



# **2021 Annual Report on Roadway Traffic Congestion in the AMATS Region**

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AKRON METROPOLITAN AREA TRANSPORTATION STUDY

1 CASCADE PLAZA SUITE 1300  
AKRON, OH 44308

This report was prepared by the Akron Metropolitan Area Transportation Study (AMATS) in cooperation with the U.S. Department of Transportation, the Ohio Department of Transportation, and the Village, City, and County governments of Portage and Summit Counties and Chippewa and Milton Township in Wayne County. The contents of this report reflect the views of AMATS, which is responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official view and policies of the Ohio and/or U.S. Department of Transportation. This report does not constitute a standard, specification or regulation.

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# 1 Introduction

The Akron Metropolitan Area Transportation Study (AMATS) is the Metropolitan Planning Organization (MPO) with a population of more than 700,000 people. The Code of Federal Regulations (CFR) Title 23 450.104 indicates that an urbanized area with a population over 200,000 is designated as Transportation Management Area (TMA). The TMA, under CFR Title 23 450.322, is required to address congestion management to facilitate a safe and effective multimodal transportation system.

AMATS is one of the TMAs by definition in Northeast Ohio. Therefore, AMATS has decided to develop an annual report on roadway traffic congestion for its road transportation network as a part of the MPO's ongoing planning process. The road network congestion management enables identifying congested corridors for all types of major roads in the network, congested intersections, interchanges, and ramps in the region. This report also helps by providing appropriate mitigation strategies through various AMATS funded programs to eliminate or reduce considerable congestion.

The Congestion Management Process (CMP) shall include 1) methods to monitor and evaluate the performance of the transportation system, 2) definition of congestion management objectives, 3) Monitoring of data collection and system performance, 4) Establishment and evaluation of congestion management strategies, 5) implementation plan and funding sources, and 6) methods to periodically assess the effectiveness of the implemented strategies.

Keeping other planning goals in mind, AMATS can use CMP and annual reports as additional tools to address congestion and appropriately fund congestion-related projects. More than just a daily inconvenience, congestion affects the overall economy, reducing our ability to travel reliably to work, school and to complete the timely delivery of goods and services. Idling vehicles emit unnecessary pollutants into the atmosphere and waste costly and limited fuel.

This AMATS 2021 annual report encompasses interstates, freeways, interchanges, ramps, arterials, and intersections on arterial roads. The report consists of eight sections (meeting CFR requirements and matching the Regional Transportation Planning context) listed below.

- Section 1 provides brief information about congestion
- Section 2 defines the regional objectives of the report
- Section 3 defines a network associated with particularly this report
- Section 4 briefly describes performance measures
- Section 5 describes the methodology used for the data collection and monitoring system performances
- Section 6 presents the results and analyses of the performance measures in the AMATS region
- Section 7 describes congestion management strategies and recommendations
- Section 8 concludes the report

## **2 Regional Objectives**

This report will serve as a valuable tool for AMATS to assess congestion and the public needs related to congestion. AMATS seeks to maximize the service life of the existing transportation system through congestion management. The annual report objectives strive for a functional, accessible, coordinated, reliable, and convenient regional transportation system. The objectives must be incorporated into the long-range Regional Transportation Plan and Transportation Improvement Program. This report focuses on the following goals and objectives:

### **Maintaining the existing level of service**

While eliminating all traffic congestion at once may not be feasible, maintaining the existing level of service and reducing severe congestion is one of the main goals of this report.

### **Demand Management and Supply leverage**

Congestion comes into existence when demand exceeds supply. Since the capacity is fixed on most occasions, the role of the report heavily relies on controlling the demand and leveraging its existing road transport network.

### **Road Traffic Congestion Monitoring**

This report also aims to monitor and track the road network on regional and granular levels and inform cyclical investment decisions in a timely manner.

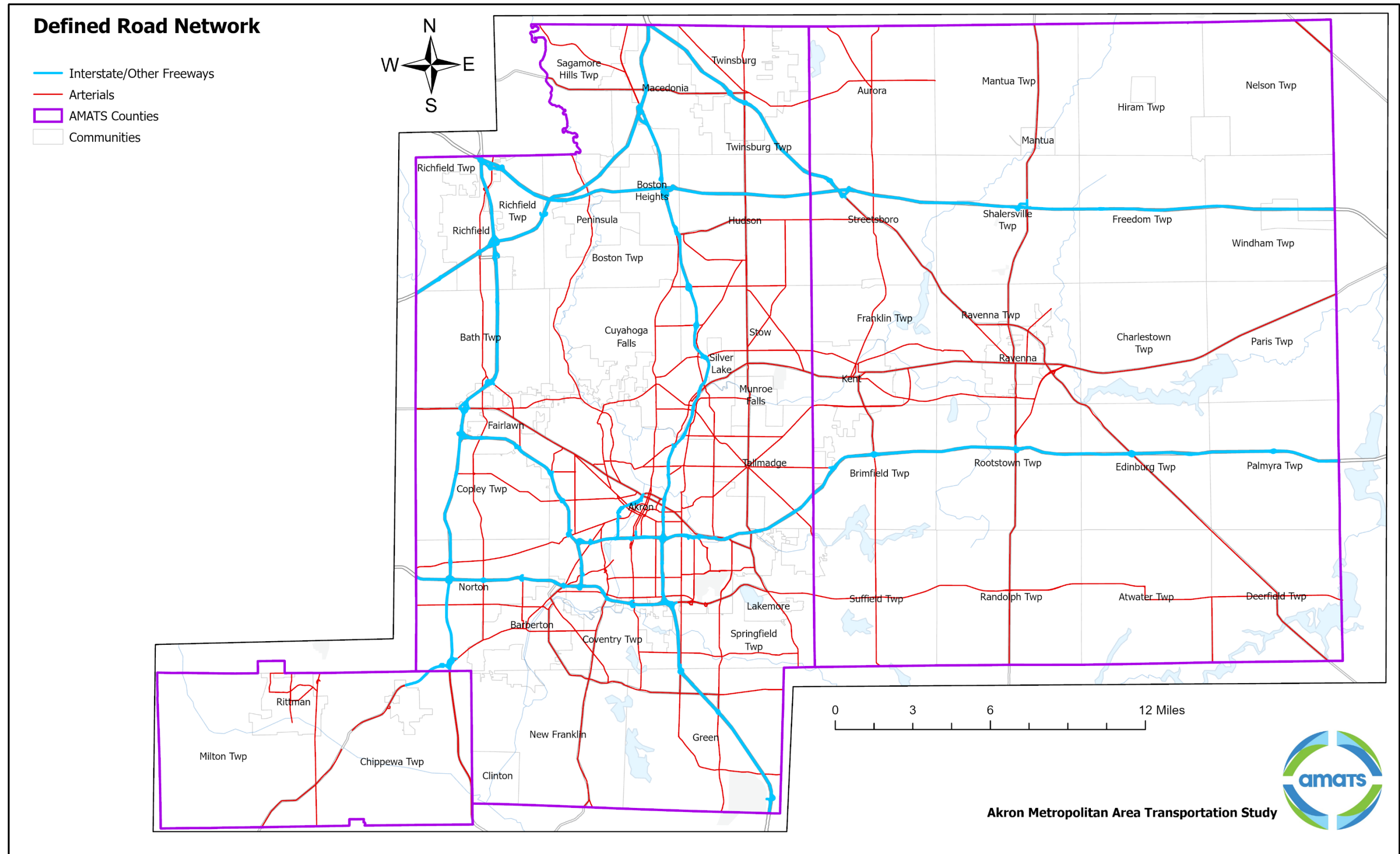
## **3 Road Network**

The geographic boundary and the components of surface transportation defining the network for this report are shown on map in **Fig. 1**. This 2021 annual report is limited to the roads within the AMATS region. AMATS serves as the federally designated Metropolitan Planning Organization (MPO) for Summit and Portage counties and the Chippewa and Milton Township areas of Wayne County. Therefore, it limits the network to roadway facilities that are inside the MPO boundary.

This report does not include collectors and local roads due to their low traffic volumes and congestion levels. According to the Federal functional classification system, AMATS has included the following roadway facilities as a network for the 2021 annual report:

- Interstates
- Other Freeways and Expressways
- Arterials (Principal and Minor)
- Interchanges
- Ramps

Fig. 1. Congestion Management Network



## 4 Performance Measures

According to CFR and AMATS regional transportation planning goals, appropriate performance measures for roadways aim to set benchmarks, assess the extent of congestion, and support the evaluation of the effectiveness of congestion reduction and mobility enhancement strategies for the movement of people and goods. Performance measures also enable tracking and characterizing current and future traffic congestion at regional and local levels.

The performance measures related to this report are explained below:

- **Free Flow Speed** is equal to the Maximum Average Trip Speed that is observed in any one of the 24 hours of the day, averaged over all the days.
- **Average Travel Speed** for a segment, corridor, or network is the average of all speeds that are observed within the data period.
- **The Free Flow Factor** is calculated as the Average Trip Speed divided by the Free Flow Trip Speed. As the Average Travel Speed increases, Free Flow Factor increases and finally equals one, where Average Travel Trip Speed equals Free Flow Speed.
- **Congested Network** represents all segments that has more than or equal to 25% congestion.
- **Congestion** is calculated as 1 minus the Free Flow Factor. If the Free Flow Factor is big, the congestion factor (1 - Free Flow Factor) will be small, indicating less congestion. If the Free Flow Factor is low, the congestion factor (1 - Free Flow Factor) will be high, indicating more congestion. There is no congestion when Free Flow Factor equals one.
- **Centerline Miles of Excessive Congestion** is the total centerline length of the road segments that experienced congestion more than or equal to 25%.
- **Vehicle Hours of Delay (VHD)** is one of the most important performance measures related to this report. VHD represents the additional travel time vehicles spend by traveling at speeds other than Free Flow Speed. Mathematically the VHD for a segment is calculated as below:

$$\text{VHD for Day Part} = (\text{VMT}/\text{Average segment speed}) - (\text{VMT}/\text{Segment free flow speed})$$

In this report the following forms of delays as useful performance measures will be determined:

- ✓ **Network Total VHD** is the sum of delays experienced by all vehicles on the network
- ✓ **Congested Total VHD** is the sum of delays experienced by all vehicles on the congested road segments
- ✓ **Average VHD per mile** is the total delay experienced on a mile of a road network
- ✓ **Congested Average VHD per mile** is the total delay that occurs on a mile of congested road segments

- **Average Mileage of hourly delay** is the total number of miles traveled by all vehicles on the entire network while experiencing one hour delay.
- **Congested Mileage of hourly delay** is the total number of miles traveled by all vehicles on the congested network while experiencing one hour delay.

## 5 Methodology for Data Collection and Monitoring System Performance

After establishing performance measures for the AMATS region, as a part of this report, various techniques for data collection and monitoring the performance measures listed above are established. According to CFR Title 23 450.322 (d) (3), the CMP must include:

*“Establishment of a coordinated program for data collection and system performance monitoring to define the extent and duration of congestion, to contribute in determining the causes of congestion, and evaluate the efficiency and effectiveness of implemented actions. To the extent possible, this data collection program should be coordinated with existing data sources (including archived operational/ITS data) and coordinated with operations managers in the metropolitan area.”*

Historically AMATS measured traffic congestion by using a volume to capacity (V/C) ratio. This ratio is based on the volume of traffic during peak hours versus the capacity of the roadway. This method requires collecting traffic volume data and knowing the physical characteristics of the highway itself. However, in recent years new advancements in technologies enable various effective and productive ways to address traffic congestion and help generating significant solutions.

This congestion management was done using the StreetLight data platform. StreetLight derives its metrics from two types of locational big data sources: Navigation-GPS data and Location-Based Services (LBS) data. LBS are services offered through a mobile phone and take into account the device's geographical location. Whereas Navigation-GPS (Global Positioning System) data comes from a GPS receiver installed in vehicles that uses multiple satellite signals to identify its position on earth.

The predefined road network explained in the Road Network section was scanned for segment analysis in the StreetLight Platform. It's important to note that the entire road network scanning for congestion was performed with approximately 7,100 segments, including— Interstates, other Freeways and Expressways, Arterials (Principal and Minor), Interchanges, Ramps, and intersections on arterial roads within the AMATS region as shown on map in **Fig. 1**.

In the StreetLight Platform, the Free Flow Factor is calculated as the "Average Trip Speed" divided by the "Free Flow Trip Speed". The Free Flow Trip Speed is equal to the Maximum Average Trip Speed that is observed in any one of the 24 hours of the day, averaged over all the days (analysis period: in this case, it's from 03/01/2021 to 08/15/2021).

As a result of the analysis for complete scanning, AMATS determined Free Flow Factor averaged between 03/01/2021 and 08/15/2021 for the following day types and time periods in the first place:

## Day types

- Average day (Mon-Sun)
- Average weekday (Mon-Thurs)
- Average weekend (Sat-Sun)

## Time periods

- 24 hours (12 AM-12 AM)
- Early AM (12 AM-6 AM)
- Peak AM (6 AM-10 AM)
- Mid-Day (10 AM-3 PM)
- Peak PM (3 PM-7 PM)
- Late PM (7 PM-12 AM)

In the next step, congestion was calculated as 1 minus Free Flow Factor, and the result was multiplied by 100 to get a percent of congestion. AMATS set benchmarks for the performance measures, anytime the travel speed equals or falls below 75% of the free flow speed significant congestion occurs. Thus, AMATS divides congestion into the below categories:

- $25.00 \leq \text{Low \%} \leq 35.00$
- $35.01 \leq \text{Moderate \%} \leq 45.00$
- $\text{Severe \%} > 45.00$

Based on the methodology described above, all roads that are congested in the AMATS region were identified. Other performance measures corresponding to these congested segments have been determined through StreetLight Segment Analysis. The results of the analyses are described in the next section of this report.

## 6 Analysis and Results

### 6.1 Congestion

#### Regional Congestion

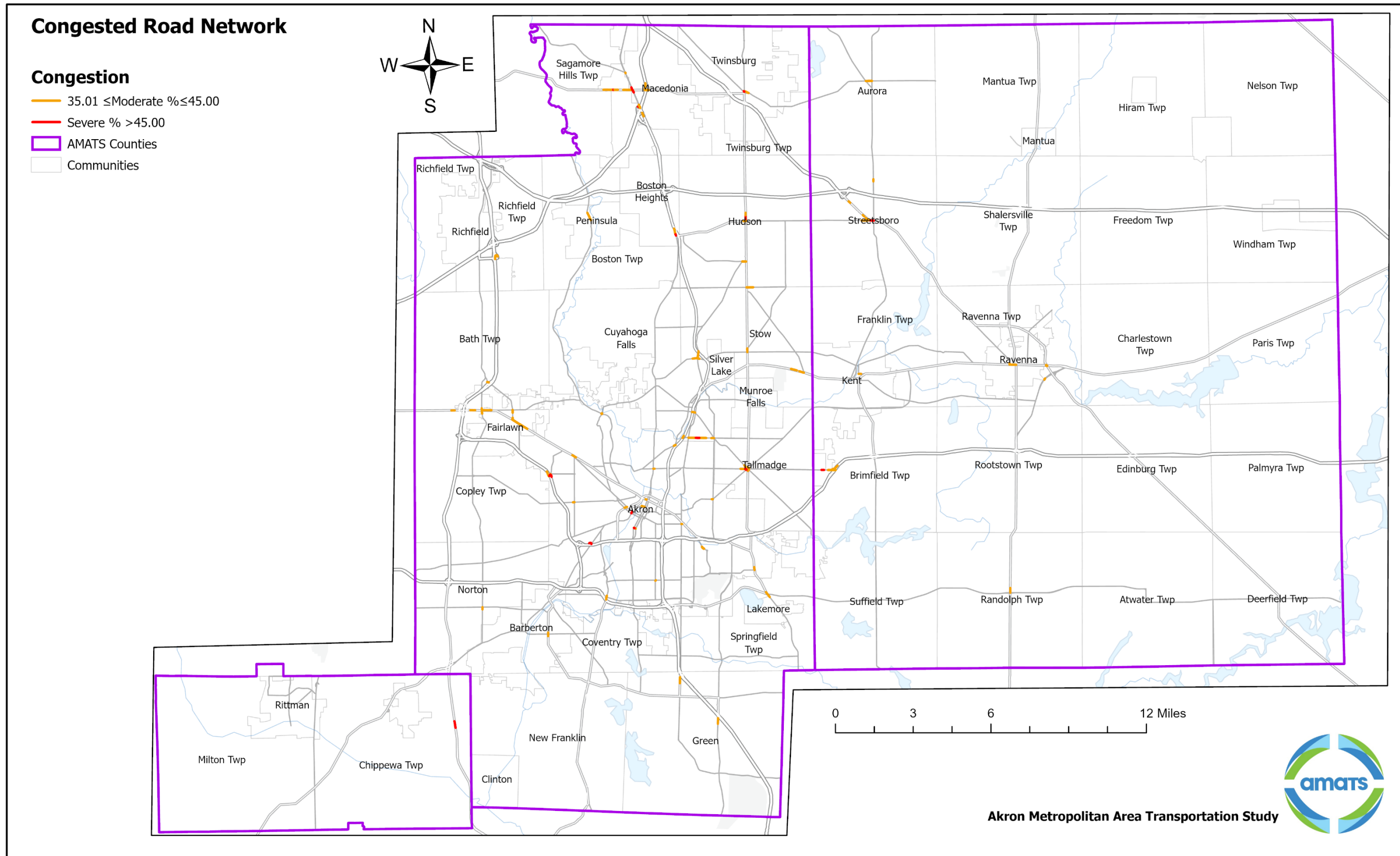
AMATS has thoroughly scanned the defined road network having around 7,100 segments. It was found that 729 road segments equivalent to 72.6 centerline miles have congestion equal to or greater than 25% during peak hours. Among these, 577 road segments (58.36 centerline miles) have low congestion, 129 road segments (12.26 centerline miles) have moderate congestion, and only 23 road segments (1.98 centerline miles) have severe congestion in the AMATS region as shown in **Fig. 3**. The congested road network and its intensity are illustrated on map in **Fig. 2**.

#### Congestion by Functional Classification Level

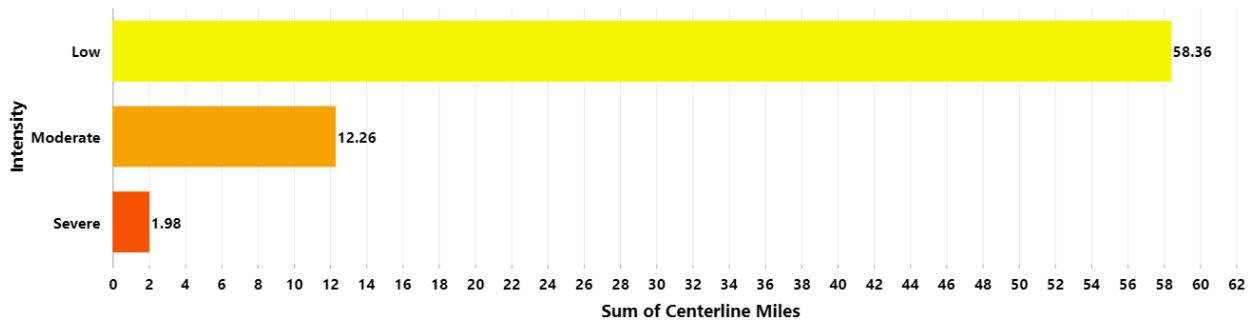
Most of the existing road network within the AMATS regions satisfactorily handles congestion even during peak periods. There are only 1.07 centerline miles of interstates or freeways that have experienced some form of congestion with zero miles severe congestion. There are approximately 63.88 congested miles of arterials including intersections on arterial roads, and 7.66 congested miles of freeway ramps or links as shown in **Fig. 4**.



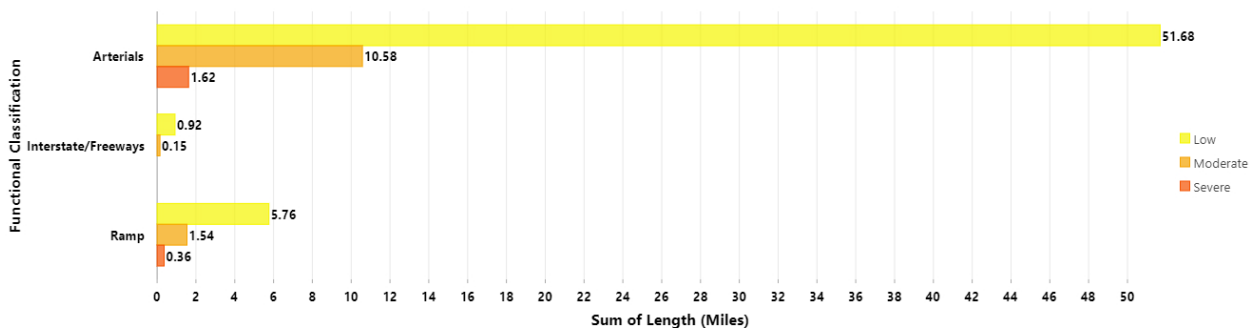
Fig. 2. Traffic Congestion on Roads in the AMATS Region



**Fig. 3.** Comparison of Congested Miles by Congestion Intensity



**Fig. 4.** Comparison of Congested Miles and their intensities by Functional Classification



### Congestion by County Level

While overall congestion in 2021 is tolerable, most congestion (82.9 %) occurs in Summit County, 16.5 % in Portage County, and only 0.6% congestion in Chippewa and Milton Township in Wayne County. Furthermore, from the political unit standpoint Akron has the highest congested miles within the AMATS region as it is shown in **Fig. 5**.

### 6.2 Vehicle Hours of Delay (VHD)

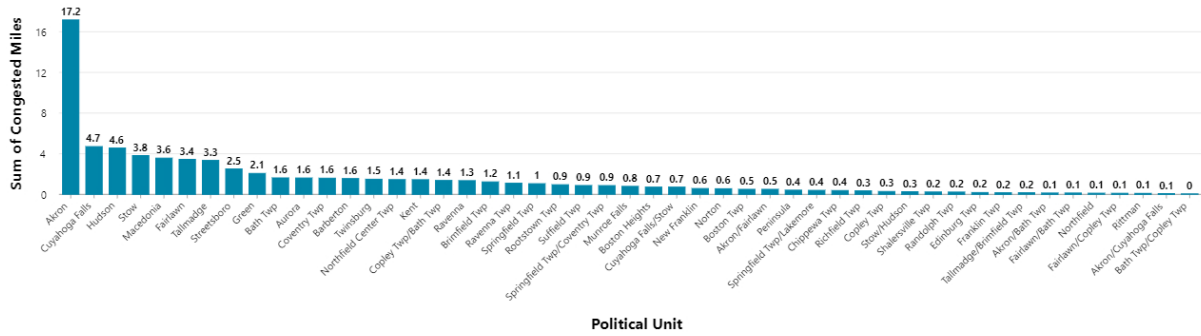
Considering existing congested miles on the AMATS road network, AMATS found that overall, the road network functions well in the region. Therefore, at this point, it’s important to set benchmarks of VHDs for congested and entire road networks from a system perspective.

The regional performance measures determined from the results of the descriptive analysis are shown in the **Table 1**.

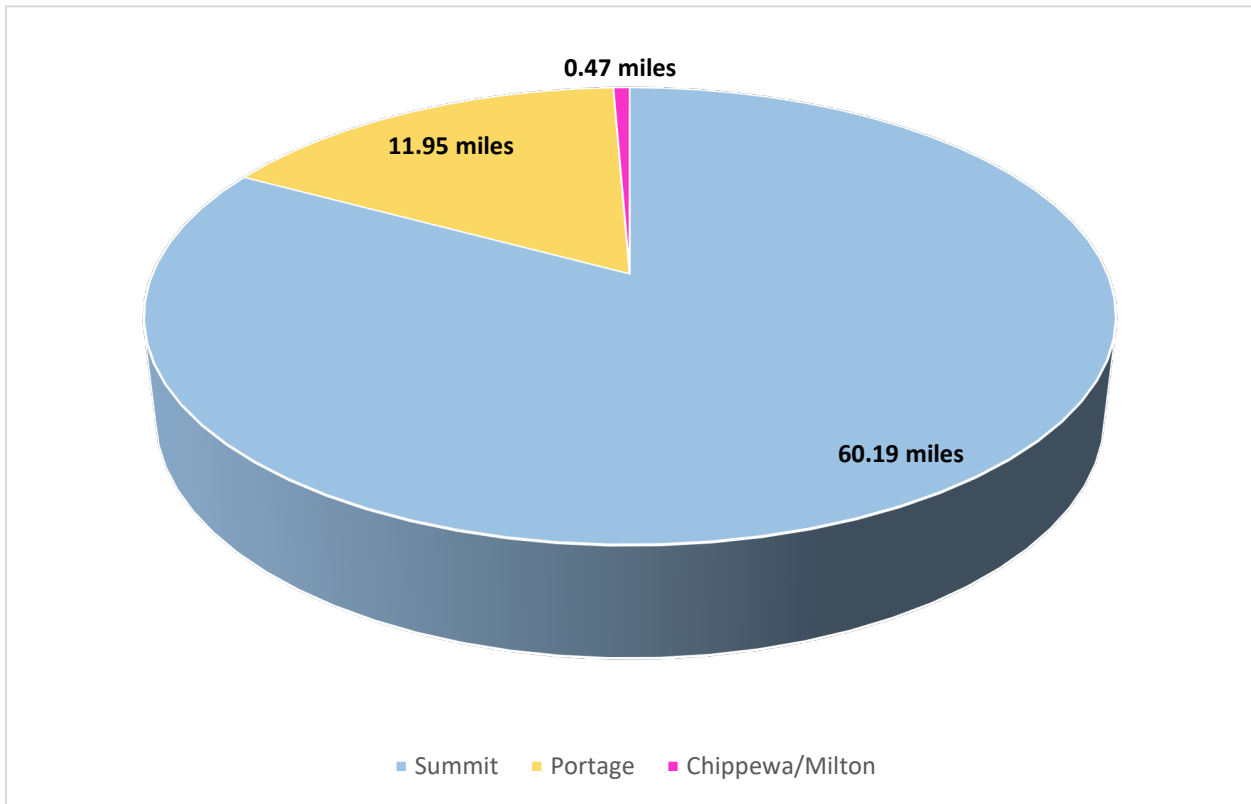
**Table 1:** VHD for Congested Road Network and Complete Defined Road Network

Congested Road Network			Defined Road Network		
Total VHD	Average VHD Per Mile	Average Mileage of hourly delay	Total VHD	Average VHD Per Mile	Average Mileage of hourly delay
1,434.53	19.76	658.13	8,592.70	8.51	2,176.53

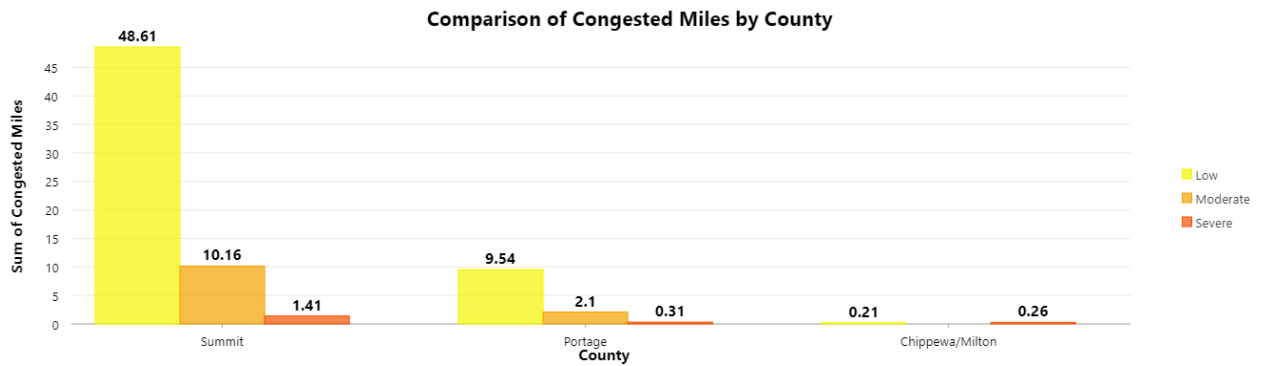
**Fig. 5. Comparison of Congested Miles by Political Unit**



**Fig. 6. Total congested miles by county**



**Fig. 7. Comparison of Congested Miles and their intensities by County**



According to **Table 1**, the defined road network performs much better than the congested road network. The average VHD per mile for the defined road network is 8.51; whereas it's 19.76 for the congested road network. This demonstrates that delays are more than double on the congested road network. Also, on an average basis to experience an hour delay, it takes 2,176 and 658 VMT (Vehicle Miles Traveled) on the defined and congested road networks, respectively.

## **7 Congestion Management Strategies**

23 CFR 450.322 (d) (4) states that CMP shall include congestion management strategies to contribute to the more effective use of existing and future transportation systems based on the MPO's established performance measures.

After thoroughly scanning and assessing the defined road network, AMATS has established generalized strategies that best match the Code of Federal Regulations (CFR), FHWA guidance, and regional transportation planning context. A strategy or combination of strategies that are appropriate for deficient corridors and segments are selected based on the type of congestion. Effectively managing congestion over time requires a multi-faceted approach. Thus, the strategies are categorized into five tiers, ranked generally by the efficacy of mitigating congestion. The strategies in the top tiers should be given priority over the lower ones. The tiers are:

- Tier 1: Demand management
- Tier 2: Traffic and roadway operational improvements
- Tier 3: Public Transportation improvements
- Tier 4: ITS Strategies
- Tier 5: Capacity expansion

### **7.1 Tier 1: Demand Management**

Demand-side strategies represent a more modern approach to managing traffic congestion. Demand-side strategies include those that focus on reducing vehicles on the roadway either permanently or during the busiest times of the day. City rush-hours are an example of when demand exceeds supply. A highway that easily accommodates traffic throughout most of the day is congested with vehicles during morning and afternoon peak hours. Demand-side management is any strategy that reduces the number of vehicles on the road at one time. Generally, demand-side congestion strategies cost significantly less than supply-side ones do. Below are examples of potential demand management strategies:

- Telecommuting –Telecommuting can directly reduce work-related trips during the peak hours of the day when most congestion occurs. Another related benefit is an improvement in air quality. While in previous reports, telecommuting was not seen as being feasibly on a large scale, the COVID-19 pandemic has shown the impacts of large-scale telecommuting by drastically reducing traffic.
- Flexible/Alternative Work Hours – Working outside the typical workweek and workday timeframe. It may not eliminate vehicles on the road but could eliminate vehicles on the road during peak hours when congestion is the worst.

- Carpooling – More than one person using a vehicle for a trip with similar origin or destination. Carpooling reduces SOV due to commuters sharing a ride with one or more people for trips. This reduces the number of vehicles on the road. Software makes it easier to create carpools and vanpools by matching similar trip origins, destinations, and times.
- Employer Incentive Program – Incentives may be offered by employers to encourage carpooling or public transportation. This may be financial or some other sort of perk.
- Encouraging a Shift to Alternative Modes of Transportation – using transit, bicycling, walking, or other non-motorized travel. Bicycle and pedestrian modes may also include e-bikes, scooters, skateboards, mobility-assistance devices, etc. Though buses do count as a vehicle on the road, they retain the capability to significantly reduce the total number of vehicle miles traveled. Bicycling, walking, and other modes of alternative transportation can eliminate vehicle miles traveled. However, these modes may not be feasible if trip lengths are too long. Typical trip length for a bicycle commute is up to four miles and up to one mile for a pedestrian.

## **7.2 Tier 2: Traffic and Roadway Operational Improvements**

Tier 2 strategies play an important role in congestion management. These strategies emphasize on getting more out of the existing transportation system. The strategies include but not limited to the following:

- Intersection and street improvements by adding and extending exclusive turning lanes – exclusive and safe space for vehicles waiting to turn left.
- Reversible commuter lanes on the freeways – more lanes for peak demand traffic flow without more pavement width.
- Variable speed limits – allows traffic to efficiently utilize capacity at a safe speed.
- Variable message signs – enables drivers to take alternative routes to avoid congestion.
- Exclusive shoulder lanes for buses – frequent stopping can occur outside of the flow of traffic.
- Geometric improvements to road and intersections – improves traffic flow and reduces incident related congestion by correcting geometric deficiencies.
- Channelization – facilitates the safe and orderly movement of traffic and defines the paths of traffic by physical separation.
- Median barriers (moveable) to facilitate more capacity during peak periods – more lanes for peak demand flow without adding more pavement.
- Traveler information – information given to travelers to help reduce uncertainty and stress. It also can help avoid congestion, improve safety, and save time.
- Complete Streets – Designing streets to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, motorists, and transit riders.
- Overpasses or underpasses at congested intersections or railroads – provides uninterrupted traffic flow by removing intersection conflict points.

## **7.3 Tier 3: Public Transportation (Transit) Improvements**

The public transportation improvement strategies focus on making public transportation more convenient and accessible in the AMATS region. It is worth mentioning that these strategies may

be linked with tier 1 and tier 2 strategies. METRO and PARTA control the transit service strategies within the AMATS region with AMATS offering suggestions. The following strategies are included in this category:

- Expanding transit services – adds new vehicles to expand transit services.
- Optimal control of headways by realigning transit service schedules and stop locations – provides better accessibility to transit to a greater share of the population.
- Providing real-time information on transit schedules and arrivals using various ITS strategies – provides real-time information so potential transit riders can estimate wait time.
- Universal transit fare cards and incentives – may be offered to students, employees, or residents to help reduce the cost of transit to the user.
- Bus Rapid Transit – high-quality bus-service that utilizes dedicated lanes, busways, traffic signal priority, off-board fare collection and enhanced or elevated stations to make transit more efficient and reliable. These lines work best in dense urban areas.
- Prioritizing transit vehicles at traffic signals – gives transit vehicles priority at signals to help them run on schedule.

#### **7.4 Tier 4: ITS Strategies**

These strategies are strongly linked with most of the congestion management strategies. The recommended ITS strategies in the AMATS region are listed below:

- Traffic Signal Improvements – Optimizing and coordinating the timing of traffic signals to improve traffic flow through a corridor or specific intersections.
- Simulation models – Although, AMATS has established travel demand models for predicting and evaluating the traffic in the region, simulation models may be used to analyze and evaluate the impact of operational strategies.
- Cars Connected to Cars / Cars Connected to Infrastructure – When one vehicle can communicate to another vehicle nearby—in front, behind, etc. it’s the core of autonomous driving technology. Sensors detect what’s going on around the vehicle and additional technology can share that data with other vehicles on the road. The vehicle is also able to send and receive information about the infrastructure that can include physical things such as traffic signals and weather alert systems. The vehicle can send that data out while simultaneously the infrastructure can send important data back to it.
- Real-time traffic feedback – The real-time traffic feedback provides information about the traffic around the city. A popular real-time feedback app used in Ohio was developed by ODOT and is called OHGO. It provides real-time information about traffic conditions, incidents, construction projects, and weather. It can be viewed on cell phones and computers.

#### **7.5 Tier 5: Capacity Expansion**

As our national road network has grown dramatically over the last several decades, only a limited amount of funding remains for new road and lane construction. Construction and right-of-way costs for new roads are very expensive. New roads and adding additional through lanes are considered a last resort as system preservation is the main objective in the AMATS region.

Financial restrictions, adverse environmental impacts, and project duration also make capacity improvements less attractive and feasible.

Capacity expansion may be necessary on major arterials and freeways as most other are not congested enough to warrant such an improvement. These roadways may benefit from capacity expansion projects as it will improve flow of all vehicles including transit and freight vehicles, not just passenger vehicles. This could reduce emissions and fuel consumption, and increased productivity and economic development. However, typically constructing new lanes is followed with additional demand for the roadway as travel times improve. More vehicles begin to use the roadway which then begins to reduce travel times. This is referred to as induced demand.

The capacity improvements include the following strategies:

- Removing bottlenecks by constructing new lanes – removes or corrects short, isolated, and temporary lane reductions and substandard design elements.
- Closing gaps in the existing network - provides more connections and means of traveling between places.
- Add travel lanes on major freeways and streets (including truck climbing lanes on grades) - allows for additional vehicles to move through an area uninhibited by congestion.

## 8 Conclusion

The 2021 Annual Report on Roadway Traffic Congestion demonstrates a comprehensive approach for monitoring vehicular traffic and enabling stakeholders to base their congestion-related decisions on up-to-date data. This report will aid in developing the Congestion Management Process which AMATS completes every four years.

The result has shown that the network functions in a tolerable intensity of congestion at the regional level even during peak periods, where 72.6 out of 1,010.27 centerline miles have congestion equal to or greater than 25%. There are very few segments (23 road segments) that experienced severe congestion in the AMATS region. At the county level, most congestion occurs in Summit county (82.9 %), whereas from the political unit perspective Akron has the highest congested miles within the AMATS region.

The VHD analyses and results conclude that the daily average VHD per mile (8.51 hours) on the defined road network is much less than excessive delays (19.76 hours) on the congested road network. Similarly, the average mileage of hourly delay (2,176.53 miles) on the defined road network is much more than the congested mileage of hourly delay (658.13 miles) on the congested road network as shown in **Table 1**.

The 2021 Annual Report on Roadway and Traffic Congestion is the first report of its kind, documenting current congestion throughout the roadway network. This report will be updated annually and the results of these annual reports will be incorporated in the AMATS Long Range Transportation Plan document, Transportation Outlook 2050.

## 9 Appendix

**Table 2:** 2021 Congested Segments in the AMATS Region

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
I-271 SB Off-Ramp Connector to SR 8	Freeway Link/Ramp	Macedonia	313	4: Peak PM (3pm-7pm)	74%	Severe	0.99	114.26
E Bartges St EB through the S Main St interchange	Arterials	Akron	175	4: Peak PM (3pm-7pm)	65%	Severe	2.48	117.03
West Ave EB link to Tallmadge Cir	Arterials	Tallmadge	226	4: Peak PM (3pm-7pm)	61%	Severe	11	335.16
SR 21 SB left turn link to Edwards Rd EB	Arterial Link	Chippewa Twp	711	2: Peak AM (6am-10am)	57%	Severe	4.63	1497.29
Northwest Ave link to Tallmadge Cir	Arterials	Tallmadge	136	4: Peak PM (3pm-7pm)	57%	Severe	3.22	141.72
Southwest Ave link to Tallmadge Cir	Arterials	Tallmadge	133	4: Peak PM (3pm-7pm)	55%	Severe	2.68	109.67
Off-Ramp from SR 8 SB to W Streetsboro Rd (Link2)	Freeway Link/Ramp	Boston Heights	287	4: Peak PM (3pm-7pm)	53%	Severe	6.22	357.07
SR 21 NB left turn link to Edwards Rd WB	Arterial Link	Chippewa Twp	668	4: Peak PM (3pm-7pm)	51%	Severe	0.41	26.51
Locust St btw W Cedar St and W Exchange St	Arterials	Akron	427	2: Peak AM (6am-10am)	51%	Severe	6.88	233.98
I-76 Off-Ramp Connector to East Ave	Freeway Link/Ramp	Akron	678	4: Peak PM (3pm-7pm)	50%	Severe	2.63	434.25
South Ave link to Tallmadge Cir	Arterials	Tallmadge	114	4: Peak PM (3pm-7pm)	49%	Severe	3.29	167.32
White Pond Dr through the I-77 interchange	Arterials	Akron	354	4: Peak PM (3pm-7pm)	48%	Severe	19.29	888.81
N Main St btw Church St and Aurora St	Arterials	Hudson	420	4: Peak PM (3pm-7pm)	48%	Severe	39.06	1564.08
Ravenna Rd Right-Turn link to Darrow Rd	Arterial Link	Twinsburg	197	4: Peak PM (3pm-7pm)	48%	Severe	2.11	61.2
SR 8 SB north leg of E Aurora Rd intersection	Arterials	Macedonia	568	4: Peak PM (3pm-7pm)	47%	Severe	16.14	753.46
SR 8 NB left-turn link to SR 82	Arterial Link	Macedonia	589	3: Mid-Day (10am-3pm)	47%	Severe	12.44	254.84
Tallmadge Rd btw Cascades Blvd and 2140 ft west of I-76 interchange	Arterials	Brimfield Twp	538	3: Mid-Day (10am-3pm)	47%	Severe	20	1005.01



Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 14 west leg of SR 43 intersection	Arterials	Streetsboro	1,105	4: Peak PM (3pm-7pm)	46%	Severe	103.66	6690.52
N Main St btw Clinton St and Owen Brown St	Arterials	Hudson	371	4: Peak PM (3pm-7pm)	46%	Severe	18.78	1016.51
SR 82 E Aurora Rd btw Akron Cleveland Rd and Pomona Ave	Arterials	Northfield Center Twp	674	4: Peak PM (3pm-7pm)	46%	Severe	27.65	1327.31
Howe Ave btw 1500 ft east of Main St and Huddleston Ave	Arterials	Cuyahoga Falls	735	4: Peak PM (3pm-7pm)	45%	Severe	26.4	1202.96
I-77 NB Off-Ramp Connector to White Pond Dr	Freeway Link/Ramp	Akron	635	2: Peak AM (6am-10am)	45%	Severe	7.36	505.98
West Ave btw Wright Rd and Tallmadge Cir	Arterials	Tallmadge	422	4: Peak PM (3pm-7pm)	45%	Severe	18.91	1219.47
N Main St btw Aurora St and Clinton St	Arterials	Hudson	71	4: Peak PM (3pm-7pm)	45%	Moderate	3.74	197.04
SR 8 NB Connector to I-271 SB	Freeway Link/Ramp	Macedonia	312	2: Peak AM (6am-10am)	45%	Moderate	5.37	935.52
N Main St btw Park Ln and Church St	Arterials	Hudson	38	4: Peak PM (3pm-7pm)	43%	Moderate	3.11	145.4
Tallmadge Rd from Highway View Dr to I-76 SWB On-Ramp	Arterials	Tallmadge/Brimfield Twp	814	4: Peak PM (3pm-7pm)	43%	Moderate	35.57	2577.7
North Ave SB link to Tallmadge Cir	Arterials	Tallmadge	95	4: Peak PM (3pm-7pm)	43%	Moderate	2.36	122.36
Riverview Rd btw W Streetsboro Rd and 1000 ft south of Stine Rd	Arterials	Peninsula	1,738	3: Mid-Day (10am-3pm)	43%	Moderate	13.4	895.7
Innovation Way SEB btw Goodyear Headquarters and 610 ft north-west of the roundabout	Arterials	Akron	621	2: Peak AM (6am-10am)	42%	Moderate	1.96	425.76
SR 14 Connector to Ravenna Warren Rd	Arterial Link	Ravenna Twp	121	2: Peak AM (6am-10am)	42%	Moderate	0.67	34.75
W Market St btw Miller Rd and Baker Blvd	Arterials	Fairlawn	562	3: Mid-Day (10am-3pm)	42%	Moderate	59.94	3139.09
E Garfield Rd btw N Chillicothe Rd and Barrington Town Sq	Arterials	Aurora	603	3: Mid-Day (10am-3pm)	42%	Moderate	23.78	1091.81
N Main St btw Streetsboro Rd and Park Ln	Arterials	Hudson	323	4: Peak PM (3pm-7pm)	42%	Moderate	25.69	1223.14
E Garfield Rd btw Aurora Rd and Barrington Town Sq	Arterials	Aurora	653	4: Peak PM (3pm-7pm)	42%	Moderate	21.4	1209.72
S Cleveland Massillon Rd south leg of W Market St intersection	Arterials	Fairlawn	696	3: Mid-Day (10am-3pm)	42%	Moderate	58.94	2128.94
Hudson Dr btw Graham Rd and Heron Springs Pkwy	Arterials	Stow	1,479	4: Peak PM (3pm-7pm)	42%	Moderate	41.19	2219.18

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 82 E Aurora Rd from Macedonia Commons Blvd to S Bedford Rd	Arterials	Macedonia	771	3: Mid-Day (10am-3pm)	41%	Moderate	54.25	2586.59
Massillon Rd north leg of Boettler Rd intersection	Arterials	Green	455	4: Peak PM (3pm-7pm)	41%	Moderate	36.01	2163.21
E Bartges St from east of the Interchange on S Main St to Broadway	Arterials	Akron	247	4: Peak PM (3pm-7pm)	41%	Moderate	2.3	76.04
W Market St btw Miller Rd and Shiawassee Ave	Arterials	Fairlawn	948	3: Mid-Day (10am-3pm)	41%	Moderate	71.09	3969.76
Canton Rd north-west leg of E Waterloo Rd intersection	Arterials	Springfield Twp	307	4: Peak PM (3pm-7pm)	41%	Moderate	15.46	733.24
Southeast Ave link to Tallmadge Cir	Arterials	Tallmadge	133	3: Mid-Day (10am-3pm)	41%	Moderate	2.29	137.08
Innovation Way NWB btw Goodyear Headquarters Skywalk and 610 ft north-west of the roundabout	Arterials	Akron	601	2: Peak AM (6am-10am)	41%	Moderate	2.45	311.58
Brown St Link to E Wilbeth Rd	Arterials	Akron	162	4: Peak PM (3pm-7pm)	41%	Moderate	1.23	71.12
5th Street NE btw Robinson Ave and Conservatory Dr	Arterials	Barberton	430	3: Mid-Day (10am-3pm)	41%	Moderate	14.85	849.43
SR 8 NB south leg of Valley View Rd intersection	Arterials	Macedonia	122	4: Peak PM (3pm-7pm)	41%	Moderate	2.8	228.65
Tallmadge Rd EB through the I-76 interchange	Arterials	Brimfield Twp	765	4: Peak PM (3pm-7pm)	40%	Moderate	28.52	1602.22
S Arlington Rd btw Arlington Ridge E and I-77 SB ramp	Arterials	Green	549	4: Peak PM (3pm-7pm)	40%	Moderate	59.26	3151.63
S Arlington Rd south leg of Arlington Ridge E intersection	Arterials	Green	268	4: Peak PM (3pm-7pm)	40%	Moderate	25.61	1450.96
SR 44 btw Waterloo Rd and SR 224	Arterials	Randolph Twp	967	4: Peak PM (3pm-7pm)	40%	Moderate	17.32	1428.58
White Pond Dr south leg of Mull Ave intersection	Arterials	Akron	102	3: Mid-Day (10am-3pm)	40%	Moderate	4.55	261.46
N Cleveland Massillon Rd north leg of W Market St intersection	Arterials	Bath Twp	410	3: Mid-Day (10am-3pm)	40%	Moderate	19.74	838.2
W Market St btw Merz Blvd and Trunko Rd	Arterials	Fairlawn	241	4: Peak PM (3pm-7pm)	40%	Moderate	21.19	1313.87
W Main St btw S Park Way and S Chestnut St	Arterials	Ravenna	216	3: Mid-Day (10am-3pm)	40%	Moderate	12.95	581.04
Off-Ramp from I-271 SB to E Aurora Rd	Freeway Link/Ramp	Macedonia	1,405	4: Peak PM (3pm-7pm)	40%	Moderate	24.18	2184.52
SR 91 Darrow Rd north leg of Graham Rd intersection	Arterials	Stow	307	4: Peak PM (3pm-7pm)	40%	Moderate	19.46	1093.09

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
E Bartges St WB through the S Main St interchange	Arterials	Akron	165	4: Peak PM (3pm-7pm)	40%	Moderate	2.55	109.77
SR 82 E Aurora Rd btw Beechwood Dr and SR 8 intersection	Arterials	Northfield Center Twp	1,678	3: Mid-Day (10am-3pm)	40%	Moderate	68.4	4150.04
W Main St btw S Park Way and S Meridian St	Arterials	Ravenna	230	3: Mid-Day (10am-3pm)	40%	Moderate	12.34	619.31
I-77 SB Off-Ramp Connector to Ghent Rd SEB	Freeway Link/Ramp	Bath Twp	378	2: Peak AM (6am-10am)	40%	Moderate	2.51	420.15
Kent Rd btw Starbucks Driveway and Driveway to the south of McDonald's	Arterials	Stow	821	3: Mid-Day (10am-3pm)	40%	Moderate	48.1	2794.13
W Market St btw Baker Blvd and Merz Blvd	Arterials	Fairlawn	562	4: Peak PM (3pm-7pm)	39%	Moderate	50.59	3107.95
SR 93 Manchester Rd btw W Waterloo Rd and I-277 Off-Ramp	Arterials	Akron	491	4: Peak PM (3pm-7pm)	39%	Moderate	29.33	1940.59
E Cuyahoga Falls Ave north-east leg of Front St intersection	Arterials	Akron	110	4: Peak PM (3pm-7pm)	39%	Moderate	4.81	251.58
Howe Ave btw Continental Dr and Tallmadge Rd	Arterials	Cuyahoga Falls	552	4: Peak PM (3pm-7pm)	39%	Moderate	26.13	1028.02
I-271 SB Off-Ramp Connector SR SB	Freeway Link/Ramp	Macedonia	609	4: Peak PM (3pm-7pm)	39%	Moderate	3.71	501.85
SR 14 btw SR 303 and Staples Dr	Arterials	Streetsboro	631	4: Peak PM (3pm-7pm)	39%	Moderate	39.26	3593.89
SR 8 NB from 550 ft south of E aurora Rd to E Aurora Rd intersection	Arterials	Macedonia	552	3: Mid-Day (10am-3pm)	39%	Moderate	17.89	1386.28
Northwest Ave btw Tallmadge Cir and Stadium Dr	Arterials	Tallmadge	627	4: Peak PM (3pm-7pm)	39%	Moderate	12.2	1081.53
SR 14 south-east leg of Mondial Pkwy intersection	Arterials	Streetsboro	438	3: Mid-Day (10am-3pm)	39%	Moderate	30.57	2908.12
W Bowery St west leg of King James Way intersection	Arterials	Akron	299	3: Mid-Day (10am-3pm)	39%	Moderate	5.2	258.35
Canton Rd btw Arcadia Rd and E Waterloo Rd	Arterials	Springfield Twp	576	3: Mid-Day (10am-3pm)	39%	Moderate	35.45	1962.87
Broad Blvd east leg adjacent to Americhem Way	Arterials	Cuyahoga Falls	259	4: Peak PM (3pm-7pm)	39%	Moderate	20.2	921.65
Medina Rd west leg of Springside Dr intersection	Arterials	Bath Twp/Copley Twp	215	4: Peak PM (3pm-7pm)	39%	Moderate	15.2	1480.42
E Main St east btw Water St and Depeyster St	Arterials	Kent	496	4: Peak PM (3pm-7pm)	39%	Moderate	0	0
S Cleveland Massillon Rd south leg adjacent to Norton Ave	Arterials	Norton	468	3: Mid-Day (10am-3pm)	39%	Moderate	10.67	731.52

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
E Exchange St btw S Arlington St and River St	Arterials	Akron	166	2: Peak AM (6am-10am)	39%	Moderate	4.75	208.15
W Market St west leg of Ghent Rd intersection	Arterials	Fairlawn	126	4: Peak PM (3pm-7pm)	39%	Moderate	7.94	563.48
Northeast Ave SWB link to Tallmadge Cir	Arterials	Tallmadge	141	4: Peak PM (3pm-7pm)	39%	Moderate	2.28	130.24
West Ave btw Wright Rd and Sperry St	Arterials	Tallmadge	528	4: Peak PM (3pm-7pm)	39%	Moderate	16.21	1511.26
W Streetsboro St btw 1st St and N Main St	Arterials	Hudson	434	4: Peak PM (3pm-7pm)	38%	Moderate	29.06	1541.38
E Main St btw S Hickory Way and S Chestnut St	Arterials	Ravenna	227	3: Mid-Day (10am-3pm)	38%	Moderate	12.94	636.61
Howe Ave btw Huddleston Ave and Cliffside St	Arterials	Cuyahoga Falls	636	4: Peak PM (3pm-7pm)	38%	Moderate	24.34	1476.93
Broad Blvd through the CSX Rail Rd intersection	Arterials	Cuyahoga Falls	155	4: Peak PM (3pm-7pm)	38%	Moderate	11.49	551.88
N Main St btw Owen Brown St and Baldwin St	Arterials	Hudson	483	4: Peak PM (3pm-7pm)	38%	Moderate	15.16	1328.8
SR 8 SB north leg of Macedonia Commons Blvd intersection	Arterials	Macedonia	269	4: Peak PM (3pm-7pm)	38%	Moderate	5.16	842.55
Canton Rd btw Albrecht Ave and Triplett Blvd	Arterials	Akron	304	4: Peak PM (3pm-7pm)	38%	Moderate	16.75	1056.46
Ravenna Rd btw SR 91 and E Aurora Rd	Arterials	Twinsburg	975	4: Peak PM (3pm-7pm)	38%	Moderate	15.13	667.98
E Main St btw S Hickory Way and S Prospect St	Arterials	Ravenna	229	3: Mid-Day (10am-3pm)	38%	Moderate	12.04	634.76
W Market St west leg of Hawkins Ave intersection	Arterials	Akron	456	3: Mid-Day (10am-3pm)	38%	Moderate	28.19	1321.51
Graham Rd btw Gilbert Rd and Hudson Dr	Arterials	Cuyahoga Falls/Stow	1,016	4: Peak PM (3pm-7pm)	38%	Moderate	60.69	3881.67
Massillon Rd south leg of Thorn Dr intersection	Arterials	Green	195	4: Peak PM (3pm-7pm)	38%	Moderate	14.18	959.92
Massillon Rd btw Thorn Dr and Dunkin Driveway	Arterials	Green	531	4: Peak PM (3pm-7pm)	38%	Moderate	18.68	1240.54
S Arlington Rd through the Wendy's Driveway	Arterials	Green	101	4: Peak PM (3pm-7pm)	38%	Moderate	8.35	551.48
Howe Ave btw Cliffside St and Buchholzer Blvd	Arterials	Cuyahoga Falls	659	4: Peak PM (3pm-7pm)	38%	Moderate	0	0
Ghent Rd north leg of W Market St intersection	Arterials	Fairlawn	419	4: Peak PM (3pm-7pm)	38%	Moderate	0	0

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Canton Rd btw Old Home Rd and CVS Pharmacy Driveway	Arterials	Springfield Twp	191	4: Peak PM (3pm-7pm)	38%	Moderate	7.43	514.07
Rand St btw Cedar St and W Exchange St	Arterials	Akron	542	2: Peak AM (6am-10am)	37%	Moderate	13.99	853.34
Howe Ave through the Huddleston Ave intersection	Arterials	Cuyahoga Falls	109	4: Peak PM (3pm-7pm)	37%	Moderate	3.83	240.76
Kent Rd btw McDonald's Driveway and Driveway to O'Reilly Auto Parts	Arterials	Stow	424	3: Mid-Day (10am-3pm)	37%	Moderate	28.97	1691.93
SR 14 south-east leg of Market Square Dr intersection	Arterials	Streetsboro	199	3: Mid-Day (10am-3pm)	37%	Moderate	14.59	1195.21
OH-5-Byp SB north leg of New Milford Rd intersection	Arterials	Ravenna Twp	330	2: Peak AM (6am-10am)	37%	Moderate	0.21	20.33
Graham Rd east leg of Hudson Dr intersection	Arterials	Cuyahoga Falls/Stow	397	4: Peak PM (3pm-7pm)	37%	Moderate	31	1687.63
Kent Rd east leg of Marsh Rd intersection	Arterials	Stow	275	4: Peak PM (3pm-7pm)	37%	Moderate	17.33	1087.45
Off-Ramp from SR 8 SB to W Streetsboro Rd(Link1)	Freeway Link/Ramp	Boston Heights	1,207	4: Peak PM (3pm-7pm)	37%	Moderate	9.47	1529.93
SR 303 btw SR 14 and Market Square Dr	Arterials	Streetsboro	1,450	4: Peak PM (3pm-7pm)	37%	Moderate	0	0
E Bartges St from Broadway to east of the Interchange on S Main St	Arterials	Akron	249	4: Peak PM (3pm-7pm)	37%	Moderate	2.17	143.56
E Bowery St btw High St and King James Way	Arterials	Akron	368	3: Mid-Day (10am-3pm)	37%	Moderate	6.14	204.6
W Market St east leg of Ghent Rd intersection	Arterials	Fairlawn	200	4: Peak PM (3pm-7pm)	37%	Moderate	14.71	1092.56
Medina Rd EB from Heritage Woods Dr to Montrose West Ave	Arterials	Copley/Bath Twp	679	4: Peak PM (3pm-7pm)	37%	Moderate	35.33	5368.07
E Tallmadge Ave btw N Main St and Elma St	Arterials	Akron	255	4: Peak PM (3pm-7pm)	37%	Moderate	12.59	734.68
Off-Ramp from I-77 SB to White Pond Dr	Freeway Link/Ramp	Akron	1,111	4: Peak PM (3pm-7pm)	36%	Moderate	8.72	1167.94
Merriman Rd west leg of N Portage Path intersection	Arterials	Akron	162	4: Peak PM (3pm-7pm)	36%	Moderate	5.24	297.53
W Market St south-east leg of Hampshire Rd intersection	Arterials	Fairlawn	252	3: Mid-Day (10am-3pm)	36%	Moderate	13.09	958.61
5th Street NE btw Robinson Ave and E Ford Ave	Arterials	Barberton	315	3: Mid-Day (10am-3pm)	36%	Moderate	9.04	560.9
W Market St east leg of Hawkins Ave intersection	Arterials	Akron	386	3: Mid-Day (10am-3pm)	36%	Moderate	16.75	928.12

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 14 north-west leg of Market Square Dr intersection	Arterials	Streetsboro	248	3: Mid-Day (10am-3pm)	36%	Moderate	21.17	1759.89
E Cuyahoga Falls Ave east leg of SR 8 interchange	Arterials	Cuyahoga Falls	95	3: Mid-Day (10am-3pm)	36%	Moderate	1.88	175.03
Broad Blvd through the SR 8 interchange	Arterials	Cuyahoga Falls	219	4: Peak PM (3pm-7pm)	36%	Moderate	19.7	937.88
Canton Rd btw Ogden Ave and Albrecht Ave	Arterials	Akron	283	4: Peak PM (3pm-7pm)	36%	Moderate	14.93	956.58
W Main St btw S Cherry Way and S Meridian St	Arterials	Ravenna	226	3: Mid-Day (10am-3pm)	36%	Moderate	10.94	615.22
South Ave south leg of Tallmadge Cir	Arterials	Tallmadge	117	4: Peak PM (3pm-7pm)	36%	Moderate	4.54	314.96
SR 43 north leg of Frost Rd intersection	Arterials	Streetsboro	462	4: Peak PM (3pm-7pm)	36%	Moderate	11.78	1312.21
Medina Rd btw Springside Dr and Flight Memorial Dr	Arterials	Copley/Bath Twp	398	4: Peak PM (3pm-7pm)	36%	Moderate	34.56	2655.95
N Portage Path north leg of Merriman Rd intersection	Arterials	Akron	186	4: Peak PM (3pm-7pm)	36%	Moderate	7.94	491.64
Norton Rd btw Darrow Rd and Sodalite Dr	Arterials	Stow/Hudson	1,376	3: Mid-Day (10am-3pm)	36%	Moderate	27.65	1853.87
Howe Ave btw Main St and 1500 ft east of Main St	Arterials	Cuyahoga Falls	1,500	4: Peak PM (3pm-7pm)	36%	Moderate	63.78	3294.24
Ghent Rd btw Smith Rd and Sand Run Pkwy	Arterials	Fairlawn	576	4: Peak PM (3pm-7pm)	36%	Moderate	17.4	1421.51
W Market St btw Hampshire Rd and Shiawassee Ave	Arterials	Fairlawn	747	3: Mid-Day (10am-3pm)	36%	Moderate	37.13	2753.96
Eastwood Ave west leg of Brittain Rd intersection	Arterials	Akron	231	4: Peak PM (3pm-7pm)	36%	Moderate	3.78	245.3
SR 91 Darrow Rd south leg of Stow intersection	Arterials	Stow	458	4: Peak PM (3pm-7pm)	36%	Moderate	27.67	2000.41
S Arlington Rd north leg of Moore Rd intersection	Arterials	Green	328	3: Mid-Day (10am-3pm)	36%	Moderate	24.7	1760.03
Terex Rd EB from Hudson Dr to SR 91	Arterials	Hudson	775	3: Mid-Day (10am-3pm)	36%	Moderate	14.15	1166.91
N Sycamore St north leg of W Main St intersection	Arterials	Ravenna	237	3: Mid-Day (10am-3pm)	36%	Moderate	3.2	154.3
SR 14 Connector to E Main St	Arterial Link	Ravenna Twp	168	2: Peak AM (6am-10am)	36%	Moderate	0.72	53.33
E Cuyahoga Falls Ave south-west leg of Front St intersection	Arterials	Akron	277	4: Peak PM (3pm-7pm)	35%	Moderate	13.94	739.59

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Medina Rd east leg of Flight Memorial Dr intersection	Arterials	Copley/Bath Twp	362	3: Mid-Day (10am-3pm)	35%	Moderate	30.93	2327.3
Off-Ramp from I-77 NB to Wheatley Rd	Freeway Link/Ramp	Richfield Twp	1,356	2: Peak AM (6am-10am)	35%	Moderate	3.62	942.1
SR 8 SB bet I-271 Off-ramp and E Highland Rd	Freeways	Macedonia	782	2: Peak AM (6am-10am)	35%	Moderate	28.49	2714.45
SR 82 E Aurora Rd from S Bedford Rd to Macedonia Commons Blvd	Arterials	Macedonia	779	5: Late PM (7pm-12am)	35%	Moderate	33.23	1922.56
W Aurora Rd btw Akron Cleveland Rd and French Dr	Arterials	Northfield Center Twp	1,601	3: Mid-Day (10am-3pm)	35%	Moderate	53.84	3982.38
Off-Ramp from I-76 SWB to Tallmadge Rd	Freeway Link/Ramp	Brimfield Twp	1,382	3: Mid-Day (10am-3pm)	35%	Moderate	10.78	937.17
SR 93 Manchester Rd btw W Waterloo Rd and Fillmore Ave	Arterials	Akron	330	4: Peak PM (3pm-7pm)	35%	Moderate	12.08	948.28
E Market St btw N Main St and N Maiden Ln	Arterials	Akron	211	3: Mid-Day (10am-3pm)	35%	Moderate	0	0
W Market St btw S Cleveland Massillon Rd and Fairlawn Driveway	Arterials	Fairlawn	1,985	3: Mid-Day (10am-3pm)	35%	Moderate	127.47	9755.88
Tallmadge Cir from West Ave to Southwest Ave	Arterials	Tallmadge	45	4: Peak PM (3pm-7pm)	35%	Moderate	2.62	197.04
Tallmadge Cir from Northwest Ave to West Ave	Arterials	Tallmadge	112	4: Peak PM (3pm-7pm)	35%	Moderate	5.34	493.21
Copley Rd btw S Hawkins Ave and Nome Ave	Arterials	Akron	311	4: Peak PM (3pm-7pm)	35%	Moderate	11.43	811.07
Off-Ramp from SR 8 SB to Howe Ave	Freeway Link/Ramp	Cuyahoga Falls	362	3: Mid-Day (10am-3pm)	35%	Moderate	5.66	628.65
SR 82 E Aurora Rd btw Pomona Ave and Vesta Ave	Arterials	Northfield Center Twp	673	4: Peak PM (3pm-7pm)	35%	Moderate	21.89	1841.05
Kent Rd west leg of Fishcreek Rd intersection	Arterials	Stow	710	4: Peak PM (3pm-7pm)	35%	Moderate	36.46	2674.19
E Waterloo Rd btw Brown St and Carter Ave	Arterials	Akron	288	3: Mid-Day (10am-3pm)	35%	Low	12.62	826.71
SR 8 SB from Macedonia Commons Blvd to I-271 and SR 8 Interchange	Freeways	Macedonia	463	4: Peak PM (3pm-7pm)	35%	Low	10.76	1157.62
Darrow Rd right link to Graham Rd	Arterial Link	Stow	550	4: Peak PM (3pm-7pm)	35%	Low	13.92	893.97
State Rd btw Bath Rd and French Mill Run	Arterials	Cuyahoga Falls	468	4: Peak PM (3pm-7pm)	35%	Low	13.12	1205.68
Canton Rd south-east leg of E Waterloo Rd intersection	Arterials	Springfield Twp	192	3: Mid-Day (10am-3pm)	35%	Low	13.43	680.11

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Off-Ramp from I-76 SWB to Southeast Ave	Freeway Link/Ramp	Tallmadge	1,077	4: Peak PM (3pm-7pm)	35%	Low	4.59	663.2
Terex Rd WB from SR 91 to Hudson Dr	Arterials	Hudson	743	4: Peak PM (3pm-7pm)	35%	Low	16.33	1364.12
Ravenna Rd west leg of Darrow Rd intersection	Arterials	Twinsburg	307	3: Mid-Day (10am-3pm)	35%	Low	6.08	391.43
Canton Rd link to E Waterloo Rd	Arterial Link	Springfield Twp	332	4: Peak PM (3pm-7pm)	35%	Low	1	94.6
Kent Rd west leg of Marsh Rd intersection	Arterials	Stow	185	4: Peak PM (3pm-7pm)	35%	Low	11.61	762.93
Greenwich Road btw 0.2 miles East of Crydon Rd and S Cleveland Massillon Rd	Arterials	Norton	654	3: Mid-Day (10am-3pm)	35%	Low	13.61	945.73
Massillon Rd btw Boettler Rd and Graybill Rd	Arterials	Green	1,298	3: Mid-Day (10am-3pm)	35%	Low	60.89	5161.13
SR 8 right-turn link to SR 82	Arterial Link	Macedonia	237	4: Peak PM (3pm-7pm)	35%	Low	1.97	106.53
5th St SE btw Portsmouth Ave and Conservatory Dr	Arterials	Barberton	974	3: Mid-Day (10am-3pm)	35%	Low	21.17	1659.54
W Market St btw Morewood Rd and Ghent Rd intersection	Arterials	Fairlawn	1,451	4: Peak PM (3pm-7pm)	35%	Low	61.78	5731
E Waterloo Rd west leg of Canton Rd intersection	Arterials	Springfield Twp	265	4: Peak PM (3pm-7pm)	35%	Low	14.02	1041.55
S Water St btw SR 261 and Beryl Dr	Arterials	Kent	506	4: Peak PM (3pm-7pm)	35%	Low	25.82	1845.89
Copley Rd btw Orlando Ave and S Hawins Ave	Arterials	Akron	324	4: Peak PM (3pm-7pm)	34%	Low	10.12	792.42
W Bowery St btw W Exchange St and W State St	Arterials	Akron	928	2: Peak AM (6am-10am)	34%	Low	20.33	800.85
North Ave btw Tallmadge Cir and E Overdale Dr	Arterials	Tallmadge	1,839	4: Peak PM (3pm-7pm)	34%	Low	37.37	3642.16
N Main St btw Munroe Falls Ave and Cuyahoga River	Arterials	Munroe Falls	1,048	4: Peak PM (3pm-7pm)	34%	Low	36.58	3675.6
SR 14 btw Happy Moose Bar & Grill Dr to Sherwin-Williams Dr	Arterials	Streetsboro	254	3: Mid-Day (10am-3pm)	34%	Low	19.93	1788.9
E Exchange St btw Allyn St and Sumner St	Arterials	Akron	315	3: Mid-Day (10am-3pm)	34%	Low	12.41	1007.99
W Market St btw N Main St and Dart St	Arterials	Akron	521	3: Mid-Day (10am-3pm)	34%	Low	20.78	1777.72
Tallmadge Cir from Southwest Ave to South Ave	Arterials	Tallmadge	172	4: Peak PM (3pm-7pm)	34%	Low	9.51	721.36



Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Kent Rd btw O'Reilly Auto Parts Driveway and Little Caesars Pizza Driveway	Arterials	Stow	328	3: Mid-Day (10am-3pm)	34%	Low	19.87	1347.43
E Waterloo Rd btw Carter Ave and S Firestone Blvd	Arterials	Akron	284	3: Mid-Day (10am-3pm)	34%	Low	11.8	816.34
Broad Blvd west leg of SR 8 interchange	Arterials	Cuyahoga Falls	81	4: Peak PM (3pm-7pm)	34%	Low	6.36	362.99
Canton Rd btw Leland Ave West and Leland Ave East	Arterials	Akron	63	4: Peak PM (3pm-7pm)	34%	Low	2.86	218.27
East Ave right-turn link to Tallmadge Cir	Arterials	Tallmadge	129	3: Mid-Day (10am-3pm)	34%	Low	2.59	191.34
SR 91 Darrow Rd north leg of E Aurora Rd intersection	Arterials	Twinsburg	293	3: Mid-Day (10am-3pm)	34%	Low	14.95	831.16
E Streetsboro Rd btw SR 91 and E Main St	Arterials	Hudson	198	4: Peak PM (3pm-7pm)	34%	Low	7.97	513.61
Canton Rd btw Meadow Dr and Arcadia Rd	Arterials	Springfield Twp	52	3: Mid-Day (10am-3pm)	34%	Low	2.34	185.56
N Chestnut St btw Main St and Locust Ln	Arterials	Ravenna	252	3: Mid-Day (10am-3pm)	34%	Low	6.75	334.99
Canton Rd btw Meadow Dr and Calvin Ave	Arterials	Springfield Twp/Lakemore	379	3: Mid-Day (10am-3pm)	34%	Low	15.43	1336.12
SR 14 btw Staples Dr and Quality INN-Streetsboro Driveway	Arterials	Streetsboro	441	4: Peak PM (3pm-7pm)	34%	Low	27.88	2578.63
Ghent Rd btw Crawfis Blvd and Sand Run Pkwy	Arterials	Fairlawn	1,024	4: Peak PM (3pm-7pm)	34%	Low	15.57	1324.43
Canton Rd btw Leland Ave East and Woodmere Ave	Arterials	Akron	222	4: Peak PM (3pm-7pm)	34%	Low	10.1	760.75
S Main St south leg of Streetsboro St intesection	Arterials	Hudson	279	4: Peak PM (3pm-7pm)	34%	Low	16.04	1063.92
Tallmadge Rd btw Cascades Blvd and 413 ft east of Parliament Dr	Arterials	Brimfield Twp	668	3: Mid-Day (10am-3pm)	34%	Low	18.36	1311.2
Brown St btw E Waterloo Rd and E Woodsdale Ave	Arterials	Akron	770	3: Mid-Day (10am-3pm)	34%	Low	12.54	745.41
Wooster Rd N btw W Hopocan Ave and W Lake Ave	Arterials	Barberton	470	4: Peak PM (3pm-7pm)	34%	Low	10.39	801.06
Medina Rd btw Brookmont Rd and S Cleveland Massillon Rd	Arterials	Copley/Bath Twp	572	3: Mid-Day (10am-3pm)	34%	Low	45.1	3099.07
Southwest Ave link from Tallmadge Cir	Arterials	Tallmadge	121	2: Peak AM (6am-10am)	34%	Low	0.83	96.59
W Market St east leg of Portage Path intersection	Arterials	Akron	268	4: Peak PM (3pm-7pm)	34%	Low	8.68	621.04

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 82 E Aurora Rd west leg of SR 8 intersection	Arterials	Macedonia	188	3: Mid-Day (10am-3pm)	34%	Low	13.55	809.39
E Streetsboro Rd btw College St and E Main St	Arterials	Hudson	595	4: Peak PM (3pm-7pm)	34%	Low	18	1526.54
W Streetsboro St btw Library St and 1st St	Arterials	Hudson	289	4: Peak PM (3pm-7pm)	34%	Low	16.13	1042.16
W Main St btw S Cherry Way and S Sycamore St	Arterials	Ravenna	228	3: Mid-Day (10am-3pm)	34%	Low	9.16	615.56
Southeast Ave north-west leg of Eastwood Ave intersection	Arterials	Tallmadge	167	4: Peak PM (3pm-7pm)	34%	Low	3.57	302.55
Off-Ramp from I-76 EB to SR 44	Freeway Link/Ramp	Rootstown Twp	1,446	3: Mid-Day (10am-3pm)	34%	Low	8.86	1039.59
E Cuyahoga Falls Ave btw Corwin Ave and Juniper Ave	Arterials	Akron	157	4: Peak PM (3pm-7pm)	33%	Low	5.84	384.58
Canton Rd btw Woodmere Ave and Ogden Ave	Arterials	Akron	340	4: Peak PM (3pm-7pm)	33%	Low	15.48	1153.14
Southwest Ave btw Wright Rd and Tallmadge Cir	Arterials	Tallmadge	629	4: Peak PM (3pm-7pm)	33%	Low	7.91	779.72
W Streetsboro St btw Milford Dr and Library St	Arterials	Hudson	670	3: Mid-Day (10am-3pm)	33%	Low	36.6	2523.96
SR 93 Manchester Rd btw Tippecanoe Dr and State Mill Rd	Arterials	Coventry Twp	829	4: Peak PM (3pm-7pm)	33%	Low	21.03	2201.7
Canton Rd btw Terrace Ave and Leland Ave West	Arterials	Akron	202	4: Peak PM (3pm-7pm)	33%	Low	7.79	673.42
E Tallmadge Ave btw S Elma St and N Elma St	Arterials	Akron	71	4: Peak PM (3pm-7pm)	33%	Low	2.65	209.33
SR 14 east leg of SR 43 intersection	Arterials	Streetsboro	980	3: Mid-Day (10am-3pm)	33%	Low	70.71	5421.68
SR 14 btw Classic Dr and Wingate Dr	Arterials	Streetsboro	476	3: Mid-Day (10am-3pm)	33%	Low	26.74	3211.46
Terex Rd NB south leg of W Streetsboro Rd intersection	Arterials	Hudson	604	4: Peak PM (3pm-7pm)	33%	Low	4.1	386.15
S Main St from W Bartges St to W Thornton St	Arterials	Akron	1,210	3: Mid-Day (10am-3pm)	33%	Low	28.84	2618.93
Martin Luther King Jr Blvd east leg of N Main St intersection	Arterials	Akron	517	2: Peak AM (6am-10am)	33%	Low	11.93	1435.99
E Tallmadge Ave btw N Main St and Blaine Ave	Arterials	Akron	329	4: Peak PM (3pm-7pm)	33%	Low	12.47	735.09
Portage Trail east leg of State Rd intersection	Arterials	Cuyahoga Falls	668	4: Peak PM (3pm-7pm)	33%	Low	25.66	1456.31

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Arlington Rd from I-77 NB Off-Ramp to I-77 SB Off-Ramp	Arterials	Green	1,014	4: Peak PM (3pm-7pm)	33%	Low	52.13	3646.63
S Maple St btw Myrtle Pl and W Market St	Arterials	Akron	334	2: Peak AM (6am-10am)	33%	Low	5.9	442.39
White Pond Dr btw Mull Ave and Parkgate Ave	Arterials	Akron	869	4: Peak PM (3pm-7pm)	33%	Low	15.9	1376.08
Gougler Ave btw Fairchild Ave and Rockwell St	Arterials	Kent	223	4: Peak PM (3pm-7pm)	33%	Low	4.72	377.49
SR 93 Manchester Rd south leg of Robinson Ave intersection	Arterials	Coventry Twp	213	3: Mid-Day (10am-3pm)	33%	Low	8.85	704.96
Canton Rd btw Terrace Ave and Ellet Ave	Arterials	Akron	286	4: Peak PM (3pm-7pm)	33%	Low	11.14	957.67
Graham Rd west leg of SR 8 SB Off-Ramp intersection	Arterials	Cuyahoga Falls/Stow	397	3: Mid-Day (10am-3pm)	33%	Low	29.45	1845.79
SR 82 E Aurora Rd west leg of Macedonia Commons Blvd intersection	Arterials	Macedonia	193	3: Mid-Day (10am-3pm)	33%	Low	14.31	918.82
E Waterloo Rd btw Canton Rd and 290 ft west of Ewart Rd	Arterials	Springfield Twp	1,304	3: Mid-Day (10am-3pm)	33%	Low	27.01	1812.54
S Water St south leg of Haymaker Pkwy intersection	Arterials	Kent	222	4: Peak PM (3pm-7pm)	33%	Low	19.45	1015.7
W Exchange St btw S Hawkins Ave and Marion Ave	Arterials	Akron	721	3: Mid-Day (10am-3pm)	32%	Low	15.61	863.82
Medina Rd btw Brookmont Rd and Acme intersection	Arterials	Copley/Bath Twp	788	3: Mid-Day (10am-3pm)	32%	Low	0	0
SR 91 Darrow Rd SB north leg of I-480 NWB ramp intersection	Arterials	Twinsburg	418	3: Mid-Day (10am-3pm)	32%	Low	10.97	1576.67
SR 93 Manchester Rd btw State Mill Rd and State Rd	Arterials	Coventry Twp	79	4: Peak PM (3pm-7pm)	32%	Low	2.3	230.14
SR 91 Darrow Rd north leg of Stow Rd intersection	Arterials	Stow	649	4: Peak PM (3pm-7pm)	32%	Low	17.92	1760.57
S Cleveland Massillon Rd btw Schocalog Run and Rosemont Blvd	Arterials	Fairlawn	416	4: Peak PM (3pm-7pm)	32%	Low	17.76	1427.27
SR 8 SB from I-271 and SR 8 Interchange to I-271 Off-ramp	Freeways	Macedonia	1,026	4: Peak PM (3pm-7pm)	32%	Low	22.31	2832.31
North Ave NB link from Tallmadge Cir	Arterials	Tallmadge	103	3: Mid-Day (10am-3pm)	32%	Low	1.51	132.36
SR 91 Darrow Rd south leg of Ravenna Rd intersection	Arterials	Twinsburg	127	3: Mid-Day (10am-3pm)	32%	Low	4.45	360.87
Copley Rd btw Nome Ave and Seward Ave	Arterials	Akron	289	4: Peak PM (3pm-7pm)	32%	Low	9.46	758.51

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Stow Rd north-east leg of Fishcreek Rd intersection	Arterials	Stow	361	4: Peak PM (3pm-7pm)	32%	Low	6.52	702.35
Massillon Rd south leg of Massillon Rd and I-77 SWB ramps intersection	Arterials	Green	193	4: Peak PM (3pm-7pm)	32%	Low	0.45	29.18
E Market St btw S High St and N Maiden Ln	Arterials	Akron	161	3: Mid-Day (10am-3pm)	32%	Low	7.87	669.93
Main St north leg of Howe Ave Intersection	Arterials	Cuyahoga Falls	358	3: Mid-Day (10am-3pm)	32%	Low	14.09	939.45
State Rd btw Marcia Blvd and N Haven Blvd	Arterials	Cuyahoga Falls	261	4: Peak PM (3pm-7pm)	32%	Low	10.58	821.47
Graham Rd btw Bailey Rd and Gilbert Rd	Arterials	Cuyahoga Falls/Stow	718	3: Mid-Day (10am-3pm)	32%	Low	37.75	3215.38
SR 91 btw Eastwood Ave intersection and ACME Markets intersection	Arterials	Tallmadge	549	4: Peak PM (3pm-7pm)	32%	Low	0	0
E Garfield Rd btw Aurora Rd and Aurora Commons	Arterials	Aurora	1,630	4: Peak PM (3pm-7pm)	32%	Low	35.42	3019.18
W Market St btw 410 ft north-west of Revere Rd and 250 ft south-east of Hampshire Rd	Arterials	Fairlawn	1,670	3: Mid-Day (10am-3pm)	32%	Low	51.11	4777.8
Southeast Ave south-east leg of Eastwood Ave intersection	Arterials	Tallmadge	384	4: Peak PM (3pm-7pm)	32%	Low	9.92	771
N Main St btw Cuyahoga River Bridge and River Dr	Arterials	Munroe Falls	889	4: Peak PM (3pm-7pm)	32%	Low	24.94	3137.49
E Aurora Rd west leg of SR 91 intersection	Arterials	Twinsburg	427	4: Peak PM (3pm-7pm)	32%	Low	14.24	1161.01
E Sunset Dr btw N Main St and N State St	Arterials	Rittman	489	2: Peak AM (6am-10am)	32%	Low	3.68	234.27
S High St from Church St to University Ave	Arterials	Akron	515	2: Peak AM (6am-10am)	32%	Low	11.46	818.86
W Market St btw S Highland Ave and Conger Ave	Arterials	Akron	434	4: Peak PM (3pm-7pm)	32%	Low	12.5	959.63
Smith Rd btw Ghent Rd and Hilan Rd	Arterials	Fairlawn	756	3: Mid-Day (10am-3pm)	32%	Low	19.82	1616.27
SR 14 btw Shady Lake Dr and Sherwin-Williams Dr	Arterials	Streetsboro	916	4: Peak PM (3pm-7pm)	32%	Low	0	0
S Chillicothe Rd btw 200 ft and 1500 ft South of Aurora Hudson Rd intersection	Arterials	Aurora	1,299	3: Mid-Day (10am-3pm)	32%	Low	36.77	4315.27
E Waterloo Rd btw Redwood Ave and Brown St	Arterials	Akron	271	3: Mid-Day (10am-3pm)	32%	Low	10.32	738.56
Massillon Rd north leg of Massillon Rd and I-77 NWB ramps intersection	Arterials	Green	355	4: Peak PM (3pm-7pm)	32%	Low	24.25	1477.62

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 93 Manchester Rd btw Proehl Ave and Dunkin' Driveway	Arterials	Coventry Twp	518	3: Mid-Day (10am-3pm)	32%	Low	17	1555.67
E Exchange St btw Spicer St and Kim Ave	Arterials	Akron	565	1: Early AM (12am-6am)	32%	Low	17.51	1642.34
Merriman Rd btw N Portage Path and Weathervane Ln	Arterials	Akron	1,316	4: Peak PM (3pm-7pm)	32%	Low	42.84	3583.82
Canton Rd btw Springfield Lake Dr and Calvin Ave	Arterials	Springfield Twp/Lakemore	504	3: Mid-Day (10am-3pm)	32%	Low	17.21	1710.37
N Sycamore St btw W Locust Ln and W Cedar Ave	Arterials	Ravenna	229	3: Mid-Day (10am-3pm)	32%	Low	2.33	150.34
E Waterloo Rd btw S Firestone Blvd and Glenmount Ave	Arterials	Akron	714	3: Mid-Day (10am-3pm)	32%	Low	22.38	1815.88
S Arlington Rd from Staples Driveway to Chenoweth Rd	Arterials	Springfield/Cove ntry Twp	468	3: Mid-Day (10am-3pm)	32%	Low	0.65	50.1
State Rd btw French Mill Run and North Mill Dr	Arterials	Cuyahoga Falls	208	4: Peak PM (3pm-7pm)	32%	Low	4.74	558.88
SR 91 Darrow Rd south leg of Middleton Rd intersection	Arterials	Hudson	462	3: Mid-Day (10am-3pm)	32%	Low	7.92	1248.17
Copley Circle Connector to the S Cleveland Massillon Rd	Arterials	Copley Twp	116	4: Peak PM (3pm-7pm)	32%	Low	0.43	36.61
Smith Rd btw Ghent Rd and Lake of the Woods Blvd	Arterials	Akron/Fairlawn	1,220	4: Peak PM (3pm-7pm)	32%	Low	28.88	2707.44
Southeast Ave south-east leg of Tallmadge Cir	Arterials	Tallmadge	67	3: Mid-Day (10am-3pm)	32%	Low	1.58	124.96
SR 91 Darrow Rd south leg left-turn link to Terex Rd WB	Arterials	Hudson	340	4: Peak PM (3pm-7pm)	32%	Low	4.01	504.18
Stow Rd btw Fishcreek Rd and Armdale Rd	Arterials	Stow	1,358	4: Peak PM (3pm-7pm)	32%	Low	21.84	2481.1
Howe Ave btw Buchholzer Blvd and Continental Dr	Arterials	Cuyahoga Falls	1,024	3: Mid-Day (10am-3pm)	31%	Low	23.3	1748.16
N Portage Path btw Barcelona Dr and Merriman Rd	Arterials	Akron	416	4: Peak PM (3pm-7pm)	31%	Low	0	0
SR 82 E Aurora Rd btw S Bedford Rd and Valley View Rd	Arterials	Macedonia	692	3: Mid-Day (10am-3pm)	31%	Low	45.06	3647.65
Canton Rd btw Triplett Blvd and JDBNOW Driveway	Arterials	Akron	663	4: Peak PM (3pm-7pm)	31%	Low	21.27	1939.29
Tallmadge Cir through the East Ave	Arterials	Tallmadge	116	3: Mid-Day (10am-3pm)	31%	Low	3.44	322.43
E Main St btw Depeyster St and Willow St	Arterials	Kent	930	4: Peak PM (3pm-7pm)	31%	Low	0	0

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 224 EB west leg of SR 43 intersection	Arterials	Suffield Twp	907	4: Peak PM (3pm-7pm)	31%	Low	6.33	1092.12
State Rd btw Broad Blvd and Ohio Ave	Arterials	Cuyahoga Falls	496	3: Mid-Day (10am-3pm)	31%	Low	21.51	1541.43
Canton Rd btw McElwain Dr and Old Home Rd	Arterials	Springfield Twp	354	4: Peak PM (3pm-7pm)	31%	Low	10.06	1032.86
Kent Rd btw Famous Footwear Driveway and Driveway to the east side of Starbucks	Arterials	Stow	473	3: Mid-Day (10am-3pm)	31%	Low	17.99	1635.22
Howe Ave east leg of Brittain Rd intersection	Arterials	Cuyahoga Falls	198	2: Peak AM (6am-10am)	31%	Low	6.23	363.34
Broad Blvd west leg of Newberry St intersection	Arterials	Cuyahoga Falls	110	4: Peak PM (3pm-7pm)	31%	Low	6.24	407.22
N Portage Path btw Merriman Rd and 580 ft south of Portage Trial Ext	Arterials	Akron	748	4: Peak PM (3pm-7pm)	31%	Low	29.69	2492.42
SR 43 btw Vantage Way and Zip City USA Driveway	Arterials	Streetsboro	262	4: Peak PM (3pm-7pm)	31%	Low	4.44	754.68
Ravenna Warren Rd east leg of SR 14 intersection	Arterials	Ravenna Twp	127	2: Peak AM (6am-10am)	31%	Low	2.14	186.35
S Cleveland Massillon Rd north leg adjacent to Norton Ave	Arterials	Norton	278	3: Mid-Day (10am-3pm)	31%	Low	6.67	538.6
SR 93 Manchester Rd btw Robinson Ave and Burger King Driveway	Arterials	Coventry Twp	947	4: Peak PM (3pm-7pm)	31%	Low	42.63	4236
S Arlington Rd from Chenoweth Rd to I-77 NB Off-Ramp	Arterials	Springfield/Coventry Twp	362	3: Mid-Day (10am-3pm)	31%	Low	18.67	1710.32
S Arlington St btw E Exchange St and Robinson St	Arterials	Akron	270	3: Mid-Day (10am-3pm)	31%	Low	7.67	510.86
W Market St btw Marvin Ave and N Portage Path	Arterials	Akron	428	4: Peak PM (3pm-7pm)	31%	Low	13.8	1061.45
E Cuyahoga Falls Ave south-west leg of SR 8 interchange	Arterials	Cuyahoga Falls	335	3: Mid-Day (10am-3pm)	31%	Low	8.99	418.19
Hazel St btw N Arlinton St and Bank St	Arterials	Akron	294	3: Mid-Day (10am-3pm)	31%	Low	2.54	189.98
SR 91 Darrow Rd btw Edgeview Dr and 462 ft south of Middleton Rd	Arterials	Hudson	873	3: Mid-Day (10am-3pm)	31%	Low	13.61	2329.24
W Turkeyfoot Lake Rd btw Point Comfort Dr and Vera Dr	Arterials	New Franklin	377	3: Mid-Day (10am-3pm)	31%	Low	9.11	973.54
Memorial Pkwy btw Evers Dr and Merriman Rd	Arterials	Akron	494	3: Mid-Day (10am-3pm)	31%	Low	11.66	1091.13
Graham Rd btw Oakwood Dr and 7th St	Arterials	Cuyahoga Falls	662	4: Peak PM (3pm-7pm)	31%	Low	29.06	2320.11

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
I-77 SB Off-Ramp Connector to Ghent Rd	Freeway Link/Ramp	Bath Twp	203	2: Peak AM (6am-10am)	31%	Low	0.38	58.66
Tallmadge Cir through the Northeast Ave	Arterials	Tallmadge	113	3: Mid-Day (10am-3pm)	31%	Low	4.41	415.49
SR 14 north-west leg of Mondial Pkwy intersection	Arterials	Streetsboro	505	3: Mid-Day (10am-3pm)	31%	Low	25.57	2956.89
E Exchange St btw Grant St and Sherman St	Arterials	Akron	288	3: Mid-Day (10am-3pm)	31%	Low	10.51	932
Off-Ramp from I-77 SB to Copley Rd	Freeway Link/Ramp	Akron	976	4: Peak PM (3pm-7pm)	31%	Low	7.71	1031.11
Tallmadge Cir through the South Ave	Arterials	Tallmadge	131	3: Mid-Day (10am-3pm)	31%	Low	4.49	379.47
N Arlington St btw Kent St and McNaughton St	Arterials	Akron	500	4: Peak PM (3pm-7pm)	31%	Low	8.93	561.25
E Tallmadge Ave btw Elma St and Thayer St	Arterials	Akron	247	4: Peak PM (3pm-7pm)	31%	Low	7.76	723.24
W Market St btw Manor Rd and Westgate Cir	Arterials	Akron	880	4: Peak PM (3pm-7pm)	31%	Low	44.74	3282.29
N Water St btw E Main St and Columbus St	Arterials	Kent	392	4: Peak PM (3pm-7pm)	31%	Low	13.84	827.64
N Chestnut St btw Locust Ln and Cedar Ave	Arterials	Ravenna	223	3: Mid-Day (10am-3pm)	31%	Low	4.9	304.82
Perkins St through the SR 8 interchange	Arterials	Akron	117	2: Peak AM (6am-10am)	31%	Low	2.26	266.39
S Arlington Rd south leg of E Market St intersection	Arterials	Akron	207	2: Peak AM (6am-10am)	31%	Low	5.16	391.84
Wolf Ledges Pkwy btw Carroll St and University Ave	Arterials	Akron	1,002	3: Mid-Day (10am-3pm)	31%	Low	16.29	976.73
Smith Rd btw Sand Run Rd and Willow Creek Dr	Arterials	Akron/Bath Twp	672	4: Peak PM (3pm-7pm)	31%	Low	14.06	1777.9
Stow Rd north leg of Barlow Rd intersection	Arterials	Hudson	531	4: Peak PM (3pm-7pm)	31%	Low	7.33	1047.26
Martin Luther King Jr Blvd btw N High St and N Broadway St	Arterials	Akron	347	4: Peak PM (3pm-7pm)	31%	Low	8.36	1005.86
S Chillicothe Rd south leg of Pioneer Trl intersection	Arterials	Aurora	230	3: Mid-Day (10am-3pm)	31%	Low	10.72	885.84
N Arlington St north leg of E Market St intersection	Arterials	Akron	118	3: Mid-Day (10am-3pm)	31%	Low	2.47	144.85
W Bowers St btw W Center St and Water St	Arterials	Akron	444	4: Peak PM (3pm-7pm)	31%	Low	4.09	319.48

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Off-Ramp from I-480 NWB to E Aurora Rd	Freeway Link/Ramp	Twinsburg	1,082	3: Mid-Day (10am-3pm)	31%	Low	8.36	849.7
Tallmadge Rd WB through the I-76 interchange	Arterials	Brimfield Twp	804	3: Mid-Day (10am-3pm)	31%	Low	32.12	1983.79
5th Street NE btw E Ford Ave and E Baird Ave	Arterials	Barberton	289	3: Mid-Day (10am-3pm)	30%	Low	6.61	533.88
Brown St btw Morgan Ave and Corice St	Arterials	Akron	269	4: Peak PM (3pm-7pm)	30%	Low	3.6	503.87
Copley Rd btw Seward Ave and Frederick Blvd	Arterials	Akron	320	4: Peak PM (3pm-7pm)	30%	Low	9.34	816.45
University Ave west leg of Wolf Ledges Pkwy intersection	Arterials	Akron	324	3: Mid-Day (10am-3pm)	30%	Low	6.71	349.57
Howe Ave east leg of Main St intersection	Arterials	Cuyahoga Falls	228	4: Peak PM (3pm-7pm)	30%	Low	17.59	1162.47
Tallmadge Rd north-west leg of Howe Ave intersection	Arterials	Cuyahoga Falls	801	4: Peak PM (3pm-7pm)	30%	Low	26.52	1861.8
S Miller Rd btw W Market St and Riviera Dr	Arterials	Fairlawn	486	4: Peak PM (3pm-7pm)	30%	Low	21.08	1733.07
Tallmadge Rd btw 1600 ft and 2140 ft west of I-76 interchange	Arterials	Brimfield Twp	532	3: Mid-Day (10am-3pm)	30%	Low	24.71	1947.96
Martin Luther King Jr Blvd west leg of High St intersection	Arterials	Akron	112	4: Peak PM (3pm-7pm)	30%	Low	2.96	362.31
Broad Blvd WB east leg of Front St intersection	Arterials	Cuyahoga Falls	327	3: Mid-Day (10am-3pm)	30%	Low	14.3	550.11
Tallmadge Cir through the Southwest Ave	Arterials	Tallmadge	135	4: Peak PM (3pm-7pm)	30%	Low	5.72	500.84
S Water St btw E Summit St and E Day St	Arterials	Kent	183	4: Peak PM (3pm-7pm)	30%	Low	13.78	835.87
E Market St btw S High St and Broadway St	Arterials	Akron	348	3: Mid-Day (10am-3pm)	30%	Low	13.66	1294.79
E Cuyahoga Falls Ave btw Riverside Dr and Corwin Ave	Arterials	Akron	200	3: Mid-Day (10am-3pm)	30%	Low	6.76	500.67
S Hawkins Ave btw W Exchange St and Westgate Cir	Arterials	Akron	292	2: Peak AM (6am-10am)	30%	Low	8.25	525.65
Medina Rd WB from I-77 SB Off-ramp to Crystal Lake Rd	Arterials	Copley/Bath Twp	782	4: Peak PM (3pm-7pm)	30%	Low	34.07	5762.92
State Rd btw Ohio Ave and Marcia Blvd	Arterials	Cuyahoga Falls	196	4: Peak PM (3pm-7pm)	30%	Low	8.02	635.33
Triplett Blvd btw Canton Rd and Melville Ave	Arterials	Akron	592	4: Peak PM (3pm-7pm)	30%	Low	13.23	936.59



Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 224 WB east leg of SR 43 intersection	Arterials	Suffield Twp	1,289	4: Peak PM (3pm-7pm)	30%	Low	6.27	1152.6
SR 14 west leg of N Chestnut St intersection	Arterials	Ravenna	445	4: Peak PM (3pm-7pm)	30%	Low	8.43	1328.77
S Aurora Rd north-west leg of S Chillicothe Rd intersection	Arterials	Aurora	378	3: Mid-Day (10am-3pm)	30%	Low	8.02	713.33
E Main St btw S Plum Way and S Prospect St	Arterials	Ravenna	218	3: Mid-Day (10am-3pm)	30%	Low	7.26	553.84
W Turkeyfoot Lake Rd west leg of S Main St intersection	Arterials	Green	402	4: Peak PM (3pm-7pm)	30%	Low	9.55	1045.3
Brown St btw Lovers Ln and Morgan Ave	Arterials	Akron	279	4: Peak PM (3pm-7pm)	30%	Low	3.99	665.47
E Exchange St btw River St and E Market St	Arterials	Akron	239	4: Peak PM (3pm-7pm)	30%	Low	3.89	258.38
State Rd btw North Mill Dr and Hunter Pkwy	Arterials	Cuyahoga Falls	540	4: Peak PM (3pm-7pm)	30%	Low	11.61	1437.62
Copley Rd btw Collier Rd and White Pond Dr	Arterials	Copley Twp	496	4: Peak PM (3pm-7pm)	30%	Low	7.2	821.63
E Tallmadge Ave through the SR 8 interchange	Arterials	Akron	253	4: Peak PM (3pm-7pm)	30%	Low	0	0
Northwest Ave btw Howe Ave intersection and Springdale Dr	Arterials	Tallmadge	1,441	4: Peak PM (3pm-7pm)	30%	Low	33.73	2587.52
Smith Rd north-east leg of W Market St intersection	Arterials	Fairlawn	400	3: Mid-Day (10am-3pm)	30%	Low	5.18	646.97
On-Ramp from E Steels Comers Rd SR 8 SB	Freeway Link/Ramp	Stow	1,273	4: Peak PM (3pm-7pm)	30%	Low	10.86	2150.12
West Ave btw Sperry St and Nottingham St	Arterials	Tallmadge	971	4: Peak PM (3pm-7pm)	30%	Low	23.15	2667.06
W Streetsboro St btw Lennox Rd and Milford Dr	Arterials	Hudson	1,268	3: Mid-Day (10am-3pm)	30%	Low	0	0
Off-Ramp from I-480 SEB to Aurora Hudson Rd	Freeway Link/Ramp	Streetsboro	1,101	2: Peak AM (6am-10am)	30%	Low	5.06	834.47
Wooster Rd N north leg of Robinson Ave Intersection	Arterials	Barberton	209	4: Peak PM (3pm-7pm)	30%	Low	3.85	295.1
Doylestown Rd west leg of Wadsworth Rd intersection	Arterials	Chippewa Twp	601	4: Peak PM (3pm-7pm)	30%	Low	2.94	270.78
SR 8 NB Off-Ramp Connector to Portage Trl	Freeway Link/Ramp	Cuyahoga Falls	293	4: Peak PM (3pm-7pm)	30%	Low	3.54	3084.37
State Rd btw GetGo Driveway and north of Subway	Arterials	Cuyahoga Falls	855	4: Peak PM (3pm-7pm)	30%	Low	39.77	3164.21

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
OH-5-Byp NB from Lynn Rd to I-76 WB On-Ramp	Arterials	Rootstown Twp	269	3: Mid-Day (10am-3pm)	30%	Low	6.88	962.51
E Wilbeth Rd btw Burkhardt Ave and I-77 Ramp	Arterials	Akron	184	4: Peak PM (3pm-7pm)	30%	Low	6.99	581.76
Norton Ave btw Barber Rd and 5th St NW	Arterials	Barberton	482	3: Mid-Day (10am-3pm)	30%	Low	8	869.5
Brown St btw Kipling St to Baird St	Arterials	Akron	181	4: Peak PM (3pm-7pm)	30%	Low	2.59	375.6
W Market St btw Manor Rd and Wheeling & Lake Wrie	Arterials	Akron	974	4: Peak PM (3pm-7pm)	30%	Low	43.92	3381.41
W Market St btw N Revere Rd and 410 ft north-west of N Revere Rd	Arterials	Akron	409	4: Peak PM (3pm-7pm)	30%	Low	14.77	1480.81
SR 82 E Aurora Rd btw Vesta Ave and Beechwood Dr	Arterials	Northfield Center Twp	1,098	4: Peak PM (3pm-7pm)	30%	Low	34.86	3263.09
N Main St through the Cuyahoga River Bridge	Arterials	Munroe Falls	142	4: Peak PM (3pm-7pm)	30%	Low	4.13	524.49
N Main St btw Baldwin St Chapel St	Arterials	Hudson	332	4: Peak PM (3pm-7pm)	30%	Low	7.34	915.51
SR 44 through the I-76 Interchange	Arterials	Rootstown Twp	476	4: Peak PM (3pm-7pm)	30%	Low	14.69	1868.75
E Waterloo Rd btw Abington Rd and Canfield Rd	Arterials	Springfield Twp	957	4: Peak PM (3pm-7pm)	30%	Low	30.37	3953.2
SR 93 Manchester Rd btw Proehl Ave Bevan St	Arterials	Coventry Twp	610	3: Mid-Day (10am-3pm)	30%	Low	15.71	1694.66
On-Ramp Medina Rd WB to I-77 NB	Freeway Link/Ramp	Bath Twp	2,450	2: Peak AM (6am-10am)	30%	Low	14.1	3382.98
Innovation Way btw 3rd Ave E Market St	Arterials	Akron	356	2: Peak AM (6am-10am)	30%	Low	3.79	426.88
W Streetsboro St east leg of Boston Mills Rd intersection	Arterials	Hudson	220	4: Peak PM (3pm-7pm)	30%	Low	8.04	802.65
E Wilbeth Rd btw I-77 SB Ramps and West of I-77 Interchange	Arterials	Akron	90	4: Peak PM (3pm-7pm)	30%	Low	3.44	266.35
Brown St btw McKinley Ave and Kipling St	Arterials	Akron	403	4: Peak PM (3pm-7pm)	30%	Low	5.59	808.82
E Exchange St btw Sumner St and Sherman St	Arterials	Akron	332	3: Mid-Day (10am-3pm)	30%	Low	10.87	1060.55
Perkins St east leg of Good St intersection	Arterials	Akron	151	2: Peak AM (6am-10am)	30%	Low	3.01	353.54
East Ave btw Swinchart Ave and W Wilbeth Rd	Arterials	Akron	395	3: Mid-Day (10am-3pm)	30%	Low	13.07	1171.79

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Canton Rd btw Springfield Lake Dr and 1410 ft NW of Brittany Blvd	Arterials	Springfield Twp/Lakemore	568	3: Mid-Day (10am-3pm)	30%	Low	16.14	1836.96
N Sycamore St btw W Cedar Ave and W Poplar Ln	Arterials	Ravenna	236	3: Mid-Day (10am-3pm)	30%	Low	2.14	154.59
S Aurora Rd btw Garfield Rd intersection and Maple Ln	Arterials	Aurora	529	3: Mid-Day (10am-3pm)	30%	Low	10.15	943.63
N Freedom St btw E Cedar Ave and E Highland Ave	Arterials	Ravenna	446	4: Peak PM (3pm-7pm)	30%	Low	4.37	397.29
SR 93 Manchester Rd btw Bevan St and Portage Lakes Dr	Arterials	Coventry Twp	430	3: Mid-Day (10am-3pm)	29%	Low	10.05	1220.99
S Arlington Rd btw Killian Rd and Aspen Dental Driveway	Arterials	Springfield/Cove ntry Twp	1,330	3: Mid-Day (10am-3pm)	29%	Low	67.54	5788.65
Brown St btw Corice St McKinley Ave	Arterials	Akron	119	4: Peak PM (3pm-7pm)	29%	Low	1.74	249.5
E Exchange St btw Kim Ave and Brown St	Arterials	Akron	337	3: Mid-Day (10am-3pm)	29%	Low	10.66	935.89
Perkins St west leg of Fountain St intersection	Arterials	Akron	84	2: Peak AM (6am-10am)	29%	Low	1.26	194.2
S High St from E Market St to E Mill St	Arterials	Akron	999	3: Mid-Day (10am-3pm)	29%	Low	21.82	1497.09
State Rd north leg of Portage Trl intersection	Arterials	Cuyahoga Falls	199	4: Peak PM (3pm-7pm)	29%	Low	12.47	840.22
Canton Rd btw Wedgewood Ave and Ellet Ave	Arterials	Akron	138	4: Peak PM (3pm-7pm)	29%	Low	4.43	468.22
Tallmadge Cir through the Southeast Ave	Arterials	Tallmadge	141	3: Mid-Day (10am-3pm)	29%	Low	4.27	443.86
Kent Rd btw Fishcreek Rd and Dayton Ave	Arterials	Stow	426	4: Peak PM (3pm-7pm)	29%	Low	16.15	1714.27
E Summit St btw S Warter St and S Depeyster St	Arterials	Kent	498	4: Peak PM (3pm-7pm)	29%	Low	13.09	748.04
E Exchange St btw S Arlington St and Forrest St	Arterials	Akron	319	4: Peak PM (3pm-7pm)	29%	Low	7.07	523.92
Copley Circle Link WB	Arterials	Copley Twp	238	4: Peak PM (3pm-7pm)	29%	Low	1.72	146.19
E Cuyahoga Falls Ave btw Front St and SR 8 interchange	Arterials	Akron	1,729	4: Peak PM (3pm-7pm)	29%	Low	40.7	3800.44
Toll Exit Connector from I-80 WB to SR 44	Freeway Link/Ramp	Shalersville Twp	1,250	3: Mid-Day (10am-3pm)	29%	Low	10.3	1478.12
E Wilbeth Rd btw I-77 NB Ramps and East of I-77 Interchange	Arterials	Akron	59	4: Peak PM (3pm-7pm)	29%	Low	2.14	174.24

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Frank Blvd south-west leg of W Market St intersection	Arterials	Akron	353	4: Peak PM (3pm-7pm)	29%	Low	8.89	535.9
Haymaker Pkwy east leg of S Water St intersection	Arterials	Kent	275	4: Peak PM (3pm-7pm)	29%	Low	8.3	721.26
Wooster Rd N btw W Paige Ave and W Lake Ave	Arterials	Barberton	459	4: Peak PM (3pm-7pm)	29%	Low	9.3	779.72
5th St SE btw Austin Dr and Phlox Pl	Arterials	Barberton	206	3: Mid-Day (10am-3pm)	29%	Low	3.18	317.39
S Arlington Rd btw Staples Driveway and Aspen Dental Driveway	Arterials	Springfield/Cove ntry Twp	1,024	3: Mid-Day (10am-3pm)	29%	Low	34.8	3435.03
S Broadway St btw E Mill St and E Market St	Arterials	Akron	935	3: Mid-Day (10am-3pm)	29%	Low	19.76	1310.16
E Tallmadge Ave btw Oxford Ave and SR 8 SB ramps	Arterials	Akron	212	4: Peak PM (3pm-7pm)	29%	Low	7.61	739.76
Stow Rd south leg of Barlow Rd intersection	Arterials	Hudson	186	4: Peak PM (3pm-7pm)	29%	Low	2.4	342.51
SR 44 south leg of SR 224 intersection	Arterials	Randolph Twp	213	4: Peak PM (3pm-7pm)	29%	Low	3.51	374.1
W Turkeyfoot Lake Rd east leg of Point Comfort Dr intersection	Arterials	New Franklin	331	4: Peak PM (3pm-7pm)	29%	Low	7.19	867.48
S Cleveland Massillon Rd btw Rosemont Blvd and Rothrock Rd	Arterials	Fairlawn	1,989	3: Mid-Day (10am-3pm)	29%	Low	0	0
W Market St btw Wheeling & Lake Erie and S Frank Blvd	Arterials	Akron	458	3: Mid-Day (10am-3pm)	29%	Low	0	0
State Rd btw N Haven Blvd and Shaw Ave	Arterials	Cuyahoga Falls	370	4: Peak PM (3pm-7pm)	29%	Low	11.21	1033.36
SR 14 btw Shady Lake Dr and Home Depot Dr	Arterials	Streetsboro	988	4: Peak PM (3pm-7pm)	29%	Low	0	0
SR 93 Manchester Rd btw State Rd and Hyfield Ave	Arterials	Coventry Twp	2,057	4: Peak PM (3pm-7pm)	29%	Low	40.12	4939.82
S Cleveland Massillon Rd btw Rothrock Rd and I-77 WB Off-Ramp	Arterials	Fairlawn/Copley Twp	530	3: Mid-Day (10am-3pm)	29%	Low	14.01	1767.23
SR 91 Darrow Rd north leg of Kent Rd intersection	Arterials	Stow	836	4: Peak PM (3pm-7pm)	29%	Low	25.93	3354.36
Innovation Way btw 1080 ft south of I-76 and Goodyear Headquarters Skywalk	Arterials	Akron	548	2: Peak AM (6am-10am)	29%	Low	2.93	593.96
Hill St btw University Ave and E Buchtel Ave	Arterials	Akron	281	3: Mid-Day (10am-3pm)	29%	Low	4.51	363.58
S Hawkins Ave north of Mull Ave roundabout	Arterials	Akron	67	4: Peak PM (3pm-7pm)	29%	Low	0.91	91.98

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Riverview Rd north leg of Bolanz Rd intersection	Arterials	Cuyahoga Falls	197	3: Mid-Day (10am-3pm)	29%	Low	1.43	206.61
Canton Rd btw Zesiger Ave and Wedgewood Ave	Arterials	Akron	379	4: Peak PM (3pm-7pm)	29%	Low	11.76	1271.67
5th St SE btw Phlox Pl and Snyder Ave	Arterials	Barberton	690	3: Mid-Day (10am-3pm)	29%	Low	9.74	989.62
Connector bet SR 21 SB and Eastern Rd	Freeway Link/Ramp	Norton	656	4: Peak PM (3pm-7pm)	29%	Low	1.48	183.09
S Main St from I-76 WB Off-Ramp to E Thornton St	Arterials	Akron	1,179	3: Mid-Day (10am-3pm)	29%	Low	40.47	4396.41
Kent Rd btw Darrow Rd and Elm Rd	Arterials	Stow	375	3: Mid-Day (10am-3pm)	29%	Low	14.28	1245.94
SR 8 NB from E Aurora Rd to 122 ft south of Valley View Rd	Arterials	Macedonia	3,710	4: Peak PM (3pm-7pm)	29%	Low	96.57	10749.8
SR 14 btw Classic Dr and Great Lakes Hyundai Dr	Arterials	Streetsboro	430	3: Mid-Day (10am-3pm)	29%	Low	0	0
E Cuyahoga Falls Ave btw Clifton Ave and Riverside Dr	Arterials	Akron	434	3: Mid-Day (10am-3pm)	29%	Low	0	0
S High St from E Mill St to W Bowery St	Arterials	Akron	544	3: Mid-Day (10am-3pm)	29%	Low	11.99	912.84
W Bowery St east leg of Quaker St intersection	Arterials	Akron	126	4: Peak PM (3pm-7pm)	29%	Low	1.8	109.54
Off-Ramp from SR 8 NB to Howe Ave intersection	Freeway Link/Ramp	Cuyahoga Falls	454	3: Mid-Day (10am-3pm)	29%	Low	4.55	615.95
W Market St btw S Pershing Ave S Frank Blvd	Arterials	Akron	257	3: Mid-Day (10am-3pm)	29%	Low	11.93	1049.1
Smith Rd btw Corunna Ave and Shiawassee Ave	Arterials	Fairlawn/Bath Twp	334	4: Peak PM (3pm-7pm)	29%	Low	6.35	812.14
State Rd btw Shaw Ave and Phelps Ave	Arterials	Cuyahoga Falls	429	4: Peak PM (3pm-7pm)	29%	Low	12.7	1226.76
Tallmadge Cir through the West Ave	Arterials	Tallmadge	108	3: Mid-Day (10am-3pm)	29%	Low	3.3	302.39
Terex Rd EB west leg of Hudson Dr intersection	Arterials	Hudson	723	4: Peak PM (3pm-7pm)	29%	Low	4.97	926.87
SR 93 Manchester Rd btw Nesbitt Ave and Carnegie Ave	Arterials	Akron	225	4: Peak PM (3pm-7pm)	29%	Low	9.27	1172.05
Copley Rd btw Roslyn Ave and Orlando Ave	Arterials	Akron	315	4: Peak PM (3pm-7pm)	29%	Low	7.62	782.06
E Exchange St btw Allyn St and Kling St	Arterials	Akron	200	3: Mid-Day (10am-3pm)	29%	Low	6.88	663.75

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Fishcreek Rd btw Stow Rd and Call Rd	Arterials	Stow	1,355	4: Peak PM (3pm-7pm)	29%	Low	17.36	3020.61
W Waterloo Rd east leg at Wooster Rd intersection	Arterials	Barberton	84	4: Peak PM (3pm-7pm)	28%	Low	0.49	57.2
SR 91 Darrow Rd south leg of Norton Rd intersection	Arterials	Stow	533	4: Peak PM (3pm-7pm)	28%	Low	18.86	1973.84
Fairchild Ave btw Mantua St and Water St	Arterials	Kent	428	4: Peak PM (3pm-7pm)	28%	Low	19.69	1053.09
SR 43 north leg of SR 224 intersection	Arterials	Suffield Twp	184	4: Peak PM (3pm-7pm)	28%	Low	2.96	375.17
N Chillicothe Rd north leg of S Aurora Rd intersection	Arterials	Aurora	1,049	3: Mid-Day (10am-3pm)	28%	Low	24.97	2074.36
S Portage Path btw W Exchange St and Crosby St	Arterials	Akron	345	3: Mid-Day (10am-3pm)	28%	Low	0	0
E Turkeyfoot Lake Rd east leg of S Arlington Rd intersection	Arterials	Green	827	4: Peak PM (3pm-7pm)	28%	Low	15.32	1540
Off-Ramp from I-76 WB to East Ave	Freeway Link/Ramp	Akron	1,023	4: Peak PM (3pm-7pm)	28%	Low	2.84	744.95
East Ave btw Tallmadge Cir and Erie Rd	Arterials	Tallmadge	702	3: Mid-Day (10am-3pm)	28%	Low	15.72	1759.2
Graham Rd west leg of Darrow Rd intersection	Arterials	Stow	348	4: Peak PM (3pm-7pm)	28%	Low	12.75	1397.61
SR 91 Darrow Rd south leg of Creekside Dr intersection	Arterials	Twinsburg	178	3: Mid-Day (10am-3pm)	28%	Low	5.49	647.5
SR 43 south leg of SR 14 intersection	Arterials	Streetsboro	832	4: Peak PM (3pm-7pm)	28%	Low	32.56	2803.59
Brown St btw Baird St and Lafollette St	Arterials	Akron	384	4: Peak PM (3pm-7pm)	28%	Low	4.42	718.81
Ramp from I-76 EB to I-77 SB	Freeway Link/Ramp	Akron	1,469	4: Peak PM (3pm-7pm)	28%	Low	19.38	5386.56
S High St from E Bowery St to Church St	Arterials	Akron	253	2: Peak AM (6am-10am)	28%	Low	5.34	413.95
E Cuyahoga Falls Ave btw Clifton Ave and Linden Ave	Arterials	Akron	325	3: Mid-Day (10am-3pm)	28%	Low	8.42	740.65
Off-Ramp from SR 8 SB to E Tallmadge Ave	Freeway Link/Ramp	Akron	1,428	4: Peak PM (3pm-7pm)	28%	Low	7.99	1501.01
2nd St north leg of Broad Blvd intersection	Arterials	Cuyahoga Falls	169	4: Peak PM (3pm-7pm)	28%	Low	2.65	168.84
E Wilbeth Rd through the I-77 Interchange	Arterials	Akron	127	4: Peak PM (3pm-7pm)	28%	Low	4.58	368

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Graham Rd btw State Rd and Lillis Dr	Arterials	Cuyahoga Falls	717	3: Mid-Day (10am-3pm)	28%	Low	18.49	1480.31
W Streetsboro Rd through the SR 8 interchange	Arterials	Boston Heights	350	4: Peak PM (3pm-7pm)	28%	Low	12.12	1320.71
Tallmadge Cir through the Northwest Ave	Arterials	Tallmadge	114	3: Mid-Day (10am-3pm)	28%	Low	3.79	379.25
Hudson Dr north-east leg Terex Rd intersection	Arterials	Hudson	825	3: Mid-Day (10am-3pm)	28%	Low	6.15	538.15
W Market St btw W North St and Oakdale Ave	Arterials	Akron	551	3: Mid-Day (10am-3pm)	28%	Low	17.52	1891.19
Barber Rd btw Norton Ave and Morgan St	Arterials	Barberton	974	3: Mid-Day (10am-3pm)	28%	Low	24.1	1963.37
E Cuyahoga Falls Ave btw Vernon Ave and Murray Ave	Arterials	Akron	301	4: Peak PM (3pm-7pm)	28%	Low	7.35	670.02
SR 82 E Aurora Rd east leg of SR 8 intersection	Arterials	Macedonia	128	3: Mid-Day (10am-3pm)	28%	Low	7.13	578.52
SR 8 NB north leg of Meadow Ln intersection	Arterials	Northfield	564	4: Peak PM (3pm-7pm)	28%	Low	13.57	1815.31
SR 8 SB from E Aurora Rd to 1700 ft south of E Aurora Rd	Arterials	Macedonia	1,697	3: Mid-Day (10am-3pm)	28%	Low	27.73	3524.05
Tallmadge Cir from Northeast Ave to North Ave	Arterials	Tallmadge	42	3: Mid-Day (10am-3pm)	28%	Low	1.69	188.79
I-76 NEB Off-Ramp Connector to Tallmadge Rd	Freeway Link/Ramp	Brimfield Twp	220	3: Mid-Day (10am-3pm)	28%	Low	2.69	377.22
SR 261 from Sunnybrook Rd to SR 43	Arterials	Kent	2,214	4: Peak PM (3pm-7pm)	28%	Low	14.44	1996.88
I-76 WB On-Ramp Connector from SR 44 to I-76	Freeway Link/Ramp	Rootstown Twp	211	4: Peak PM (3pm-7pm)	28%	Low	0.51	129.09
SR 93 Manchester Rd btw W Turkeyfoot Lake Rd and W Overton Dr	Arterials	New Franklin	578	4: Peak PM (3pm-7pm)	28%	Low	9.34	1308.25
5th St SE btw Crocus Pl and Austin Dr	Arterials	Barberton	120	3: Mid-Day (10am-3pm)	28%	Low	1.93	206.19
E Exchange St btw King St and Brown St	Arterials	Akron	660	3: Mid-Day (10am-3pm)	28%	Low	22.79	2145.41
Off-Ramp from SR 8 SB to E Steels Corners Rd	Freeway Link/Ramp	Stow	1,089	4: Peak PM (3pm-7pm)	28%	Low	4.97	690.74
SR 91 Darrow Rd btw Edgeview Dr and E Hines Hill Rd	Arterials	Hudson	364	3: Mid-Day (10am-3pm)	28%	Low	4.82	980.63
SR 8 SB bet Goodkirk Rd Off-ramp and Goodkirk Rd On-ramp	Freeways	Akron	2,381	4: Peak PM (3pm-7pm)	28%	Low	41.81	22578.8

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 8 SB Off-Ramp Connector to Perkins St	Freeway Link/Ramp	Akron	114	2: Peak AM (6am-10am)	28%	Low	0.44	90.06
W Bowery St btw W Exchange St and W Cedar St	Arterials	Akron	430	2: Peak AM (6am-10am)	28%	Low	7.47	303.25
Bailey Rd south leg of Munroe Falls Ave intersection	Arterials	Cuyahoga Falls	232	4: Peak PM (3pm-7pm)	28%	Low	4.53	386.49
Innovation Way SEB north-west leg of Good Year Roundabout	Arterials	Akron	639	2: Peak AM (6am-10am)	28%	Low	1.42	411.8
Brittain Rd btw Eastwood Ave and Yuma Ave	Arterials	Akron	556	4: Peak PM (3pm-7pm)	28%	Low	10.02	894.85
Northwest Ave NWB link from Tallmadge Cir	Arterials	Tallmadge	147	3: Mid-Day (10am-3pm)	28%	Low	1.59	162.12
SR 91 Darrow Rd south leg of Terex Rd intersection	Arterials	Hudson	336	3: Mid-Day (10am-3pm)	28%	Low	3.96	525.39
W Comet Rd Connector btw Akron Ave NW and SR 93	Arterial Link	New Franklin	175	4: Peak PM (3pm-7pm)	28%	Low	0.32	52.01
W Turkeyfoot Lake Rd btw Vera Dr and east of Bridge on Portage Lakes	Arterials	New Franklin	231	3: Mid-Day (10am-3pm)	28%	Low	4.61	585.12
S High St from University Ave to E State St	Arterials	Akron	284	2: Peak AM (6am-10am)	28%	Low	4.8	477.19
Tallmadge Rd btw Newberry St and Williams St	Arterials	Cuyahoga Falls	518	4: Peak PM (3pm-7pm)	28%	Low	17.32	1478.43
E Steels Corners Rd btw SR 8 NB ramps and Lakepointe Corporate Dr	Arterials	Stow	290	4: Peak PM (3pm-7pm)	28%	Low	8.95	991.83
State Rd btw Steels Corners Rd and Oakleaf Mobile Home Park	Arterials	Cuyahoga Falls	868	4: Peak PM (3pm-7pm)	28%	Low	19.89	2177.16
E Wilbeth Rd btw Oakwood Ave and Neptune Ave	Arterials	Akron	286	3: Mid-Day (10am-3pm)	28%	Low	7.95	766.92
S Arlington Rd from I-77 NB Off-Ramp to Chenoweth Rd	Arterials	Springfield/Cove ntry Twp	365	3: Mid-Day (10am-3pm)	28%	Low	17.67	1679.78
W Market St through the SR 59 (Innerbelt) interchange	Arterials	Akron	463	3: Mid-Day (10am-3pm)	28%	Low	0	0
S Chillicothe Rd btw 285 ft north of Lexington Way and 1500 ft south of Aurora Hudson Rd	Arterials	Aurora	643	4: Peak PM (3pm-7pm)	28%	Low	12.66	1782.14
E Market St btw S Case Ave and Broad St	Arterials	Akron	388	3: Mid-Day (10am-3pm)	27%	Low	10.71	1049.44
Medina Rd WB from Crystal Lake Rd to Heritage Woods Dr	Arterials	Copley Twp/Bath Twp	680	4: Peak PM (3pm-7pm)	27%	Low	35.96	5497.32
3rd Ave west leg of Innovation Way intersection	Arterials	Akron	288	2: Peak AM (6am-10am)	27%	Low	3.51	391.87



Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
E Market St btw Seiberling St and Norton St	Arterials	Akron	367	2: Peak AM (6am-10am)	27%	Low	4.66	513.76
Eastwood Ave btw Ute Ave and Cree Ave	Arterials	Akron	269	4: Peak PM (3pm-7pm)	27%	Low	2.51	287.81
North Ave btw Emmitt Rd and W Howe Rd	Arterials	Tallmadge	601	4: Peak PM (3pm-7pm)	27%	Low	10.51	1360.13
5th Street NE btw E Cassell Ave and E Paige Ave	Arterials	Barberton	314	2: Peak AM (6am-10am)	27%	Low	5.24	585.49
W Market St btw Casterton Ave and S Highland Ave	Arterials	Akron	253	5: Late PM (7pm-12am)	27%	Low	6.92	605.17
E Cuyahoga Falls Ave btw Linden Ave and Lexington Ave	Arterials	Akron	309	3: Mid-Day (10am-3pm)	27%	Low	7.57	699.68
S Cleveland Massillon Rd btw Brookwall Dr and Bywood Ave	Arterials	Fairlawn	757	3: Mid-Day (10am-3pm)	27%	Low	21.68	2020.57
Graham Rd east leg of Lillis Dr intersection	Arterials	Cuyahoga Falls	63	3: Mid-Day (10am-3pm)	27%	Low	1.52	156.62
W Streetsboro Rd btw Akron Cleveland Rd and SR 8 SB On-Ramp	Arterials	Boston Heights	282	4: Peak PM (3pm-7pm)	27%	Low	7.79	914.93
SR 14 btw Infirmary Rd and Cleveland Rd	Arterials	Ravenna Twp	2,367	4: Peak PM (3pm-7pm)	27%	Low	24.98	6309.73
Wooster Rd N north-east leg adjacent to Elmwood Ave	Arterials	Barberton	112	5: Late PM (7pm-12am)	27%	Low	3.23	461.69
5th St SE btw Portsmouth Ave and Crocus Pl	Arterials	Barberton	313	3: Mid-Day (10am-3pm)	27%	Low	4.88	524.54
S Arlington Rd north leg of Killian Rd intersection	Arterials	Springfield/Cove ntry Twp	501	4: Peak PM (3pm-7pm)	27%	Low	12.67	1626.4
E Market St btw E Exchange St and Arlington St	Arterials	Akron	580	3: Mid-Day (10am-3pm)	27%	Low	10.51	1065.32
S Cleveland Massillon Rd btw Copley Rd and N Sunnyfield Dr	Arterials	Copley Twp	628	2: Peak AM (6am-10am)	27%	Low	0	0
Graham Rd btw Wyoga Lake Rd and Wilson St	Arterials	Cuyahoga Falls/Stow	748	4: Peak PM (3pm-7pm)	27%	Low	31.4	3193.63
5th Street NE btw E Baird Ave and E Tuscarawas Ave	Arterials	Barberton	295	3: Mid-Day (10am-3pm)	27%	Low	5.72	548.37
On-Ramp from S Main St SB to I-76 EB	Freeway Link/Ramp	Akron	1,135	4: Peak PM (3pm-7pm)	27%	Low	0.43	65.37
S Cleveland Massillon Rd btw Commercial Dr and Schocalog Run	Arterials	Fairlawn	1,311	3: Mid-Day (10am-3pm)	27%	Low	41.51	4345.14
State Rd from Portage Trl to 300 ft south of Portage Trl	Arterials	Cuyahoga Falls	200	3: Mid-Day (10am-3pm)	27%	Low	3.72	282.88

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
Canton Rd btw Graham Ave and E Market St	Arterials	Akron	441	4: Peak PM (3pm-7pm)	27%	Low	7.18	979.02
South east Ave link from Tallmadge Cir	Arterials	Tallmadge	146	3: Mid-Day (10am-3pm)	27%	Low	1.6	155.84
Southeast Ave btw Erie Rd and 175 ft south-east of Tallmadge Cir	Arterials	Tallmadge	432	3: Mid-Day (10am-3pm)	27%	Low	7.11	713.1
Fishcreek Rd btw Kent Rd and Greenlawn Dr	Arterials	Stow	1,381	4: Peak PM (3pm-7pm)	27%	Low	29.44	3365.51
N Main St btw River Dr and River Rdg	Arterials	Munroe Falls	588	4: Peak PM (3pm-7pm)	27%	Low	10.37	1660.53
SR 91 Darrow Rd south leg of E Aurora Rd intersection	Arterials	Twinsburg	377	3: Mid-Day (10am-3pm)	27%	Low	17.61	1412.61
SR 43 south leg of Tallmadge Rd intersection	Arterials	Brimfield Twp	488	4: Peak PM (3pm-7pm)	27%	Low	9.43	1191.39
S Main St btw E Firestone Blvd and E Wilbeth Rd	Arterials	Akron	1,114	4: Peak PM (3pm-7pm)	27%	Low	27.15	3464.15
Wolf Ledges Pkwy through the I-76 interchange	Arterials	Akron	329	4: Peak PM (3pm-7pm)	27%	Low	3.44	601.89
Copley Rd through the I-77 interchange	Arterials	Akron	646	4: Peak PM (3pm-7pm)	27%	Low	18.14	1626.68
Smith Rd west leg of N Revere Rd intersection	Arterials	Bath Twp	239	4: Peak PM (3pm-7pm)	27%	Low	3.78	552.79
Kelly Ave btw E Waterloo Rd and US 224 SB ramps	Arterials	Akron	196	2: Peak AM (6am-10am)	27%	Low	5.23	574.57
Southeast Ave btw Newton St and I-76 NEB Ramps	Arterials	Tallmadge	787	4: Peak PM (3pm-7pm)	27%	Low	13.41	1728.21
SR 91 Darrow Rd btw Barlow Rd and Faymont Dr	Arterials	Hudson	501	4: Peak PM (3pm-7pm)	27%	Low	13.59	1756.38
SR 91 Darrow Rd btw S Tannery Rd and Old Tannery Acrs	Arterials	Hudson	861	3: Mid-Day (10am-3pm)	27%	Low	9.68	2140.98
E Aurora Rd btw SR 91 and Ravenna Rd	Arterials	Twinsburg	880	4: Peak PM (3pm-7pm)	27%	Low	24.22	2399.02
N Main St btw Chapel St and Prospect St	Arterials	Hudson	791	4: Peak PM (3pm-7pm)	27%	Low	14.95	2193.6
I-76 WB Off-Ramp Connector to SR43	Freeway Link/Ramp	Brimfield Twp	222	4: Peak PM (3pm-7pm)	27%	Low	1.1	257.23
SR 224 WB west leg of SR 43 intersection	Arterials	Suffield Twp	904	4: Peak PM (3pm-7pm)	27%	Low	5.47	1034.73
I-76 WB Off-Ramp Connector to S Main St NB	Freeway Link/Ramp	Akron	436	4: Peak PM (3pm-7pm)	27%	Low	0.32	71.08

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
W Exchange St btw Cedar St and Westwood Pl	Arterials	Akron	364	4: Peak PM (3pm-7pm)	27%	Low	3.38	491.23
E Cuyahoga Falls Ave btw Lexington Ave and Mt Vernon Ave	Arterials	Akron	289	4: Peak PM (3pm-7pm)	27%	Low	7.61	654.54
E Tallmadge Ave btw Patterson Ave and Oxford Ave	Arterials	Akron	288	4: Peak PM (3pm-7pm)	27%	Low	9.13	961.66
Broad Blvd EB east leg of Front St intersection	Arterials	Cuyahoga Falls	321	4: Peak PM (3pm-7pm)	27%	Low	10.98	802.57
State Rd btw Hunter Pkwy and Ascot Pkwy	Arterials	Akron/Cuyahoga Falls	398	4: Peak PM (3pm-7pm)	27%	Low	7.28	1054.11
Akron Cleveland Rd south leg of W Streetsboro Rd intersection	Arterials	Boston Heights	564	4: Peak PM (3pm-7pm)	27%	Low	12.28	1485.73
Canton Rd btw Shadybrook Dr and JDBNOW Driveway	Arterials	Akron	402	4: Peak PM (3pm-7pm)	27%	Low	10.1	1178.17
Northeast Ave NEB link from Tallmadge Cir	Arterials	Tallmadge	140	3: Mid-Day (10am-3pm)	27%	Low	1.35	137.34
Graham Rd west leg of Fishcreek Rd intersection	Arterials	Stow	141	3: Mid-Day (10am-3pm)	27%	Low	4.26	397.12
Stow Rd east leg of Darrow Rd intersection	Arterials	Stow	801	4: Peak PM (3pm-7pm)	27%	Low	0	0
W Main St btw Grant St and S Sycamore St	Arterials	Ravenna	611	3: Mid-Day (10am-3pm)	27%	Low	15.31	1489.91
N Aurora Rd north leg of Garfield Rd intersection	Arterials	Aurora	195	3: Mid-Day (10am-3pm)	27%	Low	5.03	506.71
SR 14 south leg of Ravenna Warren Rd intersection	Arterials	Ravenna Twp	627	2: Peak AM (6am-10am)	27%	Low	13.54	2360.1
S Arlington Rd btw Moore Rd and 315 ft north of Interstate Pkwy	Arterials	Green	788	3: Mid-Day (10am-3pm)	27%	Low	34.09	3878.47
East Ave through the I-76 Interchange	Arterials	Akron	422	4: Peak PM (3pm-7pm)	27%	Low	11.88	1263.86
E Tallmadge Ave btw Thayer St and Dayton St	Arterials	Akron	343	4: Peak PM (3pm-7pm)	27%	Low	9.08	968.12
E Tallmadge Ave east leg of Home Ave intersection	Arterials	Akron	434	4: Peak PM (3pm-7pm)	27%	Low	16.05	1749.29
Portage Trail btw 2nd St and 3rd St	Arterials	Cuyahoga Falls	400	3: Mid-Day (10am-3pm)	27%	Low	20.05	1491.57
Graham Rd btw Caleb St and Bailey Rd	Arterials	Cuyahoga Falls/Stow	277	3: Mid-Day (10am-3pm)	27%	Low	11.49	1261.12
SR 8 SB Off-Ramp Connector to Graham Rd	Freeway Link/Ramp	Stow	428	2: Peak AM (6am-10am)	27%	Low	3.91	474.85

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
State Rd btw Graham Rd and north of Subway	Arterials	Cuyahoga Falls	384	4: Peak PM (3pm-7pm)	27%	Low	14.77	1541.07
Innovation Way NWB north-west leg of Good Year Roundabout	Arterials	Akron	655	2: Peak AM (6am-10am)	27%	Low	1.22	271.45
Northwest Ave btw Stadium Dr and W Overdale Dr	Arterials	Tallmadge	1,766	4: Peak PM (3pm-7pm)	27%	Low	18.98	2960.51
SR 91 Darrow Rd north leg of Ravenna Rd intersection	Arterials	Twinsburg	913	4: Peak PM (3pm-7pm)	27%	Low	20.72	2329.97
4th Street NW btw Norton Ave and Harrington Ave	Arterials	Barberton	213	3: Mid-Day (10am-3pm)	27%	Low	4.57	287.73
S Arlington Rd btw Liberty Green Dr and E Turkeyfoot Lake Rd	Arterials	Green	842	4: Peak PM (3pm-7pm)	27%	Low	26.96	3428.58
S Arlington Rd from Chenoweth Rd to Staples Driveway	Arterials	Springfield/Cove ntry Twp	470	3: Mid-Day (10am-3pm)	27%	Low	11.69	1197.64
S Arlington Rd from I-77 SB On-Ramp to I-77 NB On-Ramp	Arterials	Green	680	3: Mid-Day (10am-3pm)	27%	Low	36.98	3344.06
E Tallmadge Ave east leg of Gorge Blvd intersection	Arterials	Akron	273	4: Peak PM (3pm-7pm)	27%	Low	11.45	1077.15
E Garfield Rd btw Shawanee Trail and 275 ft west of Willard Rd	Arterials	Aurora	1,061	2: Peak AM (6am-10am)	27%	Low	16.12	2023.73
Toll Exit Connector from I-80 EB to I-77 and Brecksville Rd ramps	Freeway Link/Ramp	Richfield Twp	479	5: Late PM (7pm-12am)	27%	Low	6.7	2005.25
Riverview Rd btw Bronson St and W Streetsboro Rd	Arterials	Peninsula	414	3: Mid-Day (10am-3pm)	27%	Low	1.84	209.35
SR 43 btw Tallmadge Rd and Kelso Dr	Arterials	Brimfield Twp	835	4: Peak PM (3pm-7pm)	27%	Low	17.41	2207.88
SR 14 north leg of Ravenna Warren Rd intersection	Arterials	Ravenna Twp	179	3: Mid-Day (10am-3pm)	27%	Low	4.52	608.73
State Rd btw Falls Ave and Broad Blvd	Arterials	Cuyahoga Falls	567	3: Mid-Day (10am-3pm)	27%	Low	16.96	1589.94
S Main St btw Ravenna St and Veterans Way	Arterials	Hudson	1,119	4: Peak PM (3pm-7pm)	27%	Low	34.82	3875.63
Haymaker Pkwy west leg of S Water St intersection	Arterials	Kent	378	4: Peak PM (3pm-7pm)	27%	Low	13.2	1488.07
E Main St btw N Freedom St and Lawrence St	Arterials	Ravenna	405	4: Peak PM (3pm-7pm)	27%	Low	8.88	964.99
East Ave btw Swinehart Ave and West of Kentucky Ave	Arterials	Akron	59	3: Mid-Day (10am-3pm)	27%	Low	1.38	154.65
Wooster Rd N btw W Hopocan Ave and W Huston St	Arterials	Barberton	380	4: Peak PM (3pm-7pm)	27%	Low	7.63	813.48

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
W Turkeyfoot Lake Rd btw State Park Dr and west of Bridge on Portage Lakes	Arterials	New Franklin	175	3: Mid-Day (10am-3pm)	27%	Low	3.21	438.92
E Tallmadge Ave east leg of Brittain Rd intersection	Arterials	Akron	292	4: Peak PM (3pm-7pm)	27%	Low	7.37	819.85
Off-Ramp from I-77 SB to Medina Rd	Freeway Link/Ramp	Bath Twp	2,767	4: Peak PM (3pm-7pm)	27%	Low	8.46	1799.12
State Rd btw Bath Rd and Christy Dr	Arterials	Cuyahoga Falls	674	4: Peak PM (3pm-7pm)	27%	Low	15.39	1863.5
Canton Rd btw E Market St and Paxton Ave	Arterials	Akron	243	4: Peak PM (3pm-7pm)	27%	Low	6.9	820.24
E Waterloo Rd west leg of Ewart Rd intersection	Arterials	Springfield Twp	300	4: Peak PM (3pm-7pm)	27%	Low	2.88	428.8
SR 91 Darrow Rd north leg of Norton Rd intersection	Arterials	Hudson	1,984	4: Peak PM (3pm-7pm)	27%	Low	44.02	6537.84
SR 224 EB east leg of SR 43 intersection	Arterials	Suffield Twp	1,290	4: Peak PM (3pm-7pm)	27%	Low	6.47	1235.25
SR 14 east leg of Infirmary Rd intersection	Arterials	Ravenna Twp	1,521	4: Peak PM (3pm-7pm)	27%	Low	21.21	4563.77
S Chillicothe Rd south leg of Aurora Hudson Rd	Arterials	Aurora	202	3: Mid-Day (10am-3pm)	27%	Low	5.21	694.69
SR 44 north leg of Tallmadge Rd intersection	Arterials	Rootstown Twp	2,305	2: Peak AM (6am-10am)	27%	Low	41.68	5373.39
Main St btw Success Rd and Howe Ave	Arterials	Cuyahoga Falls	970	3: Mid-Day (10am-3pm)	26%	Low	0	0
E Wilbeth Rd btw Neptune Ave and Burkhardt Ave	Arterials	Akron	286	3: Mid-Day (10am-3pm)	26%	Low	8.19	791.34
E Wilbeth Rd btw S Firestone Blvd and Glenmount Ave	Arterials	Akron	343	4: Peak PM (3pm-7pm)	26%	Low	5.55	646.23
Wooster Rd N south-west leg adjacent to I-277 EB ramp	Arterials	Barberton	76	5: Late PM (7pm-12am)	26%	Low	2.07	314.71
S Main St btw E Mapladale Ave and E Archwood Ave	Arterials	Akron	320	4: Peak PM (3pm-7pm)	26%	Low	7.15	977.29
Perkins St west leg of Good St intersection	Arterials	Akron	120	2: Peak AM (6am-10am)	26%	Low	2	316.19
N Main St btw E York St and E Tallmadge Ave	Arterials	Akron	906	4: Peak PM (3pm-7pm)	26%	Low	18.83	1673.36
Broad Blvd WB east leg of 2nd St intersection	Arterials	Cuyahoga Falls	391	5: Late PM (7pm-12am)	26%	Low	5.52	591.75
S Arlington St south leg of E Waterloo Rd intersection	Arterials	Akron	450	3: Mid-Day (10am-3pm)	26%	Low	4.09	457.62

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 91 Darrow Rd NB north leg of Terex Rd intersection	Arterials	Hudson	364	3: Mid-Day (10am-3pm)	26%	Low	0	0
SR 91 Darrow Rd btw E Hines Hill Rd and Herrick Park Dr	Arterials	Hudson	1,225	3: Mid-Day (10am-3pm)	26%	Low	14.2	3225.19
N Sycamore St btw W Poplar Ln and W Highland Ave	Arterials	Ravenna	224	3: Mid-Day (10am-3pm)	26%	Low	1.78	146.91
E Waterloo Rd btw Redwood Ave and Driveway to Dollar General	Arterials	Akron	279	3: Mid-Day (10am-3pm)	26%	Low	7.25	732.31
W Market St btw S Valley St and W North St	Arterials	Akron	434	3: Mid-Day (10am-3pm)	26%	Low	10.15	1236.97
W Market St btw Waldorf Dr and N Pershing Ave	Arterials	Akron	478	3: Mid-Day (10am-3pm)	26%	Low	16.84	1889.16
Broad Blvd EB west leg of 4th St intersection	Arterials	Cuyahoga Falls	212	3: Mid-Day (10am-3pm)	26%	Low	3.02	286.31
Riverview Rd btw Boston Mills Rd and I-80	Arterials	Boston Twp	2,628	3: Mid-Day (10am-3pm)	26%	Low	7.11	1288.2
Canton Rd btw 1410 ft NW and 800 ft NW of Brittany Blvd and	Arterials	Springfield Twp/Lakemore	615	3: Mid-Day (10am-3pm)	26%	Low	12.31	1768.13
Brittain Rd btw Eastwood Ave and Osage Ave	Arterials	Akron	556	4: Peak PM (3pm-7pm)	26%	Low	10.44	938.49
East Ave btw Swinehart Ave and East of Kentucky Ave	Arterials	Akron	114	3: Mid-Day (10am-3pm)	26%	Low	2.57	301.02
E Wilbeth Rd btw Redwood Ave and Brown St Connector	Arterials	Akron	176	4: Peak PM (3pm-7pm)	26%	Low	4.6	454.57
SR 93 Manchester Rd through the Ohio Canal Bridge	Arterials	Akron	116	4: Peak PM (3pm-7pm)	26%	Low	3.5	596.07
SR 93 Manchester Rd north leg of W Nimisila Rd intersection	Arterials	New Franklin	205	4: Peak PM (3pm-7pm)	26%	Low	2.23	337.35
SR 93 Manchester Rd btw Portage Lakes Dr and Iola St	Arterials	Coventry Twp	622	3: Mid-Day (10am-3pm)	26%	Low	11.56	1697.38
On-Ramp from W Streetsboro Rd to SR 8 SB	Freeway Link/Ramp	Boston Heights	1,055	4: Peak PM (3pm-7pm)	26%	Low	6.04	1140.38
SR 82 E Aurora Rd btw Waters Dr and Summer Rd	Arterials	Macedonia	1,355	3: Mid-Day (10am-3pm)	26%	Low	52.87	4984.01
I-271 On-Ramp Connector from SR 8 to I-271 SB	Freeway Link/Ramp	Macedonia	233	2: Peak AM (6am-10am)	26%	Low	1.52	208.38
SR 91 Darrow Rd south leg of Graham Rd intersection	Arterials	Stow	818	4: Peak PM (3pm-7pm)	26%	Low	27.54	3314.68
E Main St btw N Freedom St and 272 ft west of Liberty St	Arterials	Ravenna	456	4: Peak PM (3pm-7pm)	26%	Low	9.96	1043.98

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 14 north-west leg of SR 183 intersection	Arterials	Edinburg Twp	626	3: Mid-Day (10am-3pm)	26%	Low	9.22	1433.67
SR 14 south-east leg of Tallmadge Rd intersection	Arterials	Edinburg Twp	311	3: Mid-Day (10am-3pm)	26%	Low	4.76	744.35
SR 8 SB bet Goodkirk Rd On-ramp and E Exchange St Interchange	Freeways	Akron	495	4: Peak PM (3pm-7pm)	26%	Low	10.55	5377.71
I-76 Off-Ramp Connector to Russell Ave	Freeway Link/Ramp	Akron	276	4: Peak PM (3pm-7pm)	26%	Low	0.72	140.61
S Main St from W Thornton St to I-76 WB On-Ramp	Arterials	Akron	1,180	3: Mid-Day (10am-3pm)	26%	Low	48.7	5762.2
Copley Rd btw Frederick Blvd and Valdes Ave	Arterials	Akron	315	4: Peak PM (3pm-7pm)	26%	Low	7	788.07
Medina Rd EB from Scenic View Dr to Heritage Woods Dr	Arterials	Copley/Bath Twp	1,220	4: Peak PM (3pm-7pm)	26%	Low	40.61	8895.08
Smith Rd btw Shiawassee Ave and Grayling Dr	Arterials	Fairlawn/Bath Twp	336	4: Peak PM (3pm-7pm)	26%	Low	5.22	748.09
S Cleveland Massillon Rd through the Schocalog Run Bridge	Arterials	Fairlawn	75	3: Mid-Day (10am-3pm)	26%	Low	2.15	257.3
SR 91 Darrow Rd south leg of Barlow Rd intersection	Arterials	Hudson	187	4: Peak PM (3pm-7pm)	26%	Low	4.51	593.67
E Wilbeth Rd btw Redwood Ave and Oakwood Ave	Arterials	Akron	284	3: Mid-Day (10am-3pm)	26%	Low	7.22	754.56
SR 93 Manchester Rd btw Fillmore Ave and Eckard Ave	Arterials	Akron	204	4: Peak PM (3pm-7pm)	26%	Low	4.61	578.58
SR 93 Manchester Rd btw Nesbitt Ct and Nesbitt Ave	Arterials	Akron	639	4: Peak PM (3pm-7pm)	26%	Low	21.01	3297.68
SR 82 E Aurora Rd west leg of Fairlane Dr intersection	Arterials	Macedonia	367	3: Mid-Day (10am-3pm)	26%	Low	18.57	1696.73
Southeast Ave btw Williams Rd and 380 ft Southeast of Eastwood Ave intersection (Six Corner)	Arterials	Tallmadge	600	4: Peak PM (3pm-7pm)	26%	Low	9.16	1238.92
Munroe Falls Ave btw N Main St and Guise Path Dr	Arterials	Munroe Falls	1,192	4: Peak PM (3pm-7pm)	26%	Low	14.5	1818.56
Stow Rd btw Anna Cir and Call Rd	Arterials	Stow	816	4: Peak PM (3pm-7pm)	26%	Low	11.71	1600.89
SR 91 Darrow Rd south leg of Herrick Park Dr intersection	Arterials	Hudson	219	3: Mid-Day (10am-3pm)	26%	Low	2.34	548.66
N Freedom St btw E Cedar Ave and E Main St	Arterials	Ravenna	475	4: Peak PM (3pm-7pm)	26%	Low	4.38	404.19
E Main St btw Hazel St and SR 14	Arterials	Ravenna Twp	314	4: Peak PM (3pm-7pm)	26%	Low	5.21	534.98

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Main St btw W Emerling Ave and Brighton Dr	Arterials	Akron	101	4: Peak PM (3pm-7pm)	26%	Low	2.09	331.39
N Cleveland Massillon Rd btw Wye Rd and Ghent Rd	Arterials	Bath Twp	1,175	4: Peak PM (3pm-7pm)	26%	Low	14.99	2021.48
SR 82 E Aurora Rd btw Valley View Rd and Park Ave	Arterials	Macedonia	1,010	4: Peak PM (3pm-7pm)	26%	Low	28.36	3756.87
SR 8 from Valley View Rd to 1910 ft north of Vally View Rd	Arterials	Northfield Center Twp	1,926	4: Peak PM (3pm-7pm)	26%	Low	15.2	2478.99
SR 91 Darrow Rd btw Valley View Rd and Sorgi Ln	Arterials	Hudson	309	3: Mid-Day (10am-3pm)	26%	Low	3.45	765.08
SR 14 north-west leg of Home Depot north side intersection	Arterials	Streetsboro	103	3: Mid-Day (10am-3pm)	26%	Low	4.5	702.61
Wooster Rd W btw 2nd St NW and 3rd St NW	Arterials	Barberton	324	3: Mid-Day (10am-3pm)	26%	Low	8.04	749.48
Canton Rd btw Farndale Rd and Linwood Rd	Arterials	Springfield Twp	331	4: Peak PM (3pm-7pm)	26%	Low	6.66	1013.02
E Market St through the I-76 interchange	Arterials	Akron	346	4: Peak PM (3pm-7pm)	26%	Low	9.02	1127.26
SR 91 Darrow Rd SB north leg of Terex Rd intersection	Arterials	Hudson	152	3: Mid-Day (10am-3pm)	26%	Low	1.64	223.39
E Main St east btw Sanford St and Woodbend Dr	Arterials	Ravenna	282	4: Peak PM (3pm-7pm)	26%	Low	5.77	606.95
Kenmore Blvd btw 14th St SW and 13th St SW	Arterials	Akron	291	3: Mid-Day (10am-3pm)	26%	Low	2.62	345.62
S Main St btw Brighton Dr and W Archwood Ave	Arterials	Akron	220	4: Peak PM (3pm-7pm)	26%	Low	4.63	715.8
Vernon Odom Blvd btw S Hawkins Ave and Fredrick Blvd	Arterials	Akron	456	3: Mid-Day (10am-3pm)	26%	Low	15.36	1515.34
Merriman Rd east leg of N Portage Path intersection	Arterials	Akron	84	4: Peak PM (3pm-7pm)	26%	Low	1.45	127.7
Smith Rd btw Sand Run Rd and Chase Dr	Arterials	Akron	1,030	4: Peak PM (3pm-7pm)	26%	Low	19.84	2736.77
State Rd north leg of Graham Rd intersection	Arterials	Cuyahoga Falls	288	4: Peak PM (3pm-7pm)	26%	Low	0	0
SR 8 NB from I-271 and SR 8 Interchange to Macedonia Commons Blvd	Freeways	Macedonia	331	4: Peak PM (3pm-7pm)	26%	Low	5.31	793.84
Canton Rd btw Linwood Rd and McElwain Dr	Arterials	Springfield Twp	351	4: Peak PM (3pm-7pm)	26%	Low	7.28	1061.23
SR 91 Darrow Rd btw Edgar Dr and Sorgi Ln	Arterials	Hudson	360	3: Mid-Day (10am-3pm)	26%	Low	4.02	891.59



Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
S Main St btw E Waterloo Rd and I-277 WB ramps	Arterials	Akron	647	4: Peak PM (3pm-7pm)	26%	Low	22.88	2210.98
E Exchange St btw Grant St and Buckey St	Arterials	Akron	359	3: Mid-Day (10am-3pm)	26%	Low	10.78	1124.93
E Cuyahoga Falls Ave btw Murray Ave and Big Falls Ave	Arterials	Akron	343	4: Peak PM (3pm-7pm)	26%	Low	6.79	666.32
Broad Blvd from 2nd St to Front St	Arterials	Cuyahoga Falls	395	3: Mid-Day (10am-3pm)	26%	Low	8.81	756.2
Portage Trail btw 3rd St and 4th St	Arterials	Cuyahoga Falls	393	3: Mid-Day (10am-3pm)	26%	Low	16.97	1503.11
E Steels Corners Rd east leg of Lakepointe Corporate Dr intersection	Arterials	Stow	107	4: Peak PM (3pm-7pm)	26%	Low	2.62	281.77
Brittain Rd btw Ford Ave and Wheeling & Lake Erie	Arterials	Akron	287	4: Peak PM (3pm-7pm)	26%	Low	5.75	605.4
SR 91 Darrow Rd NB north leg of Corporate Dr intersection	Arterials	Hudson	715	3: Mid-Day (10am-3pm)	26%	Low	6.54	1105.22
E Main St btw Bryn Mawr St and Hazel St	Arterials	Ravenna	361	4: Peak PM (3pm-7pm)	26%	Low	6.62	665.53
S Arlington Rd from I-77 NB On-Ramp to I-77 NB Off-Ramp	Arterials	Green	338	3: Mid-Day (10am-3pm)	26%	Low	13.62	1276.66
W Exchange St btw Locust St and W Bowery St	Arterials	Akron	431	2: Peak AM (6am-10am)	26%	Low	10.5	1036.69
Broad Blvd from 3rd St to 2nd St	Arterials	Cuyahoga Falls	396	3: Mid-Day (10am-3pm)	26%	Low	7.64	652.51
Smith Rd btw Willow Creek Dr and Hidden Valley Rd	Arterials	Akron	398	4: Peak PM (3pm-7pm)	26%	Low	6.85	1054.53
Smith Rd btw Owasso Ave and Caladonia Ave	Arterials	Bath Twp	276	4: Peak PM (3pm-7pm)	26%	Low	4.41	645.59
S Cleveland Massillon Rd btw Bywood Ave and Commercial Dr	Arterials	Fairlawn	541	3: Mid-Day (10am-3pm)	26%	Low	16.6	1805.95
E Steels Corners Rd through the SR 8 interchange	Arterials	Stow	187	4: Peak PM (3pm-7pm)	26%	Low	5.44	628.33
Graham Rd east leg of SR 8 SB Off-Ramp intersection	Arterials	Cuyahoga Falls/Stow	188	3: Mid-Day (10am-3pm)	26%	Low	10.22	922.69
Canton Rd btw Shelburn Ave and Zesiger Ave	Arterials	Akron	351	4: Peak PM (3pm-7pm)	26%	Low	9.54	1192.63
Southeast Ave through the I-76 interchange	Arterials	Tallmadge	280	4: Peak PM (3pm-7pm)	26%	Low	5.58	692.26
SR 91 Darrow Rd NB south leg of Hudson Dr intersection	Arterials	Hudson	300	3: Mid-Day (10am-3pm)	26%	Low	3.32	480.75

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
SR 261 north leg of Summit Rd intersection	Arterials	Franklin Twp	846	4: Peak PM (3pm-7pm)	26%	Low	9.34	1784.05
E Main St btw Liberty St and Linden St	Arterials	Ravenna	333	4: Peak PM (3pm-7pm)	26%	Low	6.81	748.62
E Main St east btw Sanford St and Grove St	Arterials	Ravenna	76	4: Peak PM (3pm-7pm)	26%	Low	1.54	166.8
OH-5-Byp NB from I-76 WB Off-Ramp to Lynn Rd	Arterials	Rootstown Twp	274	3: Mid-Day (10am-3pm)	26%	Low	7.73	1080.37
Wooster Rd N north leg of Kenmore Blvd intersection	Arterials	Barberton	150	3: Mid-Day (10am-3pm)	25%	Low	3.13	335.44
Off-Ramp from I-77 SB to S Arlington Rd	Freeway Link/Ramp	Green	1,713	4: Peak PM (3pm-7pm)	25%	Low	26.88	4748.16
S Main St btw W Emerling Ave and E Emerling Ave	Arterials	Akron	149	4: Peak PM (3pm-7pm)	25%	Low	3.02	486.71
N Union St btw E Market St and Park St	Arterials	Akron	424	3: Mid-Day (10am-3pm)	25%	Low	3	318.36
Front St north leg of E Cuyahoga Falls Ave intersection	Arterials	Akron	110	4: Peak PM (3pm-7pm)	25%	Low	1.54	147.89
W Exchange St btw S rose Blvd and Mull Ave	Arterials	Akron	419	4: Peak PM (3pm-7pm)	25%	Low	7.39	914.12
Ghent Rd btw Smith Rd and 1400 ft north of Smith Rd	Arterials	Akron/Fairlawn	1,402	4: Peak PM (3pm-7pm)	25%	Low	21.93	3393.86
Portage Trail btw 2nd St and Front St	Arterials	Cuyahoga Falls	398	4: Peak PM (3pm-7pm)	25%	Low	20.54	1473.96
Smith Rd btw Owasso Ave and Corunna Ave	Arterials	Bath Twp	325	4: Peak PM (3pm-7pm)	25%	Low	5.07	749.2
SR 91 Darrow Rd btw Valley View Rd and I-80	Arterials	Hudson	381	3: Mid-Day (10am-3pm)	25%	Low	4.71	1039.82
S Water St btw 700 ft and 1530 ft south of SR 261	Arterials	Kent	846	3: Mid-Day (10am-3pm)	25%	Low	3.56	546.79
E Main St btw S Plum Way and S Walnut St	Arterials	Ravenna	239	3: Mid-Day (10am-3pm)	25%	Low	6.45	610.28
SR 93 Manchester Rd btw Johns Rd and Renninger Rd	Arterials	New Franklin	822	3: Mid-Day (10am-3pm)	25%	Low	13.44	2065
W Turkeyfoot Lake Rd through the Bridge on Portage Lakes	Arterials	New Franklin	90	3: Mid-Day (10am-3pm)	25%	Low	1.56	226.59
SR 8 SB through the E Exchange St interchange	Freeways	Akron	160	4: Peak PM (3pm-7pm)	25%	Low	3.38	3688.86
Memorial Pkwy btw Evers Dr and Aqueduct St	Arterials	Akron	167	3: Mid-Day (10am-3pm)	25%	Low	2.61	371.9

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
On-Ramp from White Pond Dr to I-77 SB	Freeway Link/Ramp	Akron	807	3: Mid-Day (10am-3pm)	25%	Low	5.01	969.62
Kent Rd btw Darrow Rd and Williamson Rd	Arterials	Stow	587	4: Peak PM (3pm-7pm)	25%	Low	19.25	2079.32
North Ave north leg of Howe Rd intersection	Arterials	Tallmadge	655	4: Peak PM (3pm-7pm)	25%	Low	13.12	1935.75
E Streetsboro Rd btw Stow Rd and Canterbury Dr	Arterials	Hudson	446	4: Peak PM (3pm-7pm)	25%	Low	4.65	819.1
SR 43 btw SR 14 and Russell Dr	Arterials	Streetsboro	1,205	4: Peak PM (3pm-7pm)	25%	Low	27.2	3061.13
5th Street NE btw E Tuscarawas Ave and E Park Ave	Arterials	Barberton	331	3: Mid-Day (10am-3pm)	25%	Low	5.7	600.54
S Cleveland Massillon Rd south leg adjacent to Gardner Blvd	Arterials	Norton	851	3: Mid-Day (10am-3pm)	25%	Low	11.55	1325.61
S Main St btw E Emerling Ave and Firestone Plz	Arterials	Akron	526	4: Peak PM (3pm-7pm)	25%	Low	10.13	1675.4
E Market St btw Broadway St and Summit St	Arterials	Akron	273	3: Mid-Day (10am-3pm)	25%	Low	7.5	948.15
N Union St btw Park St and Perkins St	Arterials	Akron	578	4: Peak PM (3pm-7pm)	25%	Low	3.98	413.21
Medina Rd EB from N Hametown Rd to S Hametown Rd	Arterials	Copley/Bath Twp	739	4: Peak PM (3pm-7pm)	25%	Low	16.59	4589.88
Riverview Rd through the Furnace Run Bridge	Arterials	Cuyahoga Falls	174	3: Mid-Day (10am-3pm)	25%	Low	0.87	184.26
S Main St south leg of Munroe Falls Ave intersection	Arterials	Munroe Falls	293	4: Peak PM (3pm-7pm)	25%	Low	7.17	918.28
SR 91 Darrow Rd north leg of Creekside Dr intersection	Arterials	Twinsburg	330	3: Mid-Day (10am-3pm)	25%	Low	9.9	1205.7
Ramp from SR 224 EB to I-77 NB	Freeway Link/Ramp	Coventry Twp	1,723	4: Peak PM (3pm-7pm)	25%	Low	18.45	4329.74
S Main St btw W Mapledale Ave and E Mapladale Ave	Arterials	Akron	59	4: Peak PM (3pm-7pm)	25%	Low	1.27	183.04
E Exchange St btw Cleveland St and Black St	Arterials	Akron	325	3: Mid-Day (10am-3pm)	25%	Low	4.25	547.34
Martin Luther King Jr Blvd east leg of N Broadway St intersection	Arterials	Akron	163	4: Peak PM (3pm-7pm)	25%	Low	3.17	541.01
S Hawkins Ave btw W Exchange St and W Market St	Arterials	Akron	173	3: Mid-Day (10am-3pm)	25%	Low	6.26	424.87
Medina Rd EB from S Hametown Rd to Scenic View Dr	Arterials	Copley/Bath Twp	964	4: Peak PM (3pm-7pm)	25%	Low	27.92	6577.76

Location	Functional Classification	Political Unit	Length (Feet)	Peak Time	Congestion	Congestion Intensity	Daily VHD (Per Mile)	Daily VMT
N Cleveland Massillon Rd btw Green Dr and Springside Dr	Arterials	Bath Twp	324	3: Mid-Day (10am-3pm)	25%	Low	3.44	574.25
State Rd btw Kimberlyn Dr and Steels Corners Rd	Arterials	Cuyahoga Falls	1,025	4: Peak PM (3pm-7pm)	25%	Low	17.81	2460.7
Terex Rd SB south leg of W Streetsboro Rd intersection	Arterials	Hudson	594	2: Peak AM (6am-10am)	25%	Low	2.36	494.64
SR 91 Darrow Rd btw Edgar Dr and S Tannery Rd	Arterials	Hudson	247	3: Mid-Day (10am-3pm)	25%	Low	2.67	617.64
W Waterloo Rd west leg of Manchester Rd Intersection	Arterials	Akron	365	4: Peak PM (3pm-7pm)	25%	Low	8.56	1003.36
SR 93 Manchester Rd btw Nola Ct and Burger King Driveway	Arterials	Coventry Twp	374	4: Peak PM (3pm-7pm)	25%	Low	11.94	1791.11
W Market St btw Oakdale Ave and Stewart Way	Arterials	Akron	150	3: Mid-Day (10am-3pm)	25%	Low	4.13	526.63
Valley View Rd west leg of SR 8 intersection	Arterials	Macedonia	119	3: Mid-Day (10am-3pm)	25%	Low	1.83	217.3
SR 91 Darrow Rd north leg of Faymont Dr intersection	Arterials	Hudson	189	4: Peak PM (3pm-7pm)	25%	Low	4.06	618.07
SR 91 Darrow Rd from Waterway Carwash South Dr to Pad Thai North Dr	Arterials	Hudson	384	3: Mid-Day (10am-3pm)	25%	Low	5.14	687.13
Off-Ramp from I-480 SEB to E Aurora Rd	Freeway Link/Ramp	Twinsburg	1,323	4: Peak PM (3pm-7pm)	25%	Low	9.12	1515.34
SR 14 south-east leg of Home Depot north side intersection	Arterials	Streetsboro	142	3: Mid-Day (10am-3pm)	25%	Low	6.04	970.36