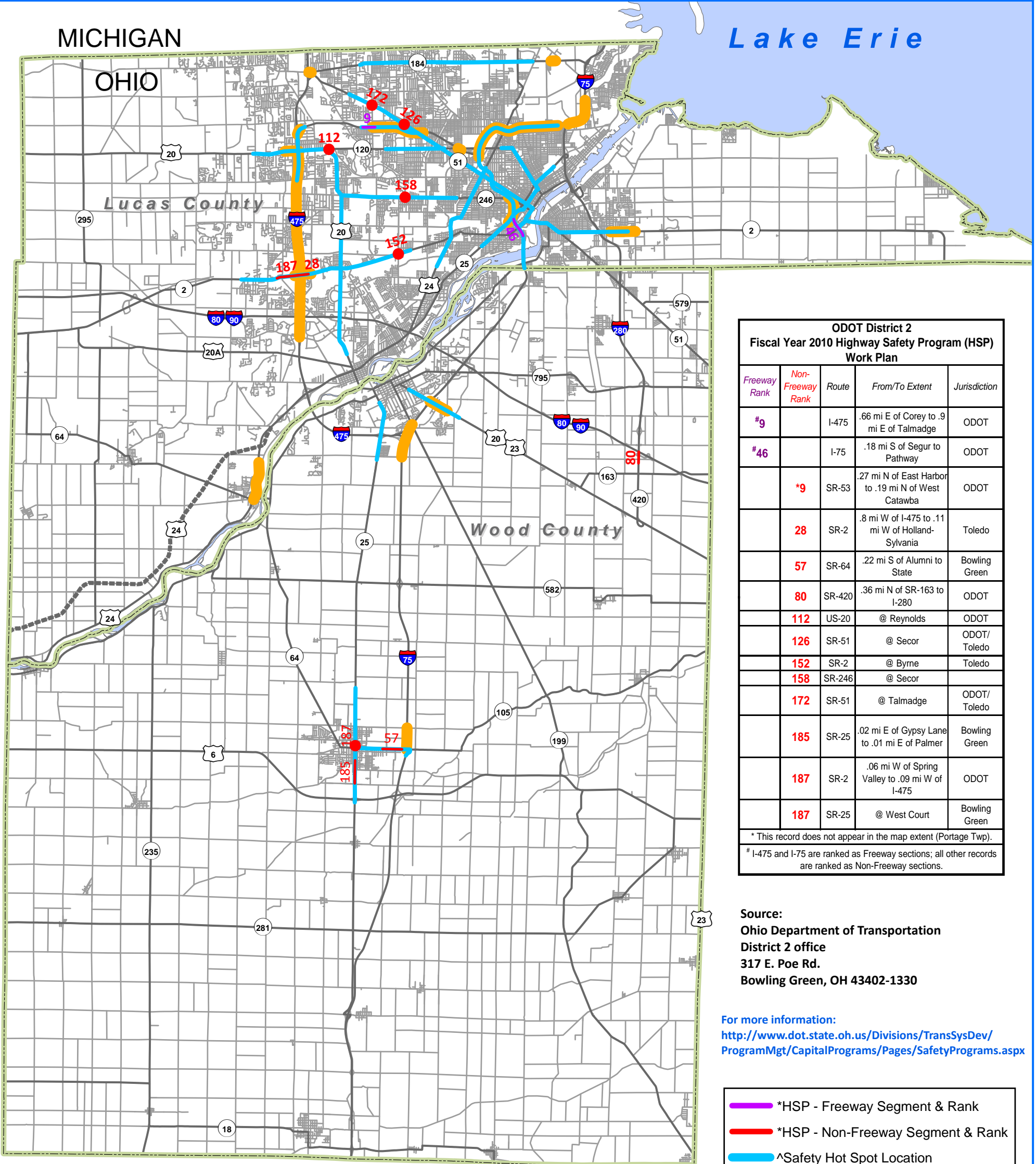


# ODOT District 2 Safety Priority Locations Fiscal Year 2010



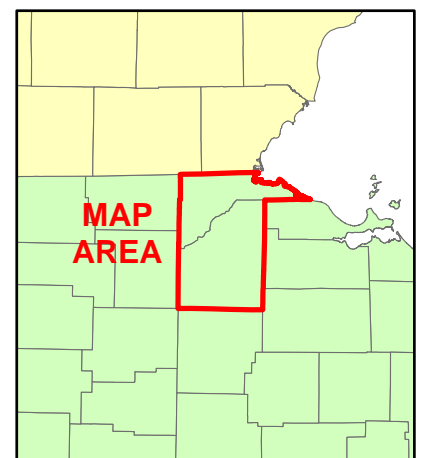
ODOT District 2 Fiscal Year 2010 Highway Safety Program (HSP) Work Plan				
Freeway Rank	Non-Freeway Rank	Route	From/To Extent	Jurisdiction
#9		I-475	.66 mi E of Corey to .9 mi E of Talmadge	ODOT
#46		I-75	.18 mi S of Segur to Pathway	ODOT
	*9	SR-53	.27 mi N of East Harbor to .19 mi N of West Catawba	ODOT
	28	SR-2	.8 mi W of I-475 to .11 mi W of Holland-Sylvania	Toledo
	57	SR-64	.22 mi S of Alumni to State	Bowling Green
	80	SR-420	.36 mi N of SR-163 to I-280	ODOT
	112	US-20	@ Reynolds	ODOT
	126	SR-51	@ Secor	ODOT/ Toledo
	152	SR-2	@ Byrne	Toledo
	158	SR-246	@ Secor	
	172	SR-51	@ Talmadge	ODOT/ Toledo
	185	SR-25	.02 mi E of Gypsy Lane to .01 mi E of Palmer	Bowling Green
	187	SR-2	.06 mi W of Spring Valley to .09 mi W of I-475	ODOT
	187	SR-25	@ West Court	Bowling Green

\* This record does not appear in the map extent (Portage Twp).  
# I-475 and I-75 are ranked as Freeway sections; all other records are ranked as Non-Freeway sections.

**Source:**  
Ohio Department of Transportation  
District 2 office  
317 E. Poe Rd.  
Bowling Green, OH 43402-1330

For more information:  
<http://www.dot.state.oh.us/Divisions/TransSysDev/ProgramMgt/CapitalPrograms/Pages/SafetyPrograms.aspx>

- \*HSP - Freeway Segment & Rank
- \*HSP - Non-Freeway Segment & Rank
- ^Safety Hot Spot Location
- +Congestion Location
- State Route
- New US-24
- Local Road
- County Boundary



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\* The Highway Safety Program (HSP) identifies the top 200 non-freeway locations and the top 50 freeway locations for crashes in Ohio. These are chosen based on crash rate (crashes per volume of traffic), frequency (number of crashes), density (crashes per length of road), severity, and other analytical factors.

^ The Safety Hot Spot locations are any 2-mile segment of freeway or non-freeway with more than 250 crashes over two years. ODOT will also examine locations with 150 or more rear-end collisions in a 2-mile segment as this typically occurs in congested locations.

+ Congestion locations are identified by calculating the roadway's volume to capacity ratio (V/C). This ratio compares the volume of traffic with the capacity (number of lanes) on the roadway. Sections with V/C ratios greater than 1.0 are considered congested.