WELLS COUNTY

TRANSPORTATION PLAN

2010

NORTHEASTERN INDIANA REGIONAL COORDINATION COUNCIL

INTRODUCTION

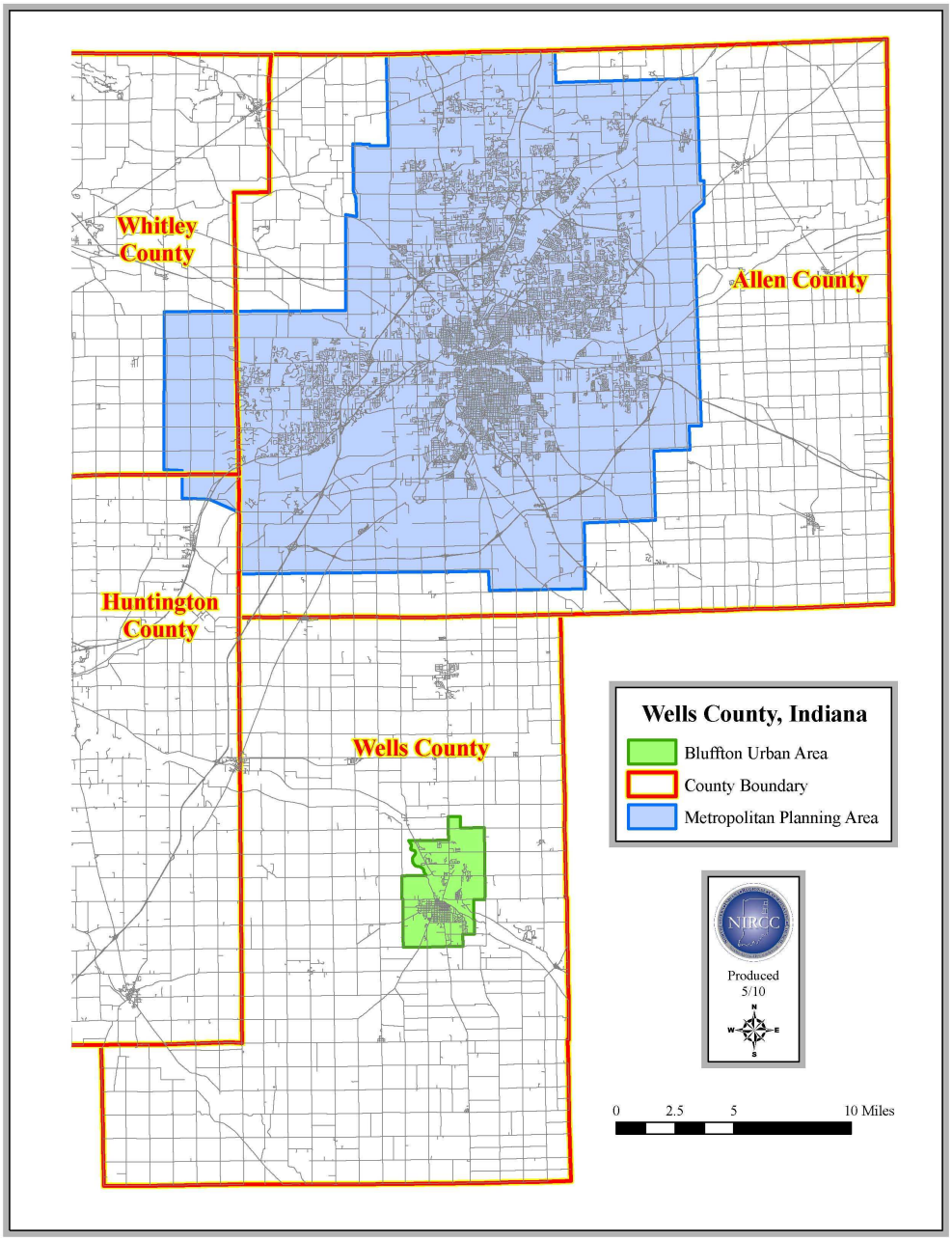
The Northeastern Indiana Regional Coordinating Council has conducted the transportation planning activities for the Fort Wayne Metropolitan Planning Area for many years. The remaining portion of rural Allen County and the adjacent surrounding counties, including the smaller urban areas, do not meet the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

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

The Small Urban / Rural Area transportation plan was established through cooperation with the Indiana Department of Transportation (INDOT) and the Northeastern Indiana Regional Coordinating Council (NIRCC) in 2000. NIRCC accepted the responsibility of preparing and maintaining a transportation plan for rural areas within NIRCC's jurisdiction. In 2001 NIRCC prepared the first short-range transportation plan for Wells County. This plan was updated in 2010 using data obtained from ongoing planning programs established in 2000. This report

includes a summary of problem areas, data collected, data analysis, and recommended solutions. The report serves as the short-range transportation plan for the urban communities and rural areas in Wells County.

Figure 1



TRANSPORTATION PLANNING ACTIVITIES

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

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

TRANSPORTATION PLANNING TASKS

Traffic Counting

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

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

of the two-day period was derived from the forty-eight hours to obtain a twenty-four hour annual average daily traffic volume (AADT). Axle correction and seasonal factors were applied as appropriate. Traffic volumes are used in a variety of ways in transportation planning. Traffic volumes serve as primary planning tools that serve as a preliminary value, which represents the current usage of a roadway, a value for future comparison with updated data, and as an aid projecting the future usage of a roadway given planned or anticipated development. Intersection counts are conducted at selected intersections to collect the necessary information to assess potential problems, traffic control, and level of service to determine the performance of an intersection by measuring the intersections level of service. The level of service (LOS) is based upon the average delay a vehicle is stopped by various movements within an intersection. LOS is defined alphabetically A through F, where A indicates the best LOS and F indicates the worst LOS. Council follows the standards for determining an intersection's LOS set in the "Highway Capacity Manual Special Report" 209, 1994.

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

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

Intersection count data obtain from the Indiana Department of Transportation were also used to update project areas. The intersection counts provide turning movement volumes necessary to

assess intersection capacity and level of service. The intersection counts also provide information needed to conduct traffic control warrant analysis. Council follows the guidelines established in the "Manual on Uniform Traffic Control Devices; June 2009", using "PC-Warrant Traffic Signal Warrant Analysis; Version 1.16" software to analyze intersection data.

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

Railroad Crossing Inventory

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

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

Demographic Data and Land Use Inventory

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

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

Identify Problem Areas and Recommend Improvements

The culmination of data collection, analysis, and review of problem areas as part of the transportation planning process is documented in this plan for Wells County. The plan identifies the problem areas, provides information and analysis specific to each problem location, and recommends a transportation strategy or improvement project designed to mitigate the identified problem. The recommended improvements were reviewed by local governments and the Northeastern Indiana Regional Coordinating Council. Upon approval, the plan becomes a tool for implementing specific projects to increase the safety and efficiency of the transportation system.

The rural transportation planning process worked closely with local elected and appointed officials, and the Indiana Department of Transportation District Office. This process insured that

reasonable and acceptable projects were developed in a coordinated manner. The plan is submitted to the Indiana Department of Transportation to provide early information on projects for planning and programming needs. This transportation planning process will help facilitate better management of the entire transportation system

IDENTIFICATION OF PROBLEM AREAS & RECOMMENDED SOLUTIONS

The Northeastern Indiana Regional Coordinating Council (NIRCC) initiated the rural transportation planning process by first, identifying the primary roadways. These roadways were identified through the use of the Federal Functional Classification System combined with input from local officials and Council knowledge. The transportation planning activities were focused on this roadway system. Areas of concern were identified through meetings with various county, city, and town officials to gain insight into problem areas within their respective jurisdictions.

The Northeastern Indiana Regional Coordinating Council established a template to follow for identifying, documenting, analyzing and developing a solution to for specific problem areas. As problem areas were discussed, each location was identified by an appropriate description such as a highway section or intersection. The specifics of the problem were documented. Available data was reviewed and any additional information necessary to assess the problem was collected. This information was consolidated into findings for each identified problem area. Based upon the findings, analyses were preformed to further assess the problem, identify specific characteristics and operating conditions, and help in developing a strategy to remedy the problem.

The following list of problem areas will address all of the locations that were identified in Wells County including the City of Bluffton and City of Ossian.

RAILROAD CROSSINGS

The Northeastern Indiana Regional Coordinating Council prepared an update of all public at-grade railroad crossings in Wells County. The updated information will be forwarded to the Indiana Department of Transportation for inclusion into their records and the Federal Railroad Crossing Inventory. Specific issues with safety at crossings that were introduced by local officials and planning staff are included in the plan to support future improvements. This section also includes issues with crossing information listed in the Indiana Department of Transportation Public At-Grade Railroad Crossing Inventory. This information will be forwarded to the Indiana Department of Transportation so that the issues with the database can be resolved.

1. COUNTY ROAD 350 S (CROSSING # 477193V)

PROBLEM

Staff identified this crossing while conducting a traffic count on 350 S. Staff noted that visibility of train traffic at this crossing was poor and the crossing did not have lights or gates.

FINDINGS

This crossing is now fully protected with lights and gates.

2. COUNTY ROAD 1200 S (CROSSING # 475159G)

PROBLEM

This crossing is not listed on the Indiana Department of Transportation At-Grade Railroad Crossing Inventory.

FINDINGS

Staff conducted a comprehensive update of all the at-grade railroad crossings within Wells County. This crossing is located on the south county line border of Wells County and Blackford County. The Wells County Highway Department maintains this road.

ANALYSIS

Council staff contacted the Indiana Department of Transportation to obtain a list of the inventory of Wells County and was unable to locate this crossing. An INDOT official informed staff that the Federal Railroad Administration had included this crossing on the Blackford County list instead of the Wells County list.

RECOMMENDATION

Council would recommend that this crossing be listed on the Wells County section of the Indiana Department of Transportation At-Grade Railroad Crossing Inventory. NIRCC staff requested INDOT to change the crossing's jurisdiction to Wells County.

Indiana Department of Transportation Railroad At-Grade Railroad Crossing Inventory
The following crossings information needs to be updated on the Indiana Department of Transportation inventory.

The crossings that have upgraded from stop signs to gates are:

1. Crossing #478090Y
2. Crossing #478089E
3. Crossing #475159G
4. Crossing #478107A
5. Crossing #478105L
6. Crossing #478101J
7. Crossing #478100C
8. Crossing #478095H
9. Crossing #478094B
10. Crossing #478093U
11. Crossing #478090Y
12. Crossing #475564W
13. Crossing #475565D
14. Crossing #475160B

The crossings that don't have any markings for the crossing numbers or ownership names are:

1. Crossing #475159G – did not have crossing ID at site
2. Crossing #475543D – did not have crossing ID or ownership name at site
3. Crossing #475545S – did not have ownership name at site
4. Crossing #475546Y – did not have ownership name at site
5. Crossing #475549U – did not have ownership name at site
6. Crossing #475560U – did not have ownership name at site
7. Crossing #475563P – did not have ownership name at site
8. Crossing #475574C – did not have ownership name at site
9. Crossing #475577X – did not have ownership name at site
10. Crossing #475578E – did not have ownership name at site
11. Crossing #475581M – did not have ownership name at site
12. Crossing #475582U – did not have ownership name at site
13. Crossing #475584H – did not have ownership name at site
14. Crossing #475586W – did not have ownership name at site
15. Crossing #475587D – did not have ownership name at site
16. Crossing #475588K – did not have ownership name at site
17. Crossing #475590L – did not have crossing ID or ownership name at site
18. Crossing # 475592A – did not have ownership name at site
19. Crossing #477188Y – did not have crossing ID at site

The crossing that have wrong ownership names are:

1. Crossing #475565D – ownership name is NS, not WBCR
2. Crossing #475564W – ownership name is NS, not WBCR

INTERSECTION PROBLEM AREAS

1. WAYNE STREET AT SPRING STREET AND HARRISON STREET

PROBLEM

Three schools (an elementary, middle, and high school) are located in an area bounded by Wayne Street, Spring Street, Stogdill Road, and Harrison Street (SR 116). Local officials are concerned about the impact on two of the four intersections that surround this site. The two intersections are Wayne Street at Spring Street and Wayne Street at Harrison Street (SR 116). Franklin Electric, a manufacturing facility, is also located between these two intersections. The city is concerned with the school and business traffic that utilizes these intersections, primarily in the afternoon hours.

WAYNE STREET AND SPRING STREET

FINDINGS

This intersection is controlled by a four-way stop. There are left turn lanes for the eastbound and northbound traffic. Staff conducted forty-eight hour traffic counts on the four approaches to the intersection in addition to an intersection count. The forty-eight hour traffic counts near this intersection indicate the following volumes: 1,963 vehicles per day (1.28 percent trucks) on the north approach; 1,881 vehicles per day (7.78 percent trucks) on the south approach; 1,673 vehicles per day (2.02 percent trucks) on the east approach; and 3,410 vehicles per day on the west approach (no truck data collected). An eight-hour intersection count was conducted in 2000 for four hours during the morning and afternoon peak hours to gather needed turning movement data. The north - south and east - west approaches to this intersection have slightly offset alignments. A parking area adjacent to the north approach for residents in the multi-family units (located on the northwest corner of the intersection) limits sight distance at the intersection for southbound traffic and creates a safety concern for vehicles attempting to enter the flow of traffic at the intersection.

ANALYSIS

An intersection level of service analysis was performed from the 2000 count for the afternoon peak traffic period based on the intersection count data. The level of service analysis for this peak period indicates that the overall intersection is operating at a level of service (LOS) “C”. Intersection level of service is ranked from “A” to “F”, with “A” indicating a high level of service with virtually no delay and “F” indicates intersection failure. Level of service “C” indicates an average delay between 15 and 25 seconds for vehicles utilizing the intersection during the peak period. Level of service “C” is generally considered acceptable during peak travel periods. When an all-way stop intersection drops below a level of service “C”, consideration should be given to signalize the intersection to achieve a higher service level. No new data has been collected at this location due to the decrease in traffic volume.

The intersection data was also used to perform a signal warrant analysis for the intersection to determine if it met criteria for signalization. The intersection did not meet the warrants required for signalization at this time. An increase in production at Franklin Electric or any school expansions will have an impact on this intersection and may result in a decrease of the intersections operating performance.

RECOMMENDATION

Council would recommend that this intersection be monitored for any changes to the operating performance of the intersection. This intersection will likely need signalization as traffic volumes increase and the level of service diminishes. Future improvements to the intersection should consider realignment in addition to signalization. The acquisition of additional right-of-way on the northeast corner of the intersection may be required to improve the approach alignments. The traffic volumes and crash data at this location will continue to be monitored.

WAYNE STREET AND HARRISON STREET (SR 116)

FINDINGS

This intersection is controlled by a four-way stop. There are left turn lanes for southbound traffic and eastbound traffic. Staff collected forty-eight hour traffic counts at the three primary approaches and an eight-hour intersection count. The average daily traffic volume for Wayne Street north of Harrison Street was 1,916. Harrison Street east of Wayne Street has a volume of 2,530 and 3,369 west of Wayne Street. The count east of the intersection showed that the percentage of trucks was 3.07 percent. Staff conducted a turning movement count at this intersection in 2000. The count was performed during the morning and afternoon peak hours and was conducted simultaneously with Wayne Street and Spring Street.

ANALYSIS

The results from the turning movement study indicate that the intersection is currently operating at a LOS “B”. A signalization warrant analysis was performed and determined that signalization warrants are not currently met. No updated turning movement data has been collected based on the decrease in traffic volume. This area has a high potential for some residential growth south of Harrison Street (SR 116) and east of Wayne Street (300 E) near the schools. No activity has developed south since the original plan was established.

RECOMMENDATION

Council recommends that this intersection should be monitored as residential growth and other developments occur nearby. Expansions by Franklin Electric or other industries located on Spring Street/Wayne Street should also be carefully monitored to ensure this intersection continues to operate at an acceptable level of performance.

2. HARRISON STREET (SR 116) AND STOGDILL ROAD

PROBLEM

Staff recognized the southern access for the Bluffton – Harrison Middle School onto Stogdill Road as a potential problem area. The middle school is located on the northwest corner of this intersection. The access is approximately 50 feet from the intersection of Harrison Street (SR 116).

FINDINGS

The daily traffic volume on Stogdill Road was determined to be 941. State Road 116 carries 2,357 vehicles per day east of the intersection and 2,532 vehicles west of the intersection. The truck percentage on State Road 116 was found to be 3 percent of the traffic. It was also determined that the presence of one northbound left-turning school bus would utilize all available stacking distance between this access and the intersection, eliminating additional access to other vehicles.

ANALYSIS

Staff conducted a field study of this intersection to acquire various potential alternatives for access to and from the middle school. The proximity of the access drive to the intersection of Harrison Street and Stogdill Road creates an increased risk for accidents and traffic congestion. The middle school has several additional access drives to Stogdill Road.

RECOMMENDATION

The Northeastern Indiana Regional Coordinating Council would not recommend any action at this time. Given the current traffic volumes and the input from local officials as to overall performance of this intersection during the peak hours, the recommendation would be to monitor the intersection for any changes primarily crashes and congestion. Council recommends that if safety or congestion concerns arise at this location in the future, consideration should be given to convert the southern most school access to a right-in-right-out access drive or close the drive entirely. Local officials informed staff that a local project is schedule to extend the existing sidewalk from the northern entrance to the middle school south on Stogdill Road to Harrison Street and then west to Wayne Street. Staff supports this project as it will provide a pedestrian facility around the perimeter of the schools on Wayne Street, Harrison Street, and Stogdill Road.

3. HARRISON STREET (SR 116) AND MAIN STREET (SR 1)

PROBLEM

Local officials are concerned with the performance level of this intersection. The concern has been increased with the addition of the High School located east of the intersection. The local traffic from local manufacturing businesses located near this intersection dismiss at approximately the same time as school traffic. Additional industrial development is located north of this intersection on Harvest Drive.

FINDINGS

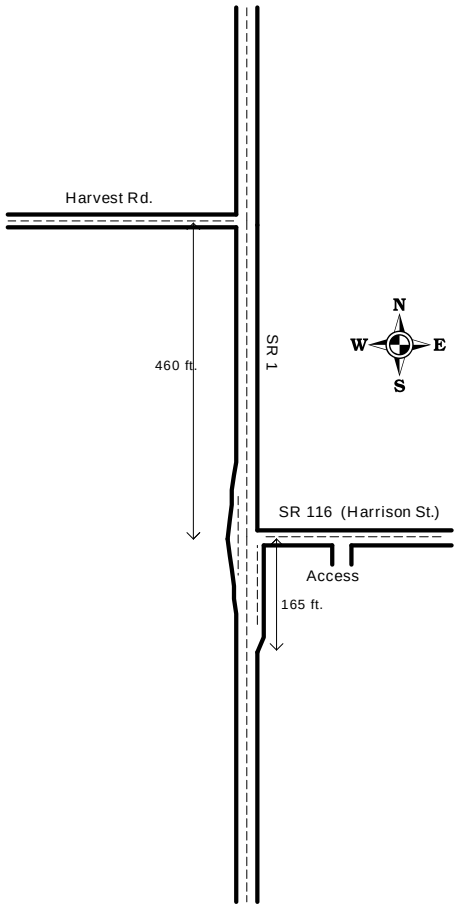
This intersection is currently controlled by a stop sign for westbound traffic on Harrison Street (SR 116) at Main Street (SR 1). No designated turn lanes exist on Harrison Street (SR 116). There is an access for commercial/retail shopping east of Main Street (SR 1) near the intersection of Main Street (SR 1) which adds to the problem of this intersection (see Figure 2). The close proximity of Harvest Road to Harrison Street (SR 116) also has created concern for local officials. Local officials have considered numerous alternatives including the re-alignment of Harrison Street and Harvest Road to create one intersection. A major pipeline that traverses southwest to northeast across Main Street (SR 1) complicates the extension of Harrison Street as a potential solution near this intersection. Main Street (SR 1) currently has a left-turn lane for southbound traffic and a right-turn lane for northbound traffic. The capacity for vehicles westbound is limited due to the access to the shopping area on the southeast corner of the intersection.

Staff conducted forty-eight hour traffic counts at this intersection to gather traffic volumes and directional data. The traffic count indicates that Harrison Street (SR 116) has an AADT of 3,370. The primary direction of travel on Harrison Street (SR 116) is 55 percent eastbound over a 24 hour period. Main Street (SR 1) has an AADT of 5,220 south of Harrison Street (SR 116) with 11.98 percent trucks and 9,100 north of Harrison Street (SR 116). The Indiana Department of Transportation conducted an intersection count at this intersection in 1999.

ANALYSIS

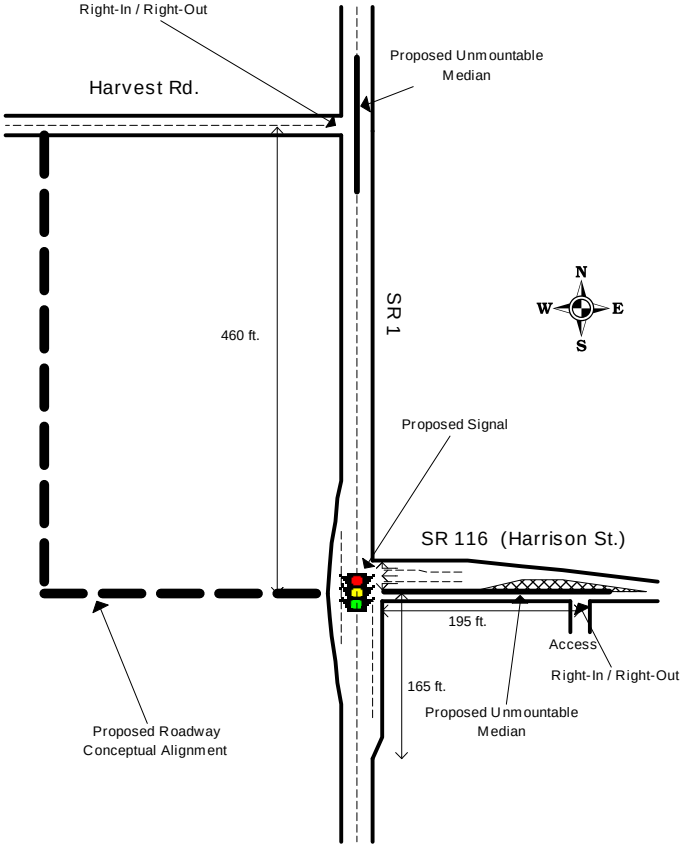
Data received from the Indiana Department of Transportation was reviewed by staff to compare current traffic volumes from the forty-eight hour traffic count conducted with the volumes collected in 1999 by the Indiana Department of Transportation. It was determined that the 1999 traffic volumes and current volumes were similar. Therefore an additional intersection count was not needed. The staff conducted an intersection evaluation and determined that the overall operation of the intersection is within an acceptable level of service. The predominant movement from Harrison Street (SR 116) to Main Street (SR 1) is a right turn. The analysis indicates that currently the northbound Main Street traffic flow has sufficient gaps to accommodate the right turns from Harrison Street.

Figure 2



CURRENT ALIGNMENT

Figure 3



CONCEPTUAL ALIGNMENT

The Indiana Department of Transportation performed signalization warrants and determined the intersection does not currently meet warrants. However, their review of this intersection and the Harvest Road and Main Street (SR 1) intersection did include a recommendation to improve this section of Main Street (SR 1) to accommodate left turning vehicles.

The intersection of Harvest Road, approximately 460 feet north of Harrison Street (SR 116), contributes to safety and congestion concerns on Main Street (SR 1) and at the two intersections. Local officials discussed one solution to this problem which involved the extension of Harrison Street west of Main Street (SR 1) and connecting Harvest Road south to the new roadway. The determination of how far west to extend Harrison Street was part of a discussion for improving

mobility to the southwest industrial area. The mobility issue is discussed separately later in this report.

The extension of Harrison Street and interconnection of Harvest Road should consider changing the full access of Harvest Road and Main Street intersection to a right-in/right-out access. A second option would be to place a cul-de-sac on Harvest Road several hundred feet west of SR 1 providing a full access for the first few businesses (this option is not included in Figure 3). The concern with this option is the potential for a change in land use or business type that would increase the traffic volume at the Harvest Road and Main Street intersection.

A full intersection with four approaches would be constructed at the existing Harrison Road and Main Street Intersection. It is anticipated that such an intersection would meet signal warrants. This improvement would alleviate most of the safety and congestion concerns caused by the proximity of the two intersections and provide a safer access to the industrial area.

The alternative to the proposed improvement would be to signalize each intersection as they meet warrants. The problems associated with signalizing the two intersections makes extending Harrison Street a more desirable alternative for maintaining efficient traffic flow.

RECOMMENDATION

The Council recommends that the feasibility of extending Harrison Street (SR 116) west of Main Street (SR 1) and connecting with Harvest Road be further explored as a long-range strategy for improving traffic flow on Main Street and the associated intersections. This would relieve delay eastbound on Harvest Road and provide one signalized intersection to control traffic movements. Harvest Drive should be modified to a right-in/right-out access road into the commercial/industrial area. Constructing a cul-de-sac on Harvest Road, several hundred feet west of Main Street (to provide full access to the first few businesses) is also an option if the intensity of land use is not anticipated to increase.

The Indiana Department of Transportation has begun preliminary engineering for improvements on Main Street (SR 1) to provide an additional lane for left-turn movements at the Harrison Street (SR 116) and Harvest Road Intersection. The Council recommends that this project should be pursued as a short-range solution to improve traffic flow. The improvement design for Main Street (SR 1) should include consideration for an additional lane on Harrison Road (SR 116) to separate left and right turning vehicles and the installation of an un-mountable median to prevent left turns near the intersection to and from commercial developments (see Figure 3). Staff further recommends that the Harrison Street and Harvest Road intersections continue to be periodically evaluated and monitored for safety and signal improvements as warranted.

4. HARVEST ROAD AND MAIN STREET (SR 1)

PROBLEM

Local officials are concerned about this intersection's close proximity to the previously mentioned intersection of Harrison Street and Main Street (SR 1). Delay and safety for eastbound traffic attempting to access Main Street (SR 1) from Harvest Road are a primary issue.

Harvest Road provides access to an industrial area west of Main Street (SR 1) that includes truck traffic.

FINDINGS

The Northeastern Indiana Regional Coordinating Council conducted a traffic volume count on Harvest Road and found the average daily traffic volume to be 1,623, approximately 400 feet west of Main Street (SR 1). Main Street (SR 1) carries approximately 9,100 vehicles per day at the intersection with Harvest Road. The Indiana Department of Transportation conducted an intersection count at this intersection in 1999. The traffic volumes have decreased at this intersection over the past years and therefore no additional data was collected for this plan update.

ANALYSIS

Staff examined the data collected by the Indiana Department of Transportation in 1999 in the review of Harvest Road and Main Street (SR 1). The intersection count data shows that the predominant movement from Harvest Road to Main Street (SR 1) is a left turn. An intersection analysis performed with this data indicated that during the afternoon peak period, Harvest Road is operating at a level of service "F". Level of service is measured from an "A" (no delay) to an "F" (excessive delay). During peak periods a level of service "C" or "D" is considered acceptable. A level of service "E" or "F" indicates that some corrective action may be necessary. The duration of the unacceptable level of service should also be considered. Based on the left turning volumes from Harvest Road, it appears that for approximately two hours in the afternoon and one hour in the morning, this approach to the intersection is congested and failing. The signal warrant analysis conducted at this intersection indicates that the intersection is close to meeting the necessary warrants. Vacant land is available for development on Harvest Road and along Main Street (SR 1). Traffic growth is anticipated on both of these roadways. The distance between the intersection of Harvest Road and Harrison Street (SR 116) will not facilitate efficient signalization of both intersections. At this time, signalization is not required but is likely in the foreseeable future. Therefore, consideration of alternative alignment possibilities should be addressed.

RECOMMENDATION

An alternative access for commercial and industrial developments on Harvest Road could be of substantial benefit and should be coordinated with any improvement to the Main Street (SR 1) and Harrison Street (SR 116) intersection. The Council recommends that the feasibility of extending Harrison Street (SR 116) west of Main Street (SR 1) and connecting with Harvest Road be further explored as a long-range strategy for improving traffic flow on Main Street and the associated intersections. This would relieve delay eastbound on Harvest Road and provide one signalized intersection to control traffic movements. Council would recommend that Harvest Drive be modified to a right-in/right-out access road into the commercial/industrial area. Constructing a cul-de-sac on Harvest Road, several hundred feet west of Main Street (to provide full access to the first few businesses) is also an option if the intensity of land use is not anticipated to increase (See figure 3).

The Indiana Department of Transportation has begun preliminary engineering for improvements on Main Street (SR 1) to provide an additional lane for left-turn movements at the Harrison

Street (SR 116) and Harvest Road Intersection. The Council recommends that this project should be pursued as a short-range solution to improve traffic flow. The Harrison Street and Harvest Road intersections should continue to be periodically evaluated and monitored for safety improvements and signal installation as warranted. If the extension of Harrison Street is determined to be unfeasible, a separate left-turn lane should be installed to improve traffic flow at this intersection.

5. RIVER ROAD AND STOGDILL ROAD

PROBLEM

Bluffton officials are concerned about the safety at the intersection of River Road and Stogdill Road. The alignment of the intersection limits sight distance for northbound traffic attempting to access River Road from Stogdill Road.

FINDINGS

Staff conducted forty-eight hour traffic counts on all approaches to this intersection to determine the number of vehicles utilizing this intersection. The counts were conducted to include school traffic, which may have an effect on the overall operating performance. Traffic volume data was collected on River Road 100 feet east of Stogdill Road that showed the daily traffic volume to be 1,395. The volume west of Stogdill Road was found to be 2,675. Stogdill Road was counted 150 feet south of River Road and resulted in a daily volume of 1,150. According to 2007, 2008 & 2009 collision data, no crashes occurred at this location.

ANALYSIS

Staff reviewed all three traffic volume counts conducted at this intersection to identify predominate movements. Data showed that all three counts have an even distribution of traffic flow in each direction in a 24-hour period. The 65 percent of the traffic flow on River Road are westbound during the morning peak hour and 65 percent eastbound during the afternoon peak hour. Stogdill Road was also reviewed to determine directional information. During the a.m. peak hour, 56 percent of traffic is northbound and 52 percent of the traffic is southbound during the p.m. peak hour. Evaluation of the traffic volumes collected indicated a three-way stop at this intersection is not warranted based only on current traffic volumes. The possibility for a three-way stop was then reviewed based upon intersection safety, operating performance, and proximity to the bike/pedestrian path. Vehicle speed on River Road at Stogdill Road is an important element in the safety of the intersection. Vehicle speed on River Road is also a safety concern for pedestrians utilizing the pathway adjacent to River Road. This intersection is the primary access to the bike/pedestrian path for residents that reside on or near Stogdill Road.

RECOMMENDATION

The Manual of Uniform Traffic Control Devices (MUTCD) supports the utilization of a three-way stop where the angle of an intersection is such that it creates unsafe access to one or more opposing approaches. Local officials are apprehensive of installing an all way stop at this location. Council would recommend that crash data continue to be monitored to address safety concerns. If safety concerns arise Council would recommend local officials consider the installation of a roundabout at this location. A roundabout would provide safe access for Stogdill

Road, while minimizing the amount of right of way needed. The improvement will also reduce the number of conflict points for motorists and improve safety for bicyclist and pedestrians attempting to cross River Road from the River Greenway.

6. WABASH STREET – CURVE BETWEEN SCOTT STREET & BENNETT STREET / PERRY STREET

PROBLEM

Bluffton officials have concerns with the curve on Wabash Street near Bennett / Perry Street.

FINDINGS

Staff reviewed forty-eight hour traffic counts at this location. The average daily volume on Wabash Street south of Perry Street was 2,080 (1.78 percent truck) and 2,240 (1.70 percent truck) east of Scott Street. Approximately 60 percent of the traffic was traveling northbound over a forty-eight hour period. The traffic volume on Market Street between Mulberry Street and Bennett Street was determined to be 1,520. Over the forty-eight hour count approximately 55 percent of the traffic travels eastbound on this section of Market Street. Crash records show 4 crashes near this area between 2007 and 2009.

ANALYSIS

A field study of this area determined that the road width at the curve on Wabash Street is approximately 19 feet. The river and bike/pedestrian trail are adjacent to Wabash Street near this curve. Residential housing is located southwest of the roadway. Local officials have obtained additional right of way to construct minor curve correction improvements.

RECOMMENDATION

Council would recommend that the city continue to obtain any needed right of way on the southwest section of this curve. The intersections located through this curve should be monitored for any changes in performance. If the intersection becomes more prone to crashes Council would recommend intersection modifications be considered including the use of a roundabout at Bennett Street, Perry Street and Wabash Street.

7. ADAMS STREET AND WESTERN AVENUE

PROBLEM

This intersection is used to access the industrial area on the southwest side of Bluffton. Local officials requested that Council analyze this intersection for possible signal warrants.

FINDINGS

Staff conducted forty-eight hour traffic counts on all of the approaches to this intersection. A classification study was also conducted to determine what percentage of the traffic was truck usage. The traffic counts showed a slight increase in traffic volume at this intersection since

2001. The most signification increase was found north of the intersection where the volume increased from 1,361 to 2,292. The south approach remained about the same with a volume of 2,237 (35.42 percent trucks). The east approach showed a volume of 2,933 (20.97 percent trucks) while the west approach had a volume 1,388 (12.45 percent trucks). An eight-hour intersection count was performed at the intersection by staff during the morning and afternoon peak periods. Since 2001 the traffic control at the intersection was changed to an all way stop with flashing beacons. Additional improvements are also in the design phase to improve Adams Street from CR 200 S to SR 124. These improvements will increase the turning radius at the intersection of Adams Street and Western Avenue by adding additional pavement to facilitate truck traffic. BF&S also reviewed this intersection as part of the preliminary engineering for the road reconstruction and determined that signal warrants were not yet satisfied.

ANALYSIS

This intersection is on the west side of Bluffton located along the fringe area of industrial development. Industrial development is anticipated to continue in this area which will result in additional need for capacity at this intersection to facilitate turning vehicles.

A level of service analysis was performed using the intersection count data for this intersection. The evaluation showed that Western Avenue was operating at a LOS "A" and Adams Street was operating at a LOS "B". Based on the current traffic volumes, the intersection is unable to meet the sufficient number of warrants for signalization.

RECOMMENDATION

The Council recommends that this intersection be monitored to ensure that it continues to perform at an acceptable level of service. Future improvements to provide dedicated turning lanes and signalization may be warranted as development and traffic continues to increase in this area.

8. SR 124 (LANCASTER STREET / DIVISION ROAD / ADAMS STREET / 100 E)

PROBLEM

This intersection is on a primary route that provides access to a large industrial area on the west side of Bluffton. A safety concern was expressed regarding the operating characteristics and appropriate type of traffic control at this intersection.

FINDINGS

The intersection was modified from a two way stop to an all way stop in recent years. Local officials feel that the all way stop has improved the function of traffic at this location. The intersection has overhead illumination on the south side of Lancaster Street which continues east to Bluffton. Staff collected forty-eight hour traffic counts and a tuning movement count at this intersection. The turning movement count was counted simultaneously with Western Avenue and Adams Street to determine the relationship between the two intersections. The average daily traffic volume on SR 124 west of the intersection was found to be 2,910 (13.48 percent trucks) and 3,010 (4.13 percent trucks) east of the intersection on Lancaster Street. Adams Street

showed a volume of 2,295 south of Division Road and 2,625 (19.98 percent trucks) north of Division Road.

ANALYSIS

Adams Street provides a primary route from the northern portion of Wells County to a growing industrial area on the western edge of Bluffton. A significant amount of truck traffic utilizes this route to access the industrial sites. Additional industrial development is anticipated in this area increasing both passenger vehicle and truck traffic. State Road 124 is routed from the north on Adams Street and turns west on Division Road at this intersection. The intersection is currently controlled with an all way stop sign. A level of service analysis was performed on the data obtained at this intersection in 2001. The analysis indicated that Lancaster Street/Division Road is operating at a level of service "A" and Adams Street is operating at level of service "B" during the afternoon peak period. At that time an all-way stop and signal warrant analyses was conducted for this intersection. Based on the traffic volumes, the analyses indicated that this intersection was unable to meet the necessary warrants for an all-way stop or traffic signal. Since 2001, additional development occurred which warranted the Indiana Department of Transportation to install the all way stop.

RECOMMENDATION

The Council recommends that this intersection continue to be monitored for changes in safety and performance that would warrant signalization or other intersection capacity and safety improvements.

9. SR 116 AND SR 124 N

PROBLEM

This intersection needs visibility improvements for safety and to give better recognition to motorists. The intersection is part of the re-routing of SR 124.

FINDINGS

This intersection carries approximately 21 percent truck traffic on the west approach. Staff conducted forty-eight hour traffic counts on all three approaches. The average daily traffic volume on SR 124 was found to be 2,390. The count on SR 116 north of the intersection showed a volume of 4,125 with a truck percent of 5.95. The daily volume south of the intersection was found to be 4,643 with a truck percent of 10.89.

ANALYSIS

This is a primary route to the southwest industrial area that assists freight movement in and out of Wells County. A significant amount of traffic utilizes this route from State Road 1 to access the Decker Industrial Park on the western edge of Bluffton. Several intersections along this route have been identified as needing illumination to improve safety. Additional signage directing traffic to the industrial area would be helpful. At this time, no overhead illumination is present at this intersection.

RECOMMENDATION
Council would recommend that illumination and additional signage should be installed at this intersection. These improvements should be pursued with the Indiana Department of Transportation.

10. MAIN STREET (STATE ROAD 1) AND DUSTMAN RD (SR 116 / 124)

PROBLEM
This intersection is utilized by truck traffic accessing the industrialized area located on Adams Street west of the City of Bluffton. Additional overhead signage is needed to ensure that trucks do not miss the intersection and end up north or south of the intersection where they would have to attempt to turn around.

FINDINGS
Main Street (State Road 1) has signage adjacent to the roadway indicating the junction of the State Roads at this intersection. Southbound traffic is shown that State Road 1 continues south while State Roads 116 West and 124 West are to the right. Northbound traffic is also provided the same information. Local officials have noted that traffic attempting to locate the industrial areas west of the City of Bluffton miss this turn and end up north or south on State Road 1. These vehicles, which are often heavy duty trucks, will either utilize local streets using GPS (Global Positioning Systems) or will attempt to turn around creating potential safety concerns, congestion and unnecessary wear on local streets or parking lots.

ANALYSIS
Staff was unable to accurately identify the amount of traffic that was unable to identify the posted signage of this junction through typical traffic count data as the truck traffic percentages collected on the approaches to this intersection show that trucks utilize all four legs of the intersection. Based on the observations and conversations with local officials staff believes that a number of motorists, including trucks, may not effectively utilize the current signage on State Road 1.

RECOMMENDATION
Council would recommend that additional overhead signage be considered by the Indiana Department of Transportation. Overhead signage would increase visibility for motorist to recognize this junction. In addition to State Route signage Council would recommend that local officials develop a unique sign for the industrial area and post this sign at this intersection as well as other key intersections to guide traffic from Main Street (State Road 1). This sign would serve motorists throughout the area similar to those used to guide motorists to regionally significant attractions such as theme parks, zoos, or sporting venues. The combination of State Route signage and local industrial signs will improve awareness to motorists of the intersections needed to access the industrial area.

11. 300 W AND 900 S

PROBLEM
Local officials are concerned with the safety and operating level of service at this intersection for turning vehicles.

FINDINGS
Staff reviewed hourly traffic count data at the four approaches to this intersection to determine the traffic usage during the peak hours for school traffic. The counts showed that 300 W carries 1,161 vehicles per day north of the intersection and 1,092 south of the intersection. 900 S carries 207 vehicles per day east of 300W and 573 west of the intersection. Traffic data showed that more buses utilize 300 W south of the school than north.

ANALYSIS
Staff reviewed traffic volume counts conducted at this intersection to identify primary turning movements and truck percentages. Data showed that only about 200 vehicles are entering or exiting this intersection during the peak hours. Evaluation of the traffic volumes collected indicated a left turn lane is not warranted based only on current traffic volumes.

RECOMMENDATION
The Northeastern Indiana Regional Coordinating Council would not recommend any action at this time. Given the current traffic volumes of this intersection during the peak hours, the recommendation would be to monitor the intersection for any changes. Council recommends that this intersection be monitored for safety issues in the future and increased peak hour traffic. If issues arise in the future exclusive left turn lanes should be considered.

STATE ROAD 1 / MAIN STREET CORRIDOR

State Road 1 is a north south roadway that is classified on the Federal Functional Classification System as an "other principal arterial". It is the primary north south roadway in Wells County, and provides a fundamental link for the City of Bluffton with the City of Fort Wayne, Interstate 469 and Interstate 69. Traffic volumes on the corridor north of Bluffton range from 8,500 to 23,800. The table below shows current traffic volumes staff collect on SR 1 throughout this corridor. This corridor has a strong commercial land use and an anticipation of more development. The current roadway has four through lanes, two northbound and two southbound, with a continuous/opposing left turn lane from Division Road (SR 124) to Dustman Road (SR 116/124). From Dustman Road to Center Drive the roadway is a two-lane road with a continuous/opposing left turn lane mixed with dedicated left turning lanes. From Center Drive to US 224 the continuous/opposing left turn lane is eliminated, leaving two travel lanes in each direction.

The traffic volumes have increased along this portion of State Road 1 from an average of three to five percent per year since the early 1990's. During the recent economic downturn the roadway has experience a similar decrease in traffic as seen throughout the country. Local officials and planning staff however feel that commercial and residential development adjacent to this corridor will continue to occur in the future.

TRAFFIC COUNT DATA

COUNT LOCATION	AADT	TRUCK PERCENTAGE
US 224 & 300 N	9467	6.45%
300 N & 200 N	8582	7.11%
Monroe Street (200 N) & Madison Avenue (150 N)	18702	7.79%
Madison Avenue (150 N) & Dustman Rd (SR 116/124)	17686	n/a
Dustman Road (SR 116/124) and Division Street (SR 124 s)	23846	n/a

SR 1 CORRIDOR STUDY

The Northeastern Indiana Regional Coordinating Council prepared a study for this corridor in 2003. This study provides a comprehensive analysis dedicated to this corridor that included a variety of study types. The corridor study provides information about each identified intersection throughout the corridor and recommended improvements to address current and future problems. The recommendations from this corridor study are being included in the transportation plan to serve as planning support for future improvements.

RECOMMENDED IMPROVEMENTS

SR 1 from US 224 to SR 124 South Junction

1. Adding a through lane for northbound/southbound movements on State Road 1 for the State Road 1 / US 224 intersection will result in a LOS “B”.
2. Adding signalization, a through/right lane for southbound, and a through, exclusive right and left turn lanes for the northbound movement for the State Road 1 / County Road 300N intersection will result in a LOS “B”.
3. Adding a through/right lane for southbound, and through, exclusive left turn lanes for the northbound movement, along with signalization for the State Road 1 / County Road 250N intersection will result in a LOS “A”.
4. Adding a through for northbound and southbound movements, and exclusive left and right turns lane for eastbound and westbound movements for the State Road 1 / County Road 200N intersection will result in a LOS “D”.
5. Adding a through/right lane for southbound, and through, exclusive left turn lanes for the northbound movement, along with signalization for the State Road 1 / County Road 150N intersection will result in a LOS “A”. However, the ability to improve the intersection with a signal needs to be evaluated to assess the impact on nearby streets. Willowbrook Trail is approximately 175 feet north, and Sutton Circle is approximately 200feet south of the intersection. Further evaluation of additional strategies need to be completed before definite improvement plans are determined.
6. Adding an exclusive right turn lane for southbound State Road 1, an exclusive left turn lane eastbound, and exclusive left and right turn lanes for westbound for the State Road 1 / State Road 124 North Junction intersection will result in a LOS “C” for the a.m. and an “E” during the p.m. peak hour.
7. Adding a exclusive right turn lane for eastbound and an exclusive left turn lane for westbound movements for the State Road 1 / State Road 124 South Junction intersection will result in a LOS “B” for the a.m. and a “D” during the p.m. peak hour.

GENERAL TRANSPORTATION CONCERNS / ISSUES

1. SR 1 THROUGH THE CITY OF OSSIAN

MILL STREET & LAFEVER STREET

Mill Street and Lafever Street are the primary east-west streets in the City of Ossian that intersects with State Road 1. The performance of these intersections is crucial to the overall performance of State Road 1 through Ossian. Recent improvements to both of the signals will include vehicle detection loops. This improvement will significantly help the performance of both intersections. Staff examined traffic counts and intersection counts collected at these intersections (The intersection data examined was provided by the Indiana Department of Transportation from 2007). The overall operating level of service at both intersections during the peak hour was determined to be "C". This intersection should be monitored closely for any changes that may impact the current performance level.

DAVIS ROAD

Safety concerns at Jefferson Street (State Road 1) and Davis Road will continue to be monitored as local officials are concerned with southbound traffic attempting to turn left onto Davis Road. Through traffic passing these turning vehicles do not have a dedicated passing blister. Sight distance for westbound traffic on Davis Road at Jefferson Street (State Road 1) is limited to the south by various objects. Staff will continue to monitor crash data at this intersection to ensure that both identified issues are addressed if a problem becomes apparent.

2. MOBILITY/ACCESS TO INTERSTATE

In 2007 and 2008 staff prepared an Interstate Access Study for Bluffton. The results of the study are being included in the transportation plan to provide planning support for future improvements as funds become available. The summary of data and recommended improvements will continue to be reviewed as changes in development and traffic occur.

Shortest Routes to Interstate

Bluffton-Retail-Commercial Area (north side)

Interstate Access North:	State Road 1 north to Interstate-469
Interstate Access South:	State Road 1 south to State Road 18 west to Interstate-69
	(An Alternate Route utilizing State Road 124 west to State Road 5 south to Interstate 69 was also a comparable route)

Bluffton-Harvest Road Industrial Area (south side)

Interstate Access North:	State Road 1 north to Interstate-469
Interstate Access South:	State Road 1 south to State Road 18 west to Interstate-69

(An Alternate Route utilizing State Road 124 west to State Road 5 south to Interstate 69 was also a comparable route)

Bluffton-Adams Street Industrial Area (west side)

Interstate Access North:	State Road 124 east to State Road 1 north to Interstate 469
	State Road 124 west to State Road 3 north to State Road 116 west to US Route 224 west to Interstate 69 (comparable route)
	State Road 124 east to State Road 116 west to US Route 224 west to Interstate 69 (comparable route)
Interstate Access South:	State Road 124 west to State Road 5 south to Interstate 69

Ossian-Ossian Industrial Park Area (south side)

Interstate Access North:	State Road 1 north to Interstate 469
Interstate Access South:	State Road 1south to US Route 224 west to Interstate 69

The travel time analysis reveals the complexity of defining one particular route that will adequately serve the major population and economic centers of Wells County. For virtually all the economic centers, State Road 1 to Interstate 469 provides the most direct route for traffic needing access to the Interstate for areas north of Wells County. For south bound access to the Interstate, the most direct route is virtually as diverse as the economic centers. Various routes utilizing US Route 224, State Road 124, and State Road 18 are the most viable depending on the trip origin. This presents a difficult situation for selecting a preferential route to provide for improved interstate access for both north and south bound travel desires.

It became apparent to NIRCC staff and Members of the Interstate Access Committee that based on existing and future traffic volumes; a four-lane highway providing access to the Interstate system can only be immediately justified on the basis of potential economic development benefits. It will take a number of years before traffic volumes alone will warrant the addition of travel lanes to existing highways such as US 224 and portions of State Road 1. As previously mentioned in this report and confirmed through other studies and analyses, there are sections of State Road 1 that currently have traffic volumes and operating characteristics that warrant improvements including additional travel lanes. However, it cannot be understated that access to an efficient transportation system, and more specifically, access to the Interstate System, is a powerful economic development incentive and crucial for attracting and retaining a diverse business base. This is a creditable argument that should not be quickly dismissed.

The consensus derived from the committee process includes a number of strategies and improvements that can be phased-in providing improved Interstate access. Collectively, these

improvements will provide a four-lane highway system connecting the intensely developed areas of Wells County to Interstate 69. The improvement strategies are discussed below.

In addition, the Committee discussed various access management strategies. These strategies are recommended for the State Road 1, US 224, and State Road 124 corridors in Wells County to promote safe and efficient roadway operating characteristics and to accommodate future roadway improvements. The access management and future roadway improvement strategies were discussed with the Wells County Area Plan Commission. The Plan Commission is the appropriate body that has the authority to assist in the implementation of the access management strategies. The strategies serve to protect the corridors from land use development encroachments and facilitate maximum capacity from the existing and improved infrastructure.

The highway improvement strategies have been broken into logical phases based on existing land use and traffic operating characteristics. The phases do not necessarily represent the order of improvement implementation. The corridors will continue to be monitored by NIRCC in coordinating with INDOT for proper project programming and scheduling.

Strategies/Highway Improvements

Widen State Road 1 (four-lane) from north side of Bluffton to Interstate 469

Phase I – Dustman Road to County Road 300N
Phase II – County Road 1000N to County Road 850N
Phase III – I-469 to County Road 1000N
Phase IV – County Road 300N to US 224
Phase V – County Road 850N to US 224

Widen US 224 (four-lane) from State Road 116 to State Road 1

Phase I – State Road 116 to County Road 500W
Phase II – County Road 500W to N. Meridian Road
Phase III – N. Meridian Road to State Road 1

Improve State Road 124 (super-two) from Adams Street to State Road 5

Super two design
Wide travel lanes (minimum 12')
Hard surface shoulders (minimum 4', 8' preferred)
Passing lanes, left-turn lanes and right turn lanes as warranted

3. ACCESS TO SW INDUSTRIAL AREA

PROBLEM

Access to the industrial area on the southwest side of Bluffton is limited and under-designed from the southern portion of Wells County. The primary access route currently used from and to the south is State Road 1, County Road 200 S/Angel Street, and County Road 100 E/Adams Street. The pavement width on County Road 200 S is approximately 20 feet

providing for two ten-foot travel lanes. The pavement on County Road 100 E is approximately 21 feet wide providing for two ten-foot travel lanes due to stripping. It was noted that the right of way on County Road 100 E is limited. The utility poles are located extremely close to the roadway on County Road 200 S.

Various options were explored by staff to address the access of the industrial area. Existing roadways and new roadways were reviewed to determine what improvements could aid access. The new road construction project considered was E 250 S, from State Road 1 to Adams Street and then Adams Street north to the industrial park.

Staff reviewed the existing roadways that serve the industrial area. The focus of this review was to determine the amount of growth in truck traffic utilizing the roadways.

Traffic data showed the highest percent of trucks was on Adams Street near the industrial area. E 200 S west of Main Street (State Road 1) was determined to carry 21.77 percent of trucks. The number of vehicles per day was found to be 1,145 or 249 trucks on this section of roadway. Given recent declines in travel due to economic strain the volume of traffic on this roadway had decreased from previous years.

RECOMMENDATION

The Council would recommend a feasibility study to determine the best solution for access to this area. Local officials should explore the cost / benefit between a new roadway or road reconstruction project for access between Main Street (State Road 1) and the industrial area. Safety considerations should be given with respect to the at-grade railroad crossing on E 250 S and the potential of a grade separation. An economic analysis will also be warranted for this as improvements to the existing roadway may not address this issue.

RECONSTRUCTION

If local officials choose the reconstruction of existing roadways, council would recommend reconstruction of E 200 S (Angel Street) from Main Street (State Road 1) to S 100 E (Adams Street) and S 100 E (Adams Street) from E 200 S (Angel Street) to Western Avenue). This reconstruction should include wider travel lanes, improved shoulders, and intersection improvements at E 250 S and S 100 E. The improvements would require additional right of way and relocation of all existing utilities.

NEW ROAD CONSTRUCTION

Council would recommend that E 250 S be considered for the option of a new roadway from Main Street (State Road 1) to S 100 E (Adams Street). The new roadway should provide a two lane facility with adequate shoulders. Officials should consider obtaining additional right of way to accommodate future expansion of development and traffic along this roadway. Future developments along a new roadway may warrant an additional continuous center left turning lane.

BICYCLE / PEDESTRIAN PATHWAY PLANNING

EXISTING TRAILS

The City of Bluffton currently has a bike / pedestrian trail along the Wabash River. The trail starts near the intersection of Wabash Street and Bennett Street and continues southeast approximately 2 miles to 450 E. At 450 E, it crosses to the north of the river and continues on the north side of the river into the Quebache State Park. A bicycle / pedestrian bridge over the Wabash River west of State Road 1 is also completed.

PROPOSED AND PLANNED TRAILS

MAIN STREET (STATE ROAD 1)

The newly constructed bridge over the Wabash River will serve future access for a trail that is currently under development to be constructed from the Wabash River Bridge north to Madison Avenue. Upon completion of this trail local officials should continue to seek funding to extend the trail north to E 300 N. This next phase of this trail will be to continue north along the west side of State Road 1 to Monroe Street. At Monroe Street the trail will cross to the east side of the roadway where it will continue north to E 300 N (Jackson Street).

In addition to the trail, a proposed project for pedestrian traffic along Main St (State Road 1) is sidewalks. City of Bluffton officials would like to have sidewalks along the entire section of Main St (State Road 1) from the Wabash River to E 300 N (Jackson Street). Council would recommend that sidewalks be installed opposite the trail throughout the entire corridor. The existence of pedestrian facilities on Main St (State Road 1) will provide a safe alternative mode of transportation to allow residents to access various shops, restaurants, and service-related stores.

WASHINGTON ST / INTERURBAN TRAIL

The Washington St / Interurban Trail would connect the historic Wells County Highway Garage and Bluffton Interurban Car Barn with the existing River Greenway located along the Wabash River. The trail would begin at the Wells County Highway Garage located at the western end of Washington Street and continue east to River Road where it would connect with the newly acquired flood properties, which have been converted into a park, and the River Greenway along the northeast side of River Road. Another part of this trail would be a connection from Washington Street to the pedestrian bridge over the Wabash River located on the west side of Main Street / SR 1. This trail connection would begin at the Johnson Street / Washington Street intersection near the Wells County Public Library and travel north along Johnson Street to Water Street where the Creative Arts Council Building is located. From here the trail would connect to the pedestrian bridge which is located along the east side of the Creative Arts Council Building property near Main Street / SR 1.

SPRING STREET / HARRISON STREET SIDEWALKS

Local officials have identified two projects to provide additional pedestrian access to the schools located between Spring Street and Harrison Street. The first project will provide

access to the schools from the north along Spring Street between Wayne Street and Stogdill Road. Local officials have identified a route to accommodate the sidewalk / trail through existing right-of-way, easements, and school properties.

The second project is to extend the existing sidewalk located on Stogdill Road south to the intersection of Harrison Street (State Road 116). At the intersection the sidewalk will continue west to Wayne Street will it will be connected with the existing Wayne Street sidewalk. The completion of these two projects will provide safe pedestrian access on all four roadways that surround the schools.

WABASH HERITAGE CORRIDOR COMMISSION

The Wabash Heritage Corridor Commission is seeking to create a river greenway from the Huntington Reservoir to the existing pathway in the City of Bluffton. The plan is simply to acquire land along the river as close to the shore as possible from residents that are willing to voluntarily sell part of their property.

BLUFFTON INTERURBAN CAR BARN / INTERURBAN TRAIL CONNECT

There is a second option for connecting the historic Wells County Highway Garage (Bluffton Interurban Car Barn) with the existing River Greenway and the planned section of the State Priority Trail that will be built along State Road 1. The trail would begin at the Wells County Highway Garage located at the western end of Washington Street and continue north until it intersects with Lancaster Street at the KOA Campgrounds. From here the trail would follow Lancaster Street east to North Oak Street Extended and then proceed north to the Old Bluffton Cemetery and a proposed Park located at the east end of Hale Street. Then the trail would follow the Wabash River on the southwest side until it could utilize the railroad truss bridge to cross to the east side of the river where it would proceed to the Amphitheatre located at the north end of the pedestrian bridge parallel to State Road 1.

TRAFFIC COUNT DATA

STREET	A Street	B Street	Count Date	AADT	Commercial Truck Percent
ADAMS ST	.1M S/O WESTERN AVE	.3M S/O WESTERN AVE	6/19/2007	1586	41.39
ADAMS ST	WESTERN AVE	.1M S/O WESTERN AVE	6/19/2007	2237	35.42
ADAMS ST (CR 100 E)	DIVISION RD	CHERRY ST	5/22/2007	2292	
ASH RD	HOOSIER HWY	CR 400 S	5/17/2007	45	
BOND ST	CENTRAL AVE	WILEY AVE	7/11/2007	1226	
BOND ST	JEFFERSON ST	SILVER ST	5/22/2007	1950	
BOND ST	WABASH ST	MARKET ST	6/13/2007	2460	
BOND ST	SR 124	WABASH ST	6/6/2007	2657	3.02
CENTER DR	SR 1	W/O SR 1	3/2/2010	408	
CHERRY ST	UNION ST	JERSEY ST	5/22/2007	377	
CLARK ST	SPRING ST	ELLINGHAM PIKE (CR 200 E)	5/22/2007	1979	2.71
CLARK ST	SILVER ST	SPRING ST	6/6/2007	2176	
CORNING ST (CR 100 S)	MERIDIAN RD	ADAMS ST (CR 100 E)	5/17/2007	1388	12.45
COUNTY LINE RD	CR 300 W	CR 200 W	5/3/2007	111	
CR 100 E	CR 950 N	CR 900 N	6/5/2007	1322	2.71
CR 100 E	CR 700 N	US 224	8/14/2007	1450	
CR 100 E	SR 116	N/O SR 116	8/14/2007	1697	
CR 100 S	CR 300 W	MERIDIAN RD	5/15/2007	647	13.06
CR 100 W	CR 700 S	CR 800 S	5/1/2007	17	
CR 100 W	CR 200 S	CR 300 S	5/15/2007	84	
CR 100 W	CR 300 N	DIVISION RD (SR 124)	5/31/2007	261	
CR 100 W	SR 116	CR 300 N	5/31/2007	311	
CR 100 W	CR 1100 N	CR 900 N	6/5/2007	408	
CR 100 W	CR 900 N	US 224	6/14/2007	604	7.45
CR 100 W	US 224	SR 116	6/14/2007	853	3.86
CR 1000 S	SR 1	CR 250 E	8/21/2007	206	
CR 1000 S	CR 300 W	MERIDIAN RD	6/12/2007	254	
CR 1000 S	CR 600 W	CR 300 W	5/1/2007	331	5.66
CR 1000 S	SR 3	E/O SR 3	5/17/2007	347	
CR 1050 N	CR 100 E	SR 1	6/5/2007	150	
CR 1100 N	CR 600 E	CR 800 E	6/5/2007	80	
CR 1100 N	SR 1	CR 600 E	6/5/2007	179	
CR 1100 N	INTERSTATE 69	CR 600 W	6/5/2007	295	
CR 1100 N	MARZANE RD	CR 300 W	5/31/2007	403	
CR 1100 N	CR 300 W	CR 100 W	5/31/2007	494	
CR 1100 N	MERIDIAN RD	SR 1	6/5/2007	740	1.96
CR 1100 S	CR 300 W	CR 200 W	5/1/2007	35	
CR 1100 S	CR 1200 E	CR 1100 W	5/1/2007	37	
CR 1100 S	SR 1	CR 700 E	5/8/2007	183	
CR 1100 S	CR 700 E	E/O CR 700 E	5/8/2007	261	
CR 1100 W	CR 1100 S	CR 1200 S	5/1/2007	98	
CR 1100 W	CR 900 S	CR 1100 S	5/1/2007	162	
CR 1100 W	CR 650 S	CR 900 S	5/1/2007	188	
CR 200 E	CR 350 S	SR 218	6/12/2007	407	
CR 200 E (ELLINGHAM PIKE)	HOOSIER HWY	CR 200 S	6/13/2007	405	
CR 200 N	CR 700 E	CR 600 E	6/7/2007	335	
CR 200 N	SR 116	SR 1	6/19/2007	1405	
CR 200 S	CR 100 W	MERIDIAN RD	5/15/2007	385	
CR 200 S	HOOSIER HWY	ADAMS ST (CR 100 E)	6/21/2007	1145	21.77
CR 200 W	CR 200 S	CR 300 S	5/15/2007	108	
CR 200 W	CR 1000 S	CR 1100 S	5/3/2007	568	5.36
CR 250 N	SR 116	SR 1	6/19/2007	788	
CR 250 S	MERIDIAN RD	HOOSIER HWY	5/17/2007	56	
CR 300 N	CR 500 W	CR 300 W	5/31/2007	199	
CR 300 N	CR 600 W / COUNTY LINE RD	CR 500 W	5/31/2007	272	
CR 300 N	SR 301 (CR 700 E)	CR 800 E	6/7/2007	401	
CR 300 N	CR 450 E	SR 301 (CR 700 E)	6/21/2007	407	
CR 300 N	CR 300 W	CR 100 W	5/31/2007	410	5.1
CR 300 N	SR 116	SR 1	6/19/2007	462	2.82
CR 300 N	CR 100 W	SR 116	6/7/2007	862	
CR 300 N (JACKSON ST)	SR 1	CR 450 E	3/11/2010	747	3.94

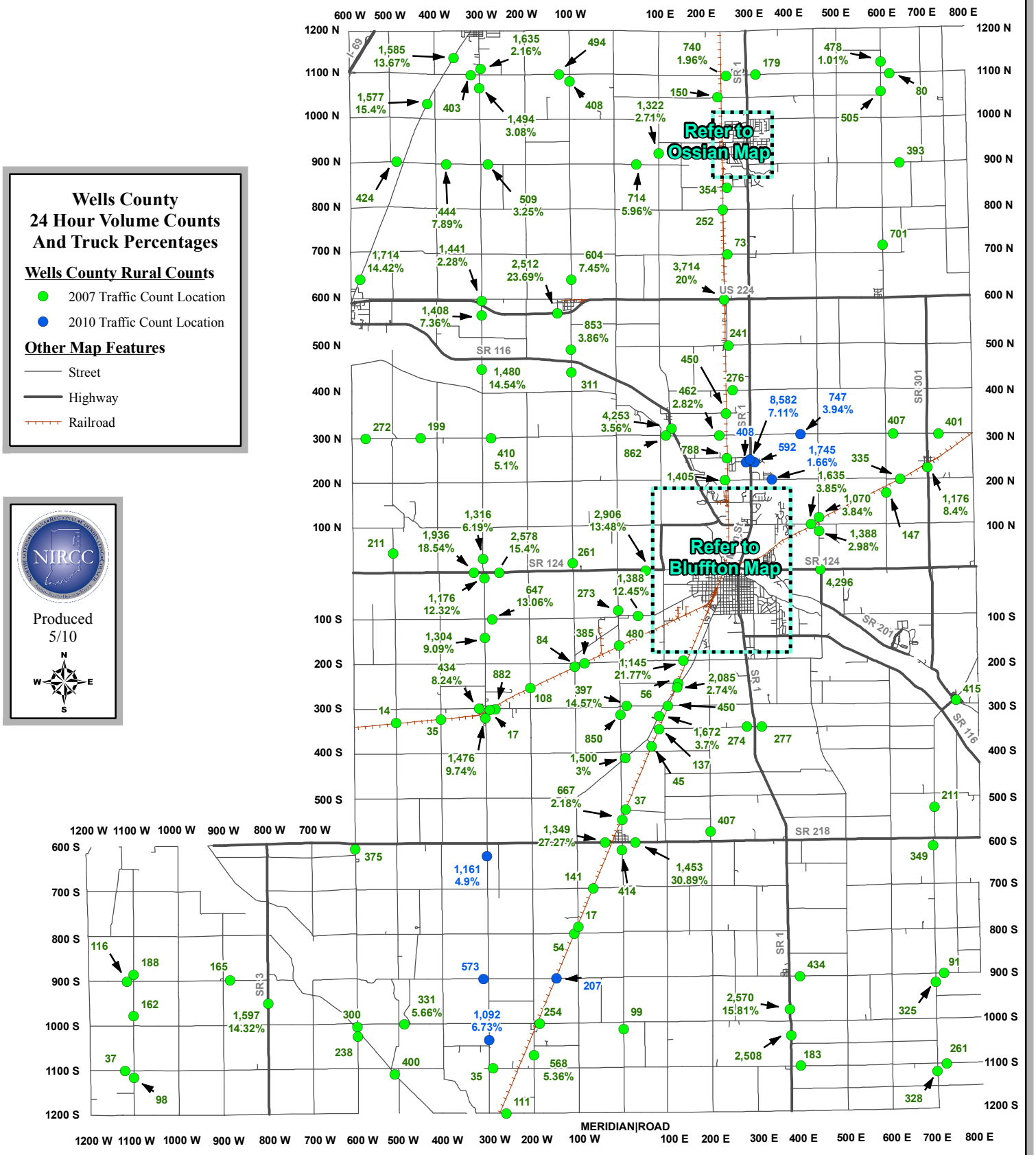
STREET	A Street	B Street	Count Date	AADT	Commercial Truck Percent
CR 300 S	HOOSIER HWY	MERIDIAN RD	5/17/2007	397	14.57
CR 300 S	CR 600 W / COUNTY LINE RD	CR 300 W	6/13/2007	434	8.24
CR 300 S	HOOSIER HWY	CR 200 E	5/17/2007	450	
CR 300 W	CR 1000 S	CR 1100 S	5/18/2010	1092	6.73
CR 300 W	SR 218	CR 1000 S	5/18/2010	1161	4.9
CR 300 W	SR 124	CR 100 S	5/17/2007	1176	12.32
CR 300 W	CR 100 S	CR 300 S	6/19/2007	1304	9.09
CR 300 W	CR 300 N	SR 124	5/31/2007	1316	6.19
CR 300 W	US 224	SR 116	5/31/2007	1408	7.36
CR 300 W	CR 900 N	US 224	6/21/2007	1441	2.28
CR 300 W	CR 300 S	SR 218	5/15/2007	1476	9.74
CR 300 W	SR 116	CR 300 N	6/14/2007	1480	14.54
CR 300 W	CR 1100 N	CR 900 N	6/5/2007	1494	3.08
CR 300 W	CR 1200 N	CR 1100 N	6/5/2007	1635	2.16
CR 350 N	SR 116	SR 1	6/7/2007	450	
CR 350 S	HOOSIER HWY	CR 200 E	6/12/2007	137	
CR 350 S	CR 200 E	SR 1	5/9/2007	274	
CR 350 S	SR 1	CR 700 E	6/12/2007	277	
CR 400 N	CR 100 E	SR 1	6/19/2007	276	
CR 400 W	CR 300 S	CR 400 S	5/15/2007	35	
CR 450 E	CR 200 N (MONROE AVE)	CR 100 N	6/7/2007	1070	3.84
CR 450 E	CR 100 N	DIVISION RD (SR 124)	6/7/2007	1388	2.98
CR 450 E	SR 116	N/O SR 116	8/9/2007	1583	
CR 500 N	CR 100 E	SR 1	6/19/2007	241	
CR 500 W	CR 300 S	CR 400 S	6/12/2007	14	
CR 500 W	CR 300 N	SR 124	6/19/2007	211	
CR 600 E	CR 200 N	CR 100 N	6/7/2007	147	
CR 600 E	CR 1150 N	CR 1100 N	6/5/2007	478	1.01
CR 600 E	CR 1100 N	CR 900 N	6/5/2007	505	
CR 600 E	CR 900 N	US 224	6/7/2007	701	
CR 600 W	JEFF RD	CR 1200 S	5/1/2007	238	
CR 600 W	CR 1000 S	JEFF RD	5/1/2007	300	
CR 600 W	SR 218	CR 1000 S	5/3/2007	375	
CR 700 E	CR 350 S	SR 218	5/8/2007	211	
CR 700 E	SR 116	S/O SR 116	8/21/2007	238	
CR 700 E	CR 900 S	CR 1100 S	5/8/2007	325	
CR 700 E	CR 1100 S	CR 1150 S	5/8/2007	328	
CR 700 E	SR 218	CR 900 S	5/8/2007	349	
CR 700 E (MAIN ST)	MARKET ST	CR 200 N	6/21/2007	1176	8.4
CR 700 N	CR 100 E	SR 1	6/27/2007	73	
CR 700 S	CR 100 W	MERIDIAN RD	5/3/2007	141	
CR 800 N	CR 100 E	SR 1	6/7/2007	252	
CR 800 S	CR 200 W	CR 100 W	5/3/2007	54	
CR 850 N	CR 150 E	SR 1	6/7/2007	354	
CR 900 N	CR 600 E	CR 800 E	6/5/2007	393	
CR 900 N	CR 600 W / COUNTY LINE RD	MARZANE RD	5/31/2007	424	
CR 900 N	MARZANE RD	CR 300 W	5/31/2007	444	7.89
CR 900 N	CR 300 W	CR 100 W	5/31/2007	509	3.25
CR 900 N	CR 100 W	CR 100 E	6/5/2007	714	5.96
CR 900 S	CR 700 E	CR 800 E	5/8/2007	91	
CR 900 S	CR 1200 E	CR 1100 W	5/1/2007	116	
CR 900 S	CR 1100 W	CR 800 W (SR 3)	5/1/2007	165	
CR 900 S	CR 200 W	CR 100 W	5/18/2010	207	
CR 900 S	SR 1	CR 700 E	6/27/2007	434	
CR 900 S	SCHOOL ENT	CR 300 W	5/18/2010	573	
DAVIS RD (CR 1000 N)	JEFFERSON ST (SR 1)	MELCHING DR	6/15/2010	1613	
DIVISION RD (SR 124)	CR 100 W	MERIDIAN RD	8/30/2007	2716	15.28
DIVISION RD (SR 124)	MERIDIAN RD	CR 100 E	5/31/2007	2906	13.48
DIVISION RD (SR 124)	CR 450 E	W/O CR 450 E	8/23/2007	3372	7.99
DIVISION RD (SR 124)	ELM GROVE RD	E/O ELM GROVE RD	9/13/2007	3470	7.61
DIVISION RD (SR 124)	CR 450 E	CR 450 E	6/21/2007	4296	

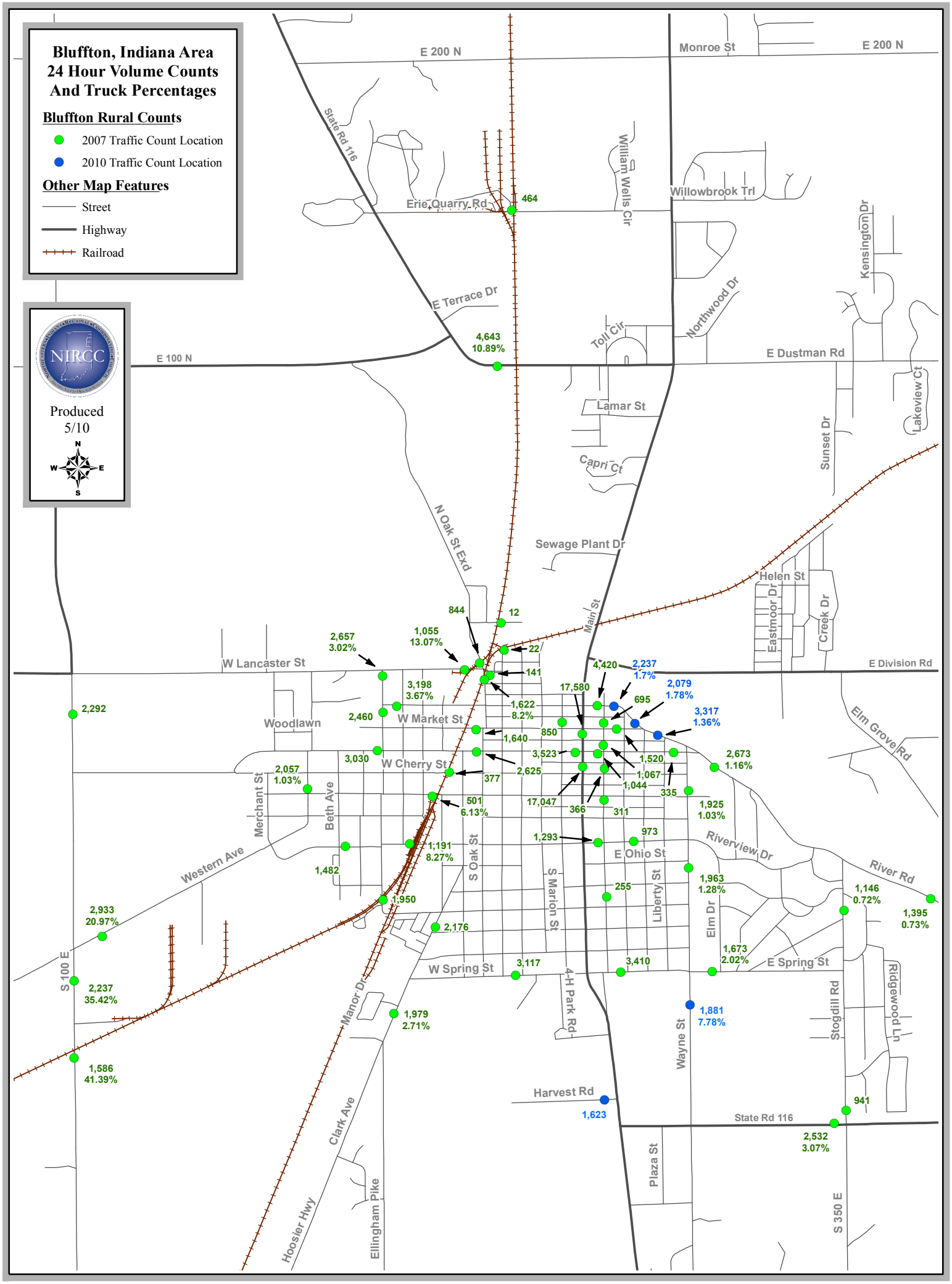
STREET	A Street	B Street	Count Date	AADT	Commercial Truck Percent
DIVISION RD (SR 124)	SR 1	E/O SR 1	8/28/2007	5806	5.22
DRUMMOND ST	MORGAN ST	OAK ST	6/13/2007	141	
DUSTMAN RD	SR 1	E/O SR 1	8/16/2007	3665	2.02
DUSTMAN RD (CR 100 N)	CR 450 E	W/O CR 450 E	6/7/2007	1635	3.85
DUSTMAN RD (SR 116/124)	SR 124	RAILROAD	6/7/2007	4643	10.89
EAST ST	MARKET ST (CR 300 S)	S/O MARKET ST (CR 300 S)	5/15/2007	17	
HALE ST	WAUSAU ST	E/O WAUSAU ST	6/13/2007	12	
HARRISON ST (SR 116)	WAYNE ST	STOGDILL RD	6/12/2007	2532	3.07
HARVEST RD	MAIN ST (SR 1)	W/O MAIN ST (SR 1)	3/2/2010	1623	
HOOSIER HWY	CR 350 S	MERIDIAN RD	6/21/2007	1500	3
HOOSIER HWY	CR 300 S	CR 350 S	6/21/2007	1672	3.7
HOOSIER HWY	CR 250 S	CR 300 S	6/21/2007	2085	2.74
INDIANA ST	WABASH ST	MARKET ST	8/30/2007	219	
JEFF RD	CR 600 W	CR 500 W	5/1/2007	400	
JOHNSON ST	WABASH ST	MARKET ST	5/24/2007	850	
LAFEVER ST	DEPOT ST	SIEBOLD ST	6/5/2007	221	
LAFEVER ST	SR 1	W/O SR 1	8/16/2007	1522	8.25
LANCASTER ST	OAK ST	UNION ST	6/19/2007	1055	13.07
LANCASTER ST	BOND ST	WESTGATE RD	9/13/2007	3008	4.13
MADISON AVE (CR 150 N)	SR 116	SR 1	6/7/2007	464	
MARKET ST	SR 1	SCOTT ST	8/28/2007	1244	
MARKET ST	SCOTT ST	MULBERRY ST	6/14/2007	1520	
MARKET ST	BOND ST	JOHNSON ST	6/19/2007	1640	
MARKET ST	WABASH ST	WAYNE ST	4/7/2010	3317	1.36
MARKET ST (CR 300 S)	CR 300 W	MERIDIAN RD	5/15/2007	882	
MARZANE RD	CR 1100 N	CR 900 N	6/14/2007	1577	15.4
MARZANE RD	CR 1200 N	CR 1100 N	6/5/2007	1585	13.67
MARZANE RD	CR 900 N	US 224	5/31/2007	1714	14.42
MERIDIAN RD	CR 1000 S	CR 1100 S	5/3/2007	99	
MERIDIAN RD	DIVISION RD (SR 124)	CR 100 S	5/15/2007	273	
MERIDIAN RD	SR 218	CR 1000 S	5/3/2007	414	
MERIDIAN RD	CR 100 S	CR 300 S	5/15/2007	480	
MERIDIAN RD	WASHINGTON ST	SR 218	9/13/2007	638	
MERIDIAN RD	WELLSBURG RD	2ND ST	6/12/2007	667	2.18
MERIDIAN RD	CR 300 S	HOOSIER HWY	5/17/2007	850	
MIDWAY ST	CHERRY ST	WILEY AVE	5/22/2007	2057	1.03
MILL ST (CR 950 N)	DEPOT ST	SIEBOLD ST	6/7/2007	2157	
MILL ST (CR 950 N)	JEFFERSON ST (SR 1)	100' W/O JEFFERSON ST (SR 1)	6/7/2007	2167	
MONROE ST (CR 200 N)	SR 1	CR 450 E	3/9/2010	1745	1.66
MORGAN ST	HALE ST	LANCASTER ST	6/13/2007	22	
OAK FOREST DR	SR 1	E/O SR 1	4/7/2010	592	
OAK ST	HALE ST	LANCASTER ST	6/19/2007	844	
OAK ST	LANCASTER ST	MILLER ST	6/21/2007	1622	8.2
RIVER RD	STOGDILL RD	CR 400 E	6/12/2007	1395	0.73
RIVER RD	WAYNE ST	STOGDILL RD	6/14/2007	2673	1.16
SCOTT ST	WILEY AVE	SILVER ST	5/24/2007	255	
SCOTT ST	CHERRY ST	WILEY AVE	5/24/2007	311	
SCOTT ST	WASHINGTON ST	CHERRY ST	6/27/2007	366	
SCOTT ST	WABASH ST	MARKET ST	5/24/2007	695	
SCOTT ST	MARKET ST	WASHINGTON ST	5/24/2007	1067	
SILVER ST	BOND ST	INDIANA ST	6/13/2007	1744	
SLAUGHTER HOUSE RD (900 N)	JEFFERSON ST (SR 1)	CR 600 E	7/11/2007	565	
SOUTH ST	UNION ST	INDIANA ST	5/22/2007	501	6.13
SPRING ST	WAYNE ST	STOGDILL RD	6/12/2007	1673	2.02
SPRING ST	SR 1	SCOTT ST	8/30/2007	2800	
SPRING ST	CLARK AVE	SR 1	6/6/2007	3117	
SPRING ST	SCOTT ST	WAYNE ST	5/24/2007	3410	
SR 1	CR 1000 S	CR 1050 S	5/9/2007	2508	
SR 1	CR 1200 S	CR 1100 S	5/8/2007	2520	15.97
SR 1	CR 900 S	CR 1000 S	5/9/2007	2570	15.81
SR 1	MARKET ST (CR 900 S)	FIRST ST (N/O CR 900 S)	8/7/2007	2620	11.84

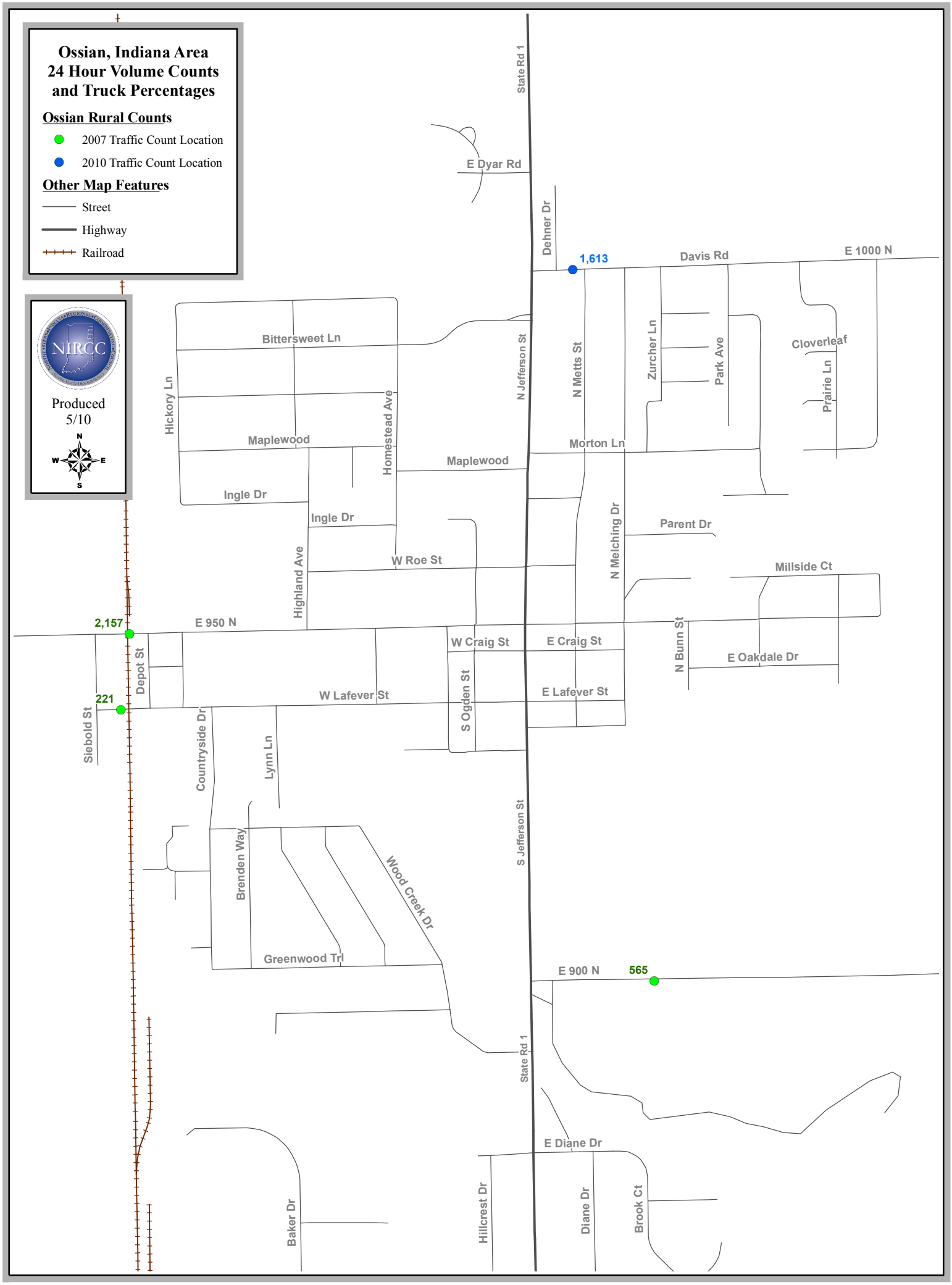
STREET	A Street	B Street	Count Date	AADT	Commercial Truck Percent
SR 1	SR 218	S/O SR 218	5/8/2007	2962	12.98
SR 1	SR 218	N/O SR 218	8/9/2007	3148	10.1
SR 1	CR 300 S	CR 350 S	5/8/2007	4121	
SR 1	SR 116	S/O SR 116	8/9/2007	5223	11.98
SR 1	CR 300 N	CR 200 N	4/7/2010	8582	7.11
SR 1	US 224	N/O US 224	8/14/2007	8633	7.9
SR 1	4-H RD	SR 116	8/7/2007	9111	
SR 1	US 224	S/O US 224	8/14/2007	9467	6.45
SR 1	CR 1200 N	CR 1100 N	8/28/2007	10771	6.8
SR 1	CR 900 N	LAFEVER ST	8/14/2007	10918	6.82
SR 1	MILL ST	N/O MILL ST	8/30/2007	11755	6.21
SR 1	SPRING ST	N/O SPRING ST	8/7/2007	12027	
SR 1	SOUTH ST	WILEY AVE	9/13/2007	15239	
SR 1	WASHINGTON ST	CHERRY ST	6/21/2007	17047	
SR 1	MARKET ST	WASHINGTON ST	5/24/2007	17580	
SR 1	CR 150 N (MADISON ST)	SR 116 (DUSTMAN RD)	8/28/2007	17686	
SR 1	WABASH ST	MARKET ST	8/9/2007	18438	
SR 1	CR 200 N	CR 150 N (MADISON ST)	8/16/2007	18702	
SR 1	SR 124 (DIVISION RD)	N/O SR 124 (DIVISION RD)	8/9/2007	23785	
SR 1	SR 116 (DUSTMAN RD)	S/O SR 116 (DUSTMAN RD)	9/13/2007	23846	
SR 1	SR 124 (DIVISION RD)	WATER ST	8/28/2007	25424	
SR 116	SR 301	E/O SR 301	8/21/2007	1674	3.1
SR 116	CR 750 E	E/O CR 750 E	8/23/2007	1804	3.65
SR 116	SR 301	W/O SR 301	9/11/2007	1974	3.63
SR 116	CR 450 E	E/O CR 450 E	8/9/2007	2350	4
SR 116	STOGDILL RD	CR 400 E	8/9/2007	2357	3.06
SR 116	CR 300 W	CR 200 W	8/16/2007	2410	5.42
SR 116	CR 100 E	W/O CR 100 E	8/14/2007	2483	8.78
SR 116	DIVISION ST (COUNTY LINE RD)	E/O DIVISION ST (COUNTY LINE RD)	8/16/2007	2590	36.34
SR 116	SR 1	WAYNE ST	8/30/2007	3369	
SR 116	CR 150 N	SR 124	8/16/2007	4125	5.95
SR 116	CR 350 N	CR 300 N	6/7/2007	4253	3.56
SR 116	CR 300 N	S/O CR 300 N	8/14/2007	4490	3.62
SR 116 / SR 124	RAILROAD	SR 1	8/16/2007	6024	
SR 124	CR 500 W	CR 300 W	5/31/2007	1936	18.54
SR 124	CR 600 W / COUNTY LINE RD	CR 500 W	5/31/2007	1972	21.66
SR 124	SR 116	W/O SR 116	8/16/2007	2388	21.2
SR 124	CR 300 W	CR 100 W	5/31/2007	2578	15.4
SR 124	DIVISION RD	N/O DIVISON RD	8/30/2007	2625	19.98
SR 124	SR 301	E/O SR 301	8/23/2007	3032	21.27
SR 124	SR 301	W/O SR 301	8/23/2007	3177	8.57
SR 124	CR 450 E	E/O CR 450 E	8/23/2007	3392	9.13
SR 201 (CR 450 E)	DIVISION RD (SR 124)	S/O DIVISION RD (SR 124)	8/23/2007	1508	3.02
SR 201 (ELM GROVE RD)	CR 450 E	CR 100 S	8/9/2007	949	
SR 218	SR 1	W/O SR 1	8/7/2007	1300	14.95
SR 218	MERIDIAN RD	CR 200 E	5/3/2007	1453	30.89
SR 218	CR 600 W / COUNTY LINE RD	CR 500 W	8/21/2007	1558	16.48
SR 218	SR 1	E/O SR 1	8/9/2007	1741	20.74
SR 218	CR 750 E	EAST COUNTY LINE RD	9/11/2007	1875	
SR 218	CR 300 W	CR 200 W	8/7/2007	1977	10.26
SR 218	CR 200 W	CR 100 W	8/7/2007	2363	9.25
SR 218 (MAIN ST)	CR 100 W	MERIDIAN RD	5/3/2007	1349	27.27
SR 3	CR 900 S	CR 1000 S	5/1/2007	1597	14.32
SR 3	CR 1100 S	CR 1200 S	8/21/2007	2194	21.93
SR 3	CR 625 S	CR 700 S	8/7/2007	2442	18.11
SR 301	CENTER ST	N/O CENTER ST	8/21/2007	336	
SR 301	SR 124	S/O SR 124	8/23/2007	455	5.23
SR 301	US 224	S/O US 224	8/28/2007	541	10.35
SR 301	SR 116	N/O SR 116	10/2/2007	750	7.99
SR 301	CR 400 N	CR 300 N	8/28/2007	765	14.16
SR 301	SR 124	N/O SR 124	8/23/2007	1063	9.49

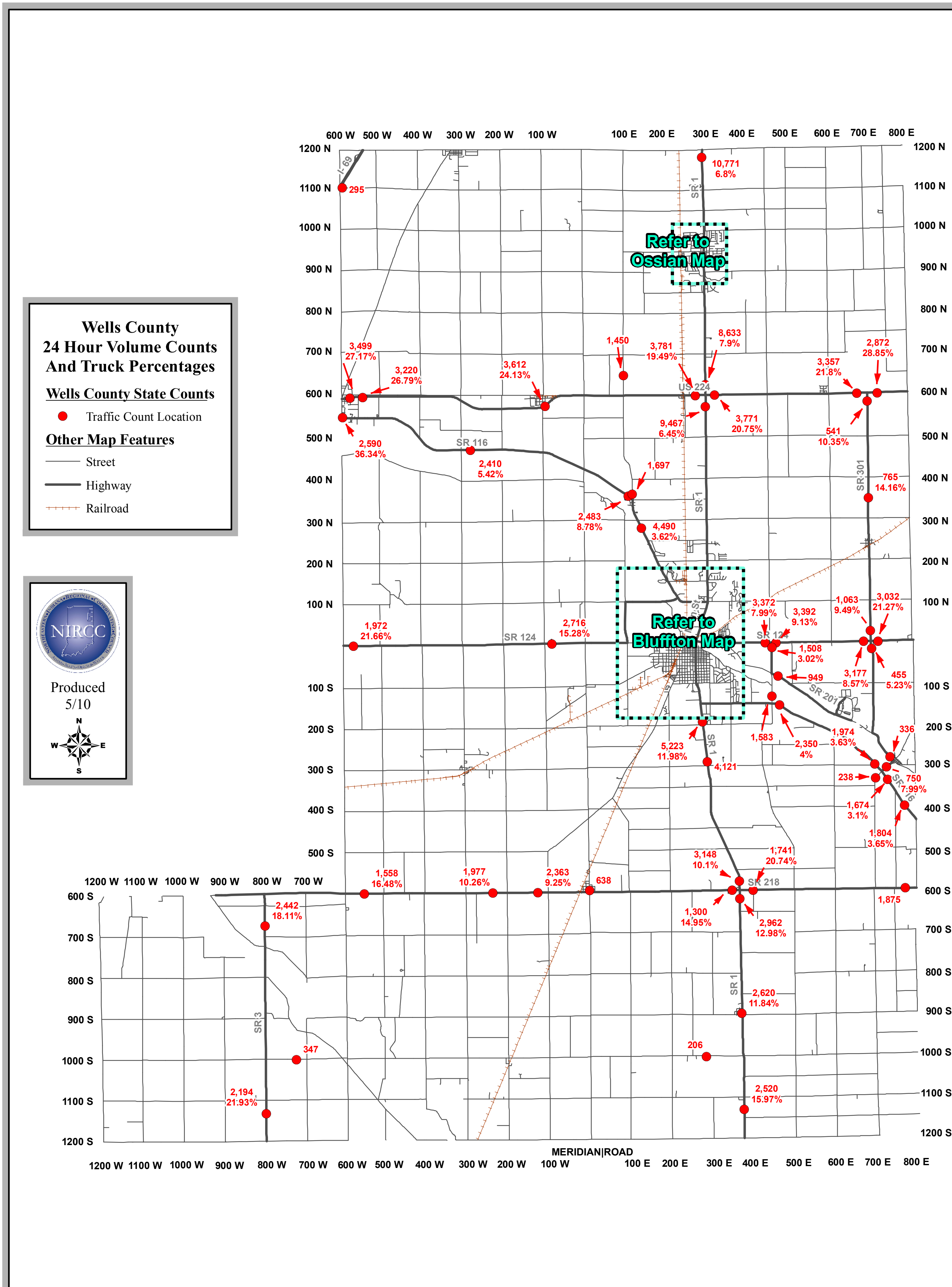
STREET	A Street	B Street	Count Date	AADT	Commercial Truck Percent
STOGDILL RD	M.S. ENT	HARRISON ST (SR 116)	6/21/2007	941	
STOGDILL RD	RIVER RD	SPRING ST	6/12/2007	1146	0.72
US 224	CR 300 W	CR 100 W	6/27/2007	2512	23.69
US 224	SR 301	E/O SR 301	9/11/2007	2872	28.85
US 224	TRACEY RD	E/O TRACEY RD	8/16/2007	3220	26.79
US 224	SR 301	W/O SR 301	8/28/2007	3357	21.8
US 224	SR 3	TRACEY RD	8/16/2007	3499	27.17
US 224	MAIN ST (MERIDIAN RD)	E/O MAIN ST (MERIDIAN RD)	8/16/2007	3612	24.13
US 224	SR 1	E/O SR 1	8/14/2007	3771	20.75
US 224	W/O SR 1	SR 1	8/14/2007	3781	19.49
US 224 (MAIN ST)	WEST ST	CR 250 E	6/7/2007	3714	19.99
WABASH ST	PERRY ST / BENNETT ST	MARKET ST	3/2/2010	2079	1.78
WABASH ST	SCOTT ST	PERRY ST / BENNETT ST	3/2/2010	2237	1.7
WABASH ST	BOND ST	INDIANA ST	6/27/2007	3198	3.67
WABASH ST	OAK ST	W/O OAK ST	8/30/2007	4410	
WABASH ST	SR 1	SCOTT ST	5/24/2007	4420	
WABASH ST	JOHNSON ST	SR 1	8/30/2007	7503	
WABASH ST (VERA CRUZ)	CR 700 W	SR 301	6/14/2007	415	
WASHINGTON ST	SCOTT ST	WAYNE ST	5/22/2007	335	
WASHINGTON ST	SR 1	SCOTT ST	5/24/2007	1044	
WASHINGTON ST	BOND ST	JOHNSON ST	6/13/2007	2625	
WASHINGTON ST	MIDWAY ST	BOND ST	5/22/2007	3030	
WASHINGTON ST	JOHNSON ST	SR 1	6/27/2007	3523	
WAYNE ST	SPRING ST	HIGH SCHOOL ENT	4/7/2010	1881	7.78
WAYNE ST	SR 116	N/O SR 116	9/13/2007	1916	
WAYNE ST	WASHINGTON ST	WILEY AVE	5/24/2007	1925	1.03
WAYNE ST	WILEY AVE	SILVER ST	5/24/2007	1963	1.28
WELLSBURG RD	MERIDIAN RD	CR 100 E	6/12/2007	37	
WESTERN AVE	ADAMS ST (CR 100 E)	WILEY AVE	5/17/2007	2933	20.97
WILEY AVE	SCOTT ST	WAYNE ST	5/22/2007	973	
WILEY AVE	BOND ST	INDIANA ST	5/22/2007	1191	8.27
WILEY AVE	SR 1	SCOTT ST	5/22/2007	1293	
WILEY AVE	WESTERN AVE	BOND ST	6/6/2007	1482	
WILEY AVE	SR 1	W/O SR 1	8/7/2007	2459	

TRAFFIC COUNT MAPS

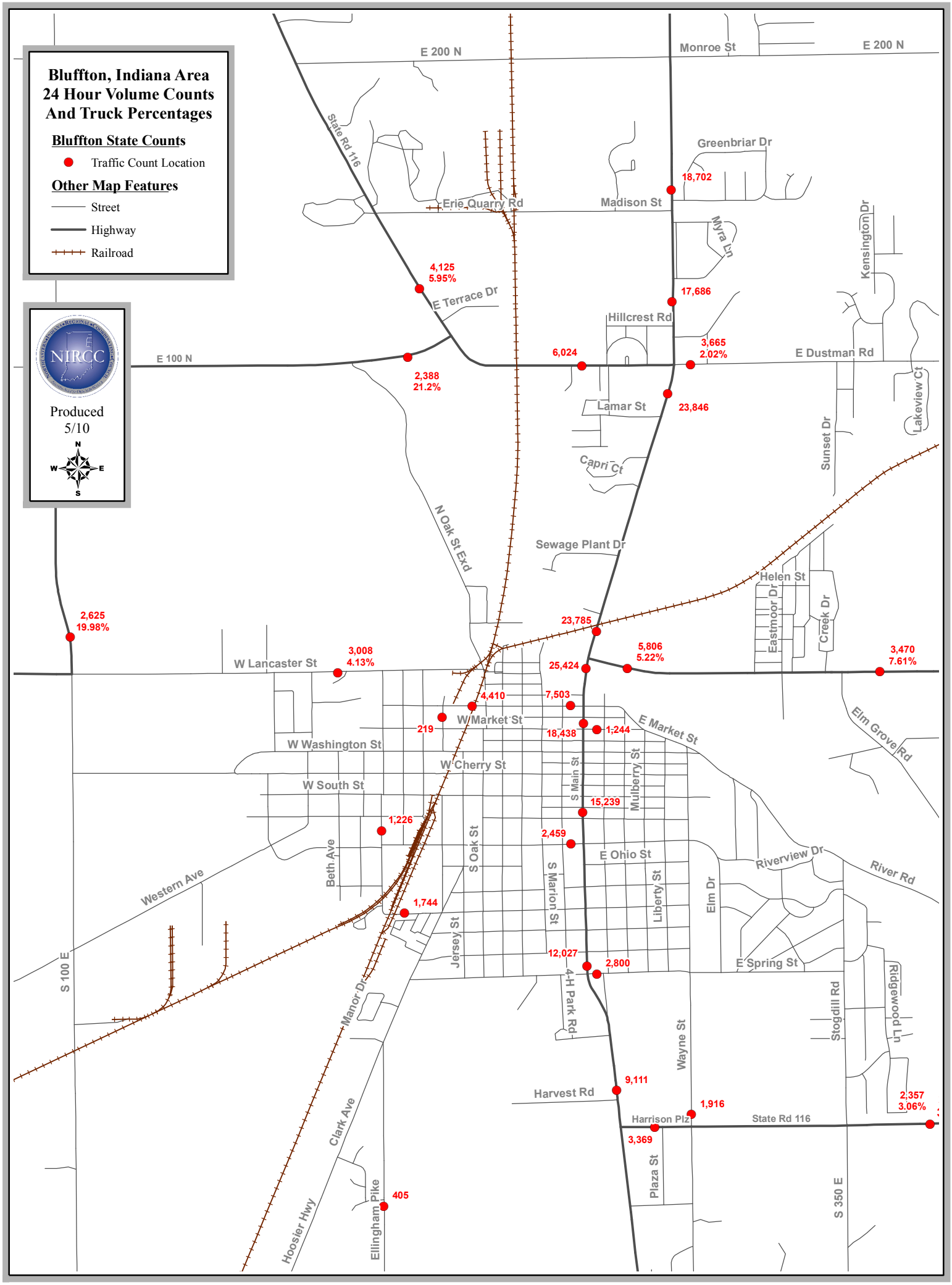

Wells County
24 Hour Volume Counts
And Truck Percentages
Wells County Rural Counts
2007 Traffic Count Location
2010 Traffic Count Location
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
5/10
Refer to Ossian Map
Refer to Bluffton Map
MERIDIAN|ROAD
US 224
SR 116
SR 124
SR 1
SR 301
SR 201
SR 218
SR 3
I-69

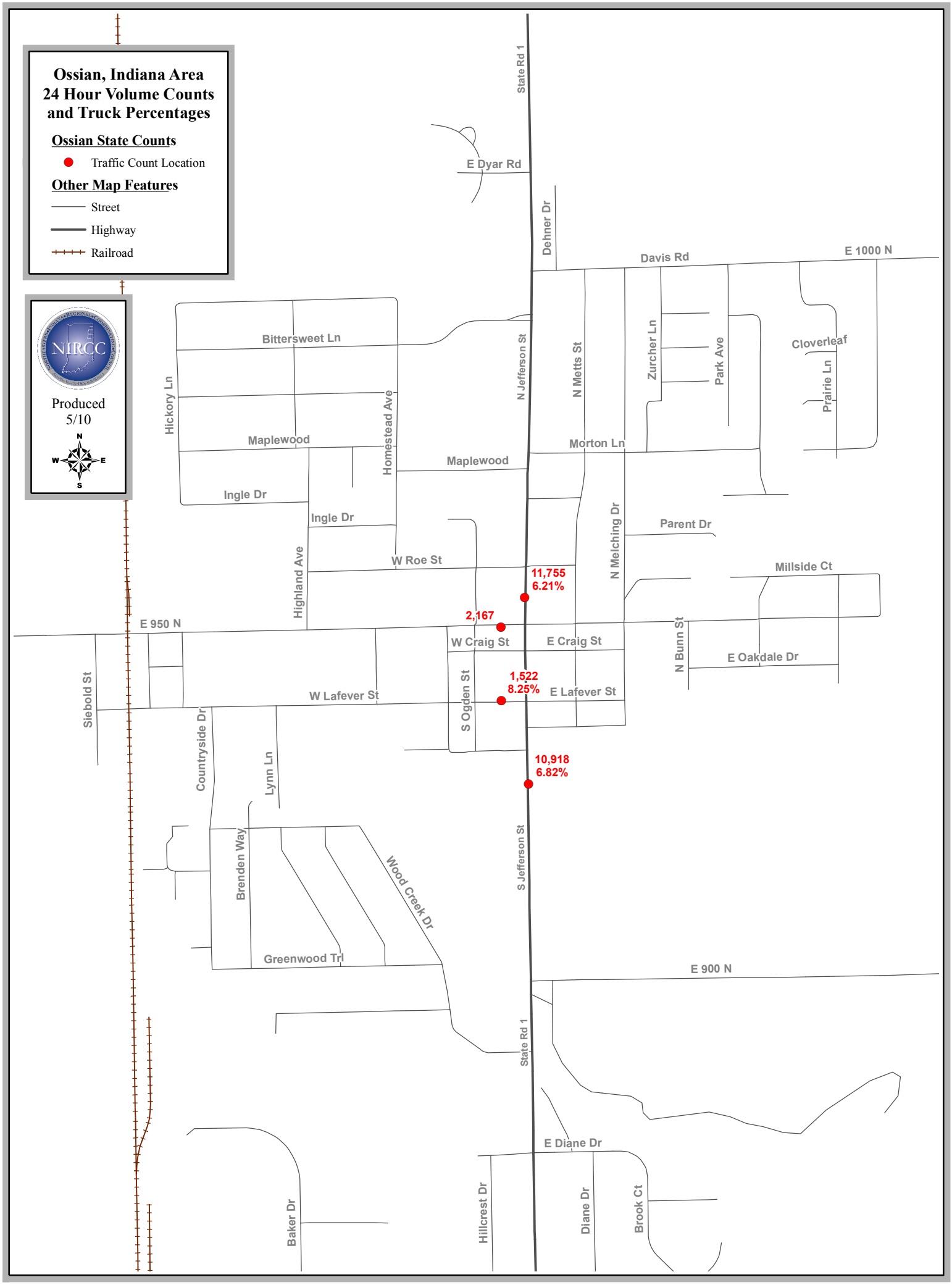

Bluffton, Indiana Area
24 Hour Volume Counts
And Truck Percentages
Bluffton Rural Counts
2007 Traffic Count Location
2010 Traffic Count Location
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
5/10
N
W
E
S
E 200 N
Monroe St
E 200 N
State Rd 116
Erie Quarry Rd
464
William Wells Cir
Willowbrook Trl
Kensington Dr
E Terrace Dr
4,643
10.89%
Toll Cir
Northwood Dr
E 100 N
E Dustman Rd
Lakeview Ct
Lamar St
Capri Ct
Sunset Dr
N Oak St Exd
Sewage Plant Dr
Helen St
Eastmoor Dr
Creek Dr
Main St
844
12
2,657
3.02%
1,055
13.07%
22
W Lancaster St
141
E Division Rd
4,420
2,237
1.7%
17,580
2,079
1.78%
695
3,198
3.67%
1,622
8.2%
3,317
1.36%
2,292
Woodlawn
2,460
W Market St
850
1,640
Elm Grove Rd
3,030
W Cherry St
3,523
1,520
2,673
1.16%
2,057
1.03%
377
2,625
1,067
1,044
335
Merchant St
Beth Ave
501
6.13%
17,047
366
311
1,925
1.03%
973
1,293
Riverview Dr
Western Ave
1,191
8.27%
E Ohio St
River Rd
1,482
S Oak St
S Marion St
Liberty St
1,963
1.28%
1,146
0.72%
1,950
255
Elm Dr
2,933
20.97%
1,395
0.73%
2,176
S 100 E
W Spring St
3,117
3,410
1,673
2.02%
E Spring St
Ridgewood Ln
2,237
35.42%
4-H Park Rd
Manor Dr
1,979
2.71%
1,881
7.78%
Stogdill Rd
Wayne St
1,586
41.39%
Harvest Rd
1,623
941
State Rd 116
2,532
3.07%
Clark Ave
Plaza St
Hoosier Hwy
Ellingham Pike
S 350 E


Ossian, Indiana Area
24 Hour Volume Counts
and Truck Percentages
Ossian Rural Counts
2007 Traffic Count Location
2010 Traffic Count Location
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
5/10
N
W
E
S
State Rd 1
E Dyar Rd
Dehner Dr
1,613
Davis Rd
E 1000 N
Bittersweet Ln
Hickory Ln
Homestead Ave
N Jefferson St
N Metts St
Zurcher Ln
Park Ave
Cloverleaf
Prairie Ln
Maplewood
Morton Ln
Maplewood
Ingle Dr
Ingle Dr
Parent Dr
N Melching Dr
Highland Ave
W Roe St
Millside Ct
2,157
E 950 N
W Craig St
E Craig St
N Bunn St
E Oakdale Dr
Depot St
W Lafever St
E Lafever St
221
S Ogden St
Siebold St
Countryside Dr
Lynn Ln
S Jefferson St
Brenden Way
Wood Creek Dr
Greenwood Trl
E 900 N
565
State Rd 1
E Diane Dr
Baker Dr
Hillcrest Dr
Diane Dr
Brook Ct



Wells County
24 Hour Volume Counts
And Truck Percentages
Wells County State Counts
Traffic Count Location
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
5/10
N
W
E
S
Refer to Ossian Map
Refer to Bluffton Map
600 W
500 W
400 W
300 W
200 W
100 W
100 E
200 E
300 E
400 E
500 E
600 E
700 E
800 E
1200 N
1100 N
1000 N
900 N
800 N
700 N
600 N
500 N
400 N
300 N
200 N
100 N
100 S
200 S
300 S
400 S
500 S
600 S
700 S
800 S
900 S
1000 S
1100 S
1200 S
1200 W
1100 W
1000 W
900 W
800 W
700 W
MERIDIAN ROAD
I- 69
SR 1
US 224
SR 116
SR 301
SR 124
SR 201
SR 316
SR 218
SR 3
10,771
6.8%
295
1,450
3,781
19.49%
8,633
7.9%
2,872
28.85%
3,357
21.8%
3,499
27.17%
3,220
26.79%
3,612
24.13%
9,467
6.45%
3,771
20.75%
541
10.35%
2,590
36.34%
2,410
5.42%
1,697
765
14.16%
2,483
8.78%
4,490
3.62%
1,972
21.66%
2,716
15.28%
3,372
7.99%
3,392
9.13%
1,063
9.49%
3,032
21.27%
1,508
3.02%
949
3,177
8.57%
455
5.23%
5,223
11.98%
4,121
1,583
2,350
4%
1,974
3.63%
336
238
750
7.99%
1,674
3.1%
1,804
3.65%
3,148
10.1%
1,741
20.74%
1,558
16.48%
1,977
10.26%
2,363
9.25%
638
1,875
1,300
14.95%
2,962
12.98%
2,442
18.11%
2,620
11.84%
347
206
2,194
21.93%
2,520
15.97%


Bluffton, Indiana Area
24 Hour Volume Counts
And Truck Percentages
Bluffton State Counts
Traffic Count Location
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
5/10
N
W
E
S
E 200 N
Monroe St
E 200 N
State Rd 116
Erie Quarry Rd
Madison St
Greenbriar Dr
18,702
Myra Ln
Kensington Dr
4,125
5.95%
E Terrace Dr
17,686
Hillcrest Rd
E 100 N
2,388
21.2%
6,024
3,665
2.02%
E Dustman Rd
Lamar St
23,846
Lakeview Ct
Sunset Dr
Capri Ct
N Oak St Exd
Sewage Plant Dr
Helen St
Eastmoor Dr
Creek Dr
2,625
19.98%
23,785
W Lancaster St
3,008
4.13%
5,806
5.22%
3,470
7.61%
25,424
4,410
7,503
W Market St
219
18,438
1,244
E Market St
Elm Grove Rd
W Washington St
W Cherry St
W South St
S Main St
Mulberry St
15,239
1,226
2,459
S Oak St
E Ohio St
Riverview Dr
River Rd
Beth Ave
Western Ave
1,744
Liberty St
Elm Dr
S Marion St
Jersey St
12,027
2,800
E Spring St
S 100 E
Manor Dr
4-H Park Rd
Wayne St
Stogdill Rd
Ridgewood Ln
9,111
Harvest Rd
1,916
2,357
3.06%
Harrison Plz
State Rd 116
3,369
Plaza St
Clark Ave
Hoosier Hwy
Ellingham Pike
405
S 350 E


Ossian, Indiana Area
24 Hour Volume Counts
and Truck Percentages
Ossian State Counts
Traffic Count Location
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
5/10
N
W
E
S
State Rd 1
E Dyar Rd
Dehner Dr
Davis Rd
E 1000 N
Bittersweet Ln
Hickory Ln
Homestead Ave
N Jefferson St
N Metts St
Zurcher Ln
Park Ave
Cloverleaf
Prairie Ln
Maplewood
Morton Ln
Maplewood
Ingle Dr
Ingle Dr
Highland Ave
W Roe St
N Melching Dr
Parent Dr
Millside Ct
11,755
6.21%
2,167
E 950 N
W Craig St
E Craig St
N Bunn St
E Oakdale Dr
Siebold St
W Lafever St
S Ogden St
1,522
8.25%
E Lafever St
Countryside Dr
Lynn Ln
10,918
6.82%
Brenden Way
Wood Creek Dr
S Jefferson St
Greenwood Trl
E 900 N
State Rd 1
E Diane Dr
Baker Dr
Hillcrest Dr
Diane Dr
Brook Ct

RAILROAD CROSSING DATA

Annual WBAPS 2010

WEB ACCIDENT PREDICTION SYSTEM

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

Including:

Disclaimer/Abbreviation Key
Accident Prediction List
Collision History
Abbreviated Inventory Profile
State and National Contact List

Provided by:

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

Data Contained in this Report:

STATE: IN
COUNTY: WELLS

Date Prepared: 6/9/2010

U.S. Department
of Transportation
Federal Railroad
Administration

USING DATA PRODUCED BY WBAPS

(Web Accident Prediction System)

1120 Vermont Ave, N.W.
Washington, D.C. 20590

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

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

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

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

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

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

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

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

U.S. Department
of Transportation
Federal Railroad
Administration

ABBREVIATION KEY

for use with WBAPS Reports

1120 Vermont Ave, N.W.
Washington, D.C. 20590

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

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

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

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

RANK	PRED COLLS.	CROSSING	RR	STATE	COUNTY	CITY	ROAD	NUM OF COLLISIONS 09*	08	07	06	05	DATE CHG	WD	TOT TRN	TOT TRK	TTBL SPD	HWY PVD	HWY LNS	AADT
1	0.116194	477207B	NS	IN	WELLS	BLUFFTON	MARKET ST	0	2	0	0	0		FL	28	1	60	YES	2	1,625
2	0.074345	477211R	NS	IN	WELLS	BLUFFTON	ST RD #116	0	0	0	0	1		GT	28	1	60	YES	2	3,250
3	0.062643	475560U	WBCR	IN	WELLS	BLUFFTON	CO RD 100 N	0	0	0	0	1		XB	2	1	10	YES	2	1,759
4	0.047196	475159G	NS	IN	WELLS	KEYSTONE	COUNTY LINE RD	0	0	0	0	0		XB	28	1	60	YES	2	410
5	0.041981	478105L	NS	IN	WELLS	OSSIAN	LAFEVER ST	0	0	0	0	0		XB	28	1	60	YES	2	239
6	0.036617	478107A	NS	IN	WELLS	OSSIAN	1050 N	0	0	0	0	0		SS	28	1	60	YES	2	152
7	0.035625	475562H	WBCR	IN	WELLS	BLUFFTON	MAIN ST	0	0	0	0	0		FL	2	1	10	YES	4	27,550
8	0.034364	477206U	NS	IN	WELLS	BLUFFTON	WASHINGTON ST	0	0	0	0	0		FL	28	1	60	YES	2	2,538
9	0.033445	477209P	NS	IN	WELLS	BLUFFTON	OAK /LANCASTER	0	0	0	0	0		FL	28	1	60	YES	2	2,286
10	0.032350	477183P	NS	IN	WELLS	PONETO	700 S	0	0	0	0	0		SS	28	1	60	YES	2	97
11	0.029783	477208H	NS	IN	WELLS	BLUFFTON	WABASH ST	0	0	0	0	0		GT	28	1	60	YES	2	4,362
12	0.029398	478090Y	NS	IN	WELLS	BLUFFTON	200 N	0	0	0	0	0		XB	28	1	60	NO	1	348
13	0.026474	477195J	NS	IN	WELLS	BLUFFTON	HOOSIER HWY	0	0	0	0	0		GT	28	1	60	YES	2	2,589
14	0.026393	478089E	NS	IN	WELLS	BLUFFTON	150 N	0	0	0	0	0		FL	28	1	60	YES	2	974
15	0.026292	477210J	NS	IN	WELLS	BLUFFTON	HALE ST	0	0	0	0	0		SS	28	1	60	YES	2	43
16	0.026115	477185D	NS	IN	WELLS	PONETO	MAIN ST/SR #218	0	0	0	0	0		GT	28	1	60	YES	2	2,440
17	0.025110	477202S	NS	IN	WELLS	BLUFFTON	SILVER ST.	0	0	0	0	0		GT	28	1	60	YES	2	2,060
18	0.024387	478106T	NS	IN	WELLS	OSSIAN	MILL ST	0	0	0	0	0		GT	28	1	60	YES	2	1,818
19	0.023715	477188Y	NS	IN	WELLS	PONETO	MERIDIAN RD	0	0	0	0	0		FL	28	1	60	YES	2	681
20	0.023219	478091F	NS	IN	WELLS	BLUFFTON	CR 250N	0	0	0	0	0		GT	28	1	60	YES	2	1,477
21	0.023040	475574C	WBCR	IN	WELLS	BLUFFTON	S. BOND ST	0	0	0	0	0		SS	2	3	25	YES	2	2,107
22	0.022464	477198E	NS	IN	WELLS	BLUFFTON	CR 200 S	0	0	0	0	0		GT	28	1	60	YES	2	1,286
23	0.021646	477203Y	NS	IN	WELLS	BLUFFTON	WILEY ST	0	0	0	0	0		GT	28	6	60	YES	2	1,102
24	0.021510	477204F	NS	IN	WELLS	BLUFFTON	SOUTH ST	0	0	0	0	0		FL	28	1	60	YES	2	497
25	0.020850	475565D	WBCR	IN	WELLS	BLUFFTON	W. LANCASTER	0	0	0	0	0		XB	4	2	10	YES	2	1,043
26	0.019257	478092M	NS	IN	WELLS	BLUFFTON	CR #300 N	0	0	0	0	0		GT	28	1	60	YES	2	683
27	0.019048	475162P	NS	IN	WELLS	KEYSTONE	1000 S	0	0	0	0	0		FL	28	1	60	YES	2	340
28	0.018996	475166S	NS	IN	WELLS	KEYSTONE	800 S	0	0	0	0	0		SS	28	1	60	NO	2	83
29	0.018610	475564W	WBCR	IN	WELLS	BLUFFTON	N OAK ST.	0	0	0	0	0		XB	4	2	10	YES	2	728
30	0.018571	475161H	NS	IN	WELLS	KEYSTONE	MAIN ST/CR #20	0	0	0	0	0		GT	28	1	60	YES	2	590
31	0.017744	477205M	NS	IN	WELLS	BLUFFTON	CHERRY ST	0	0	0	0	0		FL	28	1	60	YES	2	274
32	0.017481	475577X	WBCR	IN	WELLS	BLUFFTON	CO RD 100 E.	0	0	0	0	0		XB	2	1	10	YES	2	1,198
33	0.016741	477192N	NS	IN	WELLS	BLUFFTON	ASH RD	0	0	0	0	0		SS	28	1	60	NO	2	56

34	0.016741	477181B	NS	IN	WELLS	PONETO	100 W	0	0	0	0	0		SS	28	1	60	NO	2	56
35	0.016659	475549U	WBCR	IN	WELLS	BLUFFTON	CO RD 450 E	0	0	0	0	0		XB	2	1	10	YES	2	1,032
36	0.016259	478102R	NS	IN	WELLS	OSSIAN	850 N	0	0	0	0	0		GT	28	1	60	YES	2	348
37	0.016030	475160B	NS	IN	WELLS	KEYSTONE	1100 S	0	0	0	0	0		XB	28	1	60	NO	2	49
38	0.015927	475164D	NS	IN	WELLS	KEYSTONE	CR #900 S	0	0	0	0	0		GT	28	1	60	YES	2	321
39	0.014353	477189F	NS	IN	WELLS	PONETO	WELLSBURG RD	0	0	0	0	0		SS	28	1	60	NO	2	35
40	0.012916	475578E	WBCR	IN	WELLS	BLUFFTON	MERIDIAN RD.	0	0	0	0	0		XB	2	1	10	YES	2	477
41	0.012478	477196R	NS	IN	WELLS	BLUFFTON	CR 250 S	0	0	0	0	0		SS	28	1	60	NO	2	23
42	0.012216	475581M	WBCR	IN	WELLS	LIBERTY	CO.RD 200 S	0	0	0	0	0		XB	2	1	10	YES	2	404
43	0.011490	478093U	NS	IN	WELLS	BLUFFTON	350 N	0	0	0	0	0	02/10	FL	28	1	60	YES	2	297
44	0.011354	475588K	WBCR	IN	WELLS	LIBERTY CEN	300 W	0	0	0	0	0		FL	2	1	10	YES	2	1,733
45	0.011004	478094B	NS	IN	WELLS	BLUFFTON	400 N	0	0	0	0	0	02/10	FL	28	1	60	YES	2	260
46	0.009827	475545S	WBCR	IN	WELLS	CRAIGVILLE	CO RD 200 N	0	0	0	0	0		XB	2	1	10	YES	2	213
47	0.009591	475543D	WBCR	IN	WELLS	CRAIGVILLE	MAIN ST/SR #301	0	0	0	0	0		FL	2	1	10	YES	2	1,090
48	0.008418	475546Y	WBCR	IN	WELLS	CRAIGVILLE	CO RD 600 E	0	0	0	0	0		XB	2	1	10	YES	2	136
49	0.008103	477193V	NS	IN	WELLS	BLUFFTON	350 S	0	0	0	0	0	11/07	GT	28	1	60	YES	2	137
50	0.007892	475586W	WBCR	IN	WELLS	LIBERTY CEN	300 S/MARKET ST	0	0	0	0	0		FL	2	1	10	YES	2	645
51	0.005006	475563P	WBCR	IN	WELLS	BLUFFTON	MORGAN ST	0	0	0	0	0		SS	2	1	10	YES	2	31
52	0.004962	475584H	WBCR	IN	WELLS	LIBERTY	CO RD 200 W	0	0	0	0	0		XB	2	1	10	NO	2	152
53	0.004506	475582U	WBCR	IN	WELLS	LIBERTY	CO.RD 100 W	0	0	0	0	0		XB	2	1	10	NO	2	116
54	0.003944	475579L	WBCR	IN	WELLS	BLUFFTON	MAPLE RD.	0	0	0	0	0		XB	2	1	10	NO	2	80
55	0.002989	475590L	WBCR	IN	WELLS	LIBERTY CEN	CO RD 400 W	0	0	0	0	0		XB	2	1	10	NO	2	37
56	0.002804	475592A	WBCR	IN	WELLS	WARREN	CO RD 500 W	0	0	0	0	0		XB	2	1	10	NO	2	31
57	0.002387	477194C	NS	IN	WELLS	BLUFFTON	300 S	0	0	0	0	0	02/10	GT	28	1	60	NO	2	35
58	0.001928	475587D	WBCR	IN	WELLS	LIBERTY CEN	EAST ST	0	0	0	0	0		XB	2	2	10	NO	2	11
TTL:	1.271388							0	2	0	0	2								

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

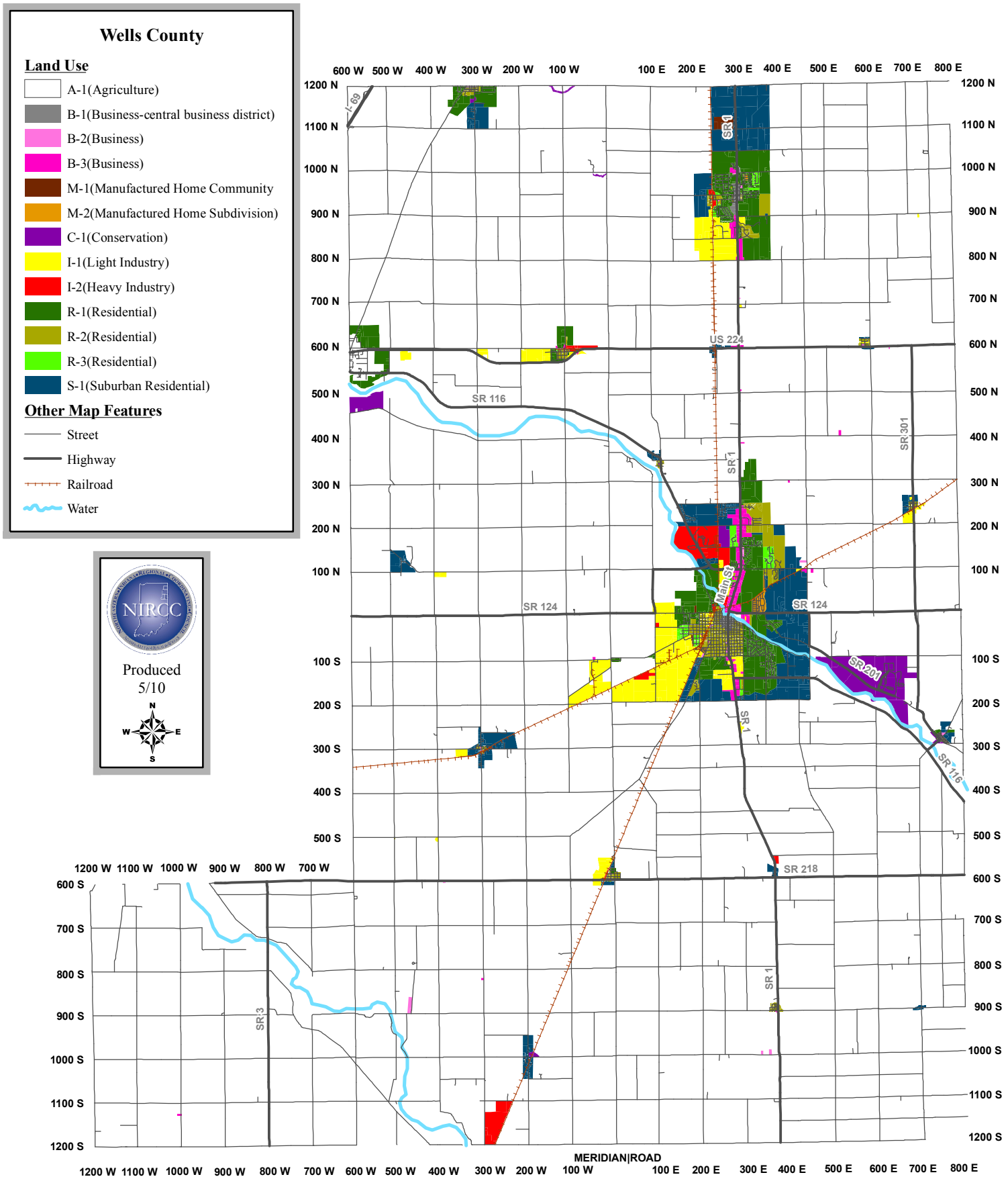
SORTED BY HIGHWAY-RAIL CROSSING NUMBER

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

No.	CROSSING	PRED COLLS.	RANK	STATE	COUNTY	CITY	ROAD	RR	MP
1	475159G	0.047196	4	IN	WELLS	KEYSTONE	COUNTY LINE RD	NS	014982
2	475160B	0.016030	37	IN	WELLS	KEYSTONE	1100 S	NS	015091
3	475161H	0.018571	30	IN	WELLS	KEYSTONE	MAIN ST/CR #20	NS	015187
4	475162P	0.019048	27	IN	WELLS	KEYSTONE	1000 S	NS	015205
5	475164D	0.015927	38	IN	WELLS	KEYSTONE	CR #900 S	NS	015308
6	475166S	0.018996	28	IN	WELLS	KEYSTONE	800 S	NS	015415
7	475543D	0.009591	47	IN	WELLS	CRAIGVILLE	MAIN ST/SR #301	WBCR	011784
8	475545S	0.009827	46	IN	WELLS	CRAIGVILLE	CO RD 200 N	WBCR	011854
9	475546Y	0.008418	48	IN	WELLS	CRAIGVILLE	CO RD 600 E	WBCR	011890
10	475549U	0.016659	35	IN	WELLS	BLUFFTON	CO RD 450 E	WBCR	012060
11	475560U	0.062643	3	IN	WELLS	BLUFFTON	CO RD 100 N	WBCR	012070
12	475562H	0.035625	7	IN	WELLS	BLUFFTON	MAIN ST	WBCR	012260
13	475563P	0.005006	51	IN	WELLS	BLUFFTON	MORGAN ST	WBCR	012292
14	475564W	0.018610	29	IN	WELLS	BLUFFTON	N OAK ST.	WBCR	012300
15	475565D	0.020850	25	IN	WELLS	BLUFFTON	W. LANCASTER	WBCR	012304
16	475574C	0.023040	21	IN	WELLS	BLUFFTON	S. BOND ST	WBCR	012388
17	475577X	0.017481	32	IN	WELLS	BLUFFTON	CO RD 100 E.	WBCR	012500
18	475578E	0.012916	40	IN	WELLS	BLUFFTON	MERIDIAN RD.	WBCR	012611
19	475579L	0.003944	54	IN	WELLS	BLUFFTON	MAPLE RD.	WBCR	012661
20	475581M	0.012216	42	IN	WELLS	LIBERTY	CO.RD 200 S	WBCR	012698
21	475582U	0.004506	53	IN	WELLS	LIBERTY	CO.RD 100 W	WBCR	012720
22	475584H	0.004962	52	IN	WELLS	LIBERTY	CO RD 200 W	WBCR	012830
23	475586W	0.007892	50	IN	WELLS	LIBERTY CEN	300 S/MARKET ST	WBCR	012929
24	475587D	0.001928	58	IN	WELLS	LIBERTY CEN	EAST ST	WBCR	012932
25	475588K	0.011354	44	IN	WELLS	LIBERTY CEN	300 W	WBCR	012943
26	475590L	0.002989	55	IN	WELLS	LIBERTY CEN	CO RD 400 W	WBCR	013045
27	475592A	0.002804	56	IN	WELLS	WARREN	CO RD 500 W	WBCR	013145
28	477181B	0.016741	34	IN	WELLS	PONETO	100 W	NS	015438
29	477183P	0.032350	10	IN	WELLS	PONETO	700 S	NS	015526
30	477185D	0.026115	16	IN	WELLS	PONETO	MAIN ST/SR #218	NS	015637
31	477188Y	0.023715	19	IN	WELLS	PONETO	MERIDIAN RD	NS	015696
32	477189F	0.014353	39	IN	WELLS	PONETO	WELLSBURG RD	NS	015715
33	477192N	0.016741	33	IN	WELLS	BLUFFTON	ASH RD	NS	015867
34	477193V	0.008103	49	IN	WELLS	BLUFFTON	350 S	NS	015911
35	477194C	0.002387	57	IN	WELLS	BLUFFTON	300 S	NS	015966
36	477195J	0.026474	13	IN	WELLS	BLUFFTON	HOOSIER HWY	NS	016004

37	477196R	0.012478	41	IN	WELLS	BLUFFTON	CR 250 S	NS	016019
38	477198E	0.022464	22	IN	WELLS	BLUFFTON	CR 200 S	NS	016076
39	477202S	0.025110	17	IN	WELLS	BLUFFTON	SILVER ST.	NS	016209
40	477203Y	0.021646	23	IN	WELLS	BLUFFTON	WILEY ST	NS	016233
41	477204F	0.021510	24	IN	WELLS	BLUFFTON	SOUTH ST	NS	016251
42	477205M	0.017744	31	IN	WELLS	BLUFFTON	CHERRY ST	NS	016259
43	477206U	0.034364	8	IN	WELLS	BLUFFTON	WASHINGTON ST	NS	016266
44	477207B	0.116194	1	IN	WELLS	BLUFFTON	MARKET ST	NS	016274
45	477208H	0.029783	11	IN	WELLS	BLUFFTON	WABASH ST	NS	016282
46	477209P	0.033445	9	IN	WELLS	BLUFFTON	OAK /LANCASTER	NS	016293
47	477210J	0.026292	15	IN	WELLS	BLUFFTON	HALE ST	NS	016310
48	477211R	0.074345	2	IN	WELLS	BLUFFTON	ST RD #116	NS	016395
49	478089E	0.026393	14	IN	WELLS	BLUFFTON	150 N	NS	016445
50	478090Y	0.029398	12	IN	WELLS	BLUFFTON	200 N	NS	016495
51	478091F	0.023219	20	IN	WELLS	BLUFFTON	CR 250N	NS	016544
52	478092M	0.019257	26	IN	WELLS	BLUFFTON	CR #300 N	NS	016595
53	478093U	0.011490	43	IN	WELLS	BLUFFTON	350 N	NS	016644
54	478094B	0.011004	45	IN	WELLS	BLUFFTON	400 N	NS	016695
55	478102R	0.016259	36	IN	WELLS	OSSIAN	850 N	NS	017150
56	478105L	0.041981	5	IN	WELLS	OSSIAN	LAFEVER ST	NS	017240
57	478106T	0.024387	18	IN	WELLS	OSSIAN	MILL ST	NS	017248
58	478107A	0.036617	6	IN	WELLS	OSSIAN	1050 N	NS	017348

LAND USE MAPS


Wells County
Land Use
A-1(Agriculture)
B-1(Business-central business district)
B-2(Business)
B-3(Business)
M-1(Manufactured Home Community
M-2(Manufactured Home Subdivision)
C-1(Conservation)
I-1(Light Industry)
I-2(Heavy Industry)
R-1(Residential)
R-2(Residential)
R-3(Residential)
S-1(Suburban Residential)
Other Map Features
Street
Highway
Railroad
Water
NIRCC
Produced
5/10
N
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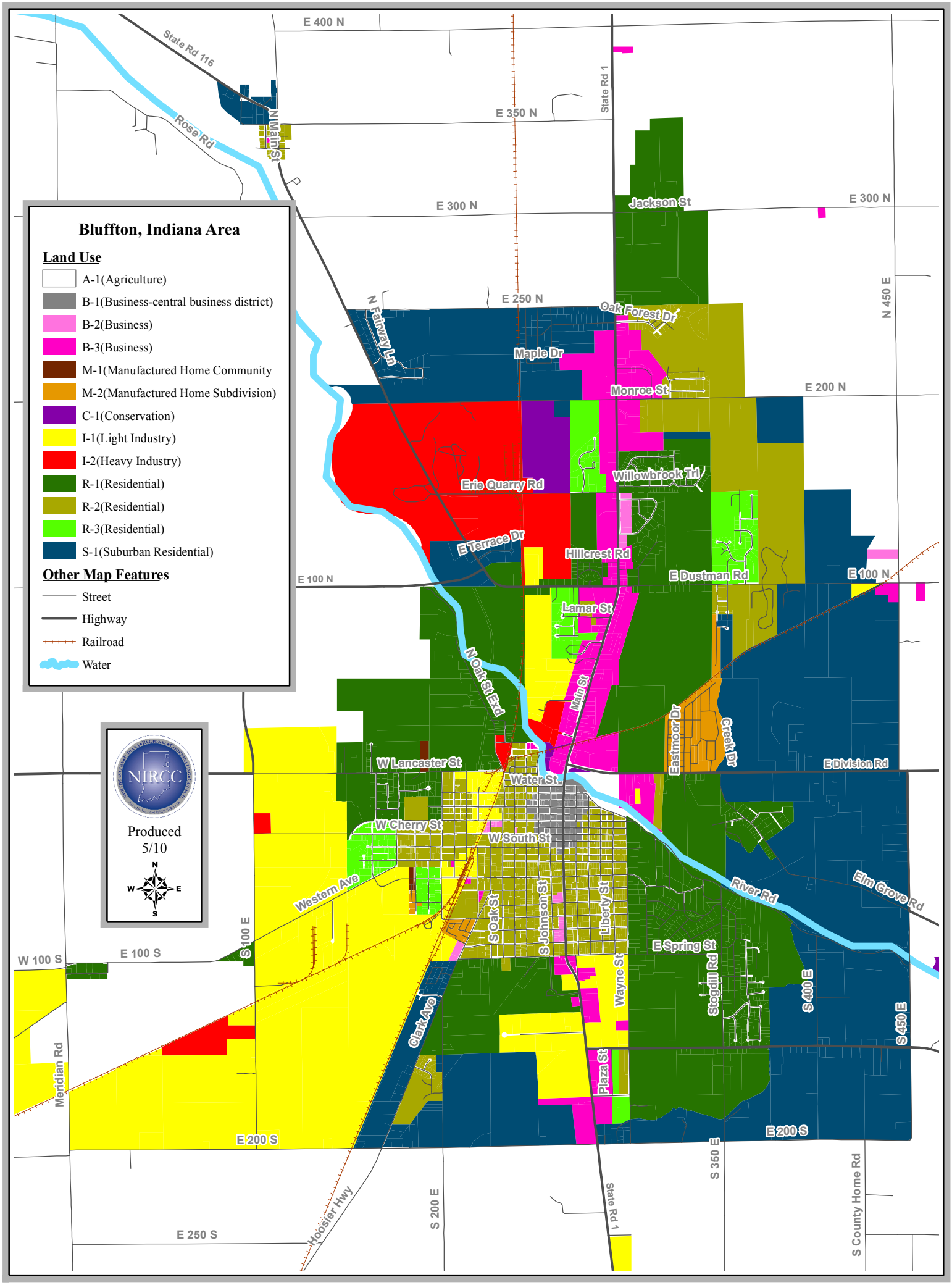
600 W 500 W 400 W 300 W 200 W 100 W
100 E 200 E 300 E 400 E 500 E 600 E 700 E 800 E
1200 N 1100 N 1000 N 900 N 800 N 700 N 600 N 500 N 400 N 300 N 200 N 100 N
100 S 200 S 300 S 400 S 500 S 600 S 700 S 800 S 900 S 1000 S 1100 S 1200 S
1200 W 1100 W 1000 W 900 W 800 W 700 W 600 W 500 W 400 W 300 W 200 W 100 W
100 E 200 E 300 E 400 E 500 E 600 E 700 E 800 E
I-69
SR 1
US 224
SR 116
SR 301
Main St
SR 124
SR 218
SR 200
SR 3
MERIDIAN|ROAD


Bluffton, Indiana Area
Land Use
A-1(Agriculture)
B-1(Business-central business district)
B-2(Business)
B-3(Business)
M-1(Manufactured Home Community
M-2(Manufactured Home Subdivision)
C-1(Conservation)
I-1(Light Industry)
I-2(Heavy Industry)
R-1(Residential)
R-2(Residential)
R-3(Residential)
S-1(Suburban Residential)
Other Map Features
Street
Highway
Railroad
Water
NIRCC
Produced
5/10
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E 350 N
E 300 N
E 250 N
E 200 N
E 100 N
E 100 S
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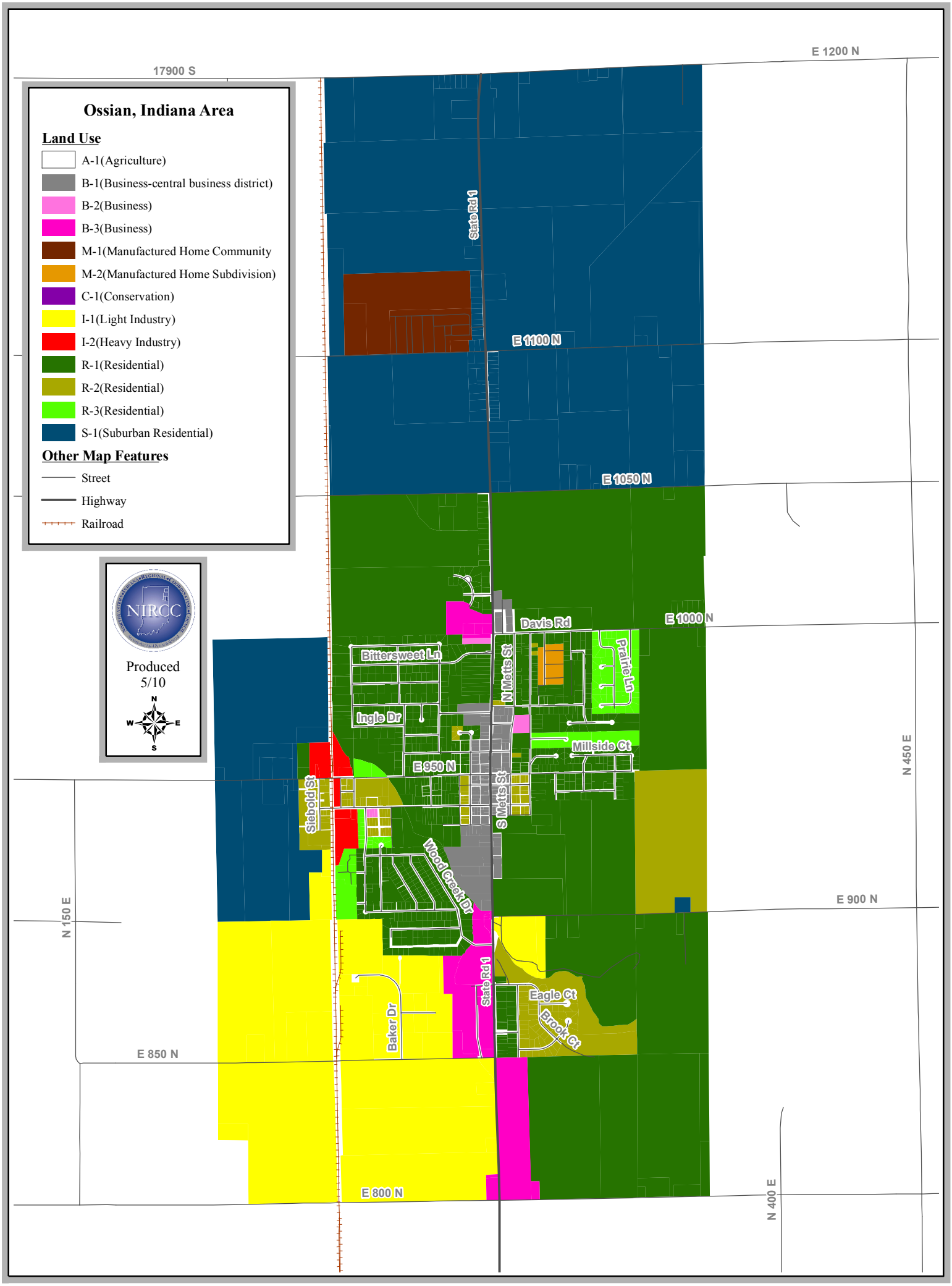
E 200 S
E 250 S
State Rd 116
Rose Rd
N Main St
State Rd 1
Jackson St
N 450 E
N Fairway Ln
Oak Forest Dr
Maple Dr
Monroe St
Erie Quarry Rd
Willowbrook Trl
E Terrace Dr
Hillcrest Rd
E Dustman Rd
Lamar St
N Oak St Ext
Main St
Eastmoor Dr
Creek Dr
E Division Rd
W Lancaster St
Water St
W Cherry St
W South St
Western Ave
S 100 E
S Oak St
S Johnson St
Liberty St
E Spring St
River Rd
Elm Grove Rd
Wayne St
Stogdill Rd
S 400 E
S 450 E
Clark Ave
Plaza St
Meridian Rd
Hoosier Hwy
S 200 E
S 350 E
S County Home Rd


Ossian, Indiana Area
Land Use
A-1(Agriculture)
B-1(Business-central business district)
B-2(Business)
B-3(Business)
M-1(Manufactured Home Community
M-2(Manufactured Home Subdivision)
C-1(Conservation)
I-1(Light Industry)
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R-1(Residential)
R-2(Residential)
R-3(Residential)
S-1(Suburban Residential)
Other Map Features
Street
Highway
Railroad
NIRCC
Produced
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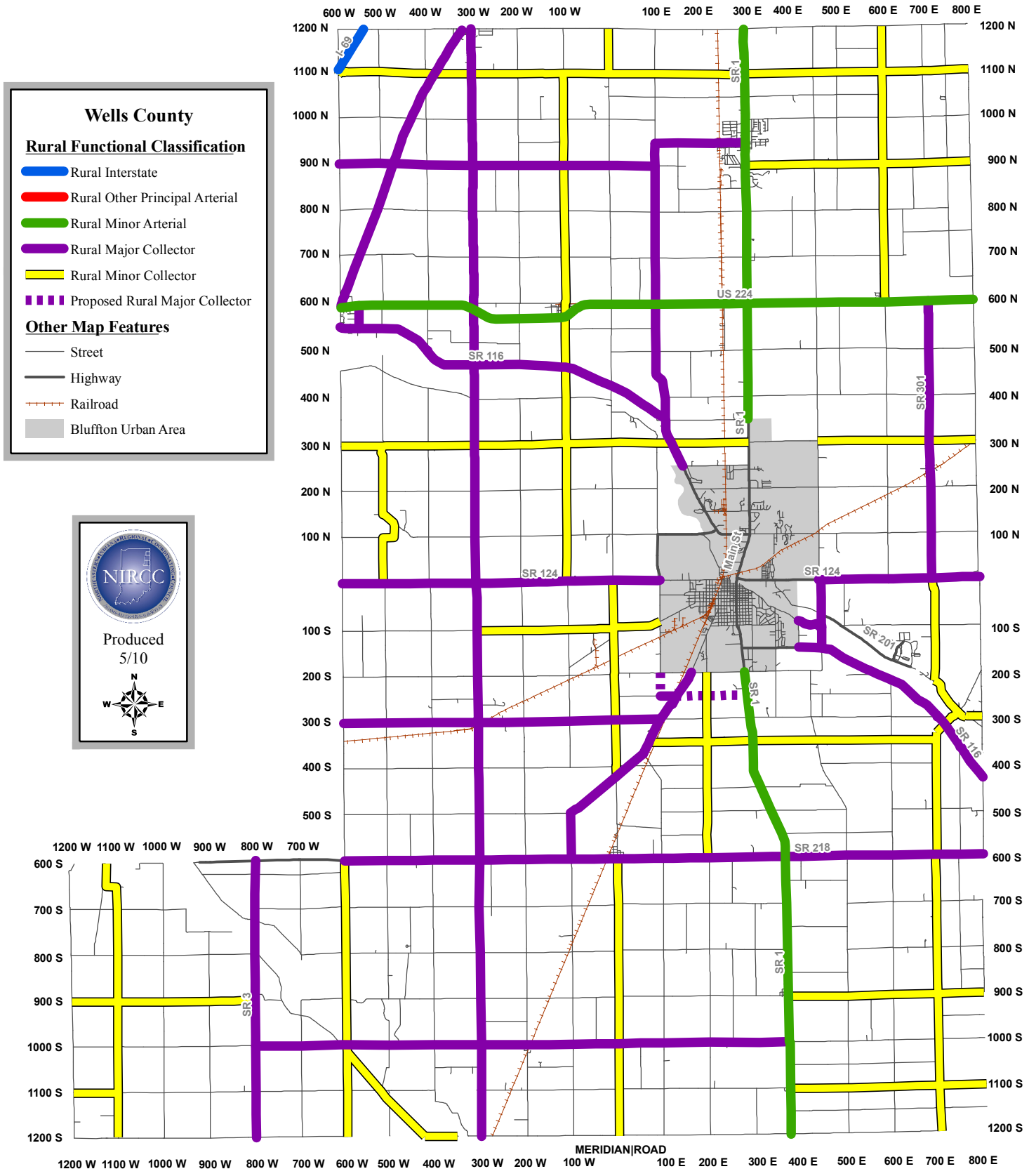
State Rd 1
E 1100 N
E 1050 N
Davis Rd
E 1000 N
Bittersweet Ln
N Metts St
Prairie Ln
Ingle Dr
Millside Ct
E 950 N
Siebold St
S Metts St
Wood Creek Dr
N 450 E
N 150 E
E 900 N
State Rd 1
Eagle Ct
Brook Ct
Baker Dr
E 850 N
E 800 N
N 400 E

FEDERAL FUNCTIONAL CLASSIFICATION SYSTEM MAPS


Wells County
Rural Functional Classification
Rural Interstate
Rural Other Principal Arterial
Rural Minor Arterial
Rural Major Collector
Rural Minor Collector
Proposed Rural Major Collector
Other Map Features
Street
Highway
Railroad
Bluffton Urban Area
NIRCC
Produced
5/10
N
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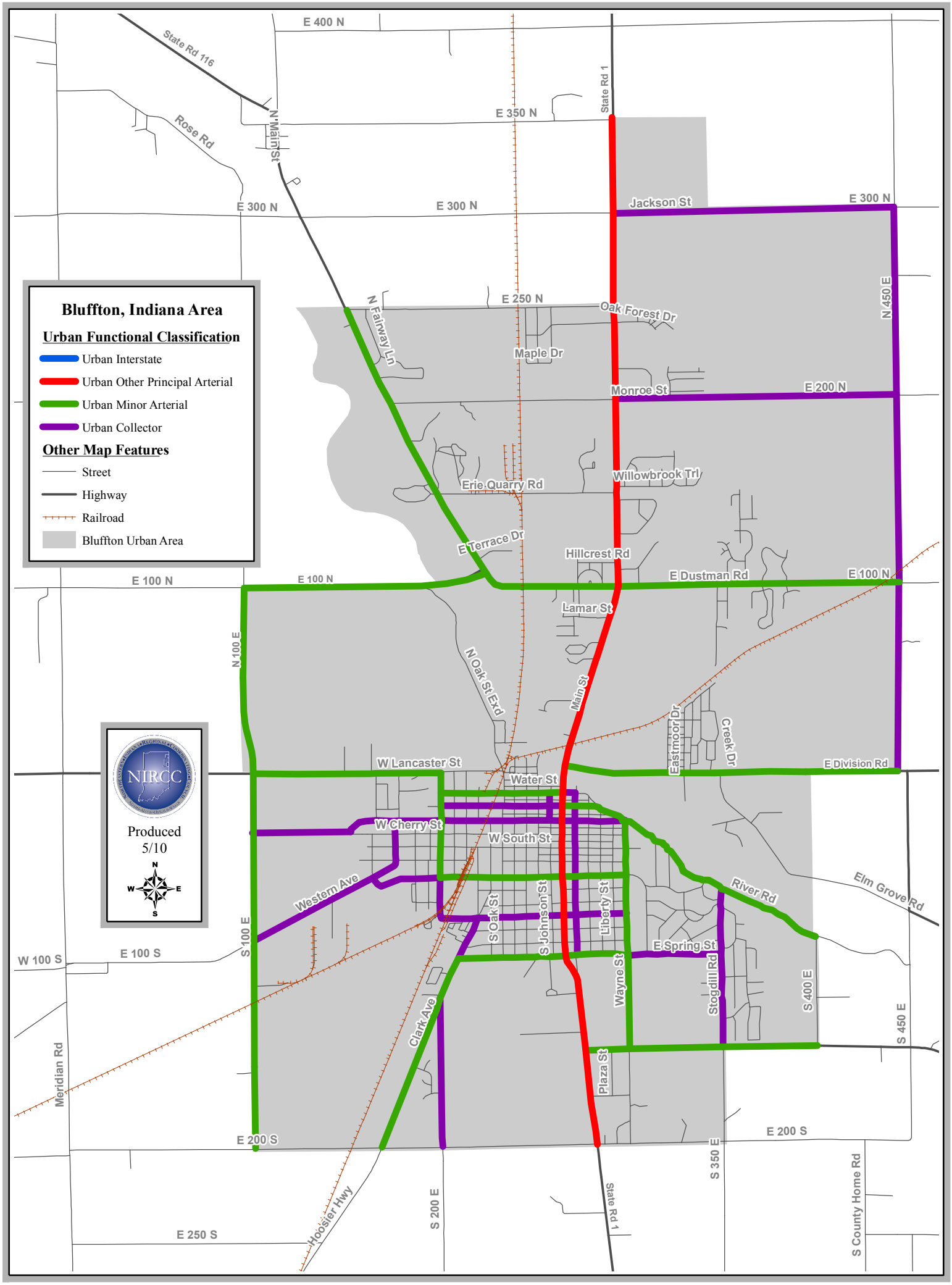
E
S
I-69
SR 1
US 224
SR 116
SR 301
Main St
SR 124
SR 201
SR 218
SR 3
600 W 500 W 400 W 300 W 200 W 100 W
100 E 200 E 300 E 400 E 500 E 600 E 700 E 800 E
1200 N 1100 N 1000 N 900 N 800 N 700 N 600 N 500 N 400 N 300 N 200 N 100 N
100 S 200 S 300 S 400 S 500 S 600 S 700 S 800 S 900 S 1000 S 1100 S 1200 S
1200 W 1100 W 1000 W 900 W 800 W 700 W
MERIDIAN|ROAD


Bluffton, Indiana Area
Urban Functional Classification
Urban Interstate
Urban Other Principal Arterial
Urban Minor Arterial
Urban Collector
Other Map Features
Street
Highway
Railroad
Bluffton Urban Area
NIRCC
Produced
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State Rd 116
Rose Rd
N Main St
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State Rd 1
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Jackson St
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N Fairway Ln
Oak Forest Dr
Maple Dr
Monroe St
E 200 N
Willowbrook Trl
Erie Quarry Rd
E Terrace Dr
Hillcrest Rd
E 100 N
E 100 N
E Dustman Rd
E 100 N
Lamar St
N 100 E
N Oak St Exd
Main St
Eastmoor Dr
Creek Dr
W Lancaster St
Water St
E Division Rd
W Cherry St
W South St
Western Ave
River Rd
Elm Grove Rd
S 100 E
S Oak St
S Johnson St
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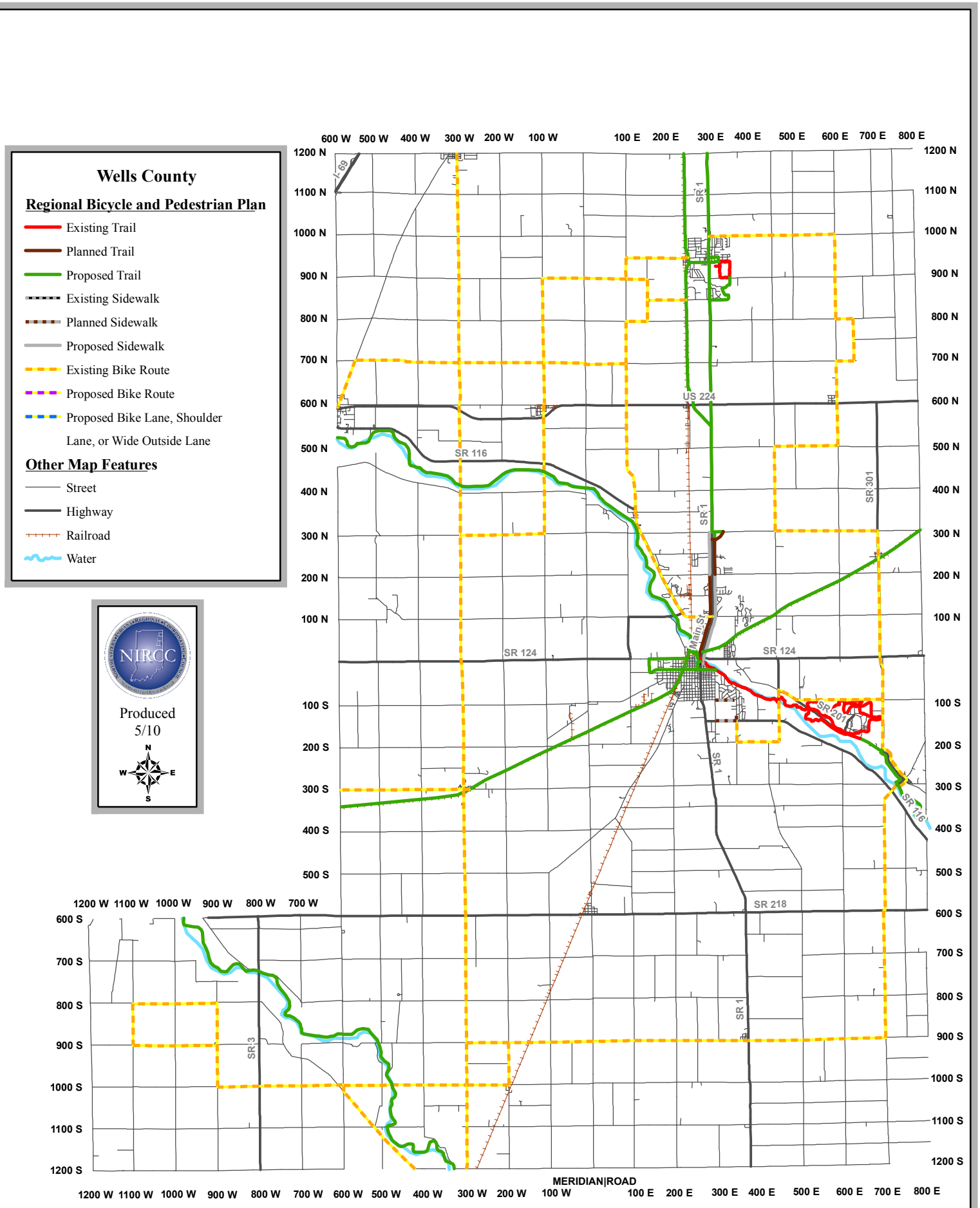
E Spring St
W 100 S
E 100 S
Wayne St
Stogdill Rd
S 400 E
S 450 E
Clark Ave
Plaza St
Meridian Rd
E 200 S
E 200 S
S 350 E
Hoosier Hwy
S 200 E
State Rd 1
S County Home Rd
E 250 S

BICYCLE AND PEDESTRIAN PLAN MAPS


Wells County
Regional Bicycle and Pedestrian Plan
Existing Trail
Planned Trail
Proposed Trail
Existing Sidewalk
Planned Sidewalk
Proposed Sidewalk
Existing Bike Route
Proposed Bike Route
Proposed Bike Lane, Shoulder Lane, or Wide Outside Lane
Other Map Features
Street
Highway
Railroad
Water
NIRCC
Produced 5/10
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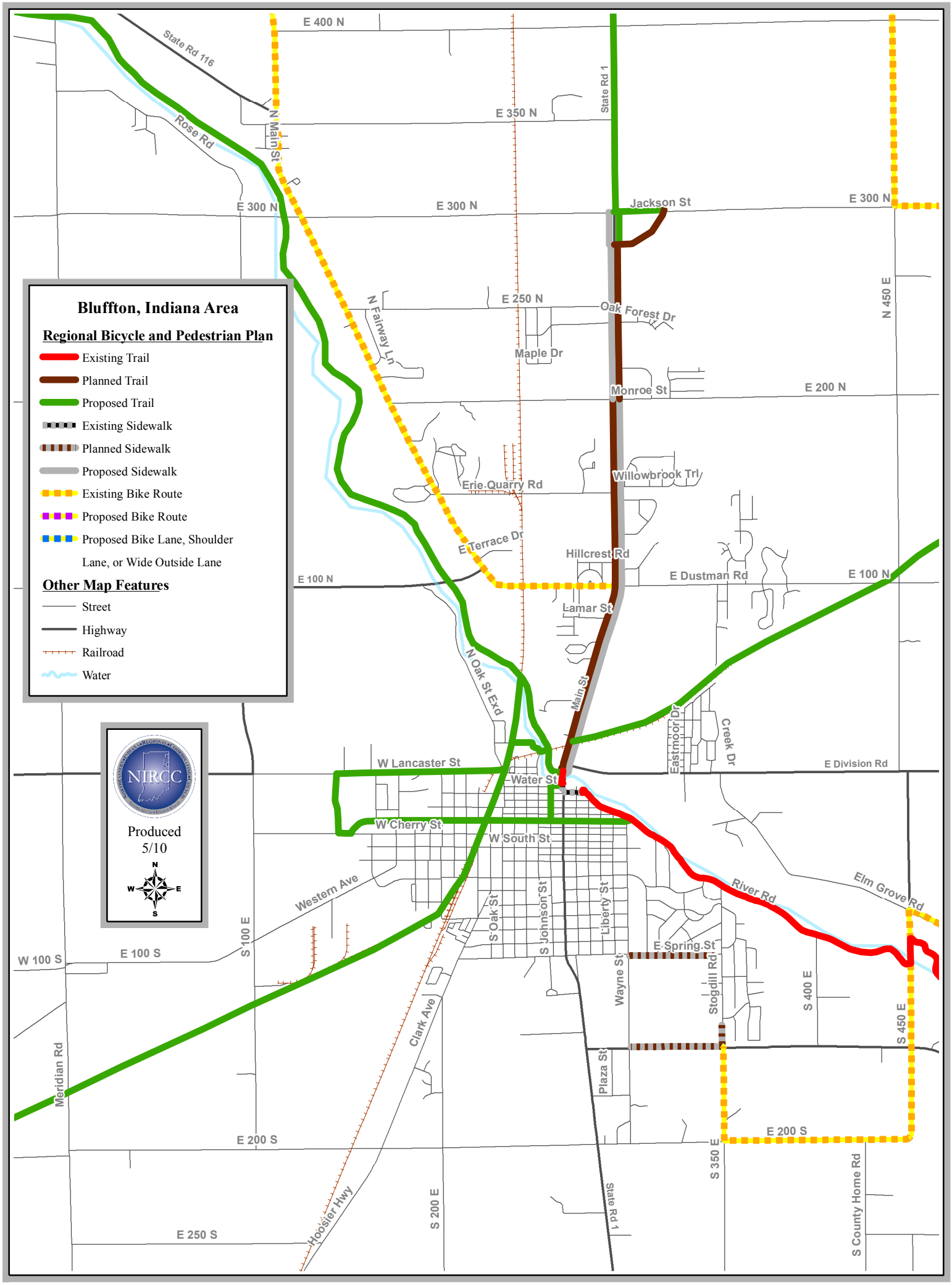
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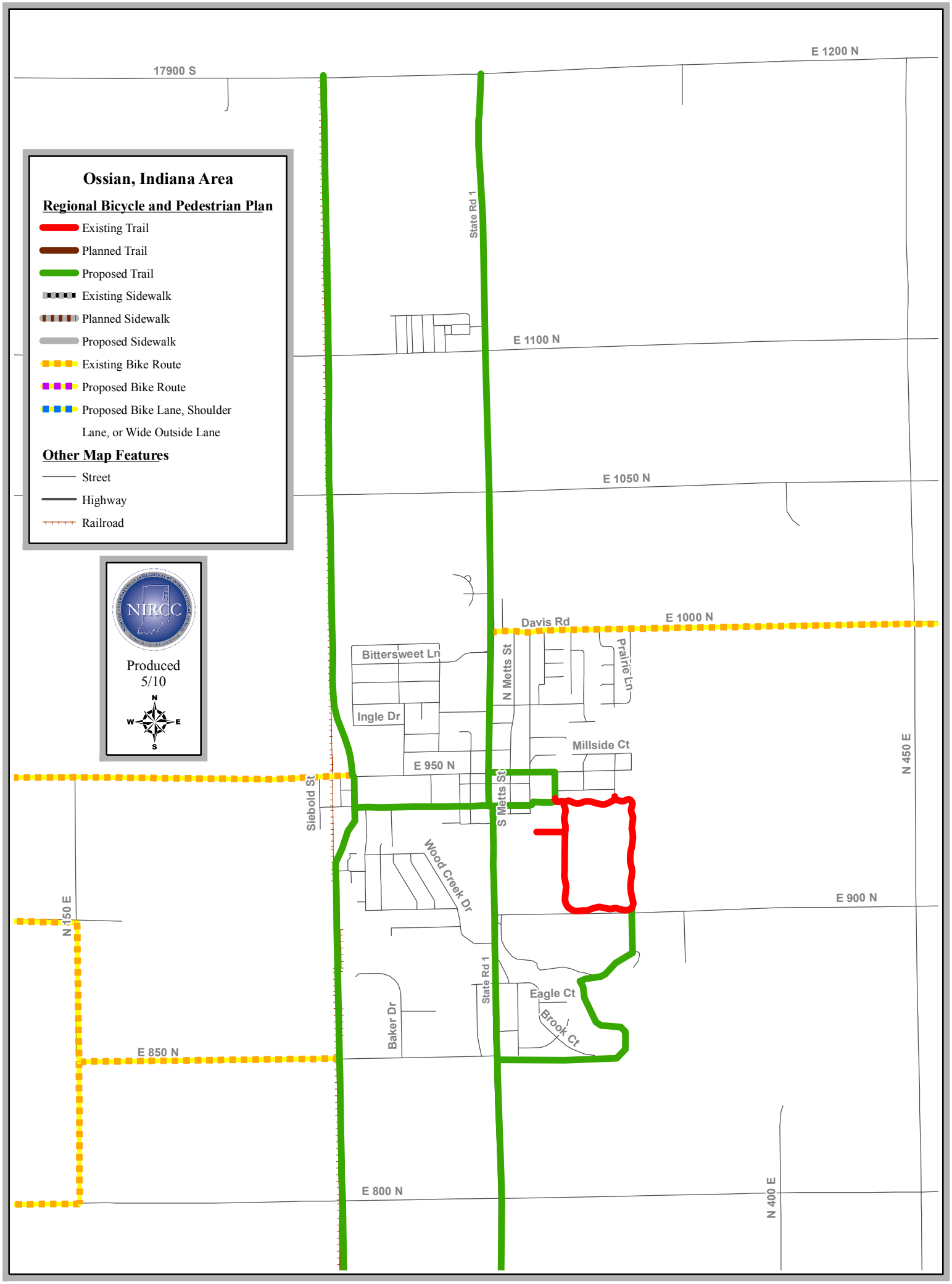
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Millside Ct
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N 450 E
Siebold St
S Metts St
Wood Creek Dr
E 900 N
N 150 E
State Rd 1
Eagle Ct
Brook Ct
Baker Dr
E 850 N
E 800 N
N 400 E