1,000	\$ 2,000	\$ 12,000
505	KESL Farms, LLC	600E	965.49	10	40	0.222	0.880	0.658	Ag.	\$ 9,000	\$ 5,925	\$ -	\$ 6,000	\$ 12,000
506	Terhune, Matthew L/Melissa R	600E	342.83	10	40	0.079	0.321	0.243	Ag.	\$ 9,000	\$ 2,184	\$ -	\$ 3,000	\$ 12,000
507	Buuck, Kevin D/Dawn L	600E	1054.01	10	40	0.242	0.967	0.725	Ag.	\$ 9,000	\$ 6,524	\$ 10,000	\$ 17,000	\$ 12,000
508	Prairie View Cemetery	600E	288.79	10	40	0.066	0.265	0.199	DO NOT TOUCH				\$ -	
509	Ringger, Alan G/Sheryl J	600E	1664.7	10	40	0.382	1.518	1.136	Ag.	\$ 9,000	\$ 10,222	\$ -	\$ 11,000	\$ 12,000
510	Fuhrmann, Scott A	600E	803.69	10	40	0.185	0.738	0.553	Ag.	\$ 9,000	\$ 4,979	\$ 10,000	\$ 15,000	\$ 12,000
511	Drayer, Dennis E / Jan M	600E	506.35	10	40	0.116	0.465	0.349	Res.	\$ 25,000	\$ 8,719	\$ 15,000	\$ 24,000	\$ 12,000
512	Ringger, Alan G/Sheryl G	600E	2178.18	10	40	0.500	2.001	1.500	Ag.	\$ 9,000	\$ 13,504	\$ -	\$ 14,000	\$ 12,000
513	Barger, Michael D	600E	1057.41	10	40	0.243	0.971	0.728	Ag.	\$ 9,000	\$ 6,555	\$ -	\$ 7,000	\$ 12,000
514	Fuhrmann, Keith A	600E	454.75	10	40	0.104	0.418	0.313	Res.	\$ 25,000	\$ 7,830	\$ 20,000	\$ 28,000	\$ 12,000
515	Bennett, David W/Kimberly K	600E	240.29	10	40	0.055	0.221	0.166	Res.	\$ 25,000	\$ 4,138	\$ 5,000	\$ 10,000	\$ 12,000
516	Jones III, Ben O/Michelle Lee	600E	25.06	10	40	0.006	0.023	0.017	Ag.	\$ 9,000	\$ 155	\$ 500	\$ 1,000	\$ 12,000
517	Werling Rev Trust, Troy D	600E	342.73	10	40	0.079	0.315	0.236	Res.	\$ 25,000	\$ 5,898	\$ 10,000	\$ 16,000	\$ 12,000
518	Werling Heritage Farms, LLC	600E	932.97	10	40	0.214	0.856	0.642	Ag.	\$ 9,000	\$ 5,779	\$ -	\$ 6,000	\$ 12,000
519	Werling Heritage Farms, LLC	600E	544.26	10	40	0.125	0.498	0.373	Ag.	\$ 9,000	\$ 3,358	\$ 1,000	\$ 5,000	\$ 12,000
520	Werling, Doyle H / Laura A	600E	167.31	10	40	0.038	0.154	0.116	Res.	\$ 25,000	\$ 2,899	\$ 10,000	\$ 13,000	\$ 12,000
521	Werling Heritage Farms, LLC	600E	240.02	10	40	0.055	0.222	0.167	Res.	\$ 25,000	\$ 4,175	\$ 500	\$ 5,000	\$ 12,000
522	Werling Trust, Troy D	600E	23.63	10	40	0.005	0.022	0.016	Ag.	\$ 9,000	\$ 146	\$ -	\$ 1,000	\$ 12,000
523	Carpenter, Ronald W/Kimberly L	600E	303.4	10	40	0.070	0.279	0.210	Res.	\$ 25,000	\$ 5,241	\$ 10,000	\$ 16,000	\$ 12,000
524	Hartman, Darin D/Kamaran L	600E	132.5	10	40	0.030	0.122	0.091	Res.	\$ 25,000	\$ 2,281	\$ 1,000	\$ 4,000	\$ 12,000
525	Jarrett, Eric N/Sara J	600E	489.82	10	40	0.112	0.449	0.337	Ag.	\$ 9,000	\$ 3,029	\$ -	\$ 4,000	\$ 12,000
526	Schwartz, Menno N.S./Sell, Marica C	600E	150	10	40	0.034	0.138	0.103	Res.	\$ 25,000	\$ 2,583	\$ 10,000	\$ 13,000	\$ 12,000
527	Baumann, Douglas L/Kimberly K	600E	152.16	25	40	0.000	0.053	0.053	Res.	\$ 25,000	\$ 1,313	\$ 15,000	\$ 17,000	\$ 12,000
528	Rittmeyer, David W / Joy Lynn	600E	366	10	40	0.084	0.336	0.252	Res.	\$ 25,000	\$ 6,303	\$ 20,000	\$ 27,000	\$ 12,000
529	Willson, Jeremy/Donna J	600E	149.67	25	40	0.000	0.052	0.052	Res.	\$ 25,000	\$ 1,302	\$ 10,000	\$ 12,000	\$ 12,000
530	Willson, Jeremy/Donna J	600E	102.03	10	40	0.023	0.093	0.070	Res.	\$ 25,000	\$ 1,752	\$ 1,000	\$ 3,000	\$ 12,000
531	State of Indiana INDOT	600E	53.23	10	40	0.012	0.049	0.037	Remenant	\$ 25,000	\$ 916	\$ 500	\$ 2,000	\$ 12,000
532	Kelley, Charles C III/Lisa G	600E	363.15	10	40	0.083	0.334	0.251	Res.	\$ 25,000	\$ 6,267	\$ 10,000	\$ 17,000	\$ 12,000
533	Fuhrmann, Joyce M	600E	607.78	10	40	0.140	0.558	0.418	Ag.	\$ 9,000	\$ 3,765	\$ 1,000	\$ 5,000	\$ 12,000
534	Drayer Holdings LLC	600E	139.76	10	40	0.032	0.128	0.096	Com.	\$ 25,000	\$ 2,388	\$ 5,000	\$ 8,000	\$ 12,000

TOTAL LID	\$ 1,143,000
TOTAL RW SERVICES	\$ 996,000

**CR 300N from West of CR 100E to County Road 450E**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			Property	Est. Unit Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
176	Lancaster Twp. School Lot	300N	80.98	10	40	0.019	0.074	0.056	Special	\$ 25,000	\$ 1,392	\$ -	\$ 2,000	\$ 12,000
177	Isch, Brent A/Darcy A	300N	880.06	10	40	0.202	0.810	0.608	Ag.	\$ 9,000	\$ 5,476	\$ -	\$ 6,000	\$ 12,000
178	Decker, Jean L	300N	976.64	10	40	0.224	0.896	0.672	Ag.	\$ 30,000	\$ 20,146	\$ -	\$ 21,000	\$ 12,000
179	Medina, Marlene K	300N	178.17	10	40	0.041	0.159	0.118	Reminant	\$ 5,000	\$ 590	\$ -	\$ 1,000	\$ 12,000
180	Wabash River (IDNR?)	300N	122.64	20	80	0.056	0.227	0.171	Ag.	\$ 30,000	\$ 5,119	\$ 5,000	\$ 11,000	\$ 12,000
181	Roller Trust, Jack W	300N	1492.97	10	40	0.343	1.372	1.029	Ag.	\$ 9,000	\$ 9,261	\$ -	\$ 10,000	\$ 12,000
182	Falotico Trust, Linda J	300N	977.53	10	70	0.224	2.048	1.823	Ag.	\$ 9,000	\$ 16,409	\$ -	\$ 17,000	\$ 12,000
183	Brickley Farms LLC	300N	2649.15	10	40	0.608	2.432	1.824	Ag.	\$ 9,000	\$ 16,419	\$ 25,000	\$ 42,000	\$ 12,000
184	Ulmer, William Kent / Tracey M	300N	441.46	10	70	0.101	0.710	0.609	Res.	\$ 9,000	\$ 5,482	\$ 10,000	\$ 16,000	\$ 12,000
185	Nusbaumer, Brandon D/Amanda M	300N	263.83	10	70	0.061	0.423	0.363	Res.	\$ 25,000	\$ 9,067	\$ -	\$ 15,000	\$ 12,000
186	Ulmer, William Kent / Tracey M	300N	34	10	70	0.008	0.054	0.046	Ag.	\$ 9,000	\$ 417	\$ -	\$ 1,000	\$ 12,000
187	Isch, Brent A/Darcy A	300N	23.19	10	70	0.005	0.037	0.032	Res.	\$ 20,000	\$ 642	\$ 500	\$ 2,000	\$ 12,000
188	Wang etal, Dong Tie	300N	22.93	10	10	0.005	0.037	0.031	Res.	\$ 20,000	\$ 628	\$ 500	\$ 2,000	\$ 12,000
189	Meyer, Robert L/Ann M	300N	254.43	10	70	0.058	0.409	0.350	Ag.	\$ 9,000	\$ 3,153	\$ -	\$ 4,000	\$ 12,000
190	Meyer, Robert L/Ann M	300N	474.52	10	70	0.109	0.763	0.654	Ag.	\$ 9,000	\$ 5,883	\$ -	\$ 6,000	\$ 12,000
191	Meyer, Robert L / Ann M	300N	550	10	70	0.126	0.884	0.758	Res.	\$ 15,000	\$ 11,364	\$ 15,000	\$ 27,000	\$ 12,000
192	Graber, Calvin	300N	585.04	10	70	0.134	0.941	0.806	Res.	\$ 9,000	\$ 7,256	\$ 5,000	\$ 13,000	\$ 12,000
193	Ayers, Robert H / Margaret E	300N	1938.61	10	40	0.445	1.848	1.403	Ag.	\$ 9,000	\$ 12,630	\$ -	\$ 13,000	\$ 12,000
194	James, Marsha A	300N	285.24	10	40	0.065	0.284	0.219	Res.	\$ 25,000	\$ 5,469	\$ 10,000	\$ 16,000	\$ 12,000
195	Ayers, Robert H / Margaret E	300N	2470.62	10	70	0.567	3.879	3.312	Res./Ag.	\$ 9,000	\$ 29,805	\$ 5,000	\$ 35,000	\$ 12,000
196	Caley, Carl Duane	300N	247	10	40	0.057	0.227	0.170	Res.	\$ 25,000	\$ 4,255	\$ 10,000	\$ 15,000	\$ 12,000
197	RR R/W	300N	76.65	20	110	0.035	0.265	0.229	Special	\$ 9,000	\$ 2,065	\$ -	\$ 3,000	\$ 12,000
198	Humphrey Trust, Diane Dorothy	300N	1409.57	10	40	0.324	1.294	0.971	Ag.	\$ 9,000	\$ 8,736	\$ -	\$ 9,000	\$ 12,000
199	Gerber, Blake C/Fawn F	300N	2523.98	10	70	0.579	4.057	3.477	Ag.	\$ 9,000	\$ 31,295	\$ -	\$ 32,000	\$ 12,000
200	Harris, Denver/Laura K	300N	264.26	10	40	0.061	0.243	0.182	Res.	\$ 25,000	\$ 4,549	\$ 20,000	\$ 25,000	\$ 12,000
201	Humphrey Trust, Diane Dorothy	300N	404.32	10	40	0.093	0.371	0.278	Ag.	\$ 25,000	\$ 6,961	\$ -	\$ 7,000	\$ 12,000
202	Falk, Richard L	300N	211.9	10	40	0.049	0.195	0.146	Res.	\$ 25,000	\$ 3,648	\$ -	\$ 4,000	\$ 12,000
203	Falk, Richard L	300N	210.07	10	40	0.048	0.193	0.145	Res.	\$ 25,000	\$ 3,617	\$ 10,000	\$ 14,000	\$ 12,000
204	Falk, Richard L	300N	218.09	10	40	0.050	0.200	0.150	Res	\$ 25,000	\$ 3,757		\$ 4,000	\$ 12,000
205	Gerber, Blake C/Fawn F	300N	194.35	10	70	0.045	0.312	0.267	Res.	\$ 25,000	\$ 6,683	\$ -	\$ 7,000	\$ 12,000
206	Ladig, Dennis W / Geraldine	300N	525.35	10	40	0.121	0.486	0.365	Res.	\$ 9,000	\$ 3,286	\$ -	\$ 4,000	\$ 12,000
207	Northern Wells Community School	300N	1369.48	10	40-70	0.314	2.075	1.760	Special	\$ 9,000	\$ 15,842	\$ -	\$ 16,000	\$ 12,000
208	Northern Wells Community Schools	300N	937.76	10	40	0.215	0.870	0.655	Special	\$ 9,000	\$ 5,893	\$ 5,000	\$ 11,000	\$ 12,000
209	Northern Wells Community Schools	300N	620.71	10	40-70	0.142	0.734	0.591	Special	\$ 9,000	\$ 5,320	\$ 15,000	\$ 21,000	\$ 12,000
210	Snider, Dixie L	300N	1168.21	10	40	0.268	1.086	0.818	Ag./Res.	\$ 9,000	\$ 7,358	\$ 10,000	\$ 18,000	\$ 12,000
211	Snider, Edwin L / Dixie L	300N	25.01	10	40	0.006	0.024	0.018	Res.	\$ 25,000	\$ 458	\$ 500	\$ 1,000	\$ 12,000
212	Moser Bertsch Rev Trust, Patricia K	300N	666.11	10	40	0.153	0.612	0.459	Ag.	\$ 9,000	\$ 4,128	\$ -	\$ 5,000	\$ 12,000
213	Hedges, William C/Susan Trust	300N	828.98	10	40	0.190	0.761	0.571	Ag.	\$ 9,000	\$ 5,139	\$ 2,000	\$ 8,000	\$ 12,000
214	Decker, Mary Lou	300N	1309.35	10	40	0.301	1.204	0.904	Res./Ag.	\$ 9,000	\$ 8,135	\$ 10,000	\$ 19,000	\$ 12,000
215	Hedges, William C/Susan Trust	300N	352.55	10	40	0.081	0.324	0.243	Ag.	\$ 9,000	\$ 2,185	\$ 25,000	\$ 28,000	\$ 12,000
216	Hedges, Richard L/Cynthia L	300N	280.17	10	40	0.064	0.253	0.188	Res.	\$ 25,000	\$ 4,710	\$ 15,000	\$ 20,000	\$ 12,000
217	Hedges Farms LLC	300N	504.32	10	40	0.116	0.463	0.347	Ag.	\$ 9,000	\$ 3,126	\$ 20,000	\$ 24,000	\$ 12,000
218	Moser, Phil	300N	669.04	10	40	0.154	0.617	0.463	Ag.	\$ 25,000	\$ 11,584	\$ 20,000	\$ 32,000	\$ 12,000
219	Gerber, Gordon R/Kathryn S	300N	205.03	10	40	0.047	0.186	0.139	Res.	\$ 25,000	\$ 3,484	\$ -	\$ 4,000	\$ 12,000

220	Moser, Philip	300N	35.71	10	40	0.008	0.033	0.025	Ag.	\$ 9,000	\$ 225	\$ -	\$ 1,000	\$ 12,000
221	Cary, Jack E / Lisa J	300N	404.78	10	40	0.093	0.374	0.281	Res.	\$ 25,000	\$ 7,016	\$ 15,000	\$ 23,000	\$ 12,000
222	Gerber, Gordon R/Kathryn S	300N	462	10	40	0.106	0.423	0.317	Ag.	\$ 9,000	\$ 2,853	\$ -	\$ 3,000	\$ 12,000
223	Cary, Jack E/Lisa J	300N	194.37	10	40	0.045	0.179	0.134	Res.	\$ 25,000	\$ 3,362	\$ -	\$ 4,000	\$ 12,000
224	Palmer, Gregg Y/Mary C	300N	19.81	10	40	0.005	0.018	0.014	Ag.	\$ 9,000	\$ 123	\$ -	\$ 1,000	\$ 12,000
225	Gerber, Kathryn S/Gordon R	300N	242	10	40	0.056	0.222	0.167	Ag.	\$ 9,000	\$ 1,500	\$ -	\$ 2,000	\$ 12,000
226	Powers, Zachary T/Meghann T	300N	400.05	10	40	0.092	0.367	0.276	Res.	\$ 25,000	\$ 6,889	\$ 35,000	\$ 42,000	\$ 12,000
227	Fiechter, Wayne E/Dorothy R	300N	102.02	10	40	0.023	0.094	0.070	Ag.	\$ 9,000	\$ 632	\$ -	\$ 1,000	\$ 12,000
228	Divine Properties Llc	300N	210.13	10	40	0.048	0.193	0.145	Com.	\$ 25,000	\$ 3,618	\$ -	\$ 4,000	\$ 12,000
229	Moser, Klint R/Amy J	300N	1064.61	10	40	0.244	0.978	0.733	Ag.	\$ 9,000	\$ 6,599	\$ -	\$ 7,000	\$ 12,000
230	Springer etal, Matthew L	300N	285.11	10	40	0.065	0.262	0.196	Res.	\$ 25,000	\$ 4,910	\$ 15,000	\$ 20,000	\$ 12,000
231	Sutton, Christina A	300N	309.22	10	40	0.071	0.284	0.213	Res.	\$ 25,000	\$ 5,322	\$ 5,000	\$ 11,000	\$ 12,000
232	McNabb, Robert L/Nancy E	300N	1113.45	10	40	0.256	1.017	0.761	Ag.	\$ 9,000	\$ 6,850	\$ -	\$ 7,000	\$ 12,000
233	Springer, George J/Sarah L	300N	33.53	10	40	0.008	0.031	0.023	Res.	\$ 25,000	\$ 577	\$ -	\$ 1,000	\$ 12,000
234	Gilliom, Kent E/Mary J	300N	208.72	10	40	0.048	0.192	0.144	Res.	\$ 25,000	\$ 3,594	\$ 15,000	\$ 19,000	\$ 12,000
235	Springer, George E/Joan A	300N	687.83	10	40	0.158	0.203	0.045	Ag.	\$ 9,000	\$ 403	\$ -	\$ 1,000	\$ 12,000
236	Lantz, Chad A / Stephanie L	300N	206.98	10	40	0.048	0.190	0.143	Res.	\$ 25,000	\$ 3,564	\$ 15,000	\$ 19,000	\$ 12,000
237	Weber, Gary M / Peggy S	300N	665.89	10	40	0.153	0.609	0.456	Res.	\$ 25,000	\$ 11,407	\$ 10,000	\$ 22,000	\$ 12,000
238	Rigby, Troy A/Tammy M	300N	194.11	10	40	0.000	0.184	0.184	Res.	\$ 25,000	\$ 4,598	\$ 15,000	\$ 20,000	\$ 12,000

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TOTAL LID	\$ 800,000
TOTAL ROW SERVICES	\$ 760,000

**Trail/CR 950N from CR 100E to Ossian Elementary School**

Parcel	Owner	Road	Frontage (Ft)	Right of Way Width		Areas (in Acres)			Property	Est. Unit Ac.	Land Est.	Improv./ Damages	LID TOTAL	ROW Services Total Fees
				Existing	Proposed	Existing	Proposed	Net						
600	Archbold Homestead LLC	Trail/950N	570.4	10	70	0.131	0.916484	0.786	Ag.	\$ 9,000	\$ 7,070	\$ -	\$ 8,000	\$ 12,000
601	Morris, Gavin A/Andrea M	Trail/950N	300.95	10	70	0.069	0.483628	0.415	Res.	\$ 25,000	\$ 10,363	\$ 15,000	\$ 26,000	\$ 12,000
602	Hunter, Michael R/Angela J	Trail/950N	192.56	10	70	0.044	0.309434	0.265	Res.	\$ 25,000	\$ 6,631	\$ 15,000	\$ 22,000	\$ 12,000
603	Anderson, Brian J/Berenice H	Trail/950N	196.38	10	70	0.045	0.315589	0.271	Res.	\$ 25,000	\$ 6,763	\$ 15,000	\$ 22,000	\$ 12,000
604	Reff, Harley Wayne / Ellen	Trail/950N	468.44	10	70	0.108	0.752694	0.645	Ag.	\$ 9,000	\$ 5,806	\$ -	\$ 6,000	\$ 12,000
605	Barkley Rev Trust, Randy T/Pamela C	Trail/950N	345	10	70	0.079	0.554412	0.475	Res.	\$ 25,000	\$ 11,880	\$ 20,000	\$ 32,000	\$ 12,000
606	Todd, Richard L / Mary E	Trail/950N	993.4	10	70	0.228	1.57988	1.352	Res./Ag.	\$ 9,000	\$ 12,166	\$ 15,000	\$ 28,000	\$ 12,000
607	Pena, Gilbert / Linda	Trail/950N	401.89	10	70	0.092	0.645847	0.554	Res.	\$ 10,000	\$ 5,536	\$ 25,000	\$ 31,000	\$ 12,000
608	Pence, Aaron M/Kelly M	Trail/950N	194.05	10	70	0.045	0.311785	0.267	Res.	\$ 9,000	\$ 2,405	\$ 5,000	\$ 8,000	\$ 12,000
609	Pence, Aaron M/Kelly M	Trail/950N	195.63	10	70	0.045	0.314434	0.270	Res.	\$ 25,000	\$ 6,738	\$ 1,500	\$ 15,000	\$ 12,000
610	Springer, Todd A/Deborah A	Trail/950N	563.67	10	70	0.129	0.905789	0.776	Res.	\$ 25,000	\$ 19,410	\$ -	\$ 20,000	\$ 12,000
611	Prescott, Jerry A / Carolyn	Trail/950N	764.86	10	70	0.176	1.229354	1.054	Ag.	\$ 9,000	\$ 9,484	\$ -	\$ 10,000	\$ 12,000
612	Kohler, Wesley A/Julie A	Trail/950N	181.06	10	70	0.042	0.290786	0.249	Res.	\$ 25,000	\$ 6,231	\$ 15,000	\$ 22,000	\$ 12,000
613	Kohler, Wesley A / Julie A	Trail/950N	504.23	10	70	0.116	0.810402	0.695	Ag.	\$ 9,000	\$ 6,252	\$ -	\$ 7,000	\$ 12,000
614	Kohler, Wesley A / Julie A	Trail/950N	25.03	10	70	0.006	0.040217	0.034	Ag.	\$ 9,000	\$ 310	\$ -	\$ 1,000	\$ 12,000
615	Ulfig, Anthony J / Dawn E	Trail/950N	110.52	10	70	0.025	0.177638	0.152	Res.	\$ 25,000	\$ 3,807	\$ 1,000	\$ 5,000	\$ 12,000
616	Utterback, Richard C/Linda M	Trail/950N	244.84	10	70	0.056	0.393767	0.338	Res.	\$ 25,000	\$ 8,439	\$ 2,000	\$ 11,000	\$ 12,000
617	Roby, Anthony J/Ashley M	Trail/950N	405.23	10	70	0.093	0.650669	0.558	Res.	\$ 25,000	\$ 13,941	\$ 10,000	\$ 24,000	\$ 12,000
618	Kohler, Wesley A/Julie A	Trail/950N	83.14	10	70	0.019	0.133669	0.115	Res.	\$ 25,000	\$ 2,865	\$ 10,000	\$ 13,000	\$ 12,000
619	Hartup, Ryan J/Kelly J	Trail/950N	21.86	10	70	0.005	0.035129	0.030	Res.	\$ 25,000	\$ 753	\$ -	\$ 1,000	\$ 12,000
620	Hartup, Ryan J/Kelly J	Trail/950N	210.01	10	70	0.048	0.337134	0.289	Res.	\$ 25,000	\$ 7,223	\$ 15,000	\$ 23,000	\$ 12,000
621	West Mill Enterprises Inc	Trail/950N	289.14	10	70	0.066	0.465169	0.399	Com.	\$ 25,000	\$ 9,970	\$ 10,000	\$ 20,000	\$ 12,000
622	West Mill Enterprises Inc	Trail/950N	87.45	10	70	0.020	0.138919	0.119	Com.	\$ 25,000	\$ 2,971	\$ 20,000	\$ 23,000	\$ 12,000
623	RR R/W	Trail/950N	49.1	10	70	0.011	0.078918	0.068	Special	\$ 25,000	\$ 1,691	\$ -	\$ 2,000	\$ 12,000
624	Energy Control, Inc	Trail/950N	97.74	0	40	0.000	0.111182	0.111	Com.	\$ 25,000	\$ 2,780	\$ 15,000	\$ 18,000	\$ 12,000
625	Energy Control Inc	Trail/Depot St	533.68	8	30	0.098	0.280389	0.182	Com.	\$ 25,000	\$ 4,559	\$ 1,000	\$ 6,000	\$ 12,000

26

TOTAL                      **1.8              12.3**

LID TOTAL	\$ 404,000
RW SERVICES TOTAL	\$ 312,000

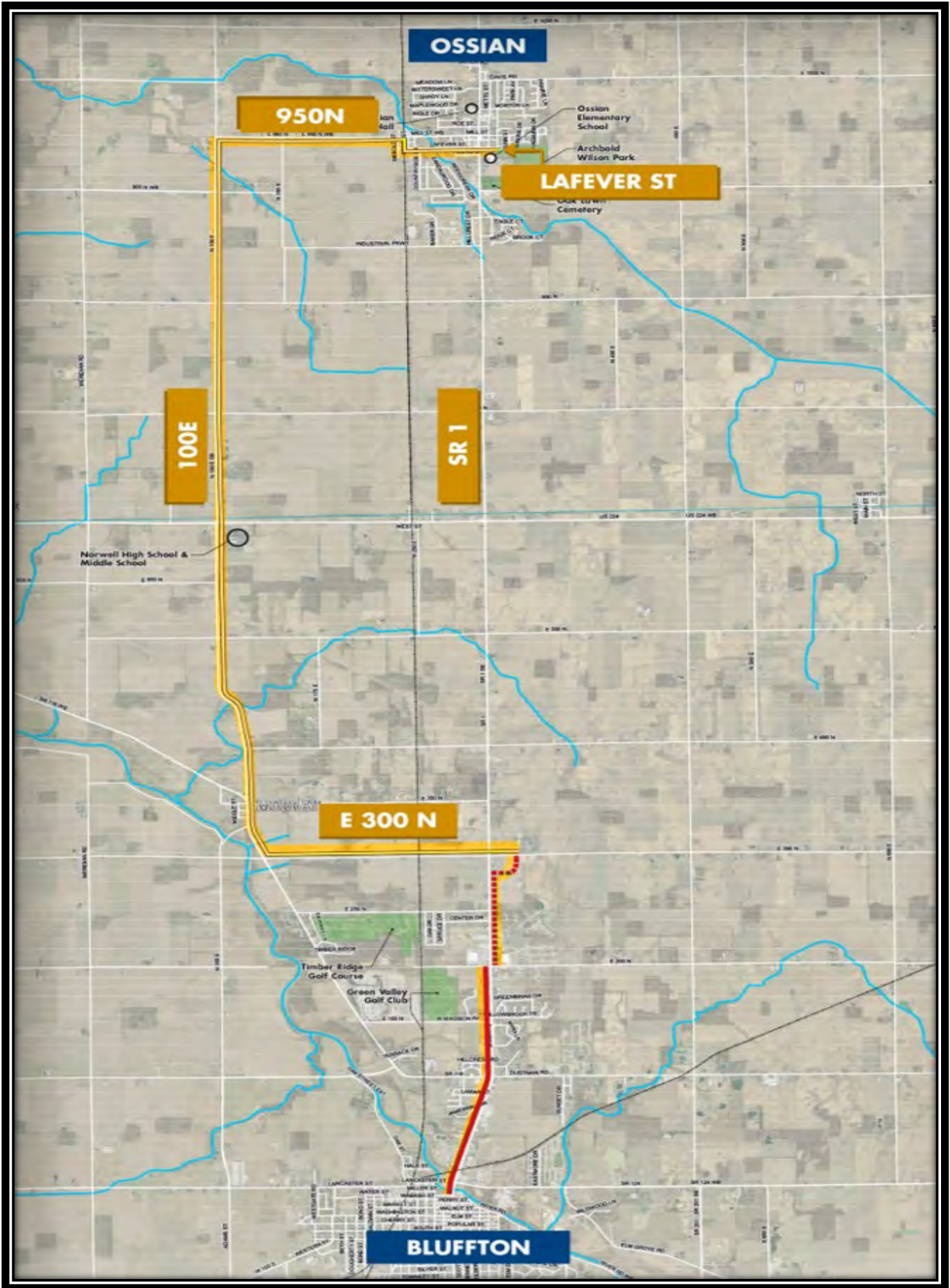
APPENDIX I

**NORTH CORRIDOR PLANNING STUDY**

**MAPS**







APPENDIX J

WELLS COUNTY

FUNCTIONAL CLASSIFICATION

MAPS

**FUNCTIONAL CLASSIFICATION SYSTEM FOR WELLS COUNTY, IN**

**URBAN FUNCTION CLASSIFICATION**

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

**RURAL FUNCTION CLASSIFICATION**

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

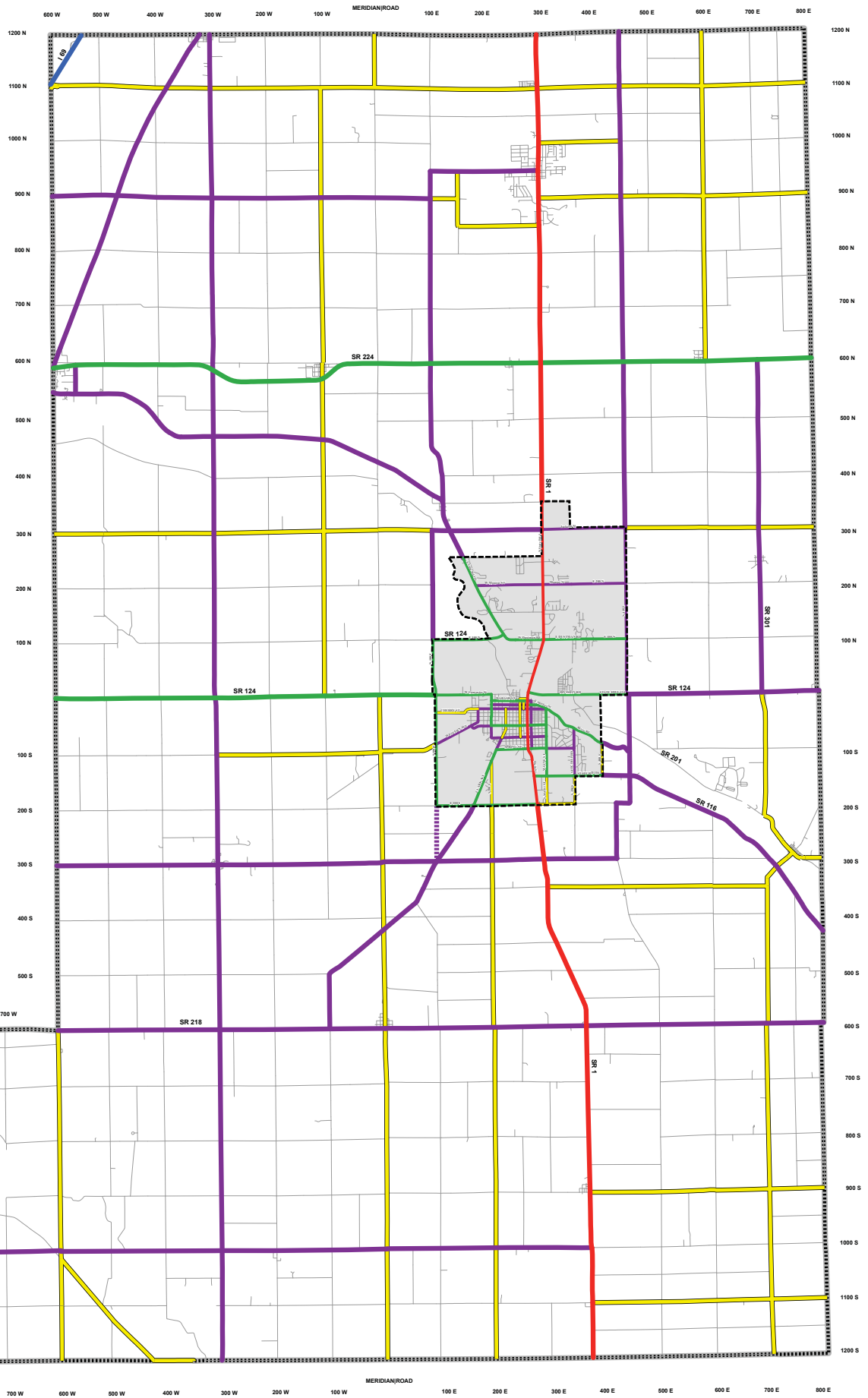
**OTHER MAP FEATURES**

- COUNTY BOUNDARY
- 2007 URBAN BOUNDARY



Produced by NIRCC  
7/17

0 0.5 1 2 Miles



## APPENDIX K

# GEOMETRIC DESIGN CRITERIA

Design Element		Manual Section	2 Lanes		4 or More Lanes			
Design Controls	Design-Year Traffic, AADT	40-2.01	< 400	400 ≤ AADT < 2000	≥ 2000	**Undivided		
	Design Forecast Period	40-2.02	20 Years				20 Years	
	*Design Speed, mph (1)	40-3.0	Level: 60 – 70; Rolling: 50 – 60				60	
	Access Control	40-5.0	Partial Control / None				Partial Control / None	
	Level of Service	40-2.0	Desirable: B; Minimum: C				Desirable: B; Minimum: C	
	Cross-Section Elements	*Width	45-1.01	12 ft				12 ft
		Travel Lane	Chp. 304	Asphalt / Concrete				Asphalt / Concrete
		Shoulder (3)	*Width Usable	45-1.02	6 ft	8 ft	11 ft (3b)	11 ft (3b) Right: 11 ft (3b) Left: 4 ft (3e)
			*Width Paved	45-1.02	4 ft	6 ft	10 ft (3b)	10 ft (3b) Right: 10 ft (3b) Left: 4 ft (3e)
		Cross Slope	Typical Surface Type (2)	Chp. 304	Asphalt / Concrete			
*Travel Lane (4)			45-1.01	2%				2%
Auxiliary Lane		Shoulder (4A)	45-1.02	Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4%				Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4%
		Lane Width (5)	45-1.02	Desirable: 12 ft; Minimum: 11 ft				Desirable: 12 ft; Minimum: 11 ft
Median Width		Shoulder Width (6)	45-1.03	Same as Next to Travel Lane				Same as Next to Travel Lane
		Median Width	45-2.0	N/A				0.0 ft Desirable: 80 ft Minimum: 16 ft (7)
Bridges	Clear-Zone Width	49-2.0	(8)				(8)	
		45-3.0	6:1 (10) 4 ft (11)				6:1 (10) 4 ft (11)	
	Side Slopes (9)	Cut	4:1 for 20 ft; 3:1 Max. to Top (12)				4:1 for 20 ft; 3:1 Max. to Top (12)	
		Fill	6:1 to Clear Zone; 3:1 Max. to Toe				6:1 to Clear Zone; 3:1 Max. to Toe	
	Median Slopes	45-2.02	N/A				Desirable: 8:1; Maximum: 5:1	
Bridges	New or Reconstructed Bridge	Chp. 403	HL-93 (13)				HL-93 (13)	
		45-4.01	Full Paved Approach Width				Full Paved Approach Width	
	Existing Bridge to Remain in Place	Chp. 72	HS-20				HS-20	
		45-4.01	Travelway Plus 2 ft on Each Side				Travelway Plus 2 ft on Each Side	
	*Vertical Clearance, Arterial Under	New or Replaced Overpassing Bridge (15)	16.5 ft				16.5 ft	
		Existing Overpassing Bridge	14 ft				14 ft	
		Sign Truss / Pedestrian Bridge (15)	New: 17.5 ft; Existing: 17 ft				New: 17.5 ft; Existing: 17 ft	
	Vertical Clearance, Arterial Over Railroad (16)	Chp. 402-6.01	23 ft				23 ft	

\* Level One controlling criterion, see page 2 of 4

\*\* An arterial of 4 or more lanes on a new location should be designed as Divided.

**GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL**  
**(New Construction or Reconstruction)**  
**Figure 53-2 (Page 1 of 4)**

Design Element		Manual Section	Rural Arterial				
Alignment Elements	Design Speed	---	50 mph	55 mph	60 mph	70 mph	
	*Stopping Sight Distance	42-1.0	425 ft	495 ft	570 ft	730 ft	
	Decision Sight Distance	Speed / Path / Direction Change	42-2.0	750 ft	865 ft	990 ft	1105 ft
		Stop Maneuver		465 ft	535 ft	610 ft	780 ft
	Passing Sight Distance	42-3.0	1835 ft	1985 ft	2135 ft	2480 ft	
	Intersection Sight Distance, -3% to +3% (20)	46-10.0	P: 630 ft; SUT: 780 ft	P: 730 ft; SUT: 890 ft	P: 840 ft; SUT: 1020 ft	P: 1030 ft; SUT: 1240 ft	
	*Minimum Radius, e=8%	43-2.0	750 ft	1000 ft	1290 ft	1650 ft	
	*Superelevation Rate	43-3.0	emax = 8% (17)				
	*Horizontal Sight Distance	43-4.0	(18)				
	*Vertical Curvature, K-value	Crest	44-3.0	84	114	151	247
		Sag		96	115	136	181
	*Maximum Grade (19)	Level		4%	4%	3%	3%
		Rolling		5%	5%	4%	4%
	Minimum Grade	44-1.03	Desirable: 0.5%; Minimum: 0.0%				

\* Level One controlling criterion. Except as noted in this chapter, the values shown in AASHTO's A Policy on Geometric Design of Highways and Streets (the Green Book) may be used as minimum values if they are lower than similar values shown herein. A controlling criterion that does not meet the minimum value is a design exception and is subject to approval. See Section 40-8.0.

These criteria apply to a route either on or off the National Highway System, regardless of funding source.

**GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL**  
 (New Construction or Reconstruction)  
 Figure 53-2 (Page 2 of 4)

- (1) Design Speed. The minimum design speed should equal the minimum value from the table or the anticipated posted speed limit after construction, whichever is greater. The legal speed limit is 60 mph on a non-posted divided highway.
- (2) Surface Type. The pavement-type selection will be determined by the INDOT Office of Pavement Engineering.
- (3) Shoulder. The following will apply.
  - a. If there are 3 or more lanes in each direction and there is a median barrier, a 10 ft paved shoulder and a 2 ft offset is required.
  - b. For new construction with  $2000 \leq AADT < 5000$ , this may be 8 ft. On a reconstruction project, the usable shoulder width may be 10 ft, and the paved shoulder width may be 8 ft.
  - c. The shoulder is paved to the front face of guardrail. The desirable guardrail offset is 2 ft from the usable shoulder width. See Section 49-4.0 for more information.
  - d. Usable shoulder width is defined as the distance from the edge of the travel lane to the shoulder break point.
  - e. If there are 3 or more lanes in each direction, a full-width shoulder, 11 ft usable and 10 ft paved, is desirable.
  - f. If curbs are to be used, the criteria described in Figure 53-6 or 53-7 should be applied.
- (4) Cross Slope, Travel Lanes. Cross slopes of 1.5% are acceptable on an existing bridge to remain in place. Where three or more lanes are sloped in the same direction, each successive pair of lanes may have an increased sideslope.
- (4A) Cross Slope, Shoulder. See Figure 45-1A(1) or Figure 45-1A(2) for more specific information.
- (5) Auxiliary Lane, Lane Width. Truck climbing-lane width is 12 ft.
- (6) Auxiliary Lane, Shoulder Width. At a minimum, a 2 ft shoulder may be used adjacent to an auxiliary lane. At a minimum, the shoulder adjacent to a truck climbing lane is 4 ft.
- (7) Median Width, Flush. Value is for new construction. A median of 25 ft or narrower should be avoided at an intersection. A median wider than 60 ft is undesirable at a signalized intersection or at an intersection that may become signalized in the foreseeable future. On a reconstruction project, the minimum flush-median width is 14 ft for a roadway with left-turn lanes, or 22 ft for a roadway with concrete median barrier.
- (8) Clear-Zone Width. This will vary according to design speed, traffic volume, side slopes, and horizontal curvature. See Section 49-2.0.
- (9) Side Slope. Value is for new construction. See Sections 45-3.0 for more information. For a reconstruction project, see Section 49-3.0.
- (10) Foreslope. See Sections 49-2.0 and 49-3.0 for the lateral extent of the foreslope in a ditch section.
- (11) Ditch Width. A V-ditch should be used in a rock cut.

**GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL**  
**(New Construction or Reconstruction)**  
**Figure 53-2 (Page 3 of 4)**



- (12) Backslope. The backslope for a rock cut will vary according to the height of the cut and the geotechnical requirements. See Sections 45-3.0 and 107-6.01.
- (13) Structural Capacity, New or Reconstructed Bridge. The following will apply.
  - a. A State-highway bridge within 15 mi of a Toll-Road gate must be designed for Toll-Road loading.
  - b. A bridge on an Extra-Heavy-Duty Highway must be designed for the Michigan Train truck-loading configuration.
- (14) Width, New or Reconstructed Bridge. See Section 402-6.02(01) for more information. The bridge clear-roadway width is the algebraic sum of the following:
  - a. the approach traveled-way width;
  - b. the approach usable shoulder width without guardrail; and
  - c. a bridge-railing offset (see Figure 402-6H).
- (15) Vertical Clearance, Arterial Under. Value includes an additional 6 in. allowance for future pavement overlays. Vertical clearance applies from usable edge to usable edge of shoulders.
- (16) Vertical Clearance, Arterial Over Railroad. See Chapter 402-6.01(03) for additional information on railroad clearance under a highway.
- (17) Superelevation Rate. See Section 43-3.0 for value of superelevation rate based on design speed and radius.
- (18) Horizontal Sight Distance. For a given design speed, the necessary middle ordinate will be determined by the radius and the sight distance which applies at the site. Sometimes, the stopping-sight-distance value for a truck will apply. See the discussion in Section 43-4.0.
- (19) Maximum Grade. A grade of 1% steeper may be used for a downgrade on a one-way roadway.
- (20) Intersection Sight Distance. For a left turn onto a 2-lane road: P = Passenger car; SUT = single unit truck. See Figure 46-10G for value for a combination truck.

**GEOMETRIC DESIGN CRITERIA FOR RURAL ARTERIAL**  
 (New Construction or Reconstruction)  
 Figure 53-2 (Page 4 of 4)

# CR 100 E, CR 450 E, CR 600 E & CR 300 N

Design Element		Manual Section	2 Lanes	
Design Controls	Design-Year Traffic, AADT	40-2.01	< 400	1500 ≤ AADT < 2000
	Design Forecast Period	40-2.02	20 Years	
Cross-Section Elements	*Design Speed, mph (3)	40-3.0	35 - 55	50 - 55
	Access Control	40-5.0	30 - 55	35 - 55
	Level of Service	40-2.0	None	
	Travel Lane	45-1.01	10 ft (4a)	11 ft (4b)
	Shoulder	Chp. 304	Asphalt / Concrete	
	Cross Slope	45-1.02	Des: 4 ft Min: 2 ft (5)	Des: 6 ft Min: 4 ft
	Auxiliary Lane	45-1.02	2 ft	Des: 8 ft Min: 6 ft
	Clear-Zone Width	Chp. 304	Asphalt / Aggregate / Earth	
	Side Slopes (8)	45-1.01	2%	
	Bridges	45-1.02	Paved Width ≤ 4 ft: 2%; Paved Width > 4 ft: 4% - 6% Asphalt; 6%-8% Aggregate; 8% Earth	
Bridges	*Width Usable	45-1.03	10 ft	Desirable: 11 ft Minimum: 10 ft
	*Width Paved, optional	49-2.0	Desirable: Same as Next to Travel Lane; Minimum: 2 ft	
	*Structural Capacity	45-3.0	(7)	
	*Clear-Roadway Width (12)	45-3.0	Des: 6:1; Max: 4:1 (9)	
	*Structural Capacity	45-3.0	4 ft (10)	
	*Clear-Roadway Width (13)	45-3.0	4:1 for 20 ft; 3:1 Max. to Top (11)	
	New or Replaced Overpassing Bridge (14)	45-3.0	Des: 6:1 to Clear Zone; Max: 3:1 to Toe	
	Existing Overpassing Bridge	Chp. 403	HL-93	
	Vertical Clearance, Collector Over Railroad (15)	45-4.01	Travelway + 4 ft	Travelway + 6 ft
	Vertical Clearance, Collector Under	44-4.0	Travelway + 8 ft	
Vertical Clearance, Collector Under	Chp. 402-6.01	HS-15		
Vertical Clearance, Collector Under	Chp. 402-6.01	22 ft	24 ft	28 ft
Vertical Clearance, Collector Under	Chp. 402-6.01	14.5 ft		
Vertical Clearance, Collector Under	Chp. 402-6.01	14 ft		
Vertical Clearance, Collector Under	Chp. 402-6.01	23 ft		

Des: Desirable; Min: Minimum.

\* Level One controlling criterion, see page 2 of 4

## GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE

(New Construction or Reconstruction)

Figure 53-4 (Page 1 of 4)

Design Element		Manual Section	2 Lanes						
Alignment Elements	Design Speed		30 mph	35 mph	45 mph	50 mph	55 mph	60 mph	
	*Stopping Sight Distance	42-1.0	200 ft	250 ft	360 ft	425 ft	495 ft	570 ft	
	Decision Sight Distance	Speed / path / direction change	42-2.0	450 ft	525 ft	675 ft	750 ft	865 ft	990 ft
		Stop Maneuver		220 ft	275 ft	395 ft	465 ft	535 ft	610 ft
	Passing Sight Distance	42-3.0	1090 ft	1280 ft	1625 ft	1835 ft	1985 ft	2135 ft	
	Intersection Sight Distance, -3% to +3% (19)	46-10.0	P: 330 ft SUT: 420 ft	P: 390 ft SUT: 490 ft	P: 500 ft SUT: 630 ft	P: 630 ft SUT: 780 ft	P: 730 ft SUT: 890 ft	P: 840 ft SUT: 1020 ft	
	*Minimum Radius, e=8%	43-2.0	270 ft	410 ft	590 ft	750 ft	1000 ft	1290 ft	
	*Superelevation Rate	43-3.0	emax = 8% (16)						
	*Horizontal Sight Distance	43-4.0	(17)						
	*Vertical Curvature, K-value	Crest	44-3.0	19	29	61	84	114	151
		Sag		37	49	79	96	115	136
	*Maximum Grade (18)	Level	44-1.02	7%	7%	6%	6%	5.5%	5%
		Rolling		9%	8%	7%	7%	6.5%	6%
Minimum Grade	44-1.03	Desirable: 0.5%; Minimum: 0.0%							

\* Level One controlling criterion. Except as noted in this chapter, the values shown in AASHTO's A Policy on Geometric Design of Highways and Streets (the Green Book) may be used as minimum values if they are lower than similar values shown herein. A controlling criterion that does not meet the minimum value is a design exception and is subject to approval. See Section 40-8.0.

These criteria apply only to a federal-aid project.

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE**  
**(New Construction or Reconstruction)**  
**Figure 53-4 (Page 2 of 4)**

- (1) (Blank.)
- (2) (Blank.)
- (3) Design Speed. The minimum design speed should equal the minimum value or the anticipated posted speed limit after construction, whichever is greater. The legal speed limit is 55 mph on a non-posted highway.
- (4) Travel-Lane Width. The following will apply.
  - a. Use an 11-ft width if the design speed is 55 mph.
  - b. Use a 12-ft width if the design speed is 55 mph.
- (5) Shoulder Width. The following will apply.
  - a. If guardrail is required, the minimum width is 4 ft.
  - b. Usable-shoulder width is defined as the distance from the edge of the travel lane to the shoulder break point.
  - c. If curbs are to be used, the criteria described in Figure 53-8 should be applied.
- (6) Cross Slope, Travel Lanes. Cross slopes of 1.5% are acceptable on an existing bridge to remain in place.
- (6A) Cross Slope, Shoulder. See Figure 45-1A(1) or Figure 45-1A(2) for more-specific information.
- (7) Clear-Zone Width. This will vary according to design speed, traffic volume, side slopes, and horizontal curvature. See Section 49-2.0.
- (8) Side Slope. Value is for new construction. See Section 45-3.0 for more information. For a reconstruction project, see Section 49-3.0.
- (9) Foreslope. See Sections 49-2.0 and 49-3.0 for the lateral extent of the foreslope in a ditch section.
- (10) Ditch Width. A V-ditch should be used in a rock cut.
- (11) Backslope. The backslope for a rock cut will vary according to the height of the cut and the geotechnical requirements. See Sections 45-3.02 and 107-6.02 for typical rock-cut sections.

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE**  
**(New Construction or Reconstruction)**  
**Figure 53-4 (Page 3 of 4)**

- (12) Width, New or Reconstructed Bridge. See Section 402-6.02(01) for more information. The bridge clear-roadway width is the algebraic sum of the following:
- the approach traveled-way width;
  - the approach usable shoulder width without guardrail; and
  - a bridge-railing offset (see Figure 402-6H).
- (13) Width, Existing Bridge to Remain in Place. Clear-roadway width will be at least equal to the approach traveled-way width or the table value, whichever is greater. For a bridge longer than 100 ft, the value does not apply. The acceptability of such a bridge will be assessed individually.
- (14) Vertical Clearance, Collector Under. Value includes an additional 6 in. allowance for future pavement overlays. Vertical clearance applies from usable edge to usable edge of shoulders.
- (15) Vertical Clearance, Collector Over Railroad. See Chapter 402-6.01(03) for additional information on railroad clearance under a highway.
- (16) Superelevation Rate. See Section 43-3.0 for value of superelevation rate based on design speed and radius.
- (17) Horizontal Sight Distance. For a given design speed, the necessary middle ordinate will be determined by the radius and the sight distance which applies at the site. See Section 43-4.0.
- (18) Maximum Grade. For a grade along a longitudinal distance of less than 480 ft (PVT to PVC), a one-way downgrade, or a road with AADT < 400, the maximum grade may be up to 2% steeper than the table value.
- (19) Intersection Sight Distance. For a left turn onto a 2-lane roadway: P = Passenger car; SUT = single unit truck. See Figure 46-10G for value for a combination truck.

**GEOMETRIC DESIGN CRITERIA FOR RURAL COLLECTOR, LOCAL-AGENCY ROUTE**  
(New Construction or Reconstruction)  
**Figure 53-4 (Page 4 of 4)**

APPENDIX L

WELLS COUNTY  
TRAFFIC COUNT MAPS & DATA

# Northeastern Indiana Regional Coordinating Council

## TRAFFIC COUNT SUMMARY

Route: **CR 450 E**  
 Location: **0.20 MI N OF CR 900 N**  
 B/W: **N/A**

<b>AADT:</b>	<b>738</b>
<b>Raw Vol:</b>	<b>749</b>

NIRCC #: **18.1**  
 Station #: **N/A**  
 RR #: **N/A**  
 Date: **4/10/2019**

Volume Data (24 Hr Avg)	
N/E Lane 1	<b>339</b>
N/E Lane 2	<b>0</b>
S/W Lane 1	<b>410</b>
S/W Lane 2	<b>0</b>
24 Hr. Avg.	749

HPMS #: **N/A**  
 Functional Class: **RMAC**

Axle Fctr:	<b>1.0000</b>
Seas Fctr:	<b>0.9856</b>
Adj. Axle:	<b>749</b>

	<u>Hr</u>	<u>Raw Vol</u>			
AM Peak:	<b>7:00</b>	<b>73</b>	AM K Factor:	0.0975	AM D Factor: 0.5205
PM Peak:	<b>17:00</b>	<b>68</b>	PM K Factor:	0.0908	PM D Factor: 0.6176
					24 Hr D Factor: 0.5478

Classification Study - Axle Correction Factors			
Axle Factor	<b>0.9894</b>		
% Commercial	<b>4.01%</b>	Class	Percent
% Passenger	<b>95.99%</b>	1-3	95.99%
% Heavy Truck	<b>0.94%</b>	4	0.20%
		5-7	3.34%
		8-13	0.47%
		15	0.00%

Note1:  
 Note2:  
 Note3:

Technician:     MJ

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR ALL LANES  
Starting: 4/9/2019

Page: 3

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: ROAD TOTAL

File: 18.1.prn  
City:  
County: WELLS

TIME	MON	TUE 9	WED 10	THU 11	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	0		0			0	1
02:00			0	1		0			0	1
03:00			1	0		0			0	1
04:00			3	2		2			2	5
05:00			11	2		6			6	13
06:00			24	20		22			22	44
07:00			73	72		72			72	145
08:00			60	54		57			57	114
09:00			42	38		40			40	80
10:00			33	31		32			32	64
11:00		26	30			28			28	56
12:00		44	25			34			34	69
13:00		28	30			29			29	58
14:00		29	31			30			30	60
15:00		32	44			38			38	76
16:00		51	67			59			59	118
17:00		65	68			66			66	133
18:00		77	56			66			66	133
19:00		60	57			58			58	117
20:00		35	41			38			38	76
21:00		25	24			24			24	49
22:00		15	14			14			14	29
23:00		21	19			20			20	40
24:00		9	6			8			8	15
TOTALS		517	760	220		743			743	1497
% AVG WKDY		69.6	102.3	29.6						
% AVG WEEK		69.6	102.3	29.6						
AM Times		12:00	07:00	07:00		07:00			07:00	
AM Peaks		44	73	72		72			72	
PM Times		18:00	17:00			17:00			17:00	
PM Peaks		77	68			66			66	



Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 1  
Starting: 4/9/2019

Page: 1

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: POS

File: 18.1.prn  
City:  
County: WELLS

TIME	MON	TUE 9	WED 10	THU 11	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	0		0			0	1
02:00			0	0		0			0	0
03:00			0	0		0			0	0
04:00			2	1		2			2	3
05:00			6	1		4			4	7
06:00			15	11		13			13	26
07:00			38	36		37			37	74
08:00			36	28		32			32	64
09:00			23	19		21			21	42
10:00			20	18		19			19	38
11:00		12	11			12			12	23
12:00		20	13			16			16	33
13:00		15	15			15			15	30
14:00		12	14			13			13	26
15:00		14	21			18			18	35
16:00		23	31			27			27	54
17:00		28	26			27			27	54
18:00		28	19			24			24	47
19:00		23	18			20			20	41
20:00		10	16			13			13	26
21:00		8	12			10			10	20
22:00		6	5			6			6	11
23:00		8	7			8			8	15
24:00		5	2			4			4	7
TOTALS		212	351	114		341			341	677
% AVG WKDY		62.2	102.9	33.4						
% AVG WEEK		62.2	102.9	33.4						
AM Times		12:00	07:00	07:00		07:00			07:00	
AM Peaks		20	38	36		37			37	
PM Times		17:00	16:00			16:00			16:00	
PM Peaks		28	31			27			27	

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 2  
Starting: 4/9/2019

Page: 2

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: NEG

File: 18.1.prn  
City:  
County: WELLS

TIME	MON	TUE 9	WED 10	THU 11	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			0	0		0			0	0
02:00			0	1		0			0	1
03:00			1	0		0			0	1
04:00			1	1		1			1	2
05:00			5	1		3			3	6
06:00			9	9		9			9	18
07:00			35	36		36			36	71
08:00			24	26		25			25	50
09:00			19	19		19			19	38
10:00			13	13		13			13	26
11:00		14	19			16			16	33
12:00		24	12			18			18	36
13:00		13	15			14			14	28
14:00		17	17			17			17	34
15:00		18	23			20			20	41
16:00		28	36			32			32	64
17:00		37	42			40			40	79
18:00		49	37			43			43	86
19:00		37	39			38			38	76
20:00		25	25			25			25	50
21:00		17	12			14			14	29
22:00		9	9			9			9	18
23:00		13	12			12			12	25
24:00		4	4			4			4	8
TOTALS		305	409	106		408			408	820
% AVG WKDY		74.8	100.2	26.0						
% AVG WEEK		74.8	100.2	26.0						
AM Times		12:00	07:00	07:00		07:00			07:00	
AM Peaks		24	35	36		36			36	
PM Times		18:00	17:00			18:00			18:00	
PM Peaks		49	42			43			43	

CLASSIFICATION SUMMARY  
Tue 4/9/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: ROAD TOTAL  
Lane:

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
11:00	0	12	14	0	0	0	0	0	0	0	0	0	0	0	0	26
12:00	0	31	12	0	0	1	0	0	0	0	0	0	0	0	0	44
13:00	0	22	6	0	0	0	0	0	0	0	0	0	0	0	0	28
14:00	0	22	6	0	1	0	0	0	0	0	0	0	0	0	0	29
15:00	0	20	12	0	0	0	0	0	0	0	0	0	0	0	0	32
16:00	2	37	8	0	2	0	2	0	0	0	0	0	0	0	0	51
17:00	2	38	20	0	1	2	0	0	0	2	0	0	0	0	0	65
18:00	1	49	25	0	2	0	0	0	0	0	0	0	0	0	0	77
19:00	3	43	14	0	0	0	0	0	0	0	0	0	0	0	0	60
20:00	0	26	7	0	0	2	0	0	0	0	0	0	0	0	0	35
21:00	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
22:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
24:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9

DAY TOTAL	8	354	140	0	6	5	2	0	0	2	0	0	0	0	0	517
PERCENTS	1.5%	68.5%	27.1%	0.0%	1.2%	1.0%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.1% Trucks & Buses 2.9%

AM Times	11:15	10:45			10:30											11:15
AM Peaks	31	16			1											44
PM Times	15:45	17:30	17:30		15:45	15:30	15:00			15:45						17:30
PM Peaks	3	53	28		3	2	2			2						85

CLASSIFICATION SUMMARY  
Wed 4/10/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: ROAD TOTAL  
Lane:

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	8	1	0	2	0	0	0	0	0	0	0	0	0	0	11
06:00	0	18	6	0	0	0	0	0	0	0	0	0	0	0	0	24
07:00	1	49	21	1	0	0	0	0	1	0	0	0	0	0	0	73
08:00	0	37	20	0	3	0	0	0	0	0	0	0	0	0	0	60
09:00	0	27	11	0	4	0	0	0	0	0	0	0	0	0	0	42
10:00	0	20	11	0	2	0	0	0	0	0	0	0	0	0	0	33
11:00	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	30
12:00	1	11	10	0	3	0	0	0	0	0	0	0	0	0	0	25
13:00	1	19	5	0	5	0	0	0	0	0	0	0	0	0	0	30
14:00	0	15	12	0	2	0	0	0	2	0	0	0	0	0	0	31
15:00	0	28	15	0	1	0	0	0	0	0	0	0	0	0	0	44
16:00	0	37	27	0	3	0	0	0	0	0	0	0	0	0	0	67
17:00	0	45	19	1	3	0	0	0	0	0	0	0	0	0	0	68
18:00	0	39	17	0	0	0	0	0	0	0	0	0	0	0	0	56
19:00	0	36	20	0	1	0	0	0	0	0	0	0	0	0	0	57
20:00	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
21:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
22:00	0	11	3	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	15	4	0	0	0	0	0	0	0	0	0	0	0	0	19
24:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
DAY TOTAL	3	490	233	2	29	0	0	0	3	0	0	0	0	0	0	760
PERCENTS	0.4%	64.5%	30.7%	0.3%	3.8%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.5% Trucks & Buses 4.5%

AM Times	06:15	06:15	06:30	05:30	08:45		05:45		06:30
AM Peaks	1	49	28	1	6		1		78
PM Times	11:30	16:30	15:00	15:45	11:30		12:45		16:30
PM Peaks	1	52	30	1	6		2		80

CLASSIFICATION SUMMARY  
Thu 4/11/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: ROAD TOTAL  
Lane:

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
06:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
07:00	1	50	20	1	0	0	0	0	0	0	0	0	0	0	0	72
08:00	0	37	16	0	1	0	0	0	0	0	0	0	0	0	0	54
09:00	1	18	14	0	3	0	0	0	2	0	0	0	0	0	0	38
10:00	0	16	12	0	3	0	0	0	0	0	0	0	0	0	0	31
DAY TOTAL	2	137	70	1	8	0	0	0	2	0	0	0	0	0	0	220
PERCENTS	0.9%	62.3%	31.8%	0.5%	3.6%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.0% Trucks & Buses 5.0%

AM Times 06:15 06:30 07:45 05:30 08:30 08:00 06:30  
AM Peaks 1 56 22 1 4 2 78

PM Times  
PM Peaks

GRAND TOTAL	13	981	443	3	43	5	2	0	5	2	0	0	0	0	0	1497
PERCENTS	0.9%	65.5%	29.6%	0.2%	2.9%	0.3%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
Tue 4/9/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: POS  
Lane: 1

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
11:00	0	5	7	0	0	0	0	0	0	0	0	0	0	0	0	12
12:00	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
13:00	0	13	2	0	0	0	0	0	0	0	0	0	0	0	0	15
14:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
15:00	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
16:00	0	17	4	0	1	0	1	0	0	0	0	0	0	0	0	23
17:00	2	13	10	0	1	1	0	0	0	1	0	0	0	0	0	28
18:00	1	14	12	0	1	0	0	0	0	0	0	0	0	0	0	28
19:00	1	15	7	0	0	0	0	0	0	0	0	0	0	0	0	23
20:00	0	7	2	0	0	1	0	0	0	0	0	0	0	0	0	10
21:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
22:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	0	0	8
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5

DAY TOTAL	4	134	67	0	3	2	1	0	0	1	0	0	0	0	0	212
PERCENTS	1.9%	63.2%	31.6%	0.0%	1.4%	0.9%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.7% Trucks & Buses 3.3%

AM Times 11:15 10:15 11:15  
AM Peaks 15 7 20

PM Times 15:45 16:45 17:30 15:45 15:30 15:00 15:45 17:30  
PM Peaks 2 18 13 2 1 1 1 32

CLASSIFICATION SUMMARY  
Wed 4/10/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: POS  
Lane: 1

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	4	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	0	15
07:00	1	25	12	0	0	0	0	0	0	0	0	0	0	0	0	38
08:00	0	25	11	0	0	0	0	0	0	0	0	0	0	0	0	36
09:00	0	16	4	0	3	0	0	0	0	0	0	0	0	0	0	23
10:00	0	14	5	0	1	0	0	0	0	0	0	0	0	0	0	20
11:00	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
12:00	1	6	4	0	2	0	0	0	0	0	0	0	0	0	0	13
13:00	0	11	2	0	2	0	0	0	0	0	0	0	0	0	0	15
14:00	0	5	7	0	1	0	0	0	1	0	0	0	0	0	0	14
15:00	0	14	7	0	0	0	0	0	0	0	0	0	0	0	0	21
16:00	0	20	10	0	1	0	0	0	0	0	0	0	0	0	0	31
17:00	0	18	6	0	2	0	0	0	0	0	0	0	0	0	0	26
18:00	0	13	6	0	0	0	0	0	0	0	0	0	0	0	0	19
19:00	0	8	10	0	0	0	0	0	0	0	0	0	0	0	0	18
20:00	0	13	3	0	0	0	0	0	0	0	0	0	0	0	0	16
21:00	0	11	1	0	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	2	232	103	0	13	0	0	0	1	0	0	0	0	0	0	351
PERCENTS	0.6%	66.1%	29.3%	0.0%	3.7%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.0% Trucks & Buses 4.0%

AM Times	06:15	06:45	06:30	08:45												06:30
AM Peaks	1	27	14	4												41
PM Times	11:30	15:00	14:45	11:30			12:45									15:00
PM Peaks	1	21	13	3			1									33

CLASSIFICATION SUMMARY  
Thu 4/11/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: POS  
Lane: 1

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
07:00	1	28	7	0	0	0	0	0	0	0	0	0	0	0	0	36
08:00	0	19	9	0	0	0	0	0	0	0	0	0	0	0	0	28
09:00	1	11	4	0	2	0	0	0	1	0	0	0	0	0	0	19
10:00	0	10	7	0	1	0	0	0	0	0	0	0	0	0	0	18
DAY TOTAL	2	77	31	0	3	0	0	0	1	0	0	0	0	0	0	114
PERCENTS	1.8%	67.5%	27.2%	0.0%	2.6%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.5% Trucks & Buses 3.5%

AM Times 06:15 06:15 07:00 08:15 08:00 06:15  
AM Peaks 1 28 10 2 1 36

PM Times  
PM Peaks

GRAND TOTAL	8	443	201	0	19	2	1	0	2	1	0	0	0	0	0	677
PERCENTS	1.2%	65.4%	29.7%	0.0%	2.8%	0.3%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%



CLASSIFICATION SUMMARY  
Tue 4/9/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: NEG  
Lane: 2

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
11:00	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	14
12:00	0	16	7	0	0	1	0	0	0	0	0	0	0	0	0	24
13:00	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
14:00	0	13	3	0	1	0	0	0	0	0	0	0	0	0	0	17
15:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
16:00	2	20	4	0	1	0	1	0	0	0	0	0	0	0	0	28
17:00	0	25	10	0	0	1	0	0	0	1	0	0	0	0	0	37
18:00	0	35	13	0	1	0	0	0	0	0	0	0	0	0	0	49
19:00	2	28	7	0	0	0	0	0	0	0	0	0	0	0	0	37
20:00	0	19	5	0	0	1	0	0	0	0	0	0	0	0	0	25
21:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4

DAY TOTAL	4	220	73	0	3	3	1	0	0	1	0	0	0	0	0	305
PERCENTS	1.3%	72.1%	23.9%	0.0%	1.0%	1.0%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.4% Trucks & Buses 2.6%

AM Times	11:15	10:45			10:30											11:15
AM Peaks	16	9			1											24
PM Times	15:00	17:30	17:30		12:45	15:30	15:00			15:45						17:30
PM Peaks	2	37	15		1	1	1			1						53

CLASSIFICATION SUMMARY  
Wed 4/10/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: NEG  
Lane: 2

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	4	0	0	1	0	0	0	0	0	0	0	0	0	0	5
06:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	24	9	1	0	0	0	0	1	0	0	0	0	0	0	35
08:00	0	12	9	0	3	0	0	0	0	0	0	0	0	0	0	24
09:00	0	11	7	0	1	0	0	0	0	0	0	0	0	0	0	19
10:00	0	6	6	0	1	0	0	0	0	0	0	0	0	0	0	13
11:00	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
12:00	0	5	6	0	1	0	0	0	0	0	0	0	0	0	0	12
13:00	1	8	3	0	3	0	0	0	0	0	0	0	0	0	0	15
14:00	0	10	5	0	1	0	0	0	1	0	0	0	0	0	0	17
15:00	0	14	8	0	1	0	0	0	0	0	0	0	0	0	0	23
16:00	0	17	17	0	2	0	0	0	0	0	0	0	0	0	0	36
17:00	0	27	13	1	1	0	0	0	0	0	0	0	0	0	0	42
18:00	0	26	11	0	0	0	0	0	0	0	0	0	0	0	0	37
19:00	0	28	10	0	1	0	0	0	0	0	0	0	0	0	0	39
20:00	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
23:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
24:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	1	258	130	2	16	0	0	0	2	0	0	0	0	0	0	409
PERCENTS	0.2%	63.1%	31.8%	0.5%	3.9%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.1% Trucks & Buses 4.9%

AM Times	06:15	06:30	05:30	07:15		05:45		06:30
AM Peaks	24	14	1	3		1		37
PM Times	11:45	16:45	15:00	15:45	11:30	12:45		16:30
PM Peaks	1	33	18	1	3	1		48

CLASSIFICATION SUMMARY  
Thu 4/11/2019

Station #: 6395N/8329S  
Site ID: 18.1  
Location: CR 450 E 0.20 MI N OF CR 900 N  
Direction: NEG  
Lane: 2

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	22	13	1	0	0	0	0	0	0	0	0	0	0	0	36
08:00	0	18	7	0	1	0	0	0	0	0	0	0	0	0	0	26
09:00	0	7	10	0	1	0	0	0	1	0	0	0	0	0	0	19
10:00	0	6	5	0	2	0	0	0	0	0	0	0	0	0	0	13
DAY TOTAL	0	60	39	1	5	0	0	0	1	0	0	0	0	0	0	106
PERCENTS	0.0%	56.6%	36.8%	0.9%	4.7%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.4% Trucks & Buses 6.6%

AM Times 06:30 06:30 05:30 08:30 08:00 06:30  
AM Peaks 29 14 1 2 1 44

PM Times  
PM Peaks

GRAND TOTAL	5	242	3	24	3	1	0	3	1	0	0	0	0	0	0	820
PERCENTS	0.6%	65.6%	29.5%	0.4%	2.9%	0.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

# Northeastern Indiana Regional Coordinating Council

## TRAFFIC COUNT SUMMARY

Route: **450 E**  
 Location: **0.20 MI N OF 900 N**  
 B/W: **N/A**

<b>AADT:</b>	<b>3328</b>
<b>Raw Vol:</b>	<b>3373</b>

NIRCC #: **18.1**  
 Station #: **N/A**  
 RR #: **N/A**  
 Date: **10/1/2019**

Volume Data (24 Hr Avg)	
N/E Lane 1	<b>1572</b>
N/E Lane 2	<b>0</b>
S/W Lane 1	<b>1801</b>
S/W Lane 2	<b>0</b>
24 Hr. Avg.	3373

HPMS #: **N/A**  
 Functional Class: **RMAC**

Axle Fctr: **1.0000**  
 Seas Fctr: **0.9867**  
 Adj. Axle: **3373**

	<u>Hr</u>	<u>Raw Vol</u>				
AM Peak:	<b>7:00</b>	<b>315</b>	AM K Factor:	0.0934	AM D Factor:	0.5270
PM Peak:	<b>18:00</b>	<b>315</b>	PM K Factor:	0.0934	PM D Factor:	0.6063
					24 Hr D Factor:	0.5340

Classification Study - Axle Correction Factors			
Axle Factor	<b>0.9855</b>		
% Commercial	<b>3.07%</b>	Class	Number
% Passenger	<b>96.93%</b>	1-3	6538
% Heavy Truck	<b>1.47%</b>	4	15
		5-7	142
		8-13	50
		15	0
			Percent
			96.93%
			0.22%
			2.11%
			0.74%
			0.00%

Note1:  
 Note2:  
 Note3:

Technician:     MJ

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR ALL LANES  
Starting: 9/30/2019

Page: 3

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: ROAD TOTAL

File: 18.1.prn  
City:  
County: WELLS

TIME	MON 30	TUE 1	WED 2	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		14	18			16			16	32
02:00		8	14			11			11	22
03:00		18	19			18			18	37
04:00		29	22			26			26	51
05:00		31	34			32			32	65
06:00		125	128			126			126	253
07:00		315	301			308			308	616
08:00		292	278			285			285	570
09:00		178	174			176			176	352
10:00	125	136				130			130	261
11:00	122	117				120			120	239
12:00	130	130				130			130	260
13:00	121	133				127			127	254
14:00	164	141				152			152	305
15:00	234	220				227			227	454
16:00	274	278				276			276	552
17:00	261	275				268			268	536
18:00	289	315				302			302	604
19:00	226	228				227			227	454
20:00	128	107				118			118	235
21:00	100	99				100			100	199
22:00	66	64				65			65	130
23:00	61	56				58			58	117
24:00	74	73				74			74	147
TOTALS	2375	3382	988			3372			3372	6745
% AVG WKDY	70.4	100.3	29.3							
% AVG WEEK	70.4	100.3	29.3							
AM Times	12:00	07:00	07:00			07:00			07:00	
AM Peaks	130	315	301			308			308	
PM Times	18:00	18:00				18:00			18:00	
PM Peaks	289	315				302			302	

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 1  
Starting: 9/30/2019

Page: 1

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: POS

File: 18.1.prn  
City:  
County: WELLS

TIME	MON 30	TUE 1	WED 2	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		9	6			8			8	15
02:00		4	9			6			6	13
03:00		11	7			9			9	18
04:00		19	18			18			18	37
05:00		15	21			18			18	36
06:00		69	72			70			70	141
07:00		149	138			144			144	287
08:00		182	177			180			180	359
09:00		87	91			89			89	178
10:00	64	71				68			68	135
11:00	66	56				61			61	122
12:00	66	55				60			60	121
13:00	47	62				54			54	109
14:00	67	61				64			64	128
15:00	72	81				76			76	153
16:00	163	153				158			158	316
17:00	104	114				109			109	218
18:00	102	124				113			113	226
19:00	88	85				86			86	173
20:00	54	48				51			51	102
21:00	34	41				38			38	75
22:00	22	15				18			18	37
23:00	15	13				14			14	28
24:00	57	59				58			58	116
TOTALS	1021	1583	539			1570			1570	3143
% AVG WKDY	65.0	100.8	34.3							
% AVG WEEK	65.0	100.8	34.3							
AM Times	11:00	08:00	08:00			08:00			08:00	
AM Peaks	66	182	177			180			180	
PM Times	16:00	16:00				16:00			16:00	
PM Peaks	163	153				158			158	

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 2  
Starting: 9/30/2019

Page: 2

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: NEG

File: 18.1.prn  
City:  
County: WELLS

TIME	MON 30	TUE 1	WED 2	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		5	12			8			8	17
02:00		4	5			4			4	9
03:00		7	12			10			10	19
04:00		10	4			7			7	14
05:00		16	13			14			14	29
06:00		56	56			56			56	112
07:00		166	163			164			164	329
08:00		110	101			106			106	211
09:00		91	83			87			87	174
10:00	61	65				63			63	126
11:00	56	61				58			58	117
12:00	64	75				70			70	139
13:00	74	71				72			72	145
14:00	97	80				88			88	177
15:00	162	139				150			150	301
16:00	111	125				118			118	236
17:00	157	161				159			159	318
18:00	187	191				189			189	378
19:00	138	143				140			140	281
20:00	74	59				66			66	133
21:00	66	58				62			62	124
22:00	44	49				46			46	93
23:00	46	43				44			44	89
24:00	17	14				16			16	31
TOTALS	1354	1799	449			1797			1797	3602
% AVG WKDY	75.3	100.1	25.0							
% AVG WEEK	75.3	100.1	25.0							
AM Times	12:00	07:00	07:00			07:00			07:00	
AM Peaks	64	166	163			164			164	
PM Times	18:00	18:00				18:00			18:00	
PM Peaks	187	191				189			189	

CLASSIFICATION SUMMARY  
 Mon 9/30/2019

Station #: 0219N/7800S  
 Site ID: 18.1  
 Location: 450 E 0.20 MI N OF 900 N  
 Direction: ROAD TOTAL  
 Lane:

File: 18.1.prn  
 City:  
 County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
10:00	0	85	32	0	1	2	1	0	4	0	0	0	0	0	0	125
11:00	1	64	47	2	5	1	0	0	2	0	0	0	0	0	0	122
12:00	2	80	39	0	4	4	0	0	1	0	0	0	0	0	0	130
13:00	1	80	31	1	2	2	0	1	3	0	0	0	0	0	0	121
14:00	1	111	43	0	2	3	1	0	3	0	0	0	0	0	0	164
15:00	2	169	54	0	2	1	0	3	3	0	0	0	0	0	0	234
16:00	1	206	61	0	5	0	0	1	0	0	0	0	0	0	0	274
17:00	0	172	86	0	0	1	0	1	1	0	0	0	0	0	0	261
18:00	0	218	67	0	3	0	0	0	1	0	0	0	0	0	0	289
19:00	0	179	44	0	3	0	0	0	0	0	0	0	0	0	0	226
20:00	0	104	23	1	0	0	0	0	0	0	0	0	0	0	0	128
21:00	0	70	30	0	0	0	0	0	0	0	0	0	0	0	0	100
22:00	0	56	9	0	0	0	0	0	1	0	0	0	0	0	0	66
23:00	0	49	12	0	0	0	0	0	0	0	0	0	0	0	0	61
24:00	0	64	10	0	0	0	0	0	0	0	0	0	0	0	0	74

DAY TOTAL	8	1707	588	4	27	14	2	6	19	0	0	0	0	0	0	2375
PERCENTS	0.3%	71.9%	24.8%	0.2%	1.1%	0.6%	0.1%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.0% Trucks & Buses 3.0%

AM Times	10:30	09:15	10:30	10:15	09:45	11:15	09:15		09:15							10:00
AM Peaks	2	85	53	2	5	4	1		4							131
PM Times	12:00	16:45	16:15	12:00	15:15	12:00	13:15	14:15	12:30							16:45
PM Peaks	2	223	86	1	5	4	1	3	4							306



CLASSIFICATION SUMMARY  
Tue 10/1/2019

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: ROAD TOTAL  
Lane:

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
02:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
04:00	0	14	12	0	2	1	0	0	0	0	0	0	0	0	0	29
05:00	0	20	11	0	0	0	0	0	0	0	0	0	0	0	0	31
06:00	0	91	33	0	1	0	0	0	0	0	0	0	0	0	0	125
07:00	1	223	84	1	4	1	0	0	1	0	0	0	0	0	0	315
08:00	2	219	62	0	4	1	1	0	3	0	0	0	0	0	0	292
09:00	0	121	47	2	5	2	0	0	1	0	0	0	0	0	0	178
10:00	1	85	42	1	5	0	1	0	1	0	0	0	0	0	0	136
11:00	1	75	38	0	1	0	0	0	2	0	0	0	0	0	0	117
12:00	4	82	29	0	10	3	0	0	2	0	0	0	0	0	0	130
13:00	1	90	38	1	0	1	0	0	2	0	0	0	0	0	0	133
14:00	1	94	37	0	3	5	1	0	0	0	0	0	0	0	0	141
15:00	3	159	45	0	8	3	0	0	2	0	0	0	0	0	0	220
16:00	4	210	53	0	7	2	0	1	1	0	0	0	0	0	0	278
17:00	3	198	66	2	3	0	0	0	2	1	0	0	0	0	0	275
18:00	2	236	72	0	2	2	0	0	1	0	0	0	0	0	0	315
19:00	0	186	42	0	0	0	0	0	0	0	0	0	0	0	0	228
20:00	3	72	30	0	0	2	0	0	0	0	0	0	0	0	0	107
21:00	0	78	21	0	0	0	0	0	0	0	0	0	0	0	0	99
22:00	0	45	19	0	0	0	0	0	0	0	0	0	0	0	0	64
23:00	0	44	12	0	0	0	0	0	0	0	0	0	0	0	0	56
24:00	0	57	16	0	0	0	0	0	0	0	0	0	0	0	0	73
DAY TOTAL	26	2433	815	7	55	23	3	1	18	1	0	0	0	0	0	3382
PERCENTS	0.8%	71.9%	24.1%	0.2%	1.6%	0.7%	0.1%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.8% Trucks & Buses 3.2%

AM Times	11:15	06:45	06:30	08:30	11:15	11:00	07:00		08:00							06:45
AM Peaks	4	253	88	3	10	3	1		4							348
PM Times	15:30	17:15	17:00	15:45	14:15	13:30	12:30	14:30	11:45	16:15						17:00
PM Peaks	5	236	80	2	8	6	1	1	3	1						324

CLASSIFICATION SUMMARY  
Wed 10/2/2019

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: ROAD TOTAL  
Lane:

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	13	5	0	0	0	0	0	0	0	0	0	0	0	0	18
02:00	0	9	5	0	0	0	0	0	0	0	0	0	0	0	0	14
03:00	0	17	2	0	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0	22
05:00	0	18	14	0	1	1	0	0	0	0	0	0	0	0	0	34
06:00	1	92	33	0	1	1	0	0	0	0	0	0	0	0	0	128
07:00	1	220	75	2	3	0	0	0	0	0	0	0	0	0	0	301
08:00	0	196	74	0	4	2	0	0	2	0	0	0	0	0	0	278
09:00	0	116	48	2	2	3	0	0	3	0	0	0	0	0	0	174
DAY TOTAL	2	693	266	4	11	7	0	0	5	0	0	0	0	0	0	988
PERCENTS	0.2%	70.1%	26.9%	0.4%	1.1%	0.7%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.3% Trucks & Buses 2.7%

AM Times	05:00	06:30	06:45	06:15	06:30	07:00		07:00								06:30
AM Peaks	1	243	88	2	5	2		2								338
PM Times																
PM Peaks																

GRAND TOTAL	36	4833	1669	15	93	44	5	7	42	1	0	0	0	0	0	6745
PERCENTS	0.5%	71.7%	24.7%	0.2%	1.4%	0.7%	0.1%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
 Mon 9/30/2019

Station #: 0219N/7800S  
 Site ID: 18.1  
 Location: 450 E 0.20 MI N OF 900 N  
 Direction: POS  
 Lane: 1

File: 18.1.prn  
 City:  
 County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
10:00	0	44	17	0	1	1	0	0	1	0	0	0	0	0	0	64
11:00	1	32	27	2	3	0	0	0	1	0	0	0	0	0	0	66
12:00	1	42	18	0	1	4	0	0	0	0	0	0	0	0	0	66
13:00	1	27	14	1	0	1	0	0	3	0	0	0	0	0	0	47
14:00	0	39	23	0	2	2	0	0	1	0	0	0	0	0	0	67
15:00	0	46	22	0	1	0	0	2	1	0	0	0	0	0	0	72
16:00	0	118	41	0	4	0	0	0	0	0	0	0	0	0	0	163
17:00	0	59	44	0	0	0	0	0	1	0	0	0	0	0	0	104
18:00	0	69	31	0	2	0	0	0	0	0	0	0	0	0	0	102
19:00	0	67	20	0	1	0	0	0	0	0	0	0	0	0	0	88
20:00	0	41	12	1	0	0	0	0	0	0	0	0	0	0	0	54
21:00	0	22	12	0	0	0	0	0	0	0	0	0	0	0	0	34
22:00	0	17	5	0	0	0	0	0	0	0	0	0	0	0	0	22
23:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	0	15
24:00	0	48	9	0	0	0	0	0	0	0	0	0	0	0	0	57
DAY TOTAL	3	681	300	4	15	8	0	2	8	0	0	0	0	0	0	1021
PERCENTS	0.3%	66.7%	29.4%	0.4%	1.5%	0.8%	0.0%	0.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.4% Trucks & Buses 3.6%

AM Times	10:30	09:15	10:00	10:15	09:45	11:15		09:15								09:30
AM Peaks	2	44	28	2	4	4		1								71
PM Times	12:00	15:15	16:15	12:00	15:15	11:30		14:15	12:15							15:15
PM Peaks	1	118	44	1	4	3		2	3							163

CLASSIFICATION SUMMARY  
Tue 10/1/2019

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: POS  
Lane: 1

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11
04:00	0	9	9	0	1	0	0	0	0	0	0	0	0	0	0	19
05:00	0	6	9	0	0	0	0	0	0	0	0	0	0	0	0	15
06:00	0	47	22	0	0	0	0	0	0	0	0	0	0	0	0	69
07:00	0	99	48	1	1	0	0	0	0	0	0	0	0	0	0	149
08:00	2	132	44	0	3	1	0	0	0	0	0	0	0	0	0	182
09:00	0	58	24	1	3	1	0	0	0	0	0	0	0	0	0	87
10:00	1	39	24	1	4	0	1	0	1	0	0	0	0	0	0	71
11:00	1	34	19	0	1	0	0	0	1	0	0	0	0	0	0	56
12:00	1	32	15	0	5	1	0	0	1	0	0	0	0	0	0	55
13:00	0	45	15	1	0	1	0	0	0	0	0	0	0	0	0	62
14:00	1	35	21	0	2	2	0	0	0	0	0	0	0	0	0	61
15:00	2	53	20	0	2	3	0	0	1	0	0	0	0	0	0	81
16:00	1	115	31	0	4	1	0	1	0	0	0	0	0	0	0	153
17:00	0	81	27	2	1	0	0	0	2	1	0	0	0	0	0	114
18:00	1	87	34	0	0	2	0	0	0	0	0	0	0	0	0	124
19:00	0	62	23	0	0	0	0	0	0	0	0	0	0	0	0	85
20:00	1	31	16	0	0	0	0	0	0	0	0	0	0	0	0	48
21:00	0	31	10	0	0	0	0	0	0	0	0	0	0	0	0	41
22:00	0	8	7	0	0	0	0	0	0	0	0	0	0	0	0	15
23:00	0	8	5	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	45	14	0	0	0	0	0	0	0	0	0	0	0	0	59

DAY TOTAL	11	1076	442	6	27	12	1	1	6	1	0	0	0	0	0	1583
PERCENTS	0.7%	68.0%	27.9%	0.4%	1.7%	0.8%	0.1%	0.1%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.6% Trucks & Buses 3.4%

AM Times	06:30	07:00	06:45	08:30	11:00	07:30	09:15	10:30	07:00	
AM Peaks	2	148	51	2	5	2	1	2	207	
PM Times	13:45	15:00	17:00	15:45	15:00	13:30	14:30	16:00	16:15	15:00
PM Peaks	3	117	40	2	4	4	1	2	1	154

CLASSIFICATION SUMMARY  
Wed 10/2/2019

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: POS  
Lane: 1

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6
02:00	0	6	3	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	10	8	0	0	0	0	0	0	0	0	0	0	0	0	18
05:00	0	8	12	0	1	0	0	0	0	0	0	0	0	0	0	21
06:00	0	45	26	0	1	0	0	0	0	0	0	0	0	0	0	72
07:00	1	88	47	1	1	0	0	0	0	0	0	0	0	0	0	138
08:00	0	114	59	0	2	0	0	0	2	0	0	0	0	0	0	177
09:00	0	54	31	1	2	1	0	0	2	0	0	0	0	0	0	91
DAY TOTAL	1	333	191	2	7	1	0	0	4	0	0	0	0	0	0	539
PERCENTS	0.2%	61.8%	35.4%	0.4%	1.3%	0.2%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.4% Trucks & Buses 2.6%

AM Times	06:15	07:00	06:45	06:15	07:00	08:00		07:00								07:00
AM Peaks	1	124	63	1	3	1		2								194
PM Times																
PM Peaks																

GRAND TOTAL	15	2090	933	12	49	21	1	3	18	1	0	0	0	0	0	3143
PERCENTS	0.5%	66.5%	29.7%	0.4%	1.6%	0.7%	0.0%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
 Mon 9/30/2019

Station #: 0219N/7800S  
 Site ID: 18.1  
 Location: 450 E 0.20 MI N OF 900 N  
 Direction: NEG  
 Lane: 2

File: 18.1.prn  
 City:  
 County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
10:00	0	41	15	0	0	1	1	0	3	0	0	0	0	0	0	61
11:00	0	32	20	0	2	1	0	0	1	0	0	0	0	0	0	56
12:00	1	38	21	0	3	0	0	0	1	0	0	0	0	0	0	64
13:00	0	53	17	0	2	1	0	1	0	0	0	0	0	0	0	74
14:00	1	72	20	0	0	1	1	0	2	0	0	0	0	0	0	97
15:00	2	123	32	0	1	1	0	1	2	0	0	0	0	0	0	162
16:00	1	88	20	0	1	0	0	1	0	0	0	0	0	0	0	111
17:00	0	113	42	0	0	1	0	1	0	0	0	0	0	0	0	157
18:00	0	149	36	0	1	0	0	0	1	0	0	0	0	0	0	187
19:00	0	112	24	0	2	0	0	0	0	0	0	0	0	0	0	138
20:00	0	63	11	0	0	0	0	0	0	0	0	0	0	0	0	74
21:00	0	48	18	0	0	0	0	0	0	0	0	0	0	0	0	66
22:00	0	39	4	0	0	0	0	0	1	0	0	0	0	0	0	44
23:00	0	39	7	0	0	0	0	0	0	0	0	0	0	0	0	46
24:00	0	16	1	0	0	0	0	0	0	0	0	0	0	0	0	17
DAY TOTAL	5	1026	288	0	12	6	2	4	11	0	0	0	0	0	0	1354
PERCENTS	0.4%	75.8%	21.3%	0.0%	0.9%	0.4%	0.1%	0.3%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.4% Trucks & Buses 2.6%

AM Times	11:15	09:15	10:30	10:45	09:30	09:15	09:15	10:30
AM Peaks	1	41	26	3	2	1	3	66
PM Times	14:15	17:15	16:45	11:30	13:30	13:15	12:15	14:00
PM Peaks	2	149	43	3	2	1	1	3
								17:15
								187

CLASSIFICATION SUMMARY  
Tue 10/1/2019

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: NEG  
Lane: 2

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
02:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	5	3	0	1	1	0	0	0	0	0	0	0	0	0	10
05:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
06:00	0	44	11	0	1	0	0	0	0	0	0	0	0	0	0	56
07:00	1	124	36	0	3	1	0	0	1	0	0	0	0	0	0	166
08:00	0	87	18	0	1	0	1	0	3	0	0	0	0	0	0	110
09:00	0	63	23	1	2	1	0	0	1	0	0	0	0	0	0	91
10:00	0	46	18	0	1	0	0	0	0	0	0	0	0	0	0	65
11:00	0	41	19	0	0	0	0	0	1	0	0	0	0	0	0	61
12:00	3	50	14	0	5	2	0	0	1	0	0	0	0	0	0	75
13:00	1	45	23	0	0	0	0	0	2	0	0	0	0	0	0	71
14:00	0	59	16	0	1	3	1	0	0	0	0	0	0	0	0	80
15:00	1	106	25	0	6	0	0	0	1	0	0	0	0	0	0	139
16:00	3	95	22	0	3	1	0	0	1	0	0	0	0	0	0	125
17:00	3	117	39	0	2	0	0	0	0	0	0	0	0	0	0	161
18:00	1	149	38	0	2	0	0	0	1	0	0	0	0	0	0	191
19:00	0	124	19	0	0	0	0	0	0	0	0	0	0	0	0	143
20:00	2	41	14	0	0	2	0	0	0	0	0	0	0	0	0	59
21:00	0	47	11	0	0	0	0	0	0	0	0	0	0	0	0	58
22:00	0	37	12	0	0	0	0	0	0	0	0	0	0	0	0	49
23:00	0	36	7	0	0	0	0	0	0	0	0	0	0	0	0	43
24:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
DAY TOTAL	15	1357	373	1	28	11	2	0	12	0	0	0	0	0	0	1799
PERCENTS	0.8%	75.4%	20.7%	0.1%	1.6%	0.6%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.0% Trucks & Buses 3.0%

AM Times	11:15	06:30	06:30	08:00	11:15	11:00	07:00		08:00							06:30
AM Peaks	3	137	40	1	5	2	1		4							182
PM Times	15:30	17:15	16:30		14:15	13:15	12:30		11:45							17:15
PM Peaks	4	149	41		6	3	1		3							191

CLASSIFICATION SUMMARY  
Wed 10/2/2019

Station #: 0219N/7800S  
Site ID: 18.1  
Location: 450 E 0.20 MI N OF 900 N  
Direction: NEG  
Lane: 2

File: 18.1.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	10	2	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	10	2	0	0	1	0	0	0	0	0	0	0	0	0	13
06:00	1	47	7	0	0	1	0	0	0	0	0	0	0	0	0	56
07:00	0	132	28	1	2	0	0	0	0	0	0	0	0	0	0	163
08:00	0	82	15	0	2	2	0	0	0	0	0	0	0	0	0	101
09:00	0	62	17	1	0	2	0	0	1	0	0	0	0	0	0	83
DAY TOTAL	1	360	75	2	4	6	0	0	1	0	0	0	0	0	0	449
PERCENTS	0.2%	80.2%	16.7%	0.4%	0.9%	1.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.1% Trucks & Buses 2.9%

AM Times	05:00	06:30	06:30	05:30	06:30	07:00		08:00								06:30
AM Peaks	1	138	30	1	3	2		1								172
PM Times																
PM Peaks																

GRAND TOTAL	21	2743	736	3	44	23	4	4	24	0	0	0	0	0	0	3602
PERCENTS	0.6%	76.2%	20.4%	0.1%	1.2%	0.6%	0.1%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%



# Northeastern Indiana Regional Coordinating Council

## TRAFFIC COUNT SUMMARY

Route: **CR 450 E**  
 Location: **0.30 MI N OF CR 1100 N**  
 B/W: **N/A**

<b>AADT:</b>	<b>830</b>
<b>Raw Vol:</b>	<b>843</b>

NIRCC #: **411.0**  
 Station #: **N/A**  
 RR #: **N/A**  
 Date: **4/10/2019**

Volume Data (24 Hr Avg)	
N/E Lane 1	<b>393</b>
N/E Lane 2	<b>0</b>
S/W Lane 1	<b>450</b>
S/W Lane 2	<b>0</b>
24 Hr. Avg.	843

HPMS #: **N/A**  
 Functional Class: **RMAC**

Axle Fctr:	<b>1.0000</b>
Seas Fctr:	<b>0.9856</b>
Adj. Axle:	<b>843</b>

	<u>Hr</u>	<u>Raw Vol</u>			
AM Peak:	<b>7:00</b>	<b>75</b>	AM K Factor:	0.0890	AM D Factor: 0.5733
PM Peak:	<b>17:00</b>	<b>92</b>	PM K Factor:	0.1092	PM D Factor: 0.6087
					24 Hr D Factor: 0.5335

Classification Study - Axle Correction Factors			
Axle Factor	<b>0.9909</b>		
% Commercial	<b>2.79%</b>	Class	Number
% Passenger	<b>97.21%</b>	1-3	1638
% Heavy Truck	<b>1.19%</b>	4	0
		5-7	42
		8-13	5
		15	0
			Percent
			97.21%
			0.00%
			2.49%
			0.30%
			0.00%

Note1:  
 Note2:  
 Note3:

Technician:     JJF

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR ALL LANES  
Starting: 4/9/2019

Page: 3

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: ROAD TOTAL

File: 411.PRN  
City:  
County: WELLS

TIME	MON	TUE 9	WED 10	THU 11	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			3	2		2			2	5
02:00			1	0		0			0	1
03:00			0	0		0			0	0
04:00			5	2		4			4	7
05:00			7	2		4			4	9
06:00			14	20		17			17	34
07:00			75	77		76			76	152
08:00			67	57		62			62	124
09:00			43	40		42			42	83
10:00		38	39			38			38	77
11:00		28	22			25			25	50
12:00		39	32			36			36	71
13:00		32	23			28			28	55
14:00		41	43			42			42	84
15:00		58	61			60			60	119
16:00		63	79			71			71	142
17:00		82	92			87			87	174
18:00		86	81			84			84	167
19:00		57	57			57			57	114
20:00		47	41			44			44	88
21:00		23	22			22			22	45
22:00		19	20			20			20	39
23:00		9	18			14			14	27
24:00		11	7			9			9	18
TOTALS		633	852	200		844			844	1685
% AVG WKDY		75.0	100.9	23.7						
% AVG WEEK		75.0	100.9	23.7						
AM Times		12:00	07:00	07:00		07:00			07:00	
AM Peaks		39	75	77		76			76	
PM Times		18:00	17:00			17:00			17:00	
PM Peaks		86	92			87			87	

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 1  
Starting: 4/9/2019

Page: 1

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: POS

File: 411.PRN  
City:  
County: WELLS

TIME	MON	TUE 9	WED 10	THU 11	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			1	1		1			1	2
02:00			0	0		0			0	0
03:00			0	0		0			0	0
04:00			3	2		2			2	5
05:00			6	2		4			4	8
06:00			11	10		10			10	21
07:00			43	48		46			46	91
08:00			50	40		45			45	90
09:00			29	21		25			25	50
10:00		16	25			20			20	41
11:00		16	8			12			12	24
12:00		20	17			18			18	37
13:00		19	9			14			14	28
14:00		17	16			16			16	33
15:00		26	30			28			28	56
16:00		25	40			32			32	65
17:00		36	36			36			36	72
18:00		24	28			26			26	52
19:00		20	20			20			20	40
20:00		13	13			13			13	26
21:00		6	10			8			8	16
22:00		8	8			8			8	16
23:00		2	5			4			4	7
24:00		4	2			3			3	6
TOTALS		252	410	124		391			391	786
% AVG WKDY		64.5	104.9	31.7						
% AVG WEEK		64.5	104.9	31.7						
AM Times		12:00	08:00	07:00		07:00			07:00	
AM Peaks		20	50	48		46			46	
PM Times		17:00	16:00			17:00			17:00	
PM Peaks		36	40			36			36	

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 2  
Starting: 4/9/2019

Page: 2

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: NEG

File: 411.PRN  
City:  
County: WELLS

TIME	MON	TUE 9	WED 10	THU 11	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00			2	1		2			2	3
02:00			1	0		0			0	1
03:00			0	0		0			0	0
04:00			2	0		1			1	2
05:00			1	0		0			0	1
06:00			3	10		6			6	13
07:00			32	29		30			30	61
08:00			17	17		17			17	34
09:00			14	19		16			16	33
10:00		22	14			18			18	36
11:00		12	14			13			13	26
12:00		19	15			17			17	34
13:00		13	14			14			14	27
14:00		24	27			26			26	51
15:00		32	31			32			32	63
16:00		38	39			38			38	77
17:00		46	56			51			51	102
18:00		62	53			58			58	115
19:00		37	37			37			37	74
20:00		34	28			31			31	62
21:00		17	12			14			14	29
22:00		11	12			12			12	23
23:00		7	13			10			10	20
24:00		7	5			6			6	12
TOTALS		381	442	76		449			449	899
% AVG WKDY		84.9	98.4	16.9						
% AVG WEEK		84.9	98.4	16.9						
AM Times		10:00	07:00	07:00		07:00			07:00	
AM Peaks		22	32	29		30			30	
PM Times		18:00	17:00			18:00			18:00	
PM Peaks		62	56			58			58	

CLASSIFICATION SUMMARY  
Tue 4/9/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: ROAD TOTAL  
Lane:

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
10:00	0	18	18	0	2	0	0	0	0	0	0	0	0	0	0	38
11:00	1	16	11	0	0	0	0	0	0	0	0	0	0	0	0	28
12:00	0	20	18	0	1	0	0	0	0	0	0	0	0	0	0	39
13:00	0	16	11	0	2	3	0	0	0	0	0	0	0	0	0	32
14:00	0	34	5	0	1	1	0	0	0	0	0	0	0	0	0	41
15:00	0	34	24	0	0	0	0	0	0	0	0	0	0	0	0	58
16:00	3	44	15	0	1	0	0	0	0	0	0	0	0	0	0	63
17:00	2	59	21	0	0	0	0	0	0	0	0	0	0	0	0	82
18:00	3	63	20	0	0	0	0	0	0	0	0	0	0	0	0	86
19:00	2	46	9	0	0	0	0	0	0	0	0	0	0	0	0	57
20:00	2	30	12	0	1	2	0	0	0	0	0	0	0	0	0	47
21:00	0	16	7	0	0	0	0	0	0	0	0	0	0	0	0	23
22:00	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
24:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
DAY TOTAL	13	430	176	0	8	6	0	0	0	0	0	0	0	0	0	633
PERCENTS	2.1%	67.9%	27.8%	0.0%	1.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.8% Trucks & Buses 2.2%

AM Times	09:30	09:45	09:15	09:15												09:45
AM Peaks	1	24	18	2												42
PM Times	15:00	16:30	16:00	11:30	12:30											16:30
PM Peaks	3	72	25	3	4											95

CLASSIFICATION SUMMARY  
Wed 4/10/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: ROAD TOTAL  
Lane:

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
05:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
06:00	0	12	2	0	0	0	0	0	0	0	0	0	0	0	0	14
07:00	2	50	20	0	2	0	1	0	0	0	0	0	0	0	0	75
08:00	0	50	15	0	2	0	0	0	0	0	0	0	0	0	0	67
09:00	0	32	8	0	3	0	0	0	0	0	0	0	0	0	0	43
10:00	0	31	6	0	1	1	0	0	0	0	0	0	0	0	0	39
11:00	0	12	10	0	0	0	0	0	0	0	0	0	0	0	0	22
12:00	0	21	11	0	0	0	0	0	0	0	0	0	0	0	0	32
13:00	1	17	3	0	0	0	0	2	0	0	0	0	0	0	0	23
14:00	0	28	12	0	2	0	0	0	0	1	0	0	0	0	0	43
15:00	0	36	25	0	0	0	0	0	0	0	0	0	0	0	0	61
16:00	0	52	26	0	1	0	0	0	0	0	0	0	0	0	0	79
17:00	0	66	25	0	1	0	0	0	0	0	0	0	0	0	0	92
18:00	1	55	20	0	0	4	0	0	1	0	0	0	0	0	0	81
19:00	0	36	19	0	2	0	0	0	0	0	0	0	0	0	0	57
20:00	0	28	13	0	0	0	0	0	0	0	0	0	0	0	0	41
21:00	0	18	4	0	0	0	0	0	0	0	0	0	0	0	0	22
22:00	0	14	6	0	0	0	0	0	0	0	0	0	0	0	0	20
23:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
24:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
DAY TOTAL	4	590	234	0	14	5	1	2	1	1	0	0	0	0	0	852
PERCENTS	0.5%	69.2%	27.5%	0.0%	1.6%	0.6%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.2% Trucks & Buses 2.8%

AM Times	06:15	06:45	06:30	08:00	08:30	05:45										06:30
AM Peaks	2	59	22	4	1	1										84
PM Times	11:30	16:30	14:45	12:30	17:15		11:30	16:45	13:00							16:30
PM Peaks	1	71	29	2	4		2	1	1							100

CLASSIFICATION SUMMARY  
Thu 4/11/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: ROAD TOTAL  
Lane:

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	14	4	0	2	0	0	0	0	0	0	0	0	0	0	20
07:00	1	54	21	0	1	0	0	0	0	0	0	0	0	0	0	77
08:00	0	44	13	0	0	0	0	0	0	0	0	0	0	0	0	57
09:00	0	22	12	0	2	2	1	0	1	0	0	0	0	0	0	40
DAY TOTAL	1	139	51	0	5	2	1	0	1	0	0	0	0	0	0	200
PERCENTS	0.5%	69.5%	25.5%	0.0%	2.5%	1.0%	0.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 95.5% Trucks & Buses 4.5%

AM Times	06:15	06:30	06:15	04:30	08:00	07:30	08:00	06:30
AM Peaks	1	63	21	2	1	1	1	86
PM Times								
PM Peaks								

GRAND TOTAL	18	1159	461	0	27	13	2	2	2	1	0	0	0	0	0	1685
PERCENTS	1.1%	68.8%	27.4%	0.0%	1.6%	0.8%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
Tue 4/9/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: POS  
Lane: 1

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
10:00	0	6	9	0	1	0	0	0	0	0	0	0	0	0	0	16
11:00	1	8	7	0	0	0	0	0	0	0	0	0	0	0	0	16
12:00	0	10	9	0	1	0	0	0	0	0	0	0	0	0	0	20
13:00	0	9	7	0	1	2	0	0	0	0	0	0	0	0	0	19
14:00	0	15	1	0	0	1	0	0	0	0	0	0	0	0	0	17
15:00	0	11	15	0	0	0	0	0	0	0	0	0	0	0	0	26
16:00	1	16	8	0	0	0	0	0	0	0	0	0	0	0	0	25
17:00	1	22	13	0	0	0	0	0	0	0	0	0	0	0	0	36
18:00	0	15	9	0	0	0	0	0	0	0	0	0	0	0	0	24
19:00	1	18	1	0	0	0	0	0	0	0	0	0	0	0	0	20
20:00	0	7	5	0	0	1	0	0	0	0	0	0	0	0	0	13
21:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
24:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
DAY TOTAL	4	151	90	0	3	4	0	0	0	0	0	0	0	0	0	252
PERCENTS	1.6%	59.9%	35.7%	0.0%	1.2%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.2% Trucks & Buses 2.8%

AM Times	09:30	09:45	09:15	09:15												09:45
AM Peaks	1	12	9	1												22
PM Times	15:00	15:45	14:45	11:30	12:30											16:15
PM Peaks	1	23	16	2	3											36



CLASSIFICATION SUMMARY  
Wed 4/10/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: POS  
Lane: 1

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
07:00	1	26	14	0	1	0	1	0	0	0	0	0	0	0	0	43
08:00	0	38	11	0	1	0	0	0	0	0	0	0	0	0	0	50
09:00	0	24	4	0	1	0	0	0	0	0	0	0	0	0	0	29
10:00	0	21	4	0	0	0	0	0	0	0	0	0	0	0	0	25
11:00	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	8
12:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
13:00	0	7	1	0	0	0	0	1	0	0	0	0	0	0	0	9
14:00	0	7	7	0	1	0	0	0	0	1	0	0	0	0	0	16
15:00	0	18	12	0	0	0	0	0	0	0	0	0	0	0	0	30
16:00	0	29	11	0	0	0	0	0	0	0	0	0	0	0	0	40
17:00	0	25	10	0	1	0	0	0	0	0	0	0	0	0	0	36
18:00	0	15	9	0	0	3	0	0	1	0	0	0	0	0	0	28
19:00	0	9	10	0	1	0	0	0	0	0	0	0	0	0	0	20
20:00	0	10	3	0	0	0	0	0	0	0	0	0	0	0	0	13
21:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
22:00	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	8
23:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
24:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
DAY TOTAL	1	281	115	0	6	3	1	1	1	1	0	0	0	0	0	410
PERCENTS	0.2%	68.5%	28.0%	0.0%	1.5%	0.7%	0.2%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.8% Trucks & Buses 3.2%

AM Times	06:15	06:45	06:30	06:00	05:45											06:45
AM Peaks	1	41	15	1	1											57
PM Times	15:00	14:45		12:30	17:15		11:30	16:45	13:00							14:45
PM Peaks		30	15		1	3		1	1	1						42

CLASSIFICATION SUMMARY  
Thu 4/11/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: POS  
Lane: 1

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
07:00	1	33	14	0	0	0	0	0	0	0	0	0	0	0	0	48
08:00	0	30	10	0	0	0	0	0	0	0	0	0	0	0	0	40
09:00	0	14	4	0	0	1	1	0	1	0	0	0	0	0	0	21
DAY TOTAL	1	88	31	0	1	1	1	0	1	0	0	0	0	0	0	124
PERCENTS	0.8%	71.0%	25.0%	0.0%	0.8%	0.8%	0.8%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.8% Trucks & Buses 3.2%

AM Times	06:15	07:00	06:15	04:30	07:30	08:00	06:30
AM Peaks	1	39	14	1	1	1	53
PM Times							
PM Peaks							

GRAND TOTAL	6	520	236	0	10	8	2	1	2	1	0	0	0	0	0	786
PERCENTS	0.8%	66.2%	30.0%	0.0%	1.3%	1.0%	0.3%	0.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
Tue 4/9/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: NEG  
Lane: 2

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
10:00	0	12	9	0	1	0	0	0	0	0	0	0	0	0	0	22
11:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
12:00	0	10	9	0	0	0	0	0	0	0	0	0	0	0	0	19
13:00	0	7	4	0	1	1	0	0	0	0	0	0	0	0	0	13
14:00	0	19	4	0	1	0	0	0	0	0	0	0	0	0	0	24
15:00	0	23	9	0	0	0	0	0	0	0	0	0	0	0	0	32
16:00	2	28	7	0	1	0	0	0	0	0	0	0	0	0	0	38
17:00	1	37	8	0	0	0	0	0	0	0	0	0	0	0	0	46
18:00	3	48	11	0	0	0	0	0	0	0	0	0	0	0	0	62
19:00	1	28	8	0	0	0	0	0	0	0	0	0	0	0	0	37
20:00	2	23	7	0	1	1	0	0	0	0	0	0	0	0	0	34
21:00	0	12	5	0	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
23:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
24:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	0	7
DAY TOTAL	9	279	86	0	5	2	0	0	0	0	0	0	0	0	0	381
PERCENTS	2.4%	73.2%	22.6%	0.0%	1.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.2% Trucks & Buses 1.8%

AM Times	09:30	09:15		09:15												09:15
AM Peaks	13	9		1												22
PM Times	17:00	16:30	17:30		11:30	12:15										17:15
PM Peaks	3	50	15		1	1										62

CLASSIFICATION SUMMARY  
Wed 4/10/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: NEG  
Lane: 2

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
07:00	1	24	6	0	1	0	0	0	0	0	0	0	0	0	0	32
08:00	0	12	4	0	1	0	0	0	0	0	0	0	0	0	0	17
09:00	0	8	4	0	2	0	0	0	0	0	0	0	0	0	0	14
10:00	0	10	2	0	1	1	0	0	0	0	0	0	0	0	0	14
11:00	0	8	6	0	0	0	0	0	0	0	0	0	0	0	0	14
12:00	0	9	6	0	0	0	0	0	0	0	0	0	0	0	0	15
13:00	1	10	2	0	0	0	0	1	0	0	0	0	0	0	0	14
14:00	0	21	5	0	1	0	0	0	0	0	0	0	0	0	0	27
15:00	0	18	13	0	0	0	0	0	0	0	0	0	0	0	0	31
16:00	0	23	15	0	1	0	0	0	0	0	0	0	0	0	0	39
17:00	0	41	15	0	0	0	0	0	0	0	0	0	0	0	0	56
18:00	1	40	11	0	0	1	0	0	0	0	0	0	0	0	0	53
19:00	0	27	9	0	1	0	0	0	0	0	0	0	0	0	0	37
20:00	0	18	10	0	0	0	0	0	0	0	0	0	0	0	0	28
21:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
22:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
23:00	0	11	2	0	0	0	0	0	0	0	0	0	0	0	0	13
24:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
DAY TOTAL	3	309	119	0	8	2	0	1	0	0	0	0	0	0	0	442
PERCENTS	0.7%	69.9%	26.9%	0.0%	1.8%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.5% Trucks & Buses 2.5%

AM Times	05:45	06:15	06:30	08:00	08:30											06:15
AM Peaks	1	24	7	3	1											32
PM Times	11:30	16:45	16:30	12:30	17:00	11:30										16:30
PM Peaks	1	44	17	1	1	1										59

CLASSIFICATION SUMMARY  
Thu 4/11/2019

Station #: 0731N/8781S  
Site ID: 411.0  
Location: CR 450 E 0.30 MI N OF CR 1100 N  
Direction: NEG  
Lane: 2

File: 411.PRN  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	7	2	0	1	0	0	0	0	0	0	0	0	0	0	10
07:00	0	21	7	0	1	0	0	0	0	0	0	0	0	0	0	29
08:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
09:00	0	8	8	0	2	1	0	0	0	0	0	0	0	0	0	19
DAY TOTAL	0	51	20	0	4	1	0	0	0	0	0	0	0	0	0	76
PERCENTS	0.0%	67.1%	26.3%	0.0%	5.3%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 93.4% Trucks & Buses 6.6%

AM Times 06:30 07:45 08:00 08:00 06:30  
AM Peaks 25 9 2 1 33  
PM Times  
PM Peaks

GRAND TOTAL	12	639	225	0	17	5	0	1	0	0	0	0	0	0	0	899
PERCENTS	1.3%	71.1%	25.0%	0.0%	1.9%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

# Northeastern Indiana Regional Coordinating Council

## TRAFFIC COUNT SUMMARY

Route: **450 E**  
 Location: **0.70 MI S OF COUNTY LN RD**  
 B/W: **N/A**

<b>AADT:</b>	<b>5949</b>
<b>Raw Vol:</b>	<b>6029</b>

NIRCC #: **411.0**  
 Station #: **N/A**  
 RR #: **N/A**  
 Date: **10/1/2019**

Volume Data (24 Hr Avg)	
N/E Lane 1	<b>3029</b>
N/E Lane 2	<b>0</b>
S/W Lane 1	<b>3000</b>
S/W Lane 2	<b>0</b>
24 Hr. Avg.	6029

HPMS #: **N/A**  
 Functional Class: **RMAC**

Axle Fctr:	<b>1.0000</b>
Seas Fctr:	<b>0.9867</b>
Adj. Axle:	<b>6029</b>

	<u>Hr</u>	<u>Raw Vol</u>			
AM Peak:	<b>7:00</b>	<b>518</b>	AM K Factor:	0.0859	AM D Factor: 0.5927
PM Peak:	<b>17:00</b>	<b>540</b>	PM K Factor:	0.0896	PM D Factor: 0.6074
					24 Hr D Factor: 0.5024

Classification Study - Axle Correction Factors			
Axle Factor	<b>0.9863</b>		
% Commercial	<b>2.79%</b>	Class	Number
% Passenger	<b>97.21%</b>	1-3	11722
% Heavy Truck	<b>1.51%</b>	4	4
		5-7	263
		8-13	69
		15	0
			Percent
			97.21%
			0.03%
			2.18%
			0.57%
			0.00%

Note1:  
 Note2:  
 Note3:

Technician:     MJ

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR ALL LANES  
Starting: 9/30/2019

Page: 3

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: ROAD TOTAL

File: 411.prn  
City:  
County: WELLS

TIME	MON 30	TUE 1	WED 2	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		32	36			34			34	68
02:00		16	28			22			22	44
03:00		29	33			31			31	62
04:00		49	42			46			46	91
05:00		76	84			80			80	160
06:00		238	245			242			242	483
07:00		518	496			507			507	1014
08:00		516	512			514			514	1028
09:00	273	363				318			318	636
10:00	252	301				276			276	553
11:00	258	252				255			255	510
12:00	242	251				246			246	493
13:00	251	280				266			266	531
14:00	308	269				288			288	577
15:00	372	361				366			366	733
16:00	441	521				481			481	962
17:00	523	540				532			532	1063
18:00	497	537				517			517	1034
19:00	359	334				346			346	693
20:00	190	197				194			194	387
21:00	156	167				162			162	323
22:00	116	109				112			112	225
23:00	88	87				88			88	175
24:00	102	111				106			106	213
TOTALS	4428	6154	1476			6029			6029	12058
% AVG WKDY	73.4	102.1	24.5							
% AVG WEEK	73.4	102.1	24.5							
AM Times	09:00	07:00	08:00			08:00			08:00	
AM Peaks	273	518	512			514			514	
PM Times	17:00	17:00				17:00			17:00	
PM Peaks	523	540				532			532	

Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 1  
Starting: 9/30/2019

Page: 1

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: POS

File: 411.prn  
City:  
County: WELLS

TIME	MON 30	TUE 1	WED 2	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		11	12			12			12	23
02:00		7	16			12			12	23
03:00		15	12			14			14	27
04:00		33	33			33			33	66
05:00		46	53			50			50	99
06:00		136	144			140			140	280
07:00		307	285			296			296	592
08:00		361	378			370			370	739
09:00	173	201				187			187	374
10:00	152	186				169			169	338
11:00	141	137				139			139	278
12:00	137	125				131			131	262
13:00	123	144				134			134	267
14:00	131	124				128			128	255
15:00	138	153				146			146	291
16:00	236	282				259			259	518
17:00	206	212				209			209	418
18:00	193	222				208			208	415
19:00	141	125				133			133	266
20:00	69	74				72			72	143
21:00	48	60				54			54	108
22:00	35	23				29			29	58
23:00	27	27				27			27	54
24:00	77	87				82			82	164
TOTALS	2027	3098	933			3034			3034	6058
% AVG WKDY	66.8	102.1	30.8							
% AVG WEEK	66.8	102.1	30.8							
AM Times	09:00	08:00	08:00			08:00			08:00	
AM Peaks	173	361	378			370			370	
PM Times	16:00	16:00				16:00			16:00	
PM Peaks	236	282				259			259	



Northeastern Indiana Regional Coordinating Council

WEEKLY SUMMARY FOR LANE 2  
Starting: 9/30/2019

Page: 2

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: NEG

File: 411.prn  
City:  
County: WELLS

TIME	MON 30	TUE 1	WED 2	THU	FRI	WKDAY AVG	SAT	SUN	WEEK AVG	TOTAL
01:00		21	24			22			22	45
02:00		9	12			10			10	21
03:00		14	21			18			18	35
04:00		16	9			12			12	25
05:00		30	31			30			30	61
06:00		102	101			102			102	203
07:00		211	211			211			211	422
08:00		155	134			144			144	289
09:00	100	162				131			131	262
10:00	100	115				108			108	215
11:00	117	115				116			116	232
12:00	105	126				116			116	231
13:00	128	136				132			132	264
14:00	177	145				161			161	322
15:00	234	208				221			221	442
16:00	205	239				222			222	444
17:00	317	328				322			322	645
18:00	304	315				310			310	619
19:00	218	209				214			214	427
20:00	121	123				122			122	244
21:00	108	107				108			108	215
22:00	81	86				84			84	167
23:00	61	60				60			60	121
24:00	25	24				24			24	49
TOTALS	2401	3056	543			3000			3000	6000
% AVG WKDY	80.0	101.9	18.1							
% AVG WEEK	80.0	101.9	18.1							
AM Times	11:00	07:00	07:00			07:00			07:00	
AM Peaks	117	211	211			211			211	
PM Times	17:00	17:00				17:00			17:00	
PM Peaks	317	328				322			322	

CLASSIFICATION SUMMARY  
 Mon 9/30/2019

Station #: 8331N/8332S  
 Site ID: 411.0  
 Location: 450 E 0.70 MI S OF COUNTY LN RD  
 Direction: ROAD TOTAL  
 Lane:

File: 411.prn  
 City:  
 County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:00	0	201	68	0	2	0	1	1	0	0	0	0	0	0	0	273
10:00	0	173	64	0	3	4	2	0	6	0	0	0	0	0	0	252
11:00	1	157	82	0	9	4	1	0	4	0	0	0	0	0	0	258
12:00	1	171	58	0	5	3	1	0	3	0	0	0	0	0	0	242
13:00	2	167	68	0	4	3	3	0	4	0	0	0	0	0	0	251
14:00	2	216	76	0	4	5	2	1	2	0	0	0	0	0	0	308
15:00	2	270	85	0	7	2	2	1	3	0	0	0	0	0	0	372
16:00	3	336	90	0	6	0	3	2	1	0	0	0	0	0	0	441
17:00	6	386	123	0	0	3	0	2	3	0	0	0	0	0	0	523
18:00	2	397	95	0	3	0	0	0	0	0	0	0	0	0	0	497
19:00	0	292	61	0	5	1	0	0	0	0	0	0	0	0	0	359
20:00	0	150	40	0	0	0	0	0	0	0	0	0	0	0	0	190
21:00	0	121	34	1	0	0	0	0	0	0	0	0	0	0	0	156
22:00	1	98	15	1	0	0	0	0	1	0	0	0	0	0	0	116
23:00	0	72	16	0	0	0	0	0	0	0	0	0	0	0	0	88
24:00	0	90	12	0	0	0	0	0	0	0	0	0	0	0	0	102
DAY TOTAL	20	3297	987	2	48	25	15	7	27	0	0	0	0	0	0	4428
PERCENTS	0.5%	74.5%	22.3%	0.0%	1.1%	0.6%	0.3%	0.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.2% Trucks & Buses 2.8%

AM Times	10:00	08:15	10:00		10:45	09:30	09:15	08:15	09:15							08:15
AM Peaks	1	201	84		10	5	2	1	6							273
PM Times	15:45	17:00	16:00	19:30	14:15	13:30	12:15	13:30	12:30							17:00
PM Peaks	7	433	127	1	7	7	3	2	5							541

CLASSIFICATION SUMMARY  
Tue 10/1/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: ROAD TOTAL  
Lane:

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
02:00	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	1	25	3	0	0	0	0	0	0	0	0	0	0	0	0	29
04:00	0	33	11	0	1	3	1	0	0	0	0	0	0	0	0	49
05:00	1	57	15	0	1	0	0	2	0	0	0	0	0	0	0	76
06:00	1	176	50	0	4	7	0	0	0	0	0	0	0	0	0	238
07:00	2	384	119	0	7	1	2	1	2	0	0	0	0	0	0	518
08:00	3	408	91	0	7	3	1	0	3	0	0	0	0	0	0	516
09:00	1	259	87	0	12	1	0	1	2	0	0	0	0	0	0	363
10:00	2	217	69	0	4	3	3	1	2	0	0	0	0	0	0	301
11:00	1	175	64	0	5	2	4	0	1	0	0	0	0	0	0	252
12:00	4	168	55	0	11	8	2	2	1	0	0	0	0	0	0	251
13:00	1	199	65	0	7	5	1	1	1	0	0	0	0	0	0	280
14:00	3	193	61	0	6	4	1	0	1	0	0	0	0	0	0	269
15:00	5	267	69	0	13	5	0	0	2	0	0	0	0	0	0	361
16:00	7	403	98	0	5	4	1	1	2	0	0	0	0	0	0	521
17:00	3	402	127	0	2	1	0	0	3	1	1	0	0	0	0	540
18:00	6	421	107	0	3	0	0	0	0	0	0	0	0	0	0	537
19:00	4	271	58	0	1	0	0	0	0	0	0	0	0	0	0	334
20:00	3	155	37	0	0	2	0	0	0	0	0	0	0	0	0	197
21:00	0	142	24	0	0	1	0	0	0	0	0	0	0	0	0	167
22:00	1	87	21	0	0	0	0	0	0	0	0	0	0	0	0	109
23:00	2	70	15	0	0	0	0	0	0	0	0	0	0	0	0	87
24:00	0	100	11	0	0	0	0	0	0	0	0	0	0	0	0	111
DAY TOTAL	51	4653	1264	0	89	50	16	9	20	1	1	0	0	0	0	6154
PERCENTS	0.8%	75.6%	20.5%	0.0%	1.4%	0.8%	0.3%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.0% Trucks & Buses 3.0%

AM Times	11:15	07:00	06:30	08:00	11:15	10:30	04:15	07:45								07:00
AM Peaks	4	451	120	12	8	5	2	5								569
PM Times	15:15	16:45	16:00	14:15	11:30	12:30	11:30	14:45	16:15	16:15						16:45
PM Peaks	7	442	128	13	8	2	3	3	1	1						581

CLASSIFICATION SUMMARY  
Wed 10/2/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: ROAD TOTAL  
Lane:

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	30	5	0	0	0	0	0	0	0	0	0	0	0	0	36
02:00	0	23	5	0	0	0	0	0	0	0	0	0	0	0	0	28
03:00	0	26	7	0	0	0	0	0	0	0	0	0	0	0	0	33
04:00	0	36	6	0	0	0	0	0	0	0	0	0	0	0	0	42
05:00	0	71	11	2	0	0	0	0	0	0	0	0	0	0	0	84
06:00	3	185	49	0	4	4	0	0	0	0	0	0	0	0	0	245
07:00	2	379	109	0	5	0	0	1	0	0	0	0	0	0	0	496
08:00	1	395	106	0	4	2	1	1	2	0	0	0	0	0	0	512
DAY TOTAL	7	1145	298	2	13	6	1	2	2	0	0	0	0	0	0	1476
PERCENTS	0.5%	77.6%	20.2%	0.1%	0.9%	0.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.2% Trucks & Buses 1.8%

AM Times 05:15 06:30 06:30 04:15 06:15 04:45 06:30 05:45 06:30 06:30  
AM Peaks 3 434 122 2 5 4 1 1 1 568

PM Times  
PM Peaks

GRAND TOTAL	78	2549	9095	4	150	81	32	18	49	1	1	0	0	0	0	12058
PERCENTS	0.6%	75.4%	21.1%	0.0%	1.2%	0.7%	0.3%	0.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
Mon 9/30/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: POS  
Lane: 1

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:00	0	126	45	0	1	0	1	0	0	0	0	0	0	0	0	173
10:00	0	114	30	0	2	3	1	0	2	0	0	0	0	0	0	152
11:00	1	91	42	0	4	2	0	0	1	0	0	0	0	0	0	141
12:00	0	102	30	0	1	2	0	0	2	0	0	0	0	0	0	137
13:00	2	79	35	0	1	1	2	0	3	0	0	0	0	0	0	123
14:00	0	83	41	0	2	4	0	0	1	0	0	0	0	0	0	131
15:00	0	100	30	0	4	0	2	1	1	0	0	0	0	0	0	138
16:00	0	192	39	0	3	0	1	1	0	0	0	0	0	0	0	236
17:00	4	153	45	0	0	2	0	0	2	0	0	0	0	0	0	206
18:00	1	148	43	0	1	0	0	0	0	0	0	0	0	0	0	193
19:00	0	114	25	0	2	0	0	0	0	0	0	0	0	0	0	141
20:00	0	53	16	0	0	0	0	0	0	0	0	0	0	0	0	69
21:00	0	40	7	1	0	0	0	0	0	0	0	0	0	0	0	48
22:00	0	31	4	0	0	0	0	0	0	0	0	0	0	0	0	35
23:00	0	25	2	0	0	0	0	0	0	0	0	0	0	0	0	27
24:00	0	68	9	0	0	0	0	0	0	0	0	0	0	0	0	77
DAY TOTAL	8	1519	443	1	21	14	7	2	12	0	0	0	0	0	0	2027
PERCENTS	0.4%	74.9%	21.9%	0.0%	1.0%	0.7%	0.3%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.2% Trucks & Buses 2.8%

AM Times	10:00	08:15	08:15		10:00	09:00	08:15		09:15							08:15
AM Peaks	1	126	45		4	3	1		2							173
PM Times	16:00	15:00	15:45	19:30	14:15	13:15	12:00	13:30	12:15							15:15
PM Peaks	4	193	47	1	4	4	2	1	3							236

CLASSIFICATION SUMMARY  
Tue 10/1/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: POS  
Lane: 1

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
02:00	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
03:00	0	12	3	0	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	24	8	0	0	1	0	0	0	0	0	0	0	0	0	33
05:00	1	35	10	0	0	0	0	0	0	0	0	0	0	0	0	46
06:00	1	101	30	0	2	2	0	0	0	0	0	0	0	0	0	136
07:00	1	220	81	0	2	0	2	0	1	0	0	0	0	0	0	307
08:00	3	293	62	0	2	1	0	0	0	0	0	0	0	0	0	361
09:00	1	151	43	0	5	1	0	0	0	0	0	0	0	0	0	201
10:00	2	131	46	0	2	2	1	0	2	0	0	0	0	0	0	186
11:00	1	101	31	0	1	2	1	0	0	0	0	0	0	0	0	137
12:00	1	81	33	0	5	4	0	1	0	0	0	0	0	0	0	125
13:00	1	109	23	0	5	5	0	1	0	0	0	0	0	0	0	144
14:00	2	89	28	0	2	3	0	0	0	0	0	0	0	0	0	124
15:00	3	108	30	0	6	5	0	0	1	0	0	0	0	0	0	153
16:00	3	223	48	0	3	3	1	1	0	0	0	0	0	0	0	282
17:00	0	174	35	0	0	0	0	0	2	1	0	0	0	0	0	212
18:00	4	171	46	0	1	0	0	0	0	0	0	0	0	0	0	222
19:00	0	101	24	0	0	0	0	0	0	0	0	0	0	0	0	125
20:00	2	58	14	0	0	0	0	0	0	0	0	0	0	0	0	74
21:00	0	49	10	0	0	1	0	0	0	0	0	0	0	0	0	60
22:00	0	19	4	0	0	0	0	0	0	0	0	0	0	0	0	23
23:00	1	21	5	0	0	0	0	0	0	0	0	0	0	0	0	27
24:00	0	80	7	0	0	0	0	0	0	0	0	0	0	0	0	87
DAY TOTAL	27	2367	623	0	36	30	5	3	6	1	0	0	0	0	0	3098
PERCENTS	0.9%	76.4%	20.1%	0.0%	1.2%	1.0%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.4% Trucks & Buses 2.6%

AM Times	07:00	07:00	06:15	08:00	10:30	06:00	10:45	08:45		07:00
AM Peaks	3	319	81	5	4	2	1	2		398
PM Times	13:45	15:15	17:00	12:00	13:45	15:00	11:30	16:00	16:15	15:15
PM Peaks	5	223	52	6	6	1	2	2	1	282

CLASSIFICATION SUMMARY  
Wed 10/2/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: POS  
Lane: 1

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
04:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
05:00	0	45	7	1	0	0	0	0	0	0	0	0	0	0	0	53
06:00	2	103	37	0	1	1	0	0	0	0	0	0	0	0	0	144
07:00	1	207	74	0	2	0	0	1	0	0	0	0	0	0	0	285
08:00	1	295	76	0	2	0	1	1	2	0	0	0	0	0	0	378
DAY TOTAL	4	712	205	1	5	1	1	2	2	0	0	0	0	0	0	933
PERCENTS	0.4%	76.3%	22.0%	0.1%	0.5%	0.1%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 98.7% Trucks & Buses 1.3%

AM Times 05:15 07:00 06:30 04:15 06:15 04:45 06:30 05:45 06:30 07:00  
AM Peaks 2 321 79 1 2 1 1 1 1 406

PM Times  
PM Peaks

GRAND TOTAL	39	4598	1271	2	62	45	13	7	20	1	0	0	0	0	0	6058
PERCENTS	0.6%	75.9%	21.0%	0.0%	1.0%	0.7%	0.2%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASSIFICATION SUMMARY  
 Mon 9/30/2019

Station #: 8331N/8332S  
 Site ID: 411.0  
 Location: 450 E 0.70 MI S OF COUNTY LN RD  
 Direction: NEG  
 Lane: 2

File: 411.prn  
 City:  
 County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
09:00	0	75	23	0	1	0	0	1	0	0	0	0	0	0	0	100
10:00	0	59	34	0	1	1	1	0	4	0	0	0	0	0	0	100
11:00	0	66	40	0	5	2	1	0	3	0	0	0	0	0	0	117
12:00	1	69	28	0	4	1	1	0	1	0	0	0	0	0	0	105
13:00	0	88	33	0	3	2	1	0	1	0	0	0	0	0	0	128
14:00	2	133	35	0	2	1	2	1	1	0	0	0	0	0	0	177
15:00	2	170	55	0	3	2	0	0	2	0	0	0	0	0	0	234
16:00	3	144	51	0	3	0	2	1	1	0	0	0	0	0	0	205
17:00	2	233	78	0	0	1	0	2	1	0	0	0	0	0	0	317
18:00	1	249	52	0	2	0	0	0	0	0	0	0	0	0	0	304
19:00	0	178	36	0	3	1	0	0	0	0	0	0	0	0	0	218
20:00	0	97	24	0	0	0	0	0	0	0	0	0	0	0	0	121
21:00	0	81	27	0	0	0	0	0	0	0	0	0	0	0	0	108
22:00	1	67	11	1	0	0	0	0	1	0	0	0	0	0	0	81
23:00	0	47	14	0	0	0	0	0	0	0	0	0	0	0	0	61
24:00	0	22	3	0	0	0	0	0	0	0	0	0	0	0	0	25
DAY TOTAL	12	1778	544	1	27	11	8	5	15	0	0	0	0	0	0	2401
PERCENTS	0.5%	74.1%	22.7%	0.0%	1.1%	0.5%	0.3%	0.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.2% Trucks & Buses 2.8%

AM Times	11:00	08:15	10:00		11:00	09:30	08:30	08:15	09:00							10:15
AM Peaks	1	75	45		7	2	1	1	4							117
PM Times	15:00	17:00	16:00	21:00	11:30	11:45	12:45	16:00	12:30							16:45
PM Peaks	4	268	81	1	4	3	2	2	2							332



CLASSIFICATION SUMMARY  
Tue 10/1/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: NEG  
Lane: 2

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
03:00	1	13	0	0	0	0	0	0	0	0	0	0	0	0	0	14
04:00	0	9	3	0	1	2	1	0	0	0	0	0	0	0	0	16
05:00	0	22	5	0	1	0	0	2	0	0	0	0	0	0	0	30
06:00	0	75	20	0	2	5	0	0	0	0	0	0	0	0	0	102
07:00	1	164	38	0	5	1	0	1	1	0	0	0	0	0	0	211
08:00	0	115	29	0	5	2	1	0	3	0	0	0	0	0	0	155
09:00	0	108	44	0	7	0	0	1	2	0	0	0	0	0	0	162
10:00	0	86	23	0	2	1	2	1	0	0	0	0	0	0	0	115
11:00	0	74	33	0	4	0	3	0	1	0	0	0	0	0	0	115
12:00	3	87	22	0	6	4	2	1	1	0	0	0	0	0	0	126
13:00	0	90	42	0	2	0	1	0	1	0	0	0	0	0	0	136
14:00	1	104	33	0	4	1	1	0	1	0	0	0	0	0	0	145
15:00	2	159	39	0	7	0	0	0	1	0	0	0	0	0	0	208
16:00	4	180	50	0	2	1	0	0	2	0	0	0	0	0	0	239
17:00	3	228	92	0	2	1	0	0	1	0	1	0	0	0	0	328
18:00	2	250	61	0	2	0	0	0	0	0	0	0	0	0	0	315
19:00	4	170	34	0	1	0	0	0	0	0	0	0	0	0	0	209
20:00	1	97	23	0	0	2	0	0	0	0	0	0	0	0	0	123
21:00	0	93	14	0	0	0	0	0	0	0	0	0	0	0	0	107
22:00	1	68	17	0	0	0	0	0	0	0	0	0	0	0	0	86
23:00	1	49	10	0	0	0	0	0	0	0	0	0	0	0	0	60
24:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24
DAY TOTAL	24	2286	641	0	53	20	11	6	14	0	1	0	0	0	0	3056
PERCENTS	0.8%	74.8%	21.0%	0.0%	1.7%	0.7%	0.4%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 96.6% Trucks & Buses 3.4%

AM Times	11:00	06:15	08:15	08:00	05:15	10:00	04:15	07:45								06:30
AM Peaks	3	164	44	7	5	4	2	5								214
PM Times	14:45	17:00	16:15	14:00	11:30	12:30	11:30	14:45	16:15							16:30
PM Peaks	4	258	92	7	4	2	1	3	1							340

CLASSIFICATION SUMMARY  
Wed 10/2/2019

Station #: 8331N/8332S  
Site ID: 411.0  
Location: 450 E 0.70 MI S OF COUNTY LN RD  
Direction: NEG  
Lane: 2

File: 411.prn  
City:  
County: WELLS

TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
01:00	1	18	5	0	0	0	0	0	0	0	0	0	0	0	0	24
02:00	0	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	26	4	1	0	0	0	0	0	0	0	0	0	0	0	31
06:00	1	82	12	0	3	3	0	0	0	0	0	0	0	0	0	101
07:00	1	172	35	0	3	0	0	0	0	0	0	0	0	0	0	211
08:00	0	100	30	0	2	2	0	0	0	0	0	0	0	0	0	134
DAY TOTAL	3	433	93	1	8	5	0	0	0	0	0	0	0	0	0	543
PERCENTS	0.6%	79.7%	17.1%	0.2%	1.5%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Passenger Vehicles 97.4% Trucks & Buses 2.6%

AM Times 00:15 06:15 06:30 04:15 05:00 04:45 06:30  
AM Peaks 1 172 43 1 3 3 219

PM Times  
PM Peaks

GRAND TOTAL	39	4497	1278	2	88	36	19	11	29	0	1	0	0	0	0	6000
PERCENTS	0.7%	75.0%	21.3%	0.0%	1.5%	0.6%	0.3%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

## APPENDIX M

### CRASH DATA

### INFORMATION

## Index of Crash Frequency and Cost - Form F1

Page 1/2

Location	SR 1	
GIS		
Post		
Analyst	MRO	
Date	10/18/2019	

### INPUT

Road Facility Type	Rural Two-Lane Segment
AADT (veh/day)	12246
Segment Length (mi)	12.2
Intersection Density (int/mi)	3.2
First Year with Crash Data (yyyy)	2014
Last Year with Crash Data (yyyy)	2018
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	147
Non-Incapacitating and Possible Injury Crashes	0
Property Damage Only Crashes	574
Route or Road Type	Rural Two-Lane Segment
Average Crash Costs (\$)	
Fatal and Incapacitating Injury Crashes	501830
Non-Incapacitating and Possible Injury Crashes	30860
Property Damage Only Crashes	4720
Crash Cost Year (yyyy)	2013

### OUTPUT

Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	1.995
Non-Incapacitating and Possible Injury Crashes	6.94
Property Damage Only Crashes	28.54
All Crashes	37.47
Index of Crash Frequency	<b>3.62</b>
Index of Crash Cost	<b>8.73</b>

## Index of Crash Frequency and Cost - Form F1

Page 2/2

Location	SR 1	
GIS		
Post		
Analyst	MRO	
Date	10/18/2019	

**Comments:**

CRASH DATA - SR 1 (FROM WATER ST TO CR 1200 N)

MASTER ID	LOCAL ID	DATE	TIME	# VEHICLES	# TRAILERS	# INJURED	# DEAD	# DEER	LOCATION	LIGHT COND	WEATHER COND	SURFACE COND	PRIMARY FACTOR	MANNER OF COLLISION
902150185	W140012	1/2/2014	0547	1	0	0	0	0	8186 N State Rd 1	DARK (NOT LIGHTED)	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
902158900	W140092	1/7/2014	1838	2	0	0	0	0	2510 N State Rd 1	DARK (NOT LIGHTED)	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902155783	B1400206	1/8/2014	1419	2	1	0	0	0	2074 N State Rd 1	DAYLIGHT	CLOUDY	SNOW/SLUSH	FAILURE TO YIELD RIGHT OF WAY	LEFT/RIGHT TURN
902159418	B1400341	1/14/2014	1428	2	0	0	0	0	1047 Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	SAME DIRECTION SIDESWIPE
902159764	B1400343	1/14/2014	1430	2	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902162146	B1400394	1/16/2014	1709	1	0	0	0	0	3978 N State Rd 1	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902162322	201400022776	1/16/2014	1757	2	0	0	0	0	4294 N State Rd 1	DARK (NOT LIGHTED)	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
902161341	B1400384	1/16/2014	0934	2	1	0	0	0	E Division Rd && Main St	DAYLIGHT	SNOW	SNOW/SLUSH	IMPROPER LANE USAGE	LEFT TURN
902162199	W140213	1/16/2014	1507	1	0	0	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	SNOW	SNOW/SLUSH	RAN OFF ROAD RIGHT	RAN OFF ROAD
902167023	W14300	1/21/2014	1250	2	1	0	0	0	2686 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	FOLLOWING TOO CLOSELY	REAR END
902166490	W140305	1/21/2014	1700	1	0	0	0	0	10903 N State Rd 1	DAYLIGHT	SNOW	SNOW/SLUSH	OVERCORRECTING/OVERSTEERING	RAN OFF ROAD
902165496	W140307	1/21/2014	1723	2	0	0	0	0	11431 N State Rd 1	DAWN/DUSK	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902168587	B1400555	1/24/2014	1723	2	0	1	0	0	E Division Rd && Main St	DAYLIGHT	CLOUDY	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902171537	B1400606	1/27/2014	1210	2	0	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	SNOW/SLUSH	FOLLOWING TOO CLOSELY	REAR END
902171583	B1400632	1/28/2014	0920	1	1	0	0	0	Main St && N Sutton Circle Dr	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	OTHER - EXPLAIN IN NARRATIVE
902178656	W140575	2/6/2014	1600	1	0	0	0	0	6826 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	ANIMAL/OBJECT IN ROADWAY	RIGHT ANGLE
902183312	W140672	2/12/2014	1505	2	0	0	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902183838	IN090020014003	2/13/2014	1138	2	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902183777	B1401016	2/13/2014	1251	2	0	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	WET	IMPROPER LANE USAGE	SAME DIRECTION SIDESWIPE
902184759	B1401024	2/13/2014	1701	2	0	0	0	0	N Main St && Water St	DAYLIGHT	CLOUDY	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902186266	B1401047	2/14/2014	1520	2	0	2	0	0	2015 N State Rd 1	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902184829	B1401048	2/14/2014	1533	2	0	0	0	0	N State Rd 1 && Willowbrook Trl	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902186840	B1401111	2/17/2014	1756	2	0	0	0	0	2025 N State Rd 1	DAWN/DUSK	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	FOLLOWING TOO CLOSELY	REAR END
902186636	W140749	2/17/2014	1626	2	0	0	0	0	6010 N State Rd 1	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902188263	W140766	2/18/2014	0725	1	0	0	0	0	5810 N State Rd 1	DAYLIGHT	CLEAR	SNOW/SLUSH	RAN OFF ROAD RIGHT	RAN OFF ROAD
902189002	B1401160	2/19/2014	1509	3	0	1	0	0	E 700 N && N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902189673	IN090020014004	2/20/2014	1354	2	0	0	0	0	1045 N Jefferson St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902194669	B1401397	3/1/2014	1525	2	0	0	0	0	256 N Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902195336	W140921	3/1/2014	0103	1	0	0	0	1	3988 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	RIGHT ANGLE
902197793	W140996	3/5/2014	2010	2	0	1	0	0	6211 N State Rd 1	CLOUDY	DRY	ICE	ROADWAY SURFACE CONDITION	OTHER - EXPLAIN IN NARRATIVE
902198866	B1401556	3/7/2014	1430	2	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902199540	W141057	3/9/2014	1053	1	0	1	0	0	7295 N State Rd 1	DAYLIGHT	CLEAR	WET	ROADWAY SURFACE CONDITION	OTHER - EXPLAIN IN NARRATIVE
902201164	B1401647	3/10/2014	2048	1	0	1	0	0	E Dustman Rd && Main St	DARK (LIGHTED)	CLEAR	DRY	PEDESTRIAN ACTION	LEFT TURN
902201326	B1401688	3/12/2014	0913	2	0	0	0	0	E Center Dr && N State Rd 1	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
902202937	B1401747	3/14/2014	1105	2	0	2	0	0	915 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902203904	W141205	3/15/2014	2035	1	0	0	0	1	3988 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	HEAD ON BETWEEN TWO MOTOR VEHCL
902204846	B1401808	3/17/2014	1145	2	0	1	0	0	Hillcrest Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902206467	IN090020014005	3/21/2014	1354	2	0	0	0	0	Heyerly Dr && N Jefferson St	DAYLIGHT	CLEAR	DRY	INSECURE/LEAKY LOAD	NON-COLLISION
902209053	201400100484	3/26/2014	1358	1	0	1	0	0	11078 N State Rd 1	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902210080	B1402143	3/29/2014	1252	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	SLEET/HAIL/FREEZING RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902211163	W141432	3/29/2014	1443	3	0	2	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLOUDY	WET	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902212681	B1402266	4/3/2014	1655	2	0	0	0	0	785 Main St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902212387	B1402259	4/3/2014	1323	2	0	2	0	0	N Main St && Water St	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902213402	B1402298	4/5/2014	1559	2	0	0	0	0	1250 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902215579	B1402394	4/9/2014	1450	3	0	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902218548	W141735	4/15/2014	0730	2	0	1	0	0	11045 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902219054	B1402577	4/16/2014	1438	2	0	1	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902221083	B1402684	4/18/2014	1300	2	0	0	0	0	714 Main St	DAYLIGHT	CLEAR	DRY	TIRE FAILURE OR DEFECTIVE	OTHER - EXPLAIN IN NARRATIVE
902219879	IN090020014009	4/18/2014	0751	2	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	RIGHT TURN
902219989	201400121569	4/18/2014	1245	2	0	0	0	0	N State Rd 1 && Walmart Access	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
90222476	B1402751	4/23/2014	1627	2	0	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
90222839	B1402764	4/24/2014	0948	2	0	0	0	0	943 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902225358	W142010	4/29/2014	1821	3	0	2	1	0	8093 N State Rd 1	DAYLIGHT	CLOUDY	DRY	LEFT OF CENTER	HEAD ON BETWEEN TWO MOTOR VEHICL
902226823	W142037	5/1/2014	1542	2	0	3	0	0	11011 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
902227245	W142080	5/3/2014	1515	3	0	0	0	0	1015 Main St	DAYLIGHT	CLOUDY	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902228034	B1403079	5/5/2014	1231	2	0	1	0	0	1935 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902227908	B1403078	5/5/2014	1205	2	0	0	0	0	Capri Ct && Main St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902228369	B1403108	5/6/2014	1055	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902229712	IN090020014010	5/8/2014	1700	2	0	0	0	0	525 S Jefferson St	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
902230466	B1403202	5/9/2014	1707	4	0	1	0	0	604 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902230972	W142203	5/9/2014	1208	2	0	0	0	0	7847 N State Rd 1	DAYLIGHT	RAIN	WET	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
902238717	B1403745	5/25/2014	1648	2	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	RIGHT TURN
902239972	W142576	5/27/2014	0747	2	1	1	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902244227	B1404048	6/2/2014	1549	2	0	0	0	0	2089 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902246128	B1404091	6/4/2014	1845	3	0	0	0	0	E 300 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902246444	IN090020014012	6/9/2014	1836	2	0	0	0	0	Heyerly Dr && Heyerly Dr	DARK (NOT LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902248736	IN090020014013	6/12/2014	1727	2	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902251709	B1404434	6/18/2014	1847	2	0	0	0	0	598 Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902252013	B1404449	6/19/2014	1315	2	0	0	0	0	577 Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902252268	W143103	6/19/2014	1615	3	0	0	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902253706	W143118	6/20/2014	1400	2	0	1	0	0	E 1200 N && N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902256210	B1404572	6/24/2014	1355	2	0	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	DRY	IMPROPER LANE USAGE	SAME DIRECTION SIDESWIPE
902255988	W143239	6/26/2014	1205	1	0	0	0	0	2904 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER ASLEEP OR FATIGUED	RAN OFF ROAD
902255904	B1404646	6/26/2014	2156	2	0	0	0	0	Capri Ct && Main St	DARK (LIGHTED)	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902257829	B1404761	6/30/2014	1546	1	0	1	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
902260011	B1404899	7/4/2014	1749	1	0	1	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902262664	B1405051	7/9/2014	1914	2	0	0	0	0	749 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902263339	B1405071	7/10/2014	1345	2	0	0	0	0	526 Main St	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902265822	B1405218	7/16/2014	0927	2	0	1	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END

902267742	IN090020014015	7/19/2014	2100	2	0	0	0	0	0	189 S Jefferson St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902270399	W143754	7/23/2014	0245	1	0	0	0	0	0	8488 N State Rd 1	DARK (NOT LIGHTED)	RAIN	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
902270262	IN090020014016	7/24/2014	1650	2	0	0	0	0	0	525 S Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902270448	B1405435	7/24/2014	1500	2	0	0	0	0	0	719 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902271368	B1405505	7/27/2014	1537	2	0	0	0	0	0	Capri Ct & Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	RIGHT ANGLE
902272402	B1405564	7/29/2014	1228	2	1	1	0	0	0	1015 Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902272678	B1405567	7/29/2014	1355	2	0	4	0	0	0	Capri Ct & Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE SPEED	REAR END
902275338	B1405734	8/4/2014	1050	2	0	0	0	0	0	299 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902277344	B1405812	8/7/2014	1521	2	0	0	0	0	0	1015 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902277101	B1405817	8/7/2014	1847	2	0	1	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902278338	B1405867	8/9/2014	1600	2	0	2	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902280605	B1405994	8/14/2014	1816	2	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902281155	W144186	8/15/2014	0658	2	0	0	0	0	0	11989 N State Rd 1	DAWN/DUSK	CLEAR	DRY	IMPROPER TURNING	RIGHT ANGLE
902281854	B1406054	8/16/2014	1703	2	0	1	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	REAR END
902284239	2014-00243412	8/20/2014	2106	2	0	2	0	0	0	Wood Creek Dr & N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902285284	B1406238	8/23/2014	1400	2	0	0	0	0	0	749 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902288450	B1406399	8/29/2014	1401	2	0	0	0	0	0	746 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902288375	IN090020014019	8/29/2014	1056	2	0	0	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902288854	W144485	8/30/2014	1321	2	0	0	0	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902293347	B1406634	9/5/2014	2222	2	0	1	0	0	0	1873 N State Rd 1	DARK (NOT LIGHTED)	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902292152	IN090020014020	9/5/2014	1620	2	0	0	0	0	0	N State Rd 1 & Wood Creek Dr	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902293342	B1406685	9/8/2014	0850	2	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902294979	B1406721	9/9/2014	1202	2	0	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902295289	IN090020014022	9/11/2014	1744	2	0	0	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	CLOUDY	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
902301691	201400278969	9/22/2014	1545	2	0	0	0	0	0	4475 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	OTHER - EXPLAIN IN NARRATIVE
902303878	IN090020014024	9/26/2014	1825	2	0	0	0	0	0	10001 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902303157	W144963	9/26/2014	0658	2	0	0	0	0	0	N State Rd 1 & E US Hwy 224	DAWN/DUSK	FOG/SMOKE/SMOG	DRY	FOLLOWING TOO CLOSELY	REAR END
902304716	B1407257	9/27/2014	1254	2	0	0	0	0	0	E Center Dr & N State Rd 1	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902310350	B1407554	10/7/2014	1653	2	0	0	0	0	0	E 300 N & N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902312188	B1407634	10/10/2014	1741	2	0	1	0	0	0	2078 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902312061	B1407649	10/11/2014	1140	2	0	0	0	0	0	984 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902315428	B1407719	10/14/2014	1721	1	0	0	0	0	0	E 500 N & N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902314243	W145273	10/14/2014	1345	2	0	0	0	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902315170	W145314	10/16/2014	0328	1	0	0	0	0	0	6351 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	RAN OFF ROAD
902316396	B1407793	10/17/2014	1246	2	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902319177	IN090020014025	10/17/2014	0724	2	0	0	0	0	0	Industrial Pkwy & N State Rd 1	DAWN/DUSK	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902318057	W145381	10/21/2014	0015	1	0	0	0	1	0	E 350 N & N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902320980	B1407926	10/22/2014	2126	2	0	0	0	0	0	E Division Rd & Main St	DARK (LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT TURN
902321183	W145457	10/25/2014	0647	2	0	0	0	0	0	10085 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902328436	B1408240	11/4/2014	1520	2	0	0	0	0	0	746 Main St	DAYLIGHT	RAIN	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902331624	W145823	11/10/2014	0730	3	0	0	0	0	0	6836 N State Rd 1	DAWN/DUSK	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902332294	B1408449	11/11/2014	0715	2	0	2	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902333169	B1408475	11/12/2014	1023	2	0	0	0	0	0	1873 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902332419	W145859	11/12/2014	0630	1	0	0	0	1	0	6528 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902335665	B1408600	11/16/2014	1820	1	0	0	0	1	0	Main St & S Sutton Circle Dr	DARK (LIGHTED)	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902335577	IN090020014027	11/16/2014	1805	2	1	0	0	0	0	N State Rd 1 & Wood Creek Dr	DARK (NOT LIGHTED)	SNOW	SNOW/SLUSH	FOLLOWING TOO CLOSELY	LEFT TURN
902336949	W145978	11/17/2014	1730	1	0	0	0	0	0	4147 N State Rd 1	DAWN/DUSK	BLOWING SAND/SOIL/SNOW	ICE	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902337477	201400333469	11/18/2014	1015	1	1	0	0	0	0	4073 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902340071	W146032	11/20/2014	2040	1	0	0	0	1	0	3306 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902344653	B1408986	11/29/2014	1215	2	0	0	0	0	0	260 N Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902344884	W146127	11/29/2014	1849	3	0	3	0	0	0	E 1000 N & N Jefferson St	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902346625	B1409106	12/2/2014	1754	2	0	0	0	0	0	2202 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	LEFT TURN
902349948	B1409076	12/2/2014	2331	1	0	0	0	0	0	Capri Ct & Main St	DARK (LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902350548	B1409244	12/8/2014	1246	3	0	3	0	0	0	N Main St & Water St	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902353101	B1409346	12/11/2014	1830	3	0	3	0	0	0	E 250 N & N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902353303	IN090020014028	12/12/2014	1635	2	0	2	0	0	0	450 S Jefferson St	DAYLIGHT	CLOUDY	DRY	CELL PHONE USAGE	REAR END
902352366	W146436	12/12/2014	0547	2	0	0	0	0	0	E 300 N & N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902357758	B1409475	12/17/2014	1710	2	0	3	0	0	0	1904 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902356732	W146558	12/18/2014	1617	1	0	0	0	0	0	7988 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902356867	W146557	12/18/2014	1605	1	0	0	0	0	0	8186 N State Rd 1	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902357241	W146559	12/18/2014	1655	1	0	0	0	0	0	E 900 N & S Jefferson St	DARK (LIGHTED)	CLOUDY	ICE	OVERCORRECTING/OVERSTEERING	OTHER - EXPLAIN IN NARRATIVE
902363232	IN090020014029	12/31/2014	2016	2	0	0	0	0	0	288 S Jefferson St	DARK (LIGHTED)	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902364393	W150010	1/1/2015	1940	2	0	5	0	0	0	E US Hwy 224 & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902364519	B1500032	1/3/2015	0719	1	0	0	0	0	0	2700 N STATE RD 1	DARK (NOT LIGHTED)	SLEET/HAIL/FREEZING RAIN	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	OTHER - EXPLAIN IN NARRATIVE
902365419	W150061	1/4/2015	2110	1	0	0	0	0	0	3474 N State Rd 1	DARK (NOT LIGHTED)	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	OVERCORRECTING/OVERSTEERING	RAN OFF ROAD
902367741	B1500107	1/6/2015	1713	2	0	0	0	0	0	598 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902368663	W150100	1/7/2015	1204	2	0	0	0	0	0	E 1200 N & N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	REAR END
902370907	B1500175	1/9/2015	1240	2	0	0	0	0	0	729 Main St	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
902370692	B1500168	1/9/2015	0714	2	0	0	0	0	0	Main St & Margarets	DAYLIGHT	CLOUDY	SNOW/SLUSH	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902371148	W150152	1/10/2015	1625	1	0	0	0	0	0	E 1100 N & N State Rd 1	DAYLIGHT	CLEAR	SNOW/SLUSH	IMPROPER TURNING	RAN OFF ROAD
902371863	B1500219	1/11/2015	1238	2	0	0	0	0	0	645 MAIN ST	DAYLIGHT	CLEAR	WET	FOLLOWING TOO CLOSELY	REAR END
902372946	B1500260	1/13/2015	1115	2	0	0	0	0	0	877 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE SPEED	REAR END
902379043	IN090020015004	1/22/2015	1853	2	0	2	0	0	0	N Jefferson St & Morton Ln	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902381164	W150434	1/26/2015	1630	1	0	0	0	0	0	E 350 N & N State Rd 1	DAYLIGHT	CLEAR	ICE	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902382867	W150487	1/29/2015	0924	2	0	0	0	0	0	E 500 N & N State Rd 1	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902383026	W150489	1/29/2015	1335	2	0	0	0	0	0	E US Hwy 224 & N State Rd 1	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
902384908	B1500664	2/2/2015	0558	1	0	0	0	0	0	1424 MAIN ST	DARK (LIGHTED)	CLEAR	SNOW/SLUSH	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902387602	W150572	2/4/2015	1620	2	0	0	0	0	0	4184 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	ICE	FOLLOWING TOO CLOSELY	REAR END
902386761	B1500704	2/4/2015	0955	1	0	0	0	1	0	Main St & N Sutton Circle Dr	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902390100	W150641	2/8/2015	0200	1	0	0	0	1	0	3650 N STATE RD 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902397190	W150756	2/14/2015	1515	2	0	1	0	0	0	8478 N State Rd 1	DAYLIGHT	SEVERE CROSS WIND	SNOW/SLUSH	FOLLOWING TOO CLOSELY	REAR END

902400105	W150865	2/21/2015	0546	1	0	0	0	0	11800 N State Rd 1	DARK (NOT LIGHTED)	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902400938	W150897	2/23/2015	0025	3	1	1	0	0	8488 N State Rd 1	DAYLIGHT	CLEAR	DRY	UNSAFE SPEED	OTHER - EXPLAIN IN NARRATIVE
902405772	W151006	3/1/2015	1037	1	0	0	0	0	8639 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902405269	W151011	3/1/2015	1415	2	0	0	0	0	E US Hwy 224 & N State Rd 1	DAYLIGHT	CLOUDY	WET	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902404557	W151015	3/1/2015	0720	1	0	0	0	0	Industrial Pkwy & N State Rd 1	DAWN/DUSK	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902406158	W151022	3/2/2015	0655	2	0	0	0	0	E 800 N & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902407125	W151041	3/3/2015	0700	2	1	0	0	0	8311 N State Rd 1	DAYLIGHT	SLEET/HAIL/FREEZING RAIN	ICE	ROADWAY SURFACE CONDITION	REAR END
902406758	201500069370	3/3/2015	0807	1	0	0	0	0	E 500 N & N State Rd 1	DAYLIGHT	CLOUDY	ICE	UNSAFE SPEED	RAN OFF ROAD
902409686	B1501428	3/5/2015	1528	2	1	0	0	0	F Division Rd & Main St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	LEFT TURN
902412068	B1501591	3/11/2015	2152	2	0	0	0	0	1112 Main St	DARK (NOT LIGHTED)	FOG/SMOKE/SMOG	WET	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902415440	IN090020015008	3/18/2015	1554	2	0	0	0	0	S Jefferson St & W Young St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902415997	B1501827	3/19/2015	1528	1	0	1	0	0	Capri Ct & Main St	DAYLIGHT	CLEAR	DRY	DRIVER ILLNESS	RAN OFF ROAD
902415998	B1501829	3/19/2015	1641	2	0	1	0	0	Charles Deam Ct & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902416856	W151351	3/21/2015	0355	1	0	0	0	1	7049 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902418046	W151418	3/23/2015	2100	1	0	0	0	1	3988 N State Rd 1	DARK (NOT LIGHTED)	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902418218	B1501976	3/24/2015	0642	2	0	0	0	0	N Main St & Water St	DARK (LIGHTED)	CLEAR	DRY	VIEW OBSTRUCTED	RIGHT ANGLE
902419134	B1502011	3/25/2015	1335	2	0	0	0	0	Charles Deam Ct & Main St	DAYLIGHT	CLEAR	WET	FOLLOWING TOO CLOSELY	REAR END
902420741	W151508	3/28/2015	2150	1	0	1	0	0	10341 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902421982	B1502140	3/28/2015	1703	2	0	0	0	0	Madison St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	RIGHT TURN
902421390	IN090020015010	3/30/2015	1845	2	0	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902421708	B1502231	3/31/2015	1100	2	0	1	0	0	689 MAIN ST	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RIGHT ANGLE
902422292	B1502267	4/1/2015	1435	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902424158	W151644	4/4/2015	0444	2	0	1	3	0	11318 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	LEFT OF CENTER	HEAD ON BETWEEN TWO MOTOR VEHICL
902425305	B1502434	4/7/2015	1755	2	0	0	0	0	256 N Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902427246	W151797	4/11/2015	0703	2	0	0	0	0	310 S Jefferson St	DAWN/DUSK	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902428991	B1502625	4/14/2015	1705	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902429554	B1502661	4/15/2015	1805	2	0	0	0	0	Heyerly Dr & N Jefferson St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902434654	B1502914	4/23/2015	1637	2	0	0	0	0	Lamar St & Main St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	LEFT TURN
902434611	IN090020015011	4/25/2015	1335	2	0	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902437159	IN090020015012	4/29/2015	2331	2	0	0	0	0	Industrial Pkwy & N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902437560	B1503120	4/30/2015	1710	2	0	0	0	0	1127 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902437533	IN090020015013	4/30/2015	1530	2	0	0	0	0	E Lafever St & S Jefferson St	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	RIGHT ANGLE
902438778	B1503174	5/2/2015	0940	2	0	1	0	0	2050 N State Rd 1	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	RIGHT TURN
902438404	B1503180	5/2/2015	1100	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902440801	W152375	5/6/2015	1640	2	0	0	0	0	5223 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902441209	IN090020015014	5/7/2015	0830	3	0	0	0	0	845 N Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902442524	201500138910	5/8/2015	1617	3	0	0	0	0	1562 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902442261	B1503379	5/8/2015	1604	4	0	2	0	0	2358 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902444173	B1503465	5/11/2015	1711	2	0	1	0	0	881 MAIN ST	DAYLIGHT	CLOUDY	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902444049	B1503491	5/12/2015	1428	2	1	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	OTHER - EXPLAIN IN NARRATIVE
902445508	B1503583	5/14/2015	1550	3	0	0	0	0	2110 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902445228	B1503579	5/14/2015	1405	2	0	0	0	0	757 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902445576	B1503582	5/14/2015	1525	2	0	0	0	0	F Division Rd & Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902446408	B1503625	5/15/2015	2225	2	0	1	0	0	Commerce Dr & N State Rd 1	DARK (NOT LIGHTED)	DRY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902445896	B1503611	5/15/2015	1533	2	0	0	0	0	F Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902448474	W152635	5/20/2015	0915	1	0	0	0	0	11318 N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER ILLNESS	RAN OFF ROAD
902448473	W152633	5/20/2015	0720	2	0	0	0	0	5960 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902450779	W152744	5/25/2015	1425	1	0	0	1	0	7200 N State Rd 1	DAYLIGHT	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902451679	B1504050	5/26/2015	1821	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902453780	B1504135	5/28/2015	1653	2	0	0	0	0	550 MAIN ST	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902453781	B1504157	5/29/2015	1639	2	0	0	0	0	N Main St & Water St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902456362	B1504360	6/3/2015	1655	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902457521	B1504435	6/5/2015	1411	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902459871	B1504523	6/8/2015	1649	3	0	0	0	0	E 1200 N & N State Rd 1	DAYLIGHT	CLOUDY	DRY	LEFT OF CENTER	SAME DIRECTION SIDESWIPE
902461198	B1504591	6/11/2015	0544	1	0	0	0	0	258 N Main St	DAWN/DUSK	CLEAR	DRY	TRAFFIC CONTROL INOPERATIVE/MISSING/OBSC	OTHER - EXPLAIN IN NARRATIVE
902464934	B1504686	6/13/2015	2211	1	0	0	0	0	Monroe St & N State Rd 1	DARK (LIGHTED)	RAIN	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	COLLISION WITH OBJECT IN ROAD
902463434	B1504741	6/15/2015	1529	2	0	0	0	0	615 MAIN ST	DAYLIGHT	RAIN	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
902465506	W153157	6/18/2015	1718	2	0	0	0	0	E 350 N & N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902466100	W153242	6/19/2015	1100	3	0	0	0	0	11505 N State Rd 1	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	REAR END
902466788	B1504932	6/21/2015	1051	2	0	0	0	0	1500 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902468880	B1504979	6/22/2015	1402	2	1	0	0	0	749 Main St	DAYLIGHT	CLOUDY	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902469223	B1505049	6/24/2015	1329	2	0	0	0	0	Lamar St & Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902469827	B1505092	6/25/2015	1714	2	0	0	0	0	604 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902472260	B1505191	6/29/2015	0713	1	0	0	0	0	615 Main St	DAWN/DUSK	RAIN	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
902474579	B1505303	7/2/2015	1815	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT TURN
902476389	B1505450	7/7/2015	1647	2	0	0	0	0	2015 N State Rd 1	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902477922	W153682	7/9/2015	0710	2	0	0	0	0	E 400 N & N State Rd 1	DAYLIGHT	RAIN	WET	IMPROPER TURNING	SAME DIRECTION SIDESWIPE
902481995	W153787	7/13/2015	2256	1	0	0	0	0	4284 N State Rd 1	DARK (NOT LIGHTED)	RAIN	WATER (STANDING OR MOVING)	ROADWAY SURFACE CONDITION	NON-COLLISION
902481264	IN090020015018	7/13/2015	1012	1	0	0	0	0	806 N Jefferson St	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902484314	W153860	7/17/2015	1830	1	0	0	0	0	11250 N STATE RD 1	DAYLIGHT	CLEAR	DRY	TIRE FAILURE OR DEFECTIVE	NON-COLLISION
902488185	B1505964	7/24/2015	1338	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902489214	W154055	7/25/2015	2344	1	0	0	0	0	11231 N STATE RD 1	DARK (NOT LIGHTED)	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902490835	IN090020015019	7/29/2015	1336	2	0	0	0	0	226 S JEFFERSON ST	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902494007	B1506319	8/3/2015	1954	3	0	2	0	0	Capri Ct & Main St	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	SAME DIRECTION SIDESWIPE
902495225	W154294	8/5/2015	1625	2	0	0	0	0	10096 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902497285	B1506447	8/7/2015	1430	2	0	1	0	0	F Division Rd & Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902496680	201500238295	8/8/2015	1420	3	0	0	0	0	Heyerly Dr & N Jefferson St	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	RIGHT ANGLE
902498969	B1506592	8/12/2015	1027	2	0	1	0	0	1146 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RIGHT ANGLE
902500713	B1506690	8/15/2015	0830	2	0	0	0	0	532 Main St	DAWN/DUSK	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902502647	B1506785	8/18/2015	1544	2	0	1	0	0	Jackson St (BLUFFTON) & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902503192	W154559	8/19/2015	1306	2	0	0	0	0	5970 N State Rd 1	DAYLIGHT	CLOUDY	DRY	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE

902502785	W154554	8/19/2015	0645	1	0	1	0	0	6211 N State Rd 1	DAWN/DUSK	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902504772	B1506888	8/21/2015	1552	2	0	0	0	0	615 Main St	DAYLIGHT	CLEAR	ICE	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902504330	IN090020015020	8/21/2015	1223	2	0	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR TO REAR
902505572	B1506937	8/23/2015	1020	1	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	OTHER - EXPLAIN IN NARRATIVE
902514118	B1507273	9/3/2015	0853	2	0	0	0	0	1988 N State Rd 1	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	LEFT TURN
902514267	B1507277	9/3/2015	1140	2	1	1	0	0	E Dustman Rd & MAIN ST	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902518154	IN090020015023	10/9/2015	0924	2	0	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902518823	B1507513	9/11/2015	0823	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902520394	B1507567	9/13/2015	1215	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902526090	B1507686	9/18/2015	1639	2	0	1	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902524758	W155301	9/20/2015	1319	2	0	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902525055	IN090020015024	9/21/2015	1618	2	0	0	0	0	750 S Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902525960	B1507828	9/22/2015	1618	2	0	1	0	0	685 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902525917	W155351	9/22/2015	1006	3	1	0	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902528255	B1508029	9/26/2015	2242	1	0	0	0	0	2811 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902529346	B1508087	9/28/2015	2024	2	0	0	0	0	E Division Rd & Main St	DARK (LIGHTED)	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902532260	W155611	10/2/2015	1440	2	0	1	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT/RIGHT TURN
902533675	W155662	10/5/2015	0650	1	0	0	0	1	2811 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER
902534771	W155727	10/7/2015	1610	2	0	0	0	0	3210 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902535936	B1508385	10/9/2015	1653	2	0	0	0	0	2138 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902545778	W156104	10/21/2015	2330	1	0	0	0	1	E 300 N & N STATE RD 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902545779	W156110	10/22/2015	1800	1	0	0	0	1	E 350 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER
902545265	W156158	10/23/2015	2034	1	0	0	0	1	E 1100 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902545780	W156164	10/23/2015	2300	1	0	0	0	1	E 1100 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902545464	B1508775	10/25/2015	0930	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902549978	B1508866	10/29/2015	1335	2	0	2	0	0	969 Main St	DAYLIGHT	CLOUDY	DRY	SAME DIRECTION SIDESWIPE	
902555063	IN090020015027	10/30/2015	2118	1	0	0	0	1	8478 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902551929	B1508985	11/2/2015	1212	2	0	0	0	0	1935 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902552089	W156359	11/2/2015	1008	3	1	2	0	0	E 350 N & N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902552878	B1508999	11/3/2015	0204	1	0	0	0	0	1250 Main St	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902553964	B1509004	11/3/2015	1301	2	0	1	0	0	588 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902556099	B1509104	11/6/2015	2010	1	0	1	0	1	1853 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902556778	W156493	11/7/2015	1835	1	0	0	0	1	E 500 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902556814	B1509127	11/7/2015	2220	2	0	0	0	0	E Division Rd & Main St	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902562666	B1509317	11/14/2015	1246	2	0	0	0	0	N State Rd 1 & Walmart Access	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902564397	B1509353	11/16/2015	0754	2	0	0	0	0	2050 N State Rd 1	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR TO REAR
902563536	W156664	11/16/2015	0330	1	0	0	0	1	E 350 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902565384	B1509391	11/17/2015	1430	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902566024	B1509430	11/18/2015	1941	3	0	1	0	0	714 MAIN ST	DARK (LIGHTED)	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902565618	B1509415	11/18/2015	1300	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902568439	B1509521	11/21/2015	1450	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	SNOW	SNOW/SLUSH	FOLLOWING TOO CLOSELY	REAR END
902588358	IN090020015030	11/25/2015	1453	2	0	0	0	0	752 S Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902573007	W156930	11/28/2015	1741	1	0	0	0	1	N State Rd 1 & E US Hwy 224	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902576913	IN090020015031	12/3/2015	1538	2	0	3	0	0	750 S Jefferson St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902577102	B1509914	12/3/2015	0658	2	0	0	0	0	Monroe St & N State Rd 1	DAWN/DUSK	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902577531	IN090020015032	12/4/2015	1620	3	0	0	0	0	226 S JEFFERSON ST	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902578173	B1509969	12/5/2015	1135	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902578036	B1509976	12/5/2015	1817	2	0	0	0	0	E Dustman Rd & MAIN ST	DARK (LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902588225	B1510217	12/14/2015	1252	2	0	0	0	0	2050 N State Rd 1	DAYLIGHT	RAIN	WET	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902588354	IN090020015035	12/14/2015	0639	2	0	1	0	0	E 900 N & S Jefferson St	DARK (LIGHTED)	RAIN	WET	FOLLOWING TOO CLOSELY	SAME DIRECTION SIDESWIPE
902592669	B1510318	12/18/2015	1310	2	0	0	0	0	Charles Deam Ct & Main St	DAYLIGHT	CLOUDY	DRY	CELL PHONE USAGE	REAR END
902595101	B1510358	12/20/2015	1216	2	0	0	0	0	Capri Ct & Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RIGHT TURN
902597776	B1510437	12/23/2015	2226	2	0	0	0	0	654 Main St	DARK (LIGHTED)	CLEAR	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	LEFT TURN
902603440	B1510479	12/26/2015	1125	2	0	0	0	0	1687 N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902613996	IN090020016003	1/6/2016	1835	2	0	0	0	0	175 S Jefferson St	DARK (LIGHTED)	CLOUDY	DRY	STEERING FAILURE	SAME DIRECTION SIDESWIPE
902615160	IN090020016002	1/6/2016	1254	3	2	2	1	0	8503 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
902615259	B1600141	1/6/2016	1850	2	0	0	0	0	Jackson St (BLUFFTON) & N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	SAME DIRECTION SIDESWIPE
902621157	IN090020016004	1/11/2016	1550	2	0	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLOUDY	DRY	IMPROPER TURNING	SAME DIRECTION SIDESWIPE
902621484	201600012326	1/12/2016	1730	2	0	0	0	0	5936 N State Rd 1	DAWN/DUSK	SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	OPPOSITE DIRECTION SIDESWIPE
902631418	B1600482	1/19/2016	1840	1	0	0	0	1	1192 Main St	DARK (LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902631980	B1600477	1/19/2016	1450	2	0	0	0	0	N Main St & Water St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902649585	B1600943	2/4/2016	1642	2	0	0	0	0	746 Main St	DAYLIGHT	CLOUDY	DRY	VIEW OBSTRUCTED	SAME DIRECTION SIDESWIPE
902650770	IN090020016008	2/11/2016	1405	2	0	0	0	0	N State Rd 1 & Wood Creek Dr	DAYLIGHT	CLOUDY	DRY	UNSAFE SPEED	REAR END
902653376	W160911	2/15/2016	1752	2	0	2	0	0	6040 N State Rd 1	DAWN/DUSK	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902655375	W160931	2/17/2016	0145	3	0	0	0	0	11545 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	WET	TIRE FAILURE OR DEFECTIVE	OTHER - EXPLAIN IN NARRATIVE
902656445	W160998	2/20/2016	0210	1	0	0	0	1	3687 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902660647	IN090020016009	2/26/2016	1523	2	0	0	0	0	N Jefferson St & W Roe St	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902664372	B1601614	3/2/2016	1540	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902666571	B1601747	3/7/2016	1240	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902666961	B1601789	3/8/2016	1654	2	1	1	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	LEFT/RIGHT TURN
902668850	IN090020016010	3/10/2016	1445	1	0	1	0	0	175 S Jefferson St	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	RAN OFF ROAD
902669808	B1601940	3/14/2016	1253	2	1	4	0	0	N State Rd 1 & Walmart Access	DAYLIGHT	RAIN	WET	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902670826	W161449	3/15/2016	0647	2	0	1	0	0	6212 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902671759	IN090020016011	3/17/2016	1209	3	0	0	0	0	151 S Jefferson St	DAYLIGHT	CLEAR	DRY	DRIVER ASLEEP OR FATIGUED	SAME DIRECTION SIDESWIPE
902676888	IN090020016012	3/24/2016	2018	2	0	0	0	0	N Jefferson St & W Roe St	DARK (LIGHTED)	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902675381	B1602271	3/25/2016	0959	2	0	0	0	0	493 Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902682185	B1602561	4/5/2016	1420	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902684652	IN090020016013	4/5/2016	0618	2	0	0	0	0	Industrial Pkwy & N State Rd 1	DARK (LIGHTED)	CLOUDY	WET	FAILURE TO YIELD RIGHT OF WAY	REAR END
902682452	B1602620	4/7/2016	1621	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
902684674	W162003	4/9/2016	0625	2	0	0	0	0	7471 N State Rd 1	DAWN/DUSK	SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902684095	B1602731	4/11/2016	0904	2	0	0	0	0	Lamar St & Main St	DAYLIGHT	RAIN	WET	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE



902686925	W162132	4/15/2016	0145	1	0	0	0	0	0	11176 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	RAN OFF ROAD
902689725	B1602973	4/19/2016	1702	2	0	0	0	0	0	680 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902695656	B1603261	4/29/2016	1715	2	0	0	0	0	0	522 Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902699925	IN090020016014	5/4/2016	1253	2	0	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902699161	B1603444	5/5/2016	1350	2	0	0	0	0	0	588 Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902699755	W162633	5/6/2016	2316	1	0	0	0	0	1	E 350 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902703109	IN090020016015	5/12/2016	0727	2	0	0	0	0	0	338 S Jefferson St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
902703227	W162744	5/12/2016	0605	1	0	0	0	0	0	11772 N State Rd 1	DAYLIGHT	RAIN	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902702769	W162737	5/12/2016	0632	2	0	0	0	0	0	N State Rd 1 && E US Hwy 224	DAWN/DUSK	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	RIGHT ANGLE
902704563	W162801	5/15/2016	2134	1	1	0	0	0	1	N State Rd 1 && E US Hwy 224	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902705989	B1603813	5/17/2016	1717	2	0	1	0	0	0	Charles Deam Ct && Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902707982	W162912	5/20/2016	1445	2	0	0	0	0	0	7697 N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902708087	B1603962	5/21/2016	1318	2	0	0	0	0	0	Capri Ct && Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902708169	201600147075	5/21/2016	1830	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902711523	B1604178	5/26/2016	1255	3	0	1	0	0	0	Capri Ct && Main St	DAYLIGHT	CLOUDY	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902711457	B1604166	5/26/2016	0035	1	0	0	0	0	0	N Main St && Water St	DARK (LIGHTED)	CLEAR	DRY	IMPROPER TURNING	RAN OFF ROAD
902713659	B1604358	5/31/2016	1225	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902716199	B1604473	6/3/2016	2132	2	0	1	0	0	0	Oak Forest Dr && N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902719431	B1604647	6/9/2016	1237	2	0	0	0	0	0	1024 Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902720681	B1604687	6/10/2016	1738	3	0	2	0	0	0	746 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902722600	B1604813	6/14/2016	2215	2	0	1	0	0	0	Capri Ct && Main St	DARK (LIGHTED)	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	LEFT TURN
902726092	W163522	6/17/2016	1317	2	0	1	0	0	0	5125 N State Rd 1	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902724699	W163529	6/17/2016	1805	2	0	0	0	0	0	7049 N State Rd 1	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
902728005	W163632	6/23/2016	1924	2	0	0	0	0	0	4000 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902727546	B1605082	6/23/2016	0926	2	0	0	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	CLOUDY	DRY	UNSAFE BACKING	BACKING CRASH
902734182	W163848	7/5/2016	0727	2	0	0	0	0	0	E 800 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902736880	IN090020016018	7/9/2016	2153	2	0	2	0	0	0	328 S Jefferson St	DARK (LIGHTED)	CLEAR	DRY	DRIVER ASLEEP OR FATIGUED	HEAD ON BETWEEN TWO MOTOR VEHICL
902740061	B1605703	7/14/2016	1142	1	0	0	0	0	0	707 Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	SAME DIRECTION SIDESWIPE
902746259	W164200	7/21/2016	1735	2	0	0	0	0	0	3967 N State Rd 1	DAWN/DUSK	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902745104	B1605946	7/22/2016	1610	2	0	0	0	0	0	2050 N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902744346	IN090020016019	7/22/2016	0949	2	0	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902747302	B1606116	7/27/2016	1204	4	0	1	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902747283	B1606112	7/27/2016	0924	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
902750559	B1606253	7/30/2016	1800	1	0	0	0	0	0	719 Main St	DAYLIGHT	CLEAR	DRY	HOLES/RUTS IN SURFACE	OTHER - EXPLAIN IN NARRATIVE
902753932	B1606431	8/6/2016	0944	2	0	0	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902754684	B1606490	8/8/2016	0923	2	0	1	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	CLEAR	DRY	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
902755736	IN09002002016020	8/10/2016	1715	2	0	0	0	0	0	336 N Jefferson St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902758321	IN090020016021	8/12/2016	1103	2	1	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	REAR END
902758633	IN090020016022	8/13/2016	2013	2	0	0	0	0	0	E 1000 N && N Jefferson St	DAWN/DUSK	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902766194	IN090020016024	8/26/2016	1535	3	0	0	0	0	0	S Jefferson St && W Young St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902771405	B1607179	9/1/2016	0717	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902771598	IN090020016026	9/2/2016	1545	3	1	1	0	0	0	8693 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902772492	W165153	9/6/2016	1452	2	0	0	0	0	0	11045 N State Rd 1	DAYLIGHT	CLEAR	DRY	OVERCORRECTING/OVERSTEERING	SAME DIRECTION SIDESWIPE
902772961	IN090020016027	9/7/2016	1540	2	0	4	0	0	0	N Jefferson St && Maplewood	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902778464	B1607643	9/16/2016	1300	2	0	0	0	0	0	Capri Ct && Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902780290	W165423	9/20/2016	0629	1	0	0	0	1	4492 N State Rd 1	DARK (NOT LIGHTED)	DRY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902781186	B1607794	9/21/2016	0820	2	0	0	0	0	0	E DUSTMAN RD && MAIN ST	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902782404	IN090020016028	9/22/2016	1800	2	0	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902785229	IN090020016029	9/23/2016	0710	2	0	0	0	0	0	N Jefferson St && Maplewood	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902783764	W165549	9/25/2016	1509	2	0	0	0	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	REAR END
902785462	B1608003	9/27/2016	0627	2	0	1	0	0	0	Jackson St (BLUFFTON) && N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	VIEW OBSTRUCTED	HEAD ON BETWEEN TWO MOTOR VEHICL
902786033	B1608043	9/28/2016	1655	2	0	0	0	0	0	519 Main St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902785800	B1608034	9/28/2016	1101	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902786708	B1608067	9/29/2016	1550	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902787860	B1608160	10/1/2016	2010	2	0	0	0	0	0	2026 N State Rd 1	DARK (LIGHTED)	RAIN	WET	DISREGARD SIGNAL/REG SIGN	OTHER - EXPLAIN IN NARRATIVE
902789661	W165732	10/4/2016	1444	2	0	0	0	0	0	E 500 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902789141	IN090020016031	10/4/2016	0945	2	0	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902790058	W165758	10/5/2016	1950	1	0	0	0	1	3967 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902793455	B1698461	10/10/2016	1400	2	0	1	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902794248	W165908	10/12/2016	1302	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902794483	B1608259	10/12/2016	1607	2	0	0	0	0	0	Main St && Northwood Dr	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	REAR END
902796268	B1608636	10/15/2016	1445	2	0	0	0	0	0	N State Rd 1 && Walmart Access	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	OPPOSITE DIRECTION SIDESWIPE
902796662	B1608671	10/16/2016	1356	2	0	0	0	0	0	742 Main St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902797823	B1608701	10/17/2016	1401	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902797092	W166005	10/17/2016	2000	1	0	1	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902801141	W166113	10/22/2016	1348	1	0	0	0	1	3112 N State Rd 1	DAYLIGHT	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902801618	W166121	10/22/2016	2008	1	0	0	0	1	8023 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902801990	IN090020016033	10/24/2016	0736	2	0	0	0	0	0	Industrial Pkwy && N State Rd 1	DAWN/DUSK	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902805833	B1609073	10/28/2016	2046	1	0	0	0	0	0	1146 Main St	DARK (LIGHTED)	CLEAR	DRY	OTHER (VEHICLE) - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
902805587	W166255	10/29/2016	0749	1	0	0	0	1	3523 N State Rd 1	DAWN/DUSK	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902810119	B1609298	11/4/2016	1629	2	0	0	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902811190	B1609329	11/5/2016	1620	2	0	1	0	0	0	522 Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	RIGHT ANGLE
902810760	B1609340	11/5/2016	2126	2	0	1	0	0	0	E 250 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902815102	B1609538	11/11/2016	1522	3	0	1	0	0	0	525 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902819207	B1609728	11/17/2016	0651	2	0	0	0	0	0	606 Main St	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902822060	201600329009	11/21/2016	1915	2	0	0	0	0	0	7296 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	UNSAFE SPEED	REAR END
902823721	B1609950	11/23/2016	1818	2	0	0	0	0	0	1905 N State Rd 1	DARK (LIGHTED)	RAIN	WET	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902822971	IN090020016035	11/23/2016	0743	1	0	0	0	1	8693 N State Rd 1	DAWN/DUSK	RAIN	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902824384	IN090020016036	11/23/2016	2015	1	0	1	0	0	0	E Dyar Rd && N State Rd 1	DARK (NOT LIGHTED)	RAIN	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902843854	IN090020016037	11/28/2016	1528	2	0	0	0	0	0	S Jefferson St && W Young St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902831545	0161533	11/30/2016	2115	1	0	0	0	0	0	N Jefferson St && Maplewood	DARK (NOT LIGHTED)	CLEAR	WET	PEDESTRIAN ACTION	COLLISION WITH OBJECT IN ROAD

902830791	B1610382	12/5/2016	1810	2	0	1	0	0	E Division Rd && Main St	DAWN/DUSK	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902831919	B1610439	12/7/2016	1125	2	0	0	0	0	1047 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT TURN
902837114	W167274	12/13/2016	2250	1	0	0	0	1	522 Main St	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902838663	IN09002016038	12/15/2016	1525	2	0	0	0	0	S Jefferson St && E Lavefer St	DAYLIGHT	CLEAR	ICE	BRAKE FAILURE OR DEFECTIVE	REAR END
902839533	IN09002016039	12/16/2016	1613	2	0	0	0	0	Industrial Pkwy && N State Rd 1	DAYLIGHT	CLOUDY	DRY	IMPROPER PASSING	REAR END
902839933	IN09002016040	12/17/2016	0645	2	0	0	0	0	7394 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	ICE	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902845492	W167420	12/21/2016	1950	1	0	0	0	1	5094 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902846006	IN09002016042	12/23/2016	1632	2	0	0	0	0	E 1000 N && N Jefferson St	DAYLIGHT	CLOUDY	WET	IMPROPER TURNING	LEFT/RIGHT TURN
902847480	B1610987	12/28/2016	1322	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902849521	B1611036	12/30/2016	0658	2	0	0	0	0	887 Main St	DAWN/DUSK	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902849661	W167588	12/30/2016	1727	1	0	0	0	0	E 400 N && N State Rd 1	DAYLIGHT	CLEAR	DRY	BRAKE FAILURE OR DEFECTIVE	OTHER - EXPLAIN IN NARRATIVE
902848993	W167599	12/31/2016	0851	1	0	0	0	0	6649 N State Rd 1	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902849695	B1700041	1/2/2017	1844	2	0	0	0	0	Capri Ct && Main St	DARK (LIGHTED)	CLEAR	DRY	OTHER TELEMATICS IN USE	REAR END
902851541	IN09002017002	1/5/2017	1248	2	0	0	0	0	506 S Jefferson St	DAYLIGHT	CLOUDY	SNOW/SLUSH	ROADWAY SURFACE CONDITION	LEFT/RIGHT TURN
902855680	B1700277	1/11/2017	1746	2	0	0	0	0	2025 N State Rd 1	DARK (LIGHTED)	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
902855766	W170212	1/11/2017	0605	1	0	0	0	0	3823 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
902856091	B1700297	1/12/2017	1318	2	0	0	0	0	263 N Main St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902856266	B1700304	1/12/2017	1532	2	0	0	0	0	274 N Main St	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902856880	B1700342	1/13/2017	1725	3	0	2	0	0	Jackson St (BLUFFTON) && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902862119	B1700712	1/24/2017	1720	2	0	0	0	0	746 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902861963	IN09002017004	1/24/2017	1630	2	0	0	0	0	E Craig St && N Jefferson St	DAWN/DUSK	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902865381	IN09002017003	1/24/2017	1453	2	0	1	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902862350	W170541	1/25/2017	1100	2	0	0	0	0	E 900 N && S Jefferson St	DAYLIGHT	CLOUDY	DRY	OTHER (VEHICLE) - EXPLAIN IN NARRATIVE	COLLISION WITH OBJECT IN ROAD
902863361	B1700821	1/27/2017	0715	1	0	0	0	0	5054 N State Rd 1	DARK (NOT LIGHTED)	SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	NON-COLLISION
902868522	B1701072	2/4/2017	0959	2	0	0	0	0	745 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902869039	W170774	2/5/2017	2350	2	0	0	0	0	E 500 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	LEFT OF CENTER	HEAD ON BETWEEN TWO MOTOR VEHICL
902871105	W170835	2/8/2017	1900	1	0	0	0	0	E 400 N && N State Rd 1	DARK (NOT LIGHTED)	SNOW	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902871491	W170860	2/9/2017	1234	2	0	0	0	0	5474 N State Rd 1	DAYLIGHT	CLEAR	SNOW/SLUSH	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
902873627	B1701348	2/13/2017	1744	2	0	1	0	0	941 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902875200	B1701462	2/16/2017	1720	2	0	1	0	0	768 Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902875959	B1701509	2/17/2017	1950	1	0	0	0	0	2395 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	IMPROPER TURNING	OTHER - EXPLAIN IN NARRATIVE
902876929	B1701586	2/20/2017	1128	2	0	1	0	0	Capri Ct && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902877828	W171150	2/21/2017	2045	2	0	0	0	0	213 S Jefferson St	DARK (LIGHTED)	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
902879407	B1701768	2/24/2017	1510	2	0	0	0	0	613 Main St	DAYLIGHT	RAIN	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902879318	B1701779	2/24/2017	1750	2	0	1	0	0	E Division Rd && Main St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902881936	B1701887	2/28/2017	1445	1	0	1	0	0	Monroe St && N State Rd 1	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902882263	IN09002017006	2/28/2017	1535	1	0	0	0	0	N State Rd 1 && Wood Creek Dr	DAYLIGHT	CLOUDY	DRY	UNSAFE SPEED	RAN OFF ROAD
902882643	B1701990	3/3/2017	0129	1	0	0	0	0	860 Main St	DARK (LIGHTED)	CLEAR	DRY	VIEW OBSTRUCTED	RAN OFF ROAD
902885856	B1702157	3/8/2017	1607	3	0	2	0	0	768 Main St	DAYLIGHT	SEVERE CROSS WIND	DRY	FOLLOWING TOO CLOSELY	REAR END
902886202	IN09002017007	3/8/2017	1423	2	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLOUDY	DRY	UNSAFE BACKING	BACKING CRASH
902887155	B1702186	3/9/2017	1310	2	0	0	0	0	524 Main St	DAYLIGHT	CLEAR	DRY	LOOSE MATERIAL ON ROAD	FOLLOWING TOO CLOSELY
902888262	W171582	3/13/2017	1502	1	0	0	0	0	8633 N State Rd 1	DAYLIGHT	SNOW	WET	DRIVER ASLEEP OR FATIGUED	RAN OFF ROAD
902889209	B1702316	3/14/2017	1754	2	0	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902892536	B1702497	3/20/2017	1700	2	0	0	0	0	627 Main St	DAYLIGHT	RAIN	WET	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902892479	IN09002017008	3/20/2017	1802	3	0	0	0	0	S Jefferson St && W Young St	DAYLIGHT	CLOUDY	WET	DRIVER ASLEEP OR FATIGUED	SAME DIRECTION SIDESWIPE
902894530	B1702623	3/23/2017	1020	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902895432	W171865	3/26/2017	1407	3	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902897582	B1702846	3/30/2017	1256	2	0	0	0	0	529 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902897782	B1702865	3/30/2017	2136	1	0	1	0	0	E Dustman Rd && Main St	DARK (LIGHTED)	RAIN	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902898989	B1702951	4/2/2017	1801	2	0	1	0	0	Capri Ct && Main St	DAYLIGHT	CLEAR	DRY	DRIVER ILLNESS	REAR END
902899275	B1702974	4/3/2017	1005	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	WET	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
902900028	W172065	4/4/2017	1513	2	0	0	0	0	6079 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902900506	B1703036	4/5/2017	0929	3	0	2	0	0	524 Main St	DAYLIGHT	RAIN	WET	CELL PHONE USAGE	REAR END
902902529	B1703173	4/9/2017	1005	2	0	0	0	0	2105 N State Rd 1	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902907783	W172367	4/18/2017	1109	2	1	0	0	0	11658 N State Rd 1	DAYLIGHT	CLEAR	DRY	TOW HITCH FAILURE	COLLISION WITH OBJECT IN ROAD
902910194	B1703566	4/21/2017	1511	2	0	0	0	0	745 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902910729	B1703568	4/21/2017	1505	1	0	0	0	0	914 Main St	DAYLIGHT	CLOUDY	DRY	OTHER (ENVIRONMENTAL) - EXPLAIN IN NARR	RAN OFF ROAD
902910204	B1703565	4/21/2017	1505	2	0	0	0	0	Lamar St && Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902910250	IN09002017013	4/21/2017	1916	2	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902912244	B1703693	4/25/2017	1709	2	0	0	0	0	2025 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902916986	201700135753	5/3/2017	1713	2	0	0	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902918611	B1703983	5/5/2017	1506	3	0	0	0	0	1966 N State Rd 1	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
902917931	W172766	5/5/2017	0735	2	0	0	0	0	6039 N State Rd 1	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
902918725	IN09002017015	5/5/2017	1923	3	0	0	0	0	S Jefferson St && E Lavefer St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902920048	W172860	5/8/2017	2130	1	0	0	0	1	3720 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902920087	W172861	5/8/2017	2203	1	0	0	0	1	5240 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902921148	IN09002017016	5/8/2017	1450	3	0	0	0	0	N State Rd 1 && Wood Creek Dr	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902921667	B1704118	5/10/2017	1300	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902922879	W172944	5/12/2017	2127	1	0	0	0	1	8279 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902924427	IN09002017017	5/15/2017	1624	2	0	0	0	0	E 900 N && S Jefferson St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902927422	B1704475	5/19/2017	1411	3	0	0	0	0	613 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902928922	B1704612	5/22/2017	1704	2	0	0	0	0	2378 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902930816	B1704686	5/25/2017	1315	2	0	0	0	0	524 Main St	DAYLIGHT	RAIN	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902931978	W173309	5/27/2017	1034	2	0	0	0	0	E 500 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	IMPROPER TURNING	RIGHT ANGLE
902933150	B1704779	5/29/2017	1455	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902933696	B1704822	5/30/2017	0806	2	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
902935537	IN09002017018	6/1/2017	2037	2	0	1	0	0	F 700 N && N State Rd 1	DAYLIGHT	CLEAR	DRY	ROADWAY SURFACE CONDITION	OTHER - EXPLAIN IN NARRATIVE
902936304	IN09002017019	6/3/2017	1422	2	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902937999	B1705042	6/5/2017	1208	3	1	0	0	0	409 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902940306	IN09002017020	6/9/2017	0915	2	0	0	0	0	E Craig St && N Jefferson St	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902944634	W173830	6/16/2017	0030	2	0	1	0	0	10130 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	IMPROPER PASSING	HEAD ON BETWEEN TWO MOTOR VEHICL

902945100	B1705392	6/16/2017	1658	2	0	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
902944828	IN09002017022	6/16/2017	1122	2	0	0	0	0	0	S Jefferson St & E Lavefer St	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902949908	B1705657	6/24/2017	2245	2	0	0	0	0	0	2105 N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902949952	W174004	6/24/2017	0609	1	0	1	0	0	1	3300 N State Rd 1	DAWN/DUSK	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902951684	B1705747	6/27/2017	1654	2	1	0	0	0	0	984 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902952225	W174109	6/28/2017	1713	1	0	1	0	0	0	4909 N State Rd 1	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902955172	W174234	7/4/2017	1158	2	0	0	0	1	3306 N State Rd 1	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902957464	B1705995	7/5/2017	1545	2	0	2	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902955769	B1705992	7/5/2017	1335	2	0	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RIGHT ANGLE
902961672	W174469	7/14/2017	2305	1	0	0	0	1	3609 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
902961841	201700219354	7/15/2017	1500	2	0	0	0	0	0	Main St & Sewage Plant Dr	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	RAN OFF ROAD
902963348	B1706464	7/18/2017	1132	4	0	0	0	0	0	N Main St & Water St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902965530	B1706639	7/22/2017	1120	2	0	0	0	0	0	617 Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RIGHT ANGLE
902965780	B1706634	7/22/2017	0521	1	0	0	0	0	0	3891 N State Rd 1	DARK (LIGHTED)	CLEAR	WET	DRIVER ASLEEP OR FATIGUED	RAN OFF ROAD
902966134	B1706682	7/23/2017	1659	1	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902967717	B1706742	7/25/2017	1247	4	0	1	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902968766	B1706826	7/27/2017	1917	1	0	0	0	0	0	Main St & N Sutton Circle Dr	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	OTHER - EXPLAIN IN NARRATIVE
902972311	B1707003	8/2/2017	0140	1	0	0	0	0	0	7953 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902976398	B1707279	8/10/2017	0955	2	0	0	0	0	0	1966 N State Rd 1	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
902976514	IN090020017028	8/10/2017	1020	1	0	0	0	0	0	N State Rd 1 & Wood Creek Dr	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902977780	IN090020017029	8/13/2017	0240	3	0	0	0	0	0	412 S Jefferson St	DARK (LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	SAME DIRECTION SIDESWIPE
902979958	B1707418	8/15/2017	0745	2	0	0	0	0	0	2019 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902979148	IN090020017030	8/15/2017	0741	2	1	0	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902980141	B1707473	8/16/2017	0431	2	0	0	0	0	0	2019 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902982465	B1707577	8/20/2017	1219	2	0	0	0	0	0	749 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902984115	B1707672	8/23/2017	1352	2	0	0	0	0	0	Commerce Dr & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902984952	B1707708	8/24/2017	1542	2	0	1	0	0	0	1935 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902986379	W175382	8/26/2017	1255	2	0	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902987577	B1707871	8/29/2017	0627	1	0	0	0	0	0	Jackson St (BLUFFTON) & N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
902992873	B1708221	9/7/2017	1255	2	0	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902993638	B1708266	9/8/2017	1630	1	0	1	0	0	0	545 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
902993663	B1708269	9/8/2017	1700	2	0	0	0	0	0	628 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	HEAD ON BETWEEN TWO MOTOR VEHICL
902995400	B1708365	9/11/2017	1430	2	0	0	0	0	0	Capri Ct & Main St	DAYLIGHT	CLEAR	DRY	DRIVER ILLNESS	REAR END
902995921	B1708409	9/12/2017	1710	2	0	0	0	0	0	469 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	RAN OFF ROAD
902998695	W175814	9/14/2017	0246	1	0	1	0	0	0	3306 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
903002256	B1708748	9/22/2017	1615	3	0	0	0	0	0	2037 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903002521	B1708765	9/22/2017	2313	1	1	0	0	0	0	N Main St & Water St	DARK (LIGHTED)	CLEAR	DRY	IMPROPER TURNING	OTHER - EXPLAIN IN NARRATIVE
903004037	B1708906	9/26/2017	1210	2	0	0	0	0	0	2123 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903006701	B1709026	9/29/2017	1220	2	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903008729	IN090020017037	10/3/2017	0938	2	0	0	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
903009354	201700311155	10/3/2017	1836	1	0	1	0	0	0	E 400 N & N State Rd 1	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903009510	IN090020017038	10/4/2017	1541	2	0	0	0	0	0	Bittersweet Ln & N Jefferson St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903039370	IN090020017040	10/9/2017	1535	2	0	0	0	0	0	S Jefferson St & E Lavefer St	DAYLIGHT	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
903014031	W176465	10/11/2017	0722	2	0	0	0	0	0	4361 N State Rd 1	DARK (NOT LIGHTED)	RAIN	WET	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
903014911	B1709491	10/12/2017	1939	2	0	0	0	0	0	E Dustman Rd & Main St	DARK (LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903015285	IN090020017041	10/13/2017	1319	2	0	0	0	0	0	10430 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903017416	B1709630	10/16/2017	1519	2	0	1	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903017197	B1709635	10/16/2017	1758	2	0	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903019069	B1709674	10/17/2017	2000	1	0	0	0	1	2951 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
903019310	W176653	10/19/2017	0725	2	0	0	0	0	0	E 900 N & S Jefferson St	DARK (NOT LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903020973	IN090020017042	10/21/2017	1921	2	0	0	0	0	0	E 500 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903022215	B1709882	10/23/2017	1605	2	1	0	0	0	0	2609 N State Rd 1	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
903022221	B1709883	10/23/2017	1610	2	0	0	0	0	0	2811 N State Rd 1	DAYLIGHT	RAIN	WET	ROADWAY SURFACE CONDITION	REAR END
903023896	B1709943	10/25/2017	1524	2	0	0	0	0	0	745 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	LEFT TURN
903025056	201700334064	10/27/2017	0653	2	0	1	0	0	0	E 1200 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903028463	B1710141	11/1/2017	0959	2	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	HEAD ON BETWEEN TWO MOTOR VEHICL
903030705	B1710213	11/3/2017	1714	2	0	0	0	0	0	2143 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903030131	B1710204	11/3/2017	1205	2	0	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
903033202	B1710334	11/7/2017	1240	2	0	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903033466	W177109	11/8/2017	0644	1	0	0	0	1	3749 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
903034649	W177144	11/9/2017	1830	1	0	0	0	0	1	3609 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903035359	B1710461	11/10/2017	2142	2	0	0	0	0	0	Capri Ct & Main St	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903035357	B1710453	11/10/2017	1656	2	0	0	0	0	0	N Main St & Water St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903037822	IN090020017044	11/14/2017	1050	2	0	0	0	0	0	E Craig St & N Jefferson St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903038490	B1710587	11/15/2017	1047	2	0	0	0	0	0	1975 N State Rd 1	DAYLIGHT	RAIN	WET	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	RIGHT ANGLE
903039432	B1710586	11/15/2017	1035	2	0	0	0	0	0	1982 N State Rd 1	DAYLIGHT	RAIN	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
903042456	W177380	11/20/2017	1456	2	0	0	0	0	0	11790 N State Rd 1	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	REAR END
903043402	W177413	11/22/2017	0011	1	0	0	0	1	3749 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
903044616	W177445	11/23/2017	1707	2	0	0	0	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903045211	IN090020017045	11/26/2017	0431	3	0	0	0	0	0	356 S Jefferson St	DARK (LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	SAME DIRECTION SIDESWIPE
903045640	W177521	11/27/2017	0655	1	0	0	0	1	E 500 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
903048753	W177611	11/30/2017	1005	2	0	0	0	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
903051535	B1711072	12/1/2017	1315	2	0	0	0	0	0	Capri Ct & Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
903051995	W177748	12/6/2017	0355	1	0	0	0	1	3624 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
903054456	B1711281	12/8/2017	1031	2	0	0	0	0	0	749 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903054771	IN090020017046	12/9/2017	1626	2	0	0	0	0	0	11648 N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	OPPOSITE DIRECTION SIDESWIPE
903056610	B1711363	12/11/2017	0656	3	0	0	0	0	0	860 Main St	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903059856	B1711483	12/15/2017	1702	2	0	2	0	0	0	1372 Main St	DAYLIGHT	CLEAR	DRY	LEFT OF CENTER	OPPOSITE DIRECTION SIDESWIPE
903059833	B1711484	12/15/2017	1750	3	0	0	0	0	0	1811 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903060741	W178009	12/18/2017	0700	1	0	0	0	1	Jackson St (BLUFFTON) & N State Rd 1	DARK (NOT LIGHTED)	RAIN	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER	
903062966	B1711610	12/19/2017	2255	1	0	0	0	0	0	2750 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD

903062176	W178047	12/19/2017	2004	1	0	0	0	1	3609 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903062943	B1711622	12/20/2017	1638	2	0	0	0	0	556 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903064292	B1711678	12/22/2017	1807	2	0	0	0	0	941 Main St	DARK (LIGHTED)	FOG/SMOKE/SMOG	WET	IMPROPER TURNING	RIGHT TURN
903064231	B1711671	12/22/2017	1622	2	0	0	0	0	2105 N State Rd 1	DAYLIGHT	CLOUDY	WET	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903066002	B1711706	12/23/2017	1345	3	0	1	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	SNOW/SLUSH	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
903064437	B1711699	12/23/2017	1028	2	0	0	0	0	N Main St & Water St	DAYLIGHT	SNOW	WET	UNSAFE BACKING	BACKING CRASH
903065770	IN09020017048	12/24/2017	1430	2	0	0	0	0	E 1050 N & N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	FAILURE TO YIELD RIGHT OF WAY	REAR END
903065529	B1711739	12/25/2017	0407	2	0	0	0	0	949 Main St	DARK (LIGHTED)	SNOW	SNOW/SLUSH	ROADWAY SURFACE CONDITION	SAME DIRECTION SIDESWIPE
903065720	W178159	12/25/2017	1230	1	0	0	0	0	Oak Forest Dr & N State Rd 1	DAYLIGHT	CLEAR	SNOW/SLUSH	RAN OFF ROAD RIGHT	RAN OFF ROAD
90306434	B1711758	12/26/2017	1817	2	0	0	0	0	Capri Ct & Main St	DARK (LIGHTED)	CLEAR	SNOW/SLUSH	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903065556	B1711756	12/26/2017	1700	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903072882	W178257	12/30/2017	1834	1	0	0	0	0	E 500 N & N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	ICE	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH OBJECT IN ROAD
903070455	W178273	12/31/2017	2059	2	0	0	0	0	4018 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	SNOW/SLUSH	RAN OFF ROAD RIGHT	SAME DIRECTION SIDESWIPE
903071245	W180028	1/2/2018	07:34 AM	1	0	0	0	1	3749 N State Rd 1	DAWN/DUSK	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903071719	W180033	1/2/2018	03:20 PM	1	0	0	0	0	E 1100 N & N State Rd 1	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903071083	W180026	1/2/2018	06:00 AM	1	0	0	0	1	E 400 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903074009	B180066	1/4/2018	06:57 AM	1	0	0	0	0	N State Rd 1 & Jackson St (BLUFFTON)	DARK (LIGHTED)	BLOWING SAND/SOIL/SNOW	ICE	ROADWAY SURFACE CONDITION	RAN OFF ROAD
903078194	B1800194	1/9/2018	12:38 PM	2	0	1	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	WET	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
903078857	B1800262	1/11/2018	12:25 PM	2	0	0	0	0	1271 Main St	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
903083701	B1800425	1/17/2018	12:39 PM	2	0	0	0	0	617 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	RIGHT TURN
903083817	IN09020018004	1/17/2018	05:39 PM	2	0	2	0	0	Bittersweet Ln & N Jefferson St	DAWN/DUSK	CLEAR	SNOW/SLUSH	OVERCORRECTING/OVERSTEERING	RIGHT ANGLE
903084653	B1800469	1/18/2018	04:10 PM	2	0	1	0	0	886 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903084818	B1800479	1/18/2018	06:48 PM	3	0	0	0	0	2190 N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903084674	W180381	1/18/2018	03:48 PM	3	0	1	0	0	2241 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903084682	B1800471	1/18/2018	04:28 PM	2	0	0	0	0	N Main St & Water St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903085791	B1800523	1/20/2018	12:05 PM	2	0	0	0	0	746 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903086277	IN09020018005	1/20/2018	06:12 PM	2	0	0	0	0	N State Rd 1 & E US Hwy 224	DARK (LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903088995	IN09020018006	1/23/2018	02:45 PM	2	1	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLOUDY	WET	TIRE FAILURE OR DEFECTIVE	OTHER - EXPLAIN IN NARRATIVE
903089900	B1800706	1/26/2018	01:25 PM	2	0	0	0	0	617 Main St	DAYLIGHT	CLEAR	DRY	VIEW OBSTRUCTED	RIGHT ANGLE
903091942	B1800829	1/30/2018	05:13 PM	2	1	0	0	0	613 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
903092412	IN09020018007	1/31/2018	03:55 PM	2	0	0	0	0	Crestview & N State Rd 1	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903093462	B1800915	2/2/2018	12:10 PM	2	0	0	0	0	259 N Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903093801	W180781	2/2/2018	02:45 PM	2	0	1	0	0	E 1100 N & N State Rd 1	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903094032	201800041411	2/4/2018	07:30 AM	2	0	0	0	0	N State Rd 1 & E US Hwy 224	DAWN/DUSK	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
903095896	B1801024	2/6/2018	10:58 AM	2	0	0	0	0	2951 N State Rd 1	DAYLIGHT	CLEAR	WET	SPEED TOO FAST FOR WEATHER CONDITIONS	HEAD ON BETWEEN TWO MOTOR VEHICL
903096477	B1801043	2/7/2018	10:03 AM	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR TO REAR
903097220	B1801079	2/8/2018	11:36 AM	1	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	OTHER - EXPLAIN IN NARRATIVE
903098165	B1801133	2/9/2018	05:42 PM	2	0	2	0	0	Jackson St (BLUFFTON) & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903098887	B1801160	2/10/2018	03:27 PM	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903099002	IN09020018008	2/11/2018	04:07 PM	1	0	0	0	0	8510 N State Rd 1	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	RAN OFF ROAD
903102701	B1801344	2/17/2018	01:10 PM	2	0	0	0	0	2129 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903102905	B1801353	2/17/2018	06:37 PM	3	0	0	0	0	Capri Ct & Main St	DARK (LIGHTED)	SNOW	SNOW/SLUSH	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903105602	W181181	2/22/2018	01:17 PM	2	0	3	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903112628	W181290	2/26/2018	10:01 PM	1	0	0	0	1	E 350 N & N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903109106	IN09020018010	2/28/2018	03:18 PM	2	1	0	0	0	Industrial Pkwy & N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903110458	B1801736	3/3/2018	10:11 AM	1	0	0	0	0	604 Main St	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903111876	B1801803	3/5/2018	05:51 PM	1	0	0	0	1	689 Main St	DAYLIGHT	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903113963	201800081088	3/8/2018	12:15 PM	2	0	1	0	0	N State Rd 1 & Wood Creek Dr	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903114898	B1801960	3/10/2018	01:08 PM	2	0	0	0	0	2026 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903118907	W181763	3/19/2018	05:28 PM	2	0	0	0	0	N State Rd 1 & E US Hwy 224	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903119037	W181773	3/20/2018	04:10 AM	1	0	0	0	1	7099 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903122181	IN09020018011	3/20/2018	01:15 PM	1	0	1	0	0	8693 N State Rd 1	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903119981	W181799	3/21/2018	07:58 AM	1	0	0	0	0	E 1100 N & N State Rd 1	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	RAN OFF ROAD RIGHT	RAN OFF ROAD
903120872	B1802308	3/22/2018	05:10 PM	2	0	2	0	0	604 Main St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903120667	W181837	3/22/2018	09:28 AM	2	0	0	0	0	N Jefferson St & E MILL ST	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	RIGHT TURN
903122162	IN09020018013	3/22/2018	09:30 AM	2	0	0	0	0	N Jefferson St & Morton Ln	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903122336	B1802367	3/24/2018	10:47 AM	2	0	0	0	0	E Division Rd & Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903126967	B1802618	4/3/2018	05:12 PM	3	0	0	0	0	1024 Main St	DAYLIGHT	CLOUDY	WET	BRAKE FAILURE OR DEFECTIVE	REAR END
903127573	W182066	4/4/2018	08:30 AM	1	0	0	0	0	E 1100 N & N State Rd 1	DAYLIGHT	SEVERE CROSS WIND	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903127986	IN09020018015	4/4/2018	02:10 PM	2	0	0	0	0	Heyerly Dr & N Jefferson St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903128301	B1802666	4/5/2018	04:00 PM	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903127931	B1802657	4/5/2018	09:21 AM	2	0	0	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903128984	W182124	4/6/2018	08:43 PM	1	0	0	0	1	3402 N State Rd 1	DARK (NOT LIGHTED)	SNOW	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903130133	IN09020018016	4/9/2018	04:35 PM	2	1	0	0	0	8510 N State Rd 1	DAYLIGHT	CLOUDY	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
903131007	W182211	4/11/2018	12:13 PM	2	0	0	0	0	7942 N State Rd 1	DAYLIGHT	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	SAME DIRECTION SIDESWIPE
903132045	W182239	4/12/2018	10:45 AM	2	0	0	0	0	E 400 N & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	OTHER - EXPLAIN IN NARRATIVE
903133374	IN09020018017	4/16/2018	09:43 AM	2	0	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
903134571	IN09020018018	4/18/2018	03:22 AM	1	0	0	0	0	11942 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903135946	B1803071	4/20/2018	01:21 PM	2	0	0	0	0	600 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903139798	B1803253	4/27/2018	12:30 PM	2	0	0	0	0	644 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903140034	W182573	4/28/2018	04:56 PM	3	0	2	0	0	10836 N State Rd 1	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903140953	IN09020018019	4/28/2018	01:07 PM	2	0	1	0	0	N State Rd 1 & Wood Creek Dr	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
903141109	B1803325	4/30/2018	03:25 PM	2	0	0	0	0	943 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903143111	B1803378	5/2/2018	03:51 PM	2	0	2	0	0	Arrowhead Trl & Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903143876	B1803450	5/4/2018	06:29 PM	2	0	1	0	0	Monroe St & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903145189	B1803524	5/7/2018	11:43 AM	2	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	SAME DIRECTION SIDESWIPE
903146975	IN09020018020	5/7/2018	07:28 AM	2	0	1	0	0	Crestview & N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903147293	B1803641	5/11/2018	12:05 AM	1	0	0	0	0	5499 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	OTHER - EXPLAIN IN NARRATIVE
903149184	201800160096	5/14/2018	01:00 AM	1	0	0	0	1	3547 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903150539	B1803787	5/15/2018	07:00 PM	1	0	1	0	0	Lamar St & Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RIGHT ANGLE
903150182	IN09020018021	5/16/2018	07:42 AM	2	1	0	0	0	E 1000 N & N Jefferson St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END

903151845	W183055	5/18/2018	10:36 AM	1	0	0	0	0	0	3687 N State Rd 1	DAYLIGHT	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH OBJECT IN ROAD
903152771	B1803937	5/20/2018	11:58 PM	1	0	0	0	0	1	8633 N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903153656	B1803943	5/21/2018	07:16 AM	2	0	0	0	0	0	E Dustman Rd & Main St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	SAME DIRECTION SIDESWIPE
903158844	B1804352	5/30/2018	06:31 PM	2	0	0	0	0	0	N Main St & Water St	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903159312	B1804375	5/31/2018	02:42 PM	3	0	0	0	0	0	546 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903160028	B1804435	6/1/2018	02:45 PM	2	0	0	0	0	0	971 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	OPPOSITE DIRECTION SIDESWIPE
903169398	IN090020018023	6/17/2018	04:45 PM	2	0	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903172021	B1805094	6/21/2018	09:01 AM	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLOUDY	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
903173276	IN090020018025	6/23/2018	06:05 PM	2	0	0	0	0	0	N Jefferson St && E MILL ST	DAYLIGHT	CLOUDY	DRY	UNSAFE BACKING	BACKING CRASH
903173556	IN090020018026	6/24/2018	11:45 PM	1	0	0	0	0	0	1040 N Jefferson St	DARK (LIGHTED)	CLEAR	DRY	DRIVER ASLEEP OR FATIGUED	RAN OFF ROAD
903175498	B1805255	6/27/2018	06:43 PM	2	0	0	0	0	0	556 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903175959	W184021	6/27/2018	05:25 PM	3	0	2	0	0	0	6740 N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903175553	W184022	6/27/2018	05:48 PM	4	0	3	0	0	0	E 1050 N && N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903176653	B1805334	6/29/2018	04:39 PM	2	0	0	0	0	0	971 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903176892	B1805330	6/29/2018	03:10 PM	2	0	0	0	0	0	Capri Ct && Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
903176537	B1805328	6/29/2018	02:31 PM	2	0	0	0	0	0	N Main St && Water St	DAYLIGHT	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903177738	B1805419	7/2/2018	08:22 AM	2	0	0	0	0	0	971 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	OTHER - EXPLAIN IN NARRATIVE
903179012	B1805461	7/3/2018	04:12 PM	3	0	0	0	0	0	604 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903181663	W184328	7/9/2018	05:40 PM	1	0	0	0	0	1	3687 N State Rd 1	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903181818	W184339	7/10/2018	01:25 AM	1	0	1	0	0	0	E 500 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903186390	B1805885	7/17/2018	04:18 PM	2	0	0	0	0	0	600 Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903186295	B1805884	7/17/2018	03:40 PM	2	0	0	0	0	0	742 Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903186995	B1805883	7/17/2018	03:32 PM	2	0	0	0	0	0	Capri Ct && Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903187873	B1805911	7/18/2018	09:30 AM	2	0	0	0	0	0	464 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
903187009	W184512	7/18/2018	11:26 AM	2	0	0	0	0	0	N State Rd 1 && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903187767	W184560	7/20/2018	08:00 AM	2	1	0	0	0	0	E 700 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
903190425	IN090020018027	7/24/2018	02:40 PM	2	0	1	0	0	0	N State Rd 1 && Wood Creek Dr	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903190983	W184656	7/25/2018	01:04 PM	2	1	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	IMPROPER TURNING	LEFT TURN
903202995	B1806590	8/10/2018	08:45 PM	1	0	1	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	NON-COLLISION
903201940	B1806706	8/14/2018	08:18 AM	2	0	0	0	0	0	617 Main St	DAYLIGHT	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903203089	W185116	8/15/2018	06:45 AM	1	0	0	0	0	1	6423 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903204229	IN090020018028	8/16/2018	08:22 PM	2	0	1	0	0	0	7471 N State Rd 1	DAYLIGHT	CLEAR	DRY	UNSAFE SPEED	
903207570	W185304	8/23/2018	08:35 AM	1	0	0	0	0	0	7296 N State Rd 1	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903208118	B1807055	8/24/2018	08:41 AM	2	0	0	0	0	0	617 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903210835	B1807219	8/29/2018	11:05 AM	2	0	0	0	0	0	600 Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903213215	B1807364	9/3/2018	05:01 PM	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903216592	B1807524	9/8/2018	12:09 PM	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	ROADWAY SURFACE CONDITION	REAR END
903216810	B1807525	9/8/2018	03:42 PM	2	0	0	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
903220551	W185761	9/14/2018	04:18 PM	2	0	0	0	0	0	1012 Main St	DAYLIGHT	CLEAR	DRY	IMPROPER LANE USAGE	SAME DIRECTION SIDESWIPE
903221353	B1807758	9/16/2018	06:41 PM	1	0	0	0	0	0	Lamar St && Main St	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903222687	B1807826	9/18/2018	08:27 PM	2	0	0	0	0	0	746 Main St	DARK (LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903223493	B1807846	9/19/2018	03:36 PM	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	SAME DIRECTION SIDESWIPE
903234640	W186313	10/8/2018	09:00 AM	2	0	0	0	0	0	6106 N State Rd 1	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	REAR END
903236455	B1808543	10/10/2018	03:43 PM	2	0	0	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903236709	IN090020018033	10/11/2018	04:07 AM	1	0	0	0	1	0	10170 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	OTHER - EXPLAIN IN NARRATIVE
903237248	B1808574	10/11/2018	04:19 PM	2	0	1	0	0	0	Monroe St && N State Rd 1	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903238375	B1808614	10/12/2018	04:35 PM	2	0	0	0	0	0	756 Main St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
903238522	B1808640	10/13/2018	06:39 PM	2	0	1	0	0	0	2129 N State Rd 1	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903240937	B1808749	10/17/2018	09:18 AM	2	0	0	0	0	0	E Division Rd && Main St	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
903240756	B1808751	10/17/2018	09:54 AM	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903244619	B1808813	10/19/2018	11:10 AM	2	0	0	0	0	0	750 Main St	DAYLIGHT	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903246857	B1808944	10/24/2018	04:00 PM	2	0	0	0	0	0	3021 N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903256515	B1809329	11/8/2018	01:40 PM	1	0	0	0	0	0	Oak Forest Dr && N State Rd 1	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903256783	W187087	11/9/2018	04:05 PM	2	0	0	0	0	0	E 1200 N && N State Rd 1	DAYLIGHT	CLOUDY	WET	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
903256784	W187088	11/9/2018	04:58 PM	1	0	0	0	0	0	E 500 N && N State Rd 1	DAYLIGHT	CLOUDY	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
903256216	B1809349	11/9/2018	08:00 AM	2	0	0	0	0	0	E Dustman Rd && Main St	DAYLIGHT	SNOW	WET	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903262410	W187240	11/16/2018	05:30 PM	1	0	0	0	0	1	3306 N State Rd 1	DAWN/DUSK	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903262411	W187244	11/16/2018	10:40 PM	1	0	0	0	0	1	6212 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903261751	B1809538	11/16/2018	05:31 PM	1	0	0	0	0	1	E 350 N && N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903265414	W187383	11/22/2018	05:57 PM	2	0	1	0	0	0	E 350 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903268470	B1809787	11/27/2018	04:32 PM	2	0	0	1	0	0	E Dustman Rd && Main St	DAYLIGHT	SNOW	SNOW/SLUSH	FOLLOWING TOO CLOSELY	REAR END
903271916	B1809813	11/28/2018	01:05 PM	2	0	0	0	0	0	Capri Ct && Main St	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903269766	B1809821	11/28/2018	05:46 PM	2	0	0	0	0	0	E Dustman Rd && Main St	DARK (LIGHTED)	CLOUDY	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903269764	B1809820	11/28/2018	05:25 PM	2	0	0	0	0	0	E Dustman Rd && Main St	DAWN/DUSK	CLOUDY	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903270681	B1809883	11/30/2018	08:21 PM	1	0	1	0	0	0	E Division Rd && Main St	DARK (LIGHTED)	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903271694	IN090020018037	12/1/2018	11:06 AM	2	0	0	0	0	0	502 S Jefferson St	DAYLIGHT	RAIN	WET	FOLLOWING TOO CLOSELY	REAR END
903274100	W187682	12/5/2018	08:42 PM	2	0	1	0	0	0	E 700 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	REAR END
903277298	W187697	12/6/2018	05:14 PM	1	0	1	0	0	0	11772 N State Rd 1	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903278994	B1810202	12/13/2018	02:15 PM	2	0	0	0	0	0	746 Main St	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903279837	B1810218	12/13/2018	07:31 PM	1	0	0	0	1	0	3021 N State Rd 1	DARK (NOT LIGHTED)	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903285886	W188069	12/23/2018	10:34 PM	3	0	0	0	0	0	10590 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	REAR END
903286202	B1810537	12/25/2018	04:15 PM	2	0	0	0	0	0	546 Main St	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
903286150	W188096	12/25/2018	08:00 PM	1	0	0	0	1	0	E 1100 N && N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903286124	IN090020018038	12/25/2018	04:50 PM	2	0	0	0	0	0	N State Rd 1 && Wood Creek Dr	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903286485	W188108	12/26/2018	07:16 AM	2	0	0	0	0	0	11886 N State Rd 1	DARK (NOT LIGHTED)	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	OPPOSITE DIRECTION SIDESWIPE

## Index of Crash Frequency and Cost - Form F1

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Location	CR N 100 E	
From CR 300 N to CR 1200 N		
GIS		
Post		
Analyst	BF&S	
Date	10/17/2019	

### INPUT

Road Facility Type	Rural Two-Lane Segment
AADT (veh/day)	690
Segment Length (mi)	9.1
Intersection Density (int/mi)	1.43
First Year with Crash Data (yyyy)	2014
Last Year with Crash Data (yyyy)	2018
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	12
Non-Incapacitating and Possible Injury Crashes	0
Property Damage Only Crashes	58
Route or Road Type	Rural Two-Lane Segment
Average Crash Costs (\$)	
Fatal and Incapacitating Injury Crashes	501830
Non-Incapacitating and Possible Injury Crashes	30860
Property Damage Only Crashes	4720
Crash Cost Year (yyyy)	2013

### OUTPUT

Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.196
Non-Incapacitating and Possible Injury Crashes	0.53
Property Damage Only Crashes	2.73
All Crashes	3.46
Index of Crash Frequency	<b>3.27</b>
Index of Crash Cost	<b>3.02</b>

## Index of Crash Frequency and Cost - Form F1

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Location	CR N 100 E	
From CR 300 N to CR 1200 N		
GIS		
Post		
Analyst	BF&S	
Date	10/17/2019	

**Comments:**

CRASH DATA - CR N 100 E (FROM CR 300 N TO CR 1200 N)

MASTER ID	LOCAL ID	DATE	TIME	# VEHICLES	# TRAILERS	# INJURED	# DEAD	# DEER	LOCATION	LIGHT COND	WEATHER COND	SURFACE COND	PRIMARY FACTOR	MANNER OF COLLISION
902161756	W140218	1/16/2014	1701	1	0	0	0	0	7873 N 100 E	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902186609	W140747	2/17/2014	0249	1	0	0	0	0	8665 N 100 E	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902188765	W140784	2/19/2014	0730	1	0	0	0	0	3598 N 100 E	DAWN/DUSK	CLEAR	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902193257	W140901	2/26/2014	1945	1	0	0	0	1	N 100 E && E 400 N	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	HEAD ON BETWEEN TWO MOTOR VEHICL
902209957	W141424	3/29/2014	0725	1	0	0	0	0	E State Rd 116 && E 300 N	DAWN/DUSK	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	RIGHT ANGLE
902229569	W142183	5/8/2014	1055	2	0	1	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902249515	W142970	6/14/2014	2120	1	0	0	0	1	N 100 E && E 400 N	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	HEAD ON BETWEEN TWO MOTOR VEHICL
902287464	W144437	8/27/2014	1650	2	0	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902309170	W145150	10/6/2014	1820	2	0	1	0	0	E 300 N && E State Rd 116	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902319277	W145409	10/22/2014	1110	2	0	0	0	0	E 350 N && E State Rd 116	DAYLIGHT	CLEAR	DRY	UNSAFE BACKING	BACKING CRASH
902346702	W146262	12/2/2014	0533	2	0	0	0	0	11500 N 100 E	DARK (NOT LIGHTED)	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	OPPOSITE DIRECTION SIDESWIPE
902347441	W146299	12/4/2014	0719	1	0	0	0	1	5249 N 100 E	DAWN/DUSK	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902364392	W146386	12/9/2014	1349	1	0	2	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLOUDY	DRY	DRIVER ASLEEP OR FATIGUED	RAN OFF ROAD
902362302	W146730	12/29/2014	1815	1	0	0	0	1	4552 N 100 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902368740	W150106	1/7/2015	1728	1	0	0	0	0	4201 N 100 E	DAYLIGHT	BLOWING SAND/SOIL/SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902369571	W150113	1/8/2015	1500	2	0	0	0	0	N 100 E && E 950 N	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT TURN
902373941	W150232	1/14/2015	1440	2	0	0	0	0	5905 N 100 E	DAYLIGHT	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	SAME DIRECTION SIDESWIPE
902401640	W150923	2/24/2015	2123	1	0	0	0	0	4038 N 100 E	DARK (NOT LIGHTED)	BLOWING SAND/SOIL/SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902406256	W151046	3/3/2015	0836	2	0	0	0	0	N 100 E && E 950 N	DAYLIGHT	CLOUDY	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
902410351	W151171	3/9/2015	0745	2	0	0	0	0	N 100 E && E 1100 N	DAWN/DUSK	CLEAR	ICE	FOLLOWING TOO CLOSELY	REAR END
902430132	W151919	4/16/2015	1635	2	0	1	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLOUDY	WET	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902432988	W152053	4/22/2015	0825	2	0	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902439984	W152342	5/5/2015	0843	1	0	0	0	1	N 100 E && E 500 N	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902453572	W152831	5/29/2015	1435	2	0	0	0	0	5936 N 100 E	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902495238	W154300	8/5/2015	1925	2	0	1	0	0	E 300 N && E State Rd 116	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902623755	W160241	1/14/2016	0730	2	0	0	0	0	5874 N 100 E	DAWN/DUSK	CLOUDY	SNOW/SLUSH	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902625302	W160266	1/15/2016	0353	1	0	0	0	0	4627 N 100 E	DARK (NOT LIGHTED)	CLEAR	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
902649068	W160787	2/9/2016	0735	2	0	0	0	0	5905 N 100 E	DARK (NOT LIGHTED)	CLOUDY	ICE	FOLLOWING TOO CLOSELY	REAR END
902648839	W160786	2/9/2016	0741	2	0	1	0	0	N 100 E && E 400 N	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
902663969	W161205	3/3/2016	0741	2	0	0	0	0	5016 N 100 E	DAYLIGHT	SNOW	SNOW/SLUSH	FOLLOWING TOO CLOSELY	OTHER - EXPLAIN IN NARRATIVE
902663971	W161212	3/3/2016	0850	2	0	0	0	0	N 100 E && E 1100 N	DAYLIGHT	SNOW	SNOW/SLUSH	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902698422	W162583	5/4/2016	1835	2	0	0	0	0	E 300 N && E State Rd 116	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902704375	W162794	5/15/2016	0933	1	0	0	1	0	N 100 E && E 1100 N	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902715278	W163203	6/2/2016	1224	2	0	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902725094	W163560	6/19/2016	1133	1	0	0	0	1	11750 N 100 E	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902725312	W163565	6/19/2016	1550	1	1	0	0	0	N 100 E && E 950 N	DAYLIGHT	CLEAR	DRY	TOW HITCH FAILURE	OTHER - EXPLAIN IN NARRATIVE
902754379	W164562	8/8/2016	1825	2	0	0	0	0	N 100 E && E 900 N	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902766419	W164969	8/27/2016	1849	1	0	0	0	0	4201 N 100 E	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902778160	W165345	9/15/2016	2037	2	0	1	0	0	N 100 E && E US Hwy 224	DARK (NOT LIGHTED)	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902789949	W165753	10/5/2016	1447	2	0	2	0	0	5811 N 100 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT/RIGHT TURN
902791269	W165792	10/7/2016	2234	2	0	0	0	0	E 300 N && E State Rd 116	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902793350	W165836	10/8/2016	2355	1	0	1	0	0	4364 N 100 E	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902798262	B1608698	10/17/2016	1047	1	0	0	0	0	1187 E State Rd 116	DAYLIGHT	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902819014	W166686	11/17/2016	1900	1	0	0	0	1	4402 N 100 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902910375	W172476	4/22/2017	1733	2	0	2	0	0	N 100 E && E 1100 N	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902922610	W172909	5/11/2017	1441	4	0	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902945024	W173811	6/15/2017	1704	1	0	0	0	1	1289 E State Rd 116	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902973945	B1707137	8/6/2017	0830	1	0	0	0	1	4025 N 100 E	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902992190	W175631	9/6/2017	0726	2	0	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903015650	W176514	10/13/2017	1345	2	0	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903033222	W177104	11/7/2017	1821	1	0	0	0	0	N 100 E && E 900 N	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903038182	W177243	11/13/2017	1945	2	0	0	0	0	1234 E State Rd 116	DARK (NOT LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
903046494	W177425	11/22/2017	1505	1	0	0	0	0	5980 N 100 E	DAYLIGHT	CLEAR	DRY	UNSAFE SPEED	RAN OFF ROAD
903083013	W180321	1/16/2018	06:57 PM	1	0	0	0	0	N 100 E && E 1200 N	DARK (NOT LIGHTED)	CLEAR	ICE	RAN OFF ROAD RIGHT	RAN OFF ROAD
903086854	W180401	1/19/2018	09:45 AM	2	0	0	0	0	E 300 N && E State Rd 116	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903089505	W180580	1/25/2018	05:20 PM	2	0	0	0	0	5951 N 100 E	DAWN/DUSK	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903096256	W180865	2/7/2018	06:04 AM	1	0	0	0	0	N 100 E && E 950 N	DARK (LIGHTED)	SNOW	ICE	OVERCORRECTING/OVERSTEERING	OTHER - EXPLAIN IN NARRATIVE
903101170	W181014	2/14/2018	01:33 PM	2	0	1	0	0	1204 E State Rd 116	DAYLIGHT	CLOUDY	WET	FOLLOWING TOO CLOSELY	REAR END
903101151	W181012	2/14/2018	11:38 AM	1	0	0	0	0	N 100 E && E 900 N	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
903116617	W181652	3/15/2018	01:40 AM	1	0	0	0	1	1257 E State Rd 116	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903129303	W182106	4/6/2018	07:50 AM	2	0	0	0	0	E 300 N && E State Rd 116	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903176950	W184109	6/30/2018	11:51 AM	2	1	0	0	0	N 100 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	LEFT/RIGHT TURN

MASTER ID	LOCAL ID	DATE	TIME	# VEHICLES	# TRAILERS	# INJURED	# DEAD	# DEER	LOCATION	LIGHT COND	WEATHER COND	SURFACE COND	PRIMARY FACTOR	MANNER OF COLLISION
903204523	W185168	8/17/2018	07:26 AM	2	0	0	0	0	N 100 E && E 800 N	DAYLIGHT	RAIN	WET	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
903207174	W185271	8/21/2018	06:22 PM	2	0	0	0	0	N 100 E && E 700 N	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903242380	W186617	10/20/2018	05:37 AM	1	0	0	0	0	10548 N 100 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER
903251677	W186898	11/2/2018	06:50 AM	1	0	0	0	1	N 100 E && E State Rd 116	DARK (NOT LIGHTED)	CLEAR	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903264060	W187320	11/20/2018	07:15 AM	1	0	0	0	1	10626 N 100 E	DARK (NOT LIGHTED)	CLOUDY	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903263814	W187321	11/20/2018	07:19 AM	3	0	0	0	0	N 100 E && E US Hwy 224	DAWN/DUSK	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT TURN
903275600	W187703	12/6/2018	08:30 PM	1	0	0	0	0	N 100 E && E State Rd 116	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER
903282706	W187944	12/18/2018	02:37 PM	2	1	0	0	0	9620 N 100 E	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	RIGHT ANGLE



CRASH DATA - CR E 300 N (FROM END OF SR 116 TO WEST OF CR E 450 N)

MASTER ID	LOCAL ID	DATE	TIME	# VEHICLES	# TRAILERS	# INJURED	# DEAD	# DEER	LOCATION	LIGHT COND	WEATHER COND	SURFACE COND	PRIMARY FACTOR	MANNER OF COLLISION
902246128	B1404091	6/4/2014	1845	3	0	0	0	0	E 300 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902280224	W144157	8/14/2014	0533	1	0	0	0	1	2184 E 300 N	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	RIGHT ANGLE
902310350	B1407554	10/7/2014	1653	2	0	0	0	0	E 300 N && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902315620	W145307	10/16/2014	0642	1	0	0	0	1	2736 E 300 N	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	RIGHT ANGLE
902352366	W146436	12/12/2014	0547	2	0	0	0	0	E 300 N && N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902353163	W146462	12/13/2014	0335	1	0	0	0	0	2184 E 300 N	DARK (NOT LIGHTED)	FOG/SMOKE/SMOG	ICE	RAN OFF ROAD RIGHT	RAN OFF ROAD
902377042	W150318	1/19/2015	2155	1	0	1	0	0	1525 E 300 N	DARK (NOT LIGHTED)	CLEAR	ICE	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902502647	B1506785	8/18/2015	1544	2	0	1	0	0	Jackson St (BLUFFTON) && N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
902545778	W156104	10/21/2015	2330	1	0	0	0	1	E 300 N && N STATE RD 1	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902571230	W156857	11/25/2015	0705	1	0	0	0	1	2391 E 300 N	DAWN/DUSK	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902615259	B1600141	1/6/2016	1850	2	0	0	0	0	Jackson St (BLUFFTON) && N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FOLLOWING TOO CLOSELY	SAME DIRECTION SIDESWIPE
902626037	B1600396	1/16/2016	2344	1	0	0	0	0	1897 E 300 N	DARK (NOT LIGHTED)	RAIN	WET	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902785462	B1608003	9/27/2016	0627	2	0	1	0	0	Jackson St (BLUFFTON) && N State Rd 1	DARK (LIGHTED)	CLEAR	DRY	VIEW OBSTRUCTED	HEAD ON BETWEEN TWO MOTOR VEHICL
902854943	W170198	1/10/2017	0640	2	0	0	0	0	1897 E 300 N	DARK (NOT LIGHTED)	SLEET/HAIL/FREEZING RAIN	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	REAR END
902856880	B1700342	1/13/2017	1725	3	0	2	0	0	Jackson St (BLUFFTON) && N State Rd 1	DAYLIGHT	CLOUDY	DRY	FOLLOWING TOO CLOSELY	REAR END
902942307	W173741	6/12/2017	1555	1	0	0	0	0	3018 Jackson St (BLUFFTON)	DAYLIGHT	CLOUDY	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902987577	B1707871	8/29/2017	0627	1	0	0	0	0	Jackson St (BLUFFTON) && N State Rd 1	DARK (LIGHTED)	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	
903060741	W178009	12/18/2017	0700	1	0	0	0	1	Jackson St (BLUFFTON) && N State Rd 1	DARK (NOT LIGHTED)	RAIN	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903074009	B1800066	1/4/2018	06:57 AM	1	0	0	0	0	N State Rd 1 && Jackson St (BLUFFTON)	DARK (LIGHTED)	BLOWING SAND/SOIL/SNOW	ICE	ROADWAY SURFACE CONDITION	RAN OFF ROAD
903098165	B1801133	2/9/2018	05:42 PM	2	0	2	0	0	Jackson St (BLUFFTON) && N State Rd 1	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903169604	W183802	6/17/2018	11:01 PM	1	0	1	0	0	1467 E 300 N	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER

## Index of Crash Frequency and Cost - Form F1

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Location	CR N 450 E	
From Dustman Rd to CR 1200 N		
GIS		
Post		
Analyst	BF&S	
Date	10/17/2019	

### INPUT

Road Facility Type	Rural Two-Lane Segment
AADT (veh/day)	830
Segment Length (mi)	11.1
Intersection Density (int/mi)	1.0
First Year with Crash Data (yyyy)	2014
Last Year with Crash Data (yyyy)	2018
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	13
Non-Incapacitating and Possible Injury Crashes	0
Property Damage Only Crashes	39
Route or Road Type	Rural Two-Lane Segment
Average Crash Costs (\$)	
Fatal and Incapacitating Injury Crashes	501830
Non-Incapacitating and Possible Injury Crashes	30860
Property Damage Only Crashes	4720
Crash Cost Year (yyyy)	2013

### OUTPUT

Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.270
Non-Incapacitating and Possible Injury Crashes	0.72
Property Damage Only Crashes	3.62
All Crashes	4.61
Index of Crash Frequency	<b>1.47</b>
Index of Crash Cost	<b>2.92</b>

## Index of Crash Frequency and Cost - Form F1

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Location	CR N 450 E	
From Dustman Rd to CR 1200 N		
GIS		
Post		
Analyst	BF&S	
Date	10/17/2019	

**Comments:**

CRASH DATA - CR N 450 E (FROM DUSTMAN RD TO CR 1200 N)

MASTER ID	LOCAL ID	DATE	TIME	# VEHICLES	# TRAILERS	# INJURED	# DEAD	# DEER	LOCATION	LIGHT COND	WEATHER COND	SURFACE COND	PRIMARY FACTOR	MANNER OF COLLISION
902169302	W140386	1/25/2014	1710	2	0	0	0	0	E 400 N && N 450 E	DAYLIGHT	BLOWING SAND/SOIL/SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RIGHT ANGLE
902198023	W141001	3/6/2014	0836	2	0	0	0	0	N 450 E && E US Hwy 224	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
902223153	W141905	4/24/2014	1330	1	0	0	0	0	2706 N 450 E	DAYLIGHT	CLOUDY	DRY	ANIMAL/OBJECT IN ROADWAY	RIGHT ANGLE
902225687	W142003	4/29/2014	0725	2	0	0	0	0	E 100 N && N 450 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902233649	W142288	5/13/2014	1702	1	0	1	2	0	11969 N 450 E	DAYLIGHT	CLOUDY	WET	DRIVER DISTRACTED - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902333255	W145881	11/13/2014	0707	1	0	0	0	1	3249 N 450 E	DAWN/DUSK	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902336896	201400332932	11/17/2014	1900	1	0	0	0	0	11979 N 450 E	DARK (NOT LIGHTED)	SNOW	DRY	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902350257	W146374	12/8/2014	2000	1	0	0	0	1	9624 N 450 E	DARK (NOT LIGHTED)	RAIN	WET	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902364685	B1500035	1/3/2015	1130	1	0	0	0	0	1025 N 450 E	DAYLIGHT	SLEET/HAIL/FREEZING RAIN	SNOW/SLUSH	ROADWAY SURFACE CONDITION	OTHER - EXPLAIN IN NARRATIVE
902389967	W150632	2/7/2015	1645	2	0	0	0	0	6374 N 450 E	DARK (NOT LIGHTED)	CLEAR	WET	IMPROPER PASSING	LEFT TURN
902418555	W151355	3/21/2015	1215	2	0	0	0	0	E 100 N && N 450 E	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902429777	W151913	4/16/2015	1020	1	0	0	0	0	3239 N 450 E	DAYLIGHT	CLOUDY	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
902680183	W161878	4/3/2016	0500	1	0	0	0	0	11750 N 450 E	DARK (NOT LIGHTED)	CLEAR	ICE	RAN OFF ROAD RIGHT	RAN OFF ROAD
902686848	W162131	4/14/2016	2200	1	0	1	0	0	8896 N 450 E	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902706602	W162865	5/18/2016	1530	2	0	0	0	0	E 300 N && N 450 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	LEFT/RIGHT TURN
902708551	W162968	5/22/2016	1651	2	0	0	0	0	11126 N 450 E	DAYLIGHT	CLEAR	DRY	UNSAFE LANE MOVEMENT	OTHER - EXPLAIN IN NARRATIVE
902712101	W163074	5/27/2016	0211	1	0	0	0	0	N 450 E && E US Hwy 224	DARK (NOT LIGHTED)	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	RAN OFF ROAD
902721849	B1604750	6/12/2016	1825	2	0	1	0	0	E 100 N && N 450 E	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902744734	W164221	7/22/2016	1818	2	0	3	0	0	E 300 N && N 450 E	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	LEFT/RIGHT TURN
902765279	W164917	8/25/2016	1539	2	0	0	0	0	E 300 N && N 450 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902832911	W167092	12/6/2016	0646	2	0	0	0	0	3125 N 450 E	DARK (NOT LIGHTED)	CLEAR	DRY	UNSAFE LANE MOVEMENT	SAME DIRECTION SIDESWIPE
902833679	W167172	12/9/2016	1437	2	0	0	0	0	E 200 N && N 450 E	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902854550	W170202	1/10/2017	0944	1	0	1	0	0	9281 N 450 E	DAYLIGHT	CLOUDY	ICE	RAN OFF ROAD RIGHT	RAN OFF ROAD
902857388	W170311	1/14/2017	2142	2	0	3	0	0	4711 N 450 E	DARK (NOT LIGHTED)	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902878456	W171153	2/22/2017	0625	1	0	0	0	0	9301 N 450 E	DARK (NOT LIGHTED)	CLEAR	DRY	RAN OFF ROAD RIGHT	RAN OFF ROAD
902878972	W171185	2/23/2017	0301	1	0	0	0	0	5499 N 450 E	DAYLIGHT	CLEAR	DRY	UNSAFE SPEED	RAN OFF ROAD
902912618	W172575	4/26/2017	1246	2	0	0	0	0	N 450 E && E 800 N	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902917725	W172762	5/4/2017	1906	1	0	0	0	0	7717 N 450 E	DAYLIGHT	RAIN	WATER (STANDING OR MOVING)	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902946279	W173914	6/19/2017	1219	2	0	1	0	0	N 450 E && E 800 N	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	OTHER - EXPLAIN IN NARRATIVE
902953248	W174146	6/30/2017	1153	2	0	1	0	0	N 450 E && E 1050 N	DAYLIGHT	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
902969920	W174790	7/29/2017	1913	2	0	0	0	0	E 100 N && N 450 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902980261	W175146	8/16/2017	1158	1	0	1	0	0	2500 N 450 E	DAYLIGHT	CLEAR	DRY	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902983079	W175266	8/21/2017	1705	2	0	0	0	0	E 200 N && N 450 E	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903019115	W176641	10/18/2017	1706	2	0	0	0	0	N 450 E && E 800 N	DAYLIGHT	CLEAR	DRY	FOLLOWING TOO CLOSELY	REAR END
903019311	W176654	10/19/2017	0735	1	0	0	0	0	N 450 E && E 1100 N	DAWN/DUSK	CLEAR	DRY	LEFT OF CENTER	
903022022	W176760	10/23/2017	1440	1	0	0	0	0	N 450 E && E 900 N	DAYLIGHT	RAIN	WET	RAN OFF ROAD RIGHT	RAN OFF ROAD
903049638	W177663	12/1/2017	0515	1	0	0	0	0	6683 N 450 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH ANIMAL OTHER
903091923	W180693	1/29/2018	09:30 PM	1	0	0	0	1	N 450 E && E 800 N	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903115182	W181584	3/12/2018	09:50 AM	2	0	0	0	0	N 450 E && E US Hwy 224	DAYLIGHT	BLOWING SAND/SOIL/SNOW	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903130568	W182191	4/10/2018	03:55 PM	2	0	1	0	0	E 100 N && N 450 E	DAYLIGHT	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
903168512	W183745	6/15/2018	10:25 AM	2	0	0	0	0	E 300 N && N 450 E	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE
903177395	W184136	7/1/2018	04:18 PM	2	0	0	0	0	N 450 E && E 700 N	DAYLIGHT	CLEAR	DRY	IMPROPER PASSING	SAME DIRECTION SIDESWIPE
903192369	W184696	7/27/2018	09:58 AM	2	0	1	1	0	E 300 N && N 450 E	DAYLIGHT	BLOWING SAND/SOIL/SNOW	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903199082	W184976	8/8/2018	07:12 PM	2	0	0	0	0	E 100 N && N 450 E	DAYLIGHT	CLEAR	WET	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903210559	W185436	8/28/2018	11:05 PM	2	0	0	0	0	N 450 E && E US Hwy 224	DARK (NOT LIGHTED)	CLEAR	DRY	IMPROPER TURNING	LEFT/RIGHT TURN
903224855	W185907	9/21/2018	05:25 PM	2	1	1	0	0	E 300 N && N 450 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903225027	W185922	9/22/2018	09:20 AM	2	0	0	0	0	N 450 E && E 500 N	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RAN OFF ROAD
903241042	W186543	10/17/2018	05:31 PM	2	0	1	0	0	E 100 N && N 450 E	DAYLIGHT	CLEAR	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
903248625	W186813	10/29/2018	08:02 AM	1	0	0	0	1	11375 N 450 E	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903250888	B1809118	11/1/2018	07:21 AM	2	0	0	0	0	N 450 E && E US Hwy 224	DARK (NOT LIGHTED)	RAIN	WET	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	REAR END
903262725	W187295	11/19/2018	05:50 AM	1	0	0	0	2	1138 N 450 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
903287808	W188174	12/28/2018	01:34 PM	2	0	0	0	0	E 100 N && N 450 E	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE

## Index of Crash Frequency and Cost - Form F1

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Location	CR N 600 E	
From US 224 to CR 1200 N		
GIS		
Post		
Analyst	BF&S	
Date	10/17/2019	

### INPUT

Road Facility Type	Rural Two-Lane Segment
AADT (veh/day)	550
Segment Length (mi)	6
Intersection Density (int/mi)	1.33
First Year with Crash Data (yyyy)	2014
Last Year with Crash Data (yyyy)	2018
Number of Crashes (crash/period)	
Fatal and Incapacitating Injury Crashes	2
Non-Incapacitating and Possible Injury Crashes	0
Property Damage Only Crashes	11
Route or Road Type	Rural Two-Lane Segment
Average Crash Costs (\$)	
Fatal and Incapacitating Injury Crashes	501830
Non-Incapacitating and Possible Injury Crashes	30860
Property Damage Only Crashes	4720
Crash Cost Year (yyyy)	2013

### OUTPUT

Expected Crash Frequency (crash/year)	
Fatal and Incapacitating Injury Crashes	0.106
Non-Incapacitating and Possible Injury Crashes	0.30
Property Damage Only Crashes	1.55
All Crashes	1.96
Index of Crash Frequency	<b>0.37</b>
Index of Crash Cost	<b>0.84</b>

## Index of Crash Frequency and Cost - Form F1

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Location	CR N 600 E	
From US 224 to CR 1200 N		
GIS		
Post		
Analyst	BF&S	
Date	10/17/2019	

**Comments:**

CRASH DATA - CR N 600 E (FROM US 224 TO CR 1200 N)

MASTER ID	LOCAL ID	DATE	TIME	# VEHICLES	# TRAILERS	# INJURED	# DEAD	# DEER	LOCATION	LIGHT COND	WEATHER COND	SURFACE COND	PRIMARY FACTOR	MANNER OF COLLISION
902340613	W146069	11/22/2014	0645	1	0	0	0	0	7144 N 600 E	DARK (NOT LIGHTED)	CLOUDY	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902340614	W146070	11/22/2014	0650	1	0	0	0	0	7171 N 600 E	DARK (NOT LIGHTED)	CLOUDY	ICE	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH OBJECT IN ROAD
902392510	W150709	2/11/2015	0735	1	0	0	0	0	7390 N 600 E	DARK (NOT LIGHTED)	RAIN	ICE	ROADWAY SURFACE CONDITION	RAN OFF ROAD
902461931	W153113	6/13/2015	1011	2	0	0	0	0	N 600 E && E US Hwy 224	DAYLIGHT	CLOUDY	DRY	FAILURE TO YIELD RIGHT OF WAY	SAME DIRECTION SIDESWIPE
902542334	W156064	10/20/2015	0559	1	0	0	0	1	9188 N 600 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902561020	W156587	11/12/2015	1720	2	0	0	0	0	N 600 E && E 900 N	DARK (NOT LIGHTED)	SEVERE CROSS WIND	DRY	FAILURE TO YIELD RIGHT OF WAY	RIGHT ANGLE
902652747	W160875	2/13/2016	0330	1	0	1	0	0	8170 N 600 E	DARK (NOT LIGHTED)	SNOW	ICE	OTHER (DRIVER) - EXPLAIN IN NARRATIVE	RAN OFF ROAD
902770986	W165096	9/3/2016	1328	1	0	0	0	1	N 600 E && E 700 N	DAYLIGHT	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902818583	W166669	11/17/2016	0450	1	0	0	0	1	7228 N 600 E	DARK (NOT LIGHTED)	CLEAR	DRY	ANIMAL/OBJECT IN ROADWAY	COLLISION WITH DEER
902838223	201600351562	12/14/2016	1830	1	0	0	0	0	N 600 E && E 1100 N	DARK (NOT LIGHTED)	BLOWING SAND/SOIL/SNOW	ICE	SPEED TOO FAST FOR WEATHER CONDITIONS	RAN OFF ROAD
902854542	W170200	1/10/2017	0736	1	0	0	0	0	7090 N 600 E	DAWN/DUSK	SLEET/HAIL/FREEZING RAIN	ICE	RAN OFF ROAD RIGHT	RAN OFF ROAD
902875153	W171016	2/16/2017	1951	2	0	0	0	0	N 600 E && E 1200 N	DARK (NOT LIGHTED)	CLOUDY	DRY	DISREGARD SIGNAL/REG SIGN	LEFT TURN
903229769	W186105	9/30/2018	11:12 AM	2	0	1	0	0	N 600 E && E 900 N	DAYLIGHT	CLEAR	DRY	DISREGARD SIGNAL/REG SIGN	RIGHT ANGLE