

ROADWAY ASSET MANAGEMENT

COMMUNITY CROSSINGS 2019

This past month Starke County was awarded an INDOT Community Crossings grant of \$731,580.00 for the hot mix asphalt resurfacing of CR50S from SR39 to the Knox City Limits. This includes a binder course and a surface layer of HMA, similar to that used on CR25N earlier this year. We will be sending the signed contract to INDOT tomorrow. Bids will be opened for this project in December. (Have Charlie sign contract!)

The next two rounds of Community Crossings Grants will begin in January and July of 2020. Our plan is to continue with our hot mix truck route plan in regard to Community Crossings applications. Our next three planned projects are:

- 1) CR250N from US35 to Range Road
- 2) Range Road from SR10 to Toto Rd.
- 3) CR400S from just west of CR650W to US421

It is possible that we may include the Division Rd intersection improvement at CR300E as one of the applications. This is contingent upon the SCEDF acquiring the necessary right of way for the project. The go ahead would also require the Board of Commissioners' approval. Either way our department is prepared to submit all of these applications.

2019 ROAD IMPROVEMENT PROGRAM

We have almost completed our 2019 road program. We have improved 91.55 miles (see below). If we are lucky enough to get some good weather this month we may re-gravel a few more roads. This is the first year in a long time that we ran out of time before we ran out of money and materials. If not for a very wet May and June we may have surpassed 100 miles this year. Our goal of 105 miles per year of improvements from here on out is ambitious but if enough things fall into place (weather, personnel, funding, etc..) we could very well achieve it. If we do reach this goal each year we may be able to complete our 10 year road improvement plan a little early.

ROAD IMPROVEMENTS	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	Future Years
CHIP SEAL	0	39.75	0	12.75	0	47	53	29.25	29.56	19	11.15	44.86	50
FOG SEAL	0	0	0	0	0	0	0	12	0	0	0	0	5
ASPHALT PAVING	7	3.5	8	0	4	2	8	18.63	21.28	6.88	21.83	20.5	25
CRACK SEAL	0	0	0	0	0	0	13	8.25	11	12.5	12.49	11.9	10
RE-STONE/WIDENING	0	0	0	0	0	21	3	8	8	32.37	22	11.09	10
HOT-MIX	0	10.75*	0	0	0	1.25	0	1	0.1	2	3.59	3.2	5
TOTAL MILES IMPROVED	7	54*	8	12.75	4	71.25	77.00	77.13	69.94	72.75	71.06	91.55	105

2019 Road Improvement List

Improvement	Township	Road	From	To	Completed Miles
Chip Seal	California	700 S	350 E	300 E	0.5
Chip Seal	California	900 S	0.25 mi W/O US35	125 E	4.5
Chip Seal	California	800S	200E	300E	1
Chip Seal	Wayne	100 W	800 S	0.25 mi N/O 900S	0.75
Chip Seal	Wayne	150W	800S	900s	1
Chip Seal	Wayne/California	Range Rd	800 S	900 S	1
Chip Seal	California	900 S	150W	300W	1.5
Chip Seal	Railroad	400 S	650 W	750 W	1
Chip Seal	Railroad	750 W	0.25 mi N/O 500 S	400 S	0.75
Chip Seal	Railroad	750 W	SR10	500 S	1
Chip Seal	Jackson	150 S	300 W	end of pavement	0.25
Chip Seal	Jackson	150 W	200 S	dead end	0.75
Chip Seal	Jackson	300 W	250 S	150 S	1
Chip Seal	Railroad	400 S	English Lake Rd	650 W	1.25
Chip Seal	Wayne	100 W	200 S	150 S	0.5
Chip Seal	Wayne	400S	400W	350W	0.5
Chip Seal	Davis	300 E	500 N	400 N	1
Chip Seal	Davis	500 N	US35	300 E	1
Chip Seal	Jackson	100 W	SR 8	250 N	1.5
Chip Seal	Jackson	125 W	250 N	300 N	0.5
Chip Seal	Jackson	250 N	100 W	125 W	0.25
Chip Seal	Jackson	300 N	Kankakee Bridge	125W	0.25
Chip Seal	California	400 E	0.25 mi N/O 800 S	0.5 mi N/O 800 S	0.25
Chip Seal	Wayne	250 W	700 S	SR 10	0.375
Chip Seal	Wayne	625 S	250 W	300 W (???Father than 300W)	0.625
Chip Seal	Washington	600 E	25 N	Hamlet Limits	4.75
Chip Seal	Oregon/Washington	700 E	500 N	SR 8	6.05
Chip Seal	Washington	650 E	200 S	125 S	0.75
Chip Seal	California	Shewski Rd	Bass Lake	Dead End	0.55
Chip Seal	North Bend	Kitty Ln	CR210	Dead End	0.15
Chip Seal	North Bend	Krivak Dr	CR210	Dead End	0.2
Chip Seal	North Bend	Wild Rose Dr.	700 E	Rosewood BLVD	0.39
Chip Seal	Jackson	150 S	150 W	100 W	0.5
Chip Seal	Jackson	250 N	200 E		0.1
Chip Seal	North Bend	800 E	SR 10	dead end	0.69
Chip Seal	Oregon	500 N	500' E/O 700 E	0.2 mi W/O 700 E	0.21
Chip Seal	Wayne	625 S	N. Judson Limits	250 W	0.95
Chip Seal	Wayne	700 S	US421	375 W	6
Chip Seal	Wayne	900 S	150 W	300 W	0.25
Chip Seal	Wayne	Little U Rd	250 W	SR 10	0.32

Cold Inplace Recycled Mix	Davis	300 E	RR	480 N	1.2
Cold Inplace Recycled Mix	Davis	600 N	150 E	Bacon Bits Hog Farm	0.86
Cold Mix Asphalt	California	700 S	200 E	300 E	1
Cold Mix Asphalt	California	200 E	800 S	900 S	1
Cold Mix Asphalt	North Bend	600 E	800S	900S	1
Cold Mix Asphalt	Railroad	Ann St.	US421	Dead End	0.35
Cold Mix Asphalt	Railroad	Broadway St	Ann St.	Petro St.	0.3
Cold Mix Asphalt	Railroad	Clay St.	Ann St.	Petro St.	0.3
Cold Mix Asphalt	Railroad	Green St.	US421	Renewanz St.	0.3
Cold Mix Asphalt	Railroad	Jackson St.	Ann St.	Petro St.	0.3
Cold Mix Asphalt	Railroad	Petro St.	US421	Dead End	0.27
Cold Mix Asphalt	Railroad	Phoebe St.	US421	Jackson St.	0.25
Cold Mix Asphalt	Railroad	Renewanz St.	Eliza St.	Green St.	0.07
Cold Mix Asphalt	Railroad	Washington St.	Ann St.	White St.	0.36
Cold Mix Asphalt	Railroad	White St.	US421	Dead End	0.25
Cold Mix Asphalt	Wayne	600 W	500 S	hwy 10	1
Cold Mix Asphalt	Center	175 N	US35	410 E	0.13
Cold Mix Asphalt	Center	190 N	410E	Dead End	0.25
Cold Mix Asphalt	Railroad	725 W	Toto Rd.	250 S	0.5
Cold Mix Asphalt	Railroad	Toto Rd	850 W	900 W	0.5
Cold Mix Asphalt	Wayne	500 W	SR 10	500 S	1
Cold Mix Asphalt	California	50 E	500 S	Hwy 10	1
Cold Mix Asphalt	Washington	Toto Rd	750E	SR23	1.5
Cold Mix Asphalt	North Bend	850 E	625 S	850 S	2.25
Cold Mix Asphalt	North Bend	1000 E	625 S	0.25 N/O 625 S	0.25
Cold Mix Asphalt	North Bend	1000 E	S/O SR 10	975 E	0.75
Cold Mix Asphalt	North Bend	975 E	625 S	750 S	1.25
Cold Mix Asphalt	Oregon	1200 E	900 N	Marshall Co. Line (At the Curve)	1
Cold Mix Asphalt	North Bend	400S	700E	CR210	2
Cold Mix Asphalt	North Bend	Peabody St	700E	675E	0.3
Cold Mix Asphalt	Center	410 E	200 N	Dead End	0.28
Crack Seal	Center	25 N	600E	Just W/O Bridge 35	0.6
Crack Seal	Davis/Jackson	Range Rd	300N	500N	2
Crack Seal	Center	300E	SR8	50N	0.5
Crack Seal	California	210	SR10	SR10	3
Crack Seal	North Bend	625 E	210	Toto Rd.	1.2
Crack Seal	Wayne	450 S	Range Rd.	Just W/O Bridge 79	0.3
Crack Seal	Wayne	English Lake	400S	500S	1.3
Hot Mix	North Bend	975E	625S	Intersection Only	0.08
Hot Mix	Oregon	Cherokee	Tippecanoe	The Beach	0.1
Hot Mix	Washington	25 N	600 E	SR 23	3
Regravel	North Bend	Ash St.	Dead End	900 S	0.75
Regravel	North Bend	Sycamore St.	Oak St.	900 S	0.5
Regravel	North Bend	Elm St.	Oak St.	900 S	0.43
Regravel	North Bend	Beach St.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Poplar St.	Hackberry Ave.	900 S	0.22

Regravel	North Bend	Birch St.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Pine Ave.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Washington St.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Lincoln St.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Adams St.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Jefferson St.	Hackberry Ave.	900 S	0.22
Regravel	North Bend	Ridge Rd.	Ruby Rd	850 S	0.45
Regravel	North Bend	675 S	1100E	1150 E	0.5
Regravel	North Bend	Hazel BLVD	Pine Ave.	1100 E	0.09
Regravel	North Bend	Oak Ave.	Kannry Ave	Dead End	0.3
Regravel	North Bend	1000 E	750 S	850 S	1
Regravel	North Bend	750 S	975 E	850 E	1.25
Regravel	North Bend	700 S	975 E	850 E	1.25
Regravel	North Bend	800 E	Toto Rd	Dead End	0.5
Regravel	Claifornia	100 E	800 S	900 S	
Regravel	Wayne	Kmar Ln	350 W	Dead End	0.31
Repairing	Wayne	500 S	350 W	450 W	1
Widened	Claifornia / Wayne	900 S	125 E	150 W	2.75
Built up edge	Wayne	150 W	N/O 900 S		0.38
Total Miles Treated					91.55

- 1) Mobilization effort (Preparing and moving materials, personnel, and equipment to each location)
- 2) Procuring materials and equipments (always looking for better deals, shifting funds, etc..)
- 3) Scheduling (Public notifications, weather, vacations, etc..)
- 4) Quality Control (foremen on site, construction inspector, Superintendent)

COLD MIX PATCHING COST

Last Week we received an email from a local asphalt contractor advertising cold mix patching asphalt they have made and have for sale. Their advertised cost is from \$120 to \$140 a ton (see below). It costs us \$30.00 a ton to make our own with our on site pug mill. Considering that we use about 3000 tons of patch a year, we realize a savings of between \$270,000.00 to \$330,000.00 per year for the County. This savings is one of the reasons we have been able to greatly increase our road improvement levels.

“Dear Customer,

xxxxxxxxxxx would like to invite you to **2-day ONLY** QPR Cold Patch production days event.

The first week of December 2019 we will be making QPR for 2 days through our xxxxxxxxx HMA Plant available for pick up with your own fleet trucks from the silos.

We will provide a Production Day discount of \$20/ton for those who comes.

Retail price QPR=\$140/ton

2-Day Production Sale QPR=\$120/ton”

DEER/VEHICLE COLLISION MITIGATION

Deer/Vehicle collisions are the leading cause of accidents in Starke County over the last ten years. Although injuries (to the humans, at least) are rare, significant property damage can be caused by these accidents. The Administration Team at the Starke County Highway Department last week participated in the National Center for Rural Road Safety Reducing Animal-Vehicle Collisions to Improve Rural Safety Webinar. This webinar covered the relative effectiveness of various mitigation measures in reducing animal-vehicle collisions. The three major strategies in reducing animal-vehicle collisions include influencing driver behavior, influencing animal behavior or population size, and separation of animals from the roads. While many mitigation measures within each strategy were studied, few had an effectiveness of greater than 50% and most were not practical either due to costs, impact to the public, or the scope of the solution.

Influence Driver Behavior

Measure	Effectiveness in reducing collisions with large mammals	Effectiveness in reducing the barrier effect of roads and traffic
Mitigation measures aimed at influencing driver behavior		
Public information and education	None	None
Standard wildlife warning signs	None	None
Large and other nonstandard wildlife warning signs (VMS)	None	None
Seasonal wildlife warning signs	9-50%	None
Roadside animal detection systems (RADS)	33-97%	None
On-Board Vehicle Warning Systems	?	None
Increase visibility: roadway lighting	57-68%	None. May increase barrier effect for some species.
Increase visibility: vegetation removal/brushing	≤50%	None, May increase barrier effect for some species.
Increase visibility: wider road striping	?	None
Reflective ear tags, collars, and/or ankle bracelets	? (≤48% for bicyclists)	None
Reduce traffic volume on road network	?	Potential to reduce barrier effect
Seasonal closure	100% during closure	Reduces barrier effect of traffic but not the road itself (during closure only)
Reduce speed by reducing posted speed limit	(Almost) none (for through roads, given their design speed)	None
Reduce speed by reducing night-time posted speed limit	None	None
Reduce speed with traffic calming measures	≤50%	None



Influence Animal Behavior or Population

Measure	Effectiveness in reducing collisions with large mammals	Effectiveness in reducing the barrier effect of roads and traffic
Mitigation measures aimed at influencing animal behavior or population size		
Lines of visual or audio signals along roadside	None	None
Deer whistles installed on vehicles	None	None
Olfactory repellants	26-43% for target species only	None. Would increase the barrier effect for target species.
Hazing	?	None. Hazing would increase the barrier effect.
Wildlife crossing personnel	? for large mammals	None
Deicing- alternatives to salt	?	None
Influence species via nutritional value of Right-of-Way vegetation	?	None, May increase barrier effect for some species
Habitat alteration outside ROW, Intercept Feeding	?	None
Expanded median	?	None. Increased width of road corridor may increase barrier effect.
Wildlife culling	49-84%	None
Wildlife relocation	9-22%	None
Anti-fertility treatment	Reduction proportional to reduction in population size	None



It is apparent from the information provided that there are no simple or completely effective solutions to significantly reduce the number of animal-vehicle collisions, however removal of vegetation from the right-of-way and driver vigilance (REDUCTION OF TEXTING!!!) continue to be the most feasible solutions for our community. Starke County Highway works diligently to ensure that the right-of-ways are maintained to allow the best visibility for both the animals and drivers, and we will continue investigating measures to increase the safety of our roadways for all involved.

ROADWAY CONVERSION APPLICATION

Last month the Superintendent presented the idea of scoring gravel roads for replacement in a way similar to those of our paved roads. Under this policy, residents can submit road conversion requests/applications for their roadway. The application process will require the owner to gather and report numerous criteria which will be utilized to develop a road conversion score based on several criteria. The road conversion score will be based on the following criteria:

- Cost of requested conversion
- Traffic Volumes
- Description of the road termini
- Thoroughfare Plan Classification
- Connectivity
- Public Support
- Available right of way/willingness of residents to dedicate right of way
- The roadway's proximity to State Roads

Please note, submission of a road conversion request is NOT a guarantee a road will be converted from gravel to a hard surface. Requests must be submitted by each June 1 for consideration of conversion in the following year. After all the timely applications have been submitted, the Superintendent will score and summarize the data for the Commissioners. The Commissioners will then approve or disapprove the roadway conversion requests.

US35/CR200S INTERSECTION CONCERNS

In the Spring of 2018 a new Dollar General store was built at the intersection of US35 and our CR200S. Before it was built there were some local concerns about the intersection already being too dangerous and that the new store would make the problem worse. They were requesting a stop light at the location. INDOT did a traffic study for us at the intersection before the construction was complete and determined that it did not warrant a stop light at that time. They did say they would revisit the study after a year or so to determine if the new store changed intersection and possibly warrants a light. Last week they completed the new study and still determined that the intersection did not warrant a light.

BRIDGE ASSET MANAGEMENT

Bridge 158 (CR700E over the Jain Ditch, north of CR600N) re-bid – The reason for the high bids last month were primarily because we had it in the contract that the contractor had to finish this year. It also included a clause on using concrete during cold weather that may have shied them away. We anticipate a saving of over \$100,000.00 if we rebid in December and amended the contract to include an early Spring start date and relaxed concrete restrictions. The rebid will likely take place at the December 16th Commissioners' meeting.

Bridge 140 (CR200E over the Robbins Ditch, just north of CR480N) – Construction has begun, JCI bridge group should have the bridge open for traffic by the 1st of the new year. The approaches may have to wait until early spring to be paved and completed.

Bridge 7, (CR1200E over the Yellow River, just north of 250S) – An RFP for the additional required bridge design was sent out last week. The submittals will be scored later this month and we will recommend a design award to the Commissioners at the December 16th Board Meeting. The project is now set for a fall of 2022 bid opening.

Bridge 137 (CR300E over the Yellow River, just south of CR50N) Although this bridge is not yet structurally deficient in terms of sufficiency rating, it probably will be by 2025. The superstructure of the bridge is already rated a 4 (out of 10) and is eligible for INDOT funds. Recently INDOT announced a call for projects for the 2025 fiscal year (This is a separate program from Community Crossings). This is one of the most important bridges in the County. Because of this reason and that it will be clearly deficient by 2025. I am submitting this bridge replacement project for the 2025 call.

2019 County Bridge Conference – Last week the Superintendent and the Construction Inspector attended Purdue LTAP's annual Indiana County Bridge conference. In the past this conference has provided information and education that Starke County has used to improve the County's bridge program and most importantly, save the taxpayers money. A good example is our current use of internal cure concrete on all our new bridges. Studies have shown that this technique will probably extend our bridge deck life spans from 50 year to 80+ at not much additional cost (a few thousand dollars per bridge replacement). We learned about internal cure concrete at a previous county bridge conference. Here are the main take ways from this conference:

- 1) **Bridge Maintenance Program** – Our bridge maintenance program/schedule, non-existent prior to 2013, is now one of the more advanced programs in the state. Our regularly scheduled bridge cleanings, sealings, brush cutting, and maintenance inspections exceed what many counties are doing
- 2) **Thin epoxy overlay** – This is a more advanced type of bridge deck sealing that Starke County does not currently use. While our Silane sealant works well, High traffic/High importance bridges (such as those over the Yellow river) may be even better served by this relatively new technique. It is essentially a thick coating of epoxy sealant covered by a layer of stone, similar to a chip seal. We are investigate the possibility of including this technique into our existing bridge maintenance schedule.
- 3) **Galvanized re-bar** Rusting rebar in a concrete bridge accelerates the rate of bridge decay. For years we have been using epoxy coated rebar to slow down the oxidation of the rebar. Epoxy works well until the coating is penetrated and then it loses much of its effectiveness. We learned that the use of galvanized rebar greatly increases the life of the rebar and also adheres better to concrete than epoxy coated rebar. We will be using this in all our future bridges, including #158 on 700E

STELLAR COMMUNITIES GRANT

On November 12th the stellar Executive team will be presenting and answering questions about our application in Indianapolis. We will meet at the SCEDF office to practice for the Stellar presentation at the following times:

November 5th, 9:00 - 11:00 am

November 8th, 3:30 - 5:30 pm

It is important for each of us to prepare a script for our part and rehearse it often. Our presentation needs to have energy, it needs to flow smoothly, and it needs to show collaboration. We will explain the impact that comes from our plan and what we are doing to improve the quality of life.

We will go to Indianapolis on November 11th and meet to practice at the DLZ office at 4:30 pm. DLZ is near the Hampton where we are staying. Our presentation is 12:30PM on November 12th.

EMPLOYEE TRAINING

Fall has finally arrived, but the Starke County Highway Department is already planning for winter. Our drivers are completing the third phase of our snow plow training this week. Mark Ennis from Bliss-McKnight spoke to everyone about risk management and loss prevention. Our entire staff also went through the Indiana LTAP (Local Technical Assistance Program) snow plow safety training taught by Kosciusko County Assistance Highway Superintendent Steve Moriarty. Mark Ennis then returned for the final phase of training with the snow plow simulator. It allows each driver to practice plowing and defensive driving in a controlled setting.



Revision of the Starke County Map

Our office is currently working with WTH/GIS on a revision of our County map. Our Asset Manager, Laura Morlock, has been leading this effort on our end. She compared the existing INDOT inventory of Starke County roads, the County's existing inventory of these roads, and what was actually shown on the previous map. Whenever all three did not match on a specific road, a discrepancy was noted. Laura found over 300 such discrepancies. We are currently reviewing and resolving each one before we send our revised data to WTH for inclusion in the new map.

Map Issues and Questions

Township		From	To	Issue
	All County Boundry Roads			All called County Line Rd per INDOT
Oregon	1150 E	900 N	Dead End	Walnut Rd per INDOT
Oregon	Unnamed Rd (INDOT ROUTE # 37500000348000001)	SR23 (S/O 875 N)	Dead End	Not in SCHWY Inventory
Oregon	925 E	900 N	850 N	Paved not Gravel

Oregon	850 N	925 E	850 E	Majority of road paved not gravel - Distance Paved?
Oregon	900 E	700 N	650 N	Gravel not Paved
Oregon/Washington	1100 E	Circle Ave	150 N	Tecumseh Rd per INDOT
Oregon	900 E	Dead End/Ohio St	Dead End	Not in INDOT's Inventory
Oregon	900 E	1000 E	Dead End	Not in INDOT's Inventory
Oregon	Kula Dr	Oregon Tr	Sunview Tr	Oregon Tr per INDOT's Inventory
Oregon	Unnamed Rd	500 N (~ 0.13 mi w/o 750 E	Dead End	Not In SCHWY or INDOT's Inventory
Oregon	Hamlet Industrial PKWY	500 N	Dead End	Not in INDOT's Inventory
Oregon	750 E	400 N	~0.28 mi s/o 400 N	Extends to 300 N per INDOT/ ~ 0.28 mi south per SCHWY
Davis	300 E	900 N	N/O 800 N	Still Gravel?
Davis	800 N	E/O 300 E	US35	Still Gravel?
Davis	Frontage Rd	Old US 30	Dead End	Not in INDOT Inventory (~1.77 mi w/o US35/US30 Intersection)
Davis	Unnamed Rd (INDOT Route ID 37500000243000001)	US 35	Yellowstone Tr	Not in SCHWY Inventory
Davis	Yellowstone Tr	Dead End	500 E	600 N per Indot Inventory/On paper map as Old US 30/Still Gravel?
Washington	1100 E	300 N	150 N	Not Gravel for 0.5 mi s/o 300 N
Washington	150 N	700 E	600 E	150 N extends to 600 E Per INDOT - Not in SCHWY Inventory or on paper Map
Washington	Eagle Lake Ln	125 N	Dead End	Not in INDOT's Inventory
Washington	925 E	Division Rd	50 S	Still Gravel?
Washington	75 N	SR23	Dead End	~0.5 mi per INDOT, ~ 0.72 mi w/ south jog per SCHWY
Washington	865 E	50 S	Dead End	860 E per INDOT
Washington	750 E	800 E	700 E	Not Labeled on Paper Map
Washington	600 E	Bridge 36	S/O 125 S	Still Gravel?
Washington	125 S	600 E	650 E	Not Labeled on Paper Map/ Still Gravel?
Washington	650 E	125 S	Dead End	~0.84 mi per INDOT, ~0.95 mi with western end section per SCHWY/Still Gravel?
Washington	Unnamed Rd	250 S just w/o 700 E	Dead End	Not In SCHWY or INDOT's Inventory
Washington	Unnamed Rd	250 S just w/o Unnamed Rd just w/o 700 E	Dead End	Not In SCHWY or INDOT's Inventory
Washington	250 S	700 E	Dead End	~0.31 mi per INDOT, 0.35 mi per SCHWY
Washington	675 E	250 S	Dead End	~0.17 mi per INDOT, 0.19 mi with eastern end section per SCHWY
Washington	880 E	150 S	Long Lane Dr	870 E per INDOT
Washington	880 E	150 S	Dead End	Not in INDOT's Inventory

Washington	200 S	SR23	Dead end	All Gravel?
Washington	150 S	1000 E	1025 E	Still Gravel?
Washington	Campbell St	SR23	Dead End	~0.12 mi per INDOT, ~0.18 mi with slight southern curve per SCHWY
Washington	Rhea St	SR23	Dead End	Not in INDOT's Inventory
Center	500 E	300 N	250 N	Now Gravel
Center	200 N	600 E	500 E	All Gravel?
Center	175 N	US 35	410 E	Impala Dr. per INDOT
Center	425 E	150 N	Dead End	Not in INDOT's Inventory
Center	Unnamed Rd just s/o 150 N	US35	425 E	Not In SCHWY or INDOT's Inventory
Center	Impala Dr	500 E	Malibu St	E Impala per INDOT
Center	200 N	Range Rd	Dead End	Not in INDOT's Inventory
Center	200 E	US 8	Dead End	~0.5 mi per INDOT, 0.69 mi with western end section per SCHWY
Center	Division Rd	250 E	Dead End	Extends ~1.13mi w/o 250 E per INDOT & SCHWY, Dead ends at 250 E per paper map
Center	200 E	50 S	Division Rd	Extends to Division Rd per INDOT & SCHWY, ends at 50 S per paper map
Center	300 E	Division Rd	Dead End	Extends ~0.18 mi s/o Division Rd then ends per INDOT, Changes to Klockner Dr at Division Rd and extends to 150 S then changes to 300 E and extends to 900 S (Includes the western jog at Toto Rd)per SCHWY. Paper map does not have either 300 E or Klockner Dr from Division Rd to 100 S.
Center	Kloeckner Dr	~0.11 mi n/o 50 S	~0.01 mi s/o 50 S	Dead ends on the north side of 50 S, changes to S 300 E ~0.01 mi s/o 50 S and extends to 900 S (Includes the western jog at Toto Rd) per INDOT. Paper map does not have either 300 E or Kloeckner Dr from Division Rd to 100 S.
Center	500 E	Norfolk Southern RR	John St	Not in SCHWY Inventory or Paper map
Center	Johnson St.	500 E	500 E	Not on Paper Map
Center	Ann's Ct	Johnson St	Dead End	Not on Paper Map
Center	550 E	SR 8	200 S	Full section is a Co. road per INDOT/Only ~ 0.5 mi n/o 200s on paper map.
Center	Peabody St	200 S	250 S	Not in INDOT or SCHWY Inventory
Center	275 S	US 35	Dead End	INDOT's location is 0.2 mi n/o Toto Rd, SCHWY's is ~ 0.34 mi n/o Toto Rd.
Center	North Country Ln	350 E	West Country Ln	Country Ln per INDOT
Center	West Country Ln	North Country Ln	South Country Ln	Country Ln per INDOT
Center	South Country Ln	West Country Ln	350 E	Country Ln per INDOT
Center	North Tribute Dr	200 E	East Tribute Dr	Tribute Dr per INDOT
Center	East Tribute Dr	North Tribute Dr	South Tribute Dr	Tribute Dr per INDOT

Center	South Tribute Dr	East Tribute Dr	200 E	Tribute Dr per INDOT
Center	Lart Ln	Toto Rd	Dead End	Still Gravel?
Jackson	50 S	SR39	Dead End	Gravel Rd?/ ~ 5.58 mi per INDOT, ~1.02 mi per SCHWY
Jackson	150 S	SR39	250 W	Not In SCHWY or INDOT's Inventory
Jackson	250 W	200 S	Dead End	Dead end is ~0.5 mi n/o 200 S per INDOT, ~0.8 mi n/o 200 S per SCHWY
Jackson	400 W	Toto Rd	150 S	Only extends to ~0.1 mi n/o Toto Rd per INDOT and Paper Map
Jackson	Unnamed Rds	400 W ~0.9 mi n/o Toto Rd.	Dead End	On paper map as County Roads (gravel and paved) but is State Managed Lands per INDOT, or Not in INDOT Inventory
North Bend	625 E	Toto Rd	CR210	Knox Rd per INDOT
North Bend	Wild Rose Dr	700 E	Rosewood BLVD	Not on paper map
North Bend	Rosewood BLVD	Toto Rd	750 E	Rosewood Ln per INDOT
North Bend	Peabody St	700 E	675 E	E 400 S per INDOT
North Bend	675 E	Peabody St	CR210	E 400 S per INDOT/does not extend N/W per SCHWY and INDOT
North Bend	Unnamed Rd	700 E ~0.24 mi s/o 400 S	Dead End	Not In SCHWY or INDOT's Inventory
North Bend	800 E	SR10	Dead End	last ~0.25 mi still gravel?
North Bend	400 S	1000 E	SR23	Extends 0.56 mi west of SR23 per INDOT, not in SCHWY Inventory or paper map
North Bend	North Shore Dr	CR210	CR210	Not in INDOT Inventory or Paper map
North Bend	Winona Av	CR210	Prairie St	Not in SCHWY Inventory
North Bend	Parkway Av	CR210	Prairie St	Park Av per INDOT
North Bend	Lake Av	CR210	Prairie St	Lake St per INDOT
North Bend	Ayers Dr	CR210	Dead End	Lakeshore Dr per INDOT/Gravel?
North Bend	Cranberry Ln	Tanner St	Dead End	Not in INDOT Inventory
North Bend	Tanner St	SR10	Dead End	Gravel?
North Bend	Cooks Av	SR10	Dead End	Not in INDOT Inventory
North Bend	Dana Dr	CR210	Dead End	~0.15 mi per INDOT, ~0.12 mi per SCHWY/ Gravel?
North Bend	Mint St	600 E	Linwood Av	Not in INDOT Inventory
North Bend	Linwood Av	Mint St	Poplar St	Not in INDOT Inventory
North Bend	Longwood Av	Poplar St	Dead End	Not in INDOT Inventory
North Bend	Poplar St	600 E	Longwood Av	Not in INDOT Inventory
North Bend	850 S	750 E	Dead End	Extends to 700 E per INDOT/ Not in SCHWY Inventory or on paper map/ Gravel?
North Bend	Childs St	900 S	Dead End	Not in INDOT Inventory
North Bend	Monroe St	Main St	Dead End	Not in INDOT Inventory

North Bend	Bryan St	Franklin St	Monroe St	Gravel?
North Bend	Washington St	Franklin St	Monroe St	Not in INDOT Inventory/Gravel?
North Bend	Mainis Aly	Franklin St	Monroe St	Mainis St. Per INDOT/Gravel?
North Bend	Franklin St	Main St	Dead End	~ 0.17 mi per INDOT, ~ 0.15 mi per SCHWY/ Gravel not Paved
North Bend	Denver St	Main St	Dead End	Extends ~ 0.03 mi w/o Main St and ~0.05 mi e/o Main St per INDOT, Only ~ 0.05 mi e/o Main St per SCHWY/Gravel not Paved
North Bend	Airport Rd	Main St	Dead End	~ 0.04 per INDOT, ~0.03 mi per SCHWY/Gravel not Paved
North Bend	Railroad St	Main St	900 S	Gravel not Paved/ Extends to Amo St per SCHWY and paper map
North Bend	Amo St	Main St	900 S	Extends n/o 900 S 0.06 mi and does not meet Main St per INDOT/ Gravel not Paved
North Bend	900 S	750 E	Dead End	Gravel?
North Bend	775 S	1000 E	Dead End	~0.22 mi per INDOT, ~ 0.37 mi per SCHWY/Not labled on paper map
North Bend	1000 E	900 S	750 S	County Line Rd per INDOT
North Bend	Ash St	850 S	Dead End	Not in INDOT Inventory
North Bend	Spruce St	Maple Av	Dead End	Not in INDOT Inventory
North Bend	Pear St	Maple Av	Dead End	Not in INDOT Inventory
North Bend	Butternut St	Maple Av	Dead End?	Not in INDOT Inventory/Labled but not Drawn on SCHWY Inventory/ Not on paper map
North Bend	Maple Ave	Spruce St	1050 E	850 S per INDOT
North Bend	Hartz Lake Dr	850 S	Dead End	Not in INDOT Inventory/ Gravel?
North Bend	Pine Av	850 S	Hazel Blvd	Pine St per INDOT
North Bend	Oak St	850 S	Hazel Blvd	1095 E per INDOT and paper map
North Bend	Pine St	Hackberry Av	900 S	Pine Av per INDOT
North Bend	Hickory St	Hackberry Av	900 S	Not in INDOT Inventory/ Labled Hickory St and Higgins Rd per SCHWY/Not on Paper map - Gravel
North Bend	Orange St	Oak St	Dead End	E Orange St per INDOT/Gravel?
North Bend	Oak Av	Maple Av	Sycamore St	Oak St per INDOT
North Bend	1175 E	900 S	850 S	CR 1175 E per INDOT/Gravel?
North Bend	Ridge Rd	850 S	Ruby Rd	Extends ~0.4 mi n/o 850 S and does not meet Ruby Rd per INDOT
North Bend	Meadow Ln E	Ridge Rd	Ruby Rd	Extends from Ridge Rd to Ridge Rd ~0.17 mi north and does not meet Ruby Rd Per INDOT
North Bend	John Quill Dr	Meadow Ln E	Forest Dr	Not in INDOT Inventory
North Bend	Forest Dr	Rose Ln	Ruby Rd	Not in INDOT Inventory
North Bend	Rose Ln	Meadow Ln E	Forest Dr	Not in INDOT Inventory
North Bend	Meadow Ln W	850 S	Rudy Rd	Extends ~0.36 mi n/o 850 S and does not meet Ruby Rd per INDOT
North Bend	Park Ln	Meadow Ln W	Forest Dr	Not in INDOT Inventory/Labled but not Drawn on SCHWY Inventory

California	Deer Path Dr.	SR10	Dead End	Not in INDOT Inventory
California	Shady Ln	Tee St	Eastern Pl	Tee St per INDOT
California	Eastern Pl	Shady Ln	650 S	Tee St per INDOT
California	Beach St	Hill St	Dead End	Hill St and ends at SR 10 per INDOT/ Gravel?
California	Hill St	Shewski Rd	Beach St	Gravel?
California	Pine St	Shewski Rd	Beach St	Gravel?
California	Shewski Rd	Dead End (Bass Lake)	Dead End	Dead Ends 0.04 mi s/o Bass Lake and just after 6965 S Shewski Driveway total length of ~0.49 mi Per INDOT, Dead ends at Bass Lake and ~0.07 mi s/o driveway with an eastern curve per SCHWY
California	Hauslers Ct	SR10	SR10	Not in INDOT Inventory
California	Grant St	SR10	Dead End	~0.12 mi per INDOT, 0.14 mi per SCHWY/ Gravel?
California	Rannells E Rd	CR210	Rannells N Rd	Rannells Rd per INDOT/Gravel?
California	Rannells N Rd	Rannells E Rd	Rannells W Rd	Rannells Rd per INDOT/Gravel?
California	Rannells W Rd	Rannells N Rd	CR210	Rannells Rd and ~0.09 mi per INDOT, ~0.06 mi per SCHWY/Gravel?
California	CR210	SR10	SR10	Split intersection at curve not in NDOT Inventory
California	CR210	450 E	CR210	Southern part of intersection in INDOT Inventory
California	CR210 (Western Section)	CR210	CR210	Split intersection at curve not in NDOT Inventory
California	Winchetonqua Av	CR210	Summerholme Dr	Extends ~0.2 mi past Summerholme Dr per INDOT
California	Riviera Ct	CR210	CR210	Not in INDOT Inventory
California	Elm Dr	CR210	Woodland Dr	Elm St per INDOT
California	Williams Av	CR210	Elm St	Williams St per INDOT
California	Maple St	CR210	CR210	Dead ends ~0.12 mi e/o Elm St and does not connect to North eastern section of CR210, 550 E from Elm St to CR 210 per INDOT
California	Tulip Tr	500 S	500 S	Not in INDOT Inventory/Gravel
California	Williams St	550 E	500 S	In INDOT Inventory but not in SCHWY Inventory/ Not labeled on paper map
California	Unnamed Rd (INDOT Route ID 37500000406000001)	550 E (~0.04 mi n/o 500 S)	CR210	In INDOT Inventory but Not SCHWY Inventory or on paper map
California	Manor Dr	550 E	Dead End	Not in INDOT Inventory
California	Debby Dr	350 E	Carefree Dr	Denny Ln per INDOT/Gravel?
California	Carefree Dr	400 S	Debby Dr	Debby Dr per INDOT
California	450 S	350 E	US35	Not in INDOT Inventory
California	450 S	US35	550 E	Lakewood Dr per INDOT
California	250 E	350 S	400 S	Per INDOT but not in SCHWY Inventory or on paper map
California	435 S	200 E	150 E	E 450 S per INDOT

California	Unnamed Rd	500 S (~0.15 mi e/o 150 E)	Dead End	Not in INDOT or SCHWY Inventory
California	Unnamed Rd	100 E (~0.5 mi n/O SR10)	Dead End	Not in INDOT or SCHWY Inventory
California	Unnamed Rds	Unnamed Rd on 100 E	Unnamed Rd on 500 S	Not in INDOT or SCHWY Inventory
California	1250E	625 S	700 S	Gravel?
California	750 S	300 E	400 E	Not in INDOT Inventory
California	750 S	US35	Dead End	Not in INDOT Inventory
Wayne	Gumz Rd	900 S	800 S	Not in INDOT Inventory
Wayne	300 W	900 S	SR10	200 W per INDOT (another 200 W is listed ~ 1 mi east on 900 S, is a Dead End and not listed in SCHWY Inventory or on paper map)
Wayne	Dawn E Dr	450 S	Dawn N Dr	Dawn Dr per INDOT
Wayne	Dawn N Dr	Dawn E Dr	Dawn W Dr	Dawn Dr per INDOT
Wayne	Dawn W Dr	Dawn N Dr	450 S	Dawn Dr per INDOT
Wayne	Unnaned Rd	SR10 ~0.25 mi e/o SR39	Dead End	Not in INDOT or SCHWY Inventory
Wayne	625 S	250 W	SR39	Leslie St per INDOT
Wayne	350 W	625 S	SR10	Oakwood Av per INDOT
Wayne	Oakwood St	Main St	~0.15 mi n/o Arlington Av	350 W per INDOT
Wayne	Unnamed Rd (INDOT Route ID 37500000265000001)	625 S ~ 0.26 mi w/o 300 W	Dead End	Not in INDOT Inventory
Wayne	Roberts Rd	SR39	SR39	High St per INDOT
Wayne	First St	SR39	Walnut St	City St per INDOT
Wayne	Second St	SR39	375 W	City St per INDOT
Wayne	Third St	SR39	375 W	City St per INDOT
Wayne	Walnut St	Third St	Dead End	City St per INDOT
Wayne	Wilson St	Third St	Second St	City St per INDOT
Wayne	Woodrow St	Third St	Second St	City St per INDOT
Wayne	375 W	700 S	Dahlke St	Luken St per INDOT
Wayne	500 W	500 S	800 S	Mint Rd per INDOT/Extends ~0.5 mi s/o 800 S per INDOT, not on SCHWY Inventory or paper map
Wayne	Garfield Av	Campbell Av	Dead End	INDOT extends 0.05mi past SCHWY Dead End
Wayne	Woodland S Dr	600 W	Woodland E Dr	Woodland Dr per INDOT
Wayne	Woodland E Dr	Woodland S Dr	500 S	Woodland Dr per INDOT
Wayne	Unnamed Rd	800 S ~0.5 mi e/o SR39	Dead End	Not in INDOT or SCHWY Inventory
Railroad	900 S	650 S	550 S	Still Gravel?

Railroad	900 S	900 S	800 S	Still Gravel?
Railroad	700 W	250 S	Toto Rd	Per INDOT but not in SCHWY Inventory or on paper map
Railroad	725 W	250 S	Toto Rd	Not in INDOT Inventory
Railroad	250 S	650 W	Dead End	Dead ends ~1.12 mi per INDOT without sothern bend
Railroad	850 W	400 S	Toto Rd	All Paved?
Railroad	800 W	400 S	Toto Rd	0.6 mi still Gravel?
Railroad	Rensselaer Tr	750 W	650 W	Still Gravel?
Railroad	700 W	SR10	Rensselaer Tr	Per INDOT but not in SCHWY Inventory or on paper map
Railroad	800 S	900 W	600 W	Still Gravel?
California	Elm St	Woodland Dr	500 S	550 E from CR210 to SR 8
California	Park Av	CR 210	Dead End	~0.13 mi per INDOT, 0.12 Mi per SCHWY
California	Lombardy Ln	SR 10	Dead End	~0.15 mi per INDOT, ~0.18 mi per SCHWY
California	Edgewood Way	550 E	Dead End	~0.22 mi per INDOT, ~0.19 mi per SCHWY
Center	John St	500 E	Dead End	Not in INDOT Inventory
Center	Malibu St	150 N	Dead End	~0.26 mi per INDOT, ~0.24 mi per SCHWY
Center	216 S	US 35	Dead End	~0.2 mi per INDOT, ~0.24 mi per SCHWY
Davis	700 N	50 E	Dead End	Dead ends ~0.48 mi w/o 50 E at Starke Co boarder per INDOT, ~0.25 mi e/o 50 E per INDOT
Davis	750 N	150 E	Dead End	150 E and ~0.15 mi with no northern jog per INDOT (For eastern section only), ~0.22 mi per SCHWY
Davis	125 E	700 N	Dead End	~0.38 mi per INDOT, 0.45 mi per SCHWY
Davis	Unnamed Rd (INDOT Route ID 37500000067000001)	US 30	Dead End	Not in SCHWY Inventory or on paper map
Davis	Frontage Rd	Old US 30	Dead End	~0.55 mi per INDOT, ~0.62 mi per SCHWY
Davis	480 N	200 E	300 E	500 N per INDOT
Davis	500 N	300 E	Hamlet Town Line	Indiana St per INDOT
Jackson	125 W	300 N	250 N	100 W per INDOT
Jackson	250 N	125 W	100 W	100 W per INDOT
Jackson	Peabody St	250 N	Dead End	E Holstine St per INDOT
Jackson	Holstine St	Range Rd	Peabody St	E Holstine St per INDOT
North Bend	Ruby Rd	Meadow Ln W	Meadow Ln E	Not in INDOT Inventory
North Bend	Winona Trail	Fox Crossing	Quail Run S	Per INDOT Fox Crossing from 700 E to Quail Run/Not labled on paper map

North Bend	Washington St	Hackberry Av	900 S	Gravel?
North Bend	Hoenke Dr	625 E	Dead End	Hoenke per INDOT
North Bend	Lake Av	Boa Dr	East Dr	Lake Dr per INDOT
North Bend	Calvin Dr	625 E	Woodland Rd	Not in SCHWY Inventory but in INDOT's and on paper map
North Bend	Cottage Av	CR 210	Prairie St	Cottage Ave per INDOT
North Bend	Ayres Dr	CR 210	Dead End	Lakeshore Dr and ~ 0.09 mi per INDOT, ~0.07 mi per SCHWY
North Bend	Unnamed Rd (INDOT Route ID 37500000122000001)	SR 23 (~0.52 mi s/o Toto Rd)	Dead End	In INDOT inventory but not in SCHWY inventory or on paper map
North Bend	Unnamed Rd (INDOT Route ID 37500000229000001)	700 S (~ 0.5 mi w/o 1100 E)	Dead End	In INDOT inventory, not in SCHWY inventory, drawn but not labeled on paper map
North Bend	Krivak Dr	CR 210	Dead End	~0.17 mi per INDOT, ~0.2 mi per SCHWY
Oregon	North St	Kanney Av	Dead End	~0.06 mi per INDOT, ~0.14 mi per SCHWY
Oregon	Hiawatha PL	Kanney Av	Dead End	~0.1 mi per INDOT, ~0.13 mi per SCHWY
Oregon	Cherokee Rd	SR23	Dead End	~0.42 mi per INDOT, 0.38 mi per SCHWY ends at Tippecanoe Dr. North
Oregon	Tippecanoe Dr North	Iroquois Rd	Kramer Ln	Tippecanoe Dr per INDOT
Oregon	Island Rd	Tippecanoe Dr North	Dead End	~0.05 mi per INDOT, ~ 0.13 mi per SCHWY extends onto Island
Oregon	Dakota St	Tippecanoe Dr North	Tippecanoe Dr North	Not in INDOT Inventory
Oregon	Iroquois Rd	Clover Ln	Scanlon Dr	Extends ~ 0.02 mi east past Scanlon Dr and connects with Higgins per INDOT
Oregon	Higgins Dr	Pottawatomie Tr South	Pottawatomie Tr South	Higgins, extends n/w to connect with Iroquois Rd per INDOT
Oregon	Pottawatomie Tr South	SR 23	Pottawatomie Tr North	Extends ~0.03 mi east toward Koontz Lake per INDOT
Oregon	Cline Av	Tippecanoe Dr North	Dead End	Cline Ln and extends ~0.07 mi back to Tippecanoe Dr North per INDOT
Oregon	Robin Av	Tecumseh Rd	Bush St	Robin Ln per INDOT
Oregon	Cardinal Rd	Cherokee Rd	Dead End	~0.12 mi per INDOT, ~ 0.07 mi per SCHWY & paper map
Oregon	Clover Ln	Prairie Av	Iroquois Rd	Does not extend west per INDOT or SCHWY
Oregon	Gyemant Dr	SR23	Dead End	Not in INDOT Inventory
Oregon	Owena Ln	SR23	Dead End	Not in INDOT Inventory
Oregon	Tippecanoe Dr South	SR23	Tecumseh Rd	Pottawatomie Tr South per INDOT
Oregon	Shipping Ln W Dr	Navigator Dr	Canoe Ct	Shipping Ln W per INDOT
Oregon	Shipping Ln E Dr	Navigator Dr	Anchor Dr	Shipping Ln E per INDOT
Oregon	Anchor Dr	Shipping Ln W Dr	Tecumseh Rd	Tecumseh Rd intersection does not Y per INDOT
Oregon	Forest Av	Tecumseh Rd	Elm Av	Not in INDOT Inventory
Oregon	Woodland Av	Forest Av	Dead End	Not in INDOT Inventory

Oregon	Dogwood Av	Circle Av	Forest Av	Dogwood Rd per INDOT
Oregon	Circle Av	South Av	South St	South Av per INDOT
Oregon	Tecumseh Rd	South Av	Circle Av	South Av per INDOT
Oregon	Maple Ave	~0.04 mi east of Locust Av	~0.09 mi west of Oak St	In INDOT inventory but not in SCHWY inventory or on paper map
Oregon	South St	Circle Av	1200 E	South Av and does not meet 1200 E per INDOT,
Oregon	750 N	South St	Dead End	Not in INDOT Inventory
Oregon	Anderson Dr	South St	Dead End	N Anderson Dr per and ~0.06 mi per INDOT, ~0.1 mi per SCHWY
Oregon	Unnamed Rd	South St ~ 0.04 mi w/o 750 N	Anderson Dr ~ 0.06 mi n/o 750 N	Not in INDOT or SCHWY Inventory but on paper map
Oregon	Sunset Dr	SR 23	Dead End	Sunset Ln
Oregon	500 N	Yellowstone Tr	US 30	Extends ~0.03 mi north per INDOT, ~0.05 mi north per SCHWY
Oregon	Elm Dr	SR 23	Ohio St	Elm St per INDOT
Oregon	Sult Dr	SR 23	SR 23	Northern section is Morse Ditch Rd, southern Section 1000 E per INDOT
Oregon	Sunview Tr	900 E	Kula Tr	~0.21 mi to Dead End per INDOT, ~0.16 mi to Kula Tr per SCHWY
Oregon	Ohio	500 N	900 E	~0.18 mi and dead ends ~ 0.04 mi s/e past Elm St per INDOT
Railroad	Sandy Knob Dr	Ann St	Dead End	Not in INDOT Inventory
Railroad	Sycamore St	Ann St	San Pierre Rd	Not in INDOT Inventory
Railroad	Tierney St	Ann St	San Pierre Rd	Not in INDOT Inventory
Railroad	Central Ave	Ann St	San Pierre Rd	Center St per INDOT and paper map
Railroad	Moran St	Brazill St	US 421	Webster St per INDOT
Railroad	Brazill St	Moran St	Ann St	Webster St per INDOT
Railroad	Fisher St	Webster St	US 421	Does not extend to Webster St and extends to Ann St per INDOT
Railroad	Ann St	US 421	Dead End	Ends at Jackson St per INDOT
Railroad	Eliza St	Elm Dr	Rennewanz St	San Pierre Rd per INDOT
Railroad	Rennewanz St	Green St	Eliza St	Green St per INDOT
Railroad	Petro St	US 421	Dead End	Ends at Jackson St per INDOT
Railroad	Clay St	Ann St	Petro St	Extends ~ 0.03 mi s/o Petro St
Railroad	White St	US 421	Dead End	Does not meet US 421 or extend ~0.02 mi s/w towards and past railroad tracks per INDOT
Railroad	350 S	US 421	Dead End	Not in SCHWY Inventory but in INDOT's and on paper map/Gravel?
Railroad	Unnamed Rd (INDOT Route ID 37500000065000001)	US 421	500 S	Not in SCHWY Inventory or paper map but in INDOT's and on paper map
Railroad	Unnamed Rd (INDOT Route ID 37500000063000001)	US 421	500 S	Not in SCHWY Inventory or paper map but in INDOT's and on paper map

Railroad	Oak St	Grand St	Sherwood St	S Oak St per INDOT
Railroad	Sherwood St	600 W	Dead End	W Sherwood St per INDOT
Washington	Nicole Dr	SR 8 ~ 0.09 mi e/o 1100 E	SR 8 ~0.22 mi e/o 1100 E	Not in INDOT Inventory or paper map
Washington	1100 E	SR 8	150 S	150 S per INDOT and continues to 150 S at eastern bend, does not extend south
Washington	Oakwood Av	Pinewood Dr	Hiltop Dr	Not in INDOT Inventory
Washington	Homette Av	700 E	Pinewood Dr	Homette Ave per INDOT
Wayne	Elcona Dr	275 S	Leyton Ct	Driftwood Ln per INDOT
Wayne	275 S	Julia Dr	500 S	275 W per INDOT and paper map, 275 S per SCHWY
Wayne	Winnebago Pl	275 S	Wesley St	Wesley St per INDOT
Wayne	First Av	275 S	A St	1st Ave per INDOT
Wayne	Second Av	275 S	A St	2nd Ave per INDOT
Wayne	Donna St	A st	Holiday St	Holiday Ct per INDOT
Wayne	Holiday St	Donna St	Julia DR	Holiday Ct per INDOT
Wayne	Third Av	250 W	South Side PKWY	A St per INDOT
Wayne	South Side PKWY	250 W	Holiday St	Holiday Ct per INDOT
Wayne	Chesapeake Run Road	250 W (~0.19 mi s/o 625 S)	Dead End	Chesapeake Run per INDOT/ Not on Paper Map
Wayne	Jones Dr	Chesapeake Run Road	Dead End	~0.11 mi per INDOT, ~0.14 mi per SCHWY/Not on paper map
Wayne	Hagen Circle	Jones Dr	Dead End	Jones Dr per INDOT/Not on paper map
Wayne	Masters Way	Chesapeake Run Road	Dead End	Not on paper map
Wayne	Brooks Bluff	Masters Way	Dead End	Not on paper map
Wayne	Sawgrass Dr	Brooks Bluff	Dead End	Not on paper map
Wayne	Palmer Circle	N/A	N/A	Per SCHWY does not connect to any other road, Not in INDOT Inventory
Wayne	U W Rd	SR 10	U N RD	U Rd per INDOT
Wayne	Unnamed Rd (INDOT Route ID 37500000304000001)	250 W	U N Rd	Not in SCHWY Inventory, not on paper map
Wayne	Unnamed Rd (INDOT Route ID 37500000300000001)	U W Rd	Dead End	Not in SCHWY Inventory, not on paper map
Wayne	Unnamed Rd (INDOT Route ID 37500000302000001)	U E Rd	Dead End	Not in SCHWY Inventory, not on paper map
Wayne	260 W	500 S	250 W	250 W per INDOT
Wayne	200 W	800 S	700 S	Second 200 W per INDOT (SCHWY 300 W is also labeled as 200 W per INDOT, see 300 W bewteen 900 S & SR 10 notes)

