



CITY OF WESTFIELD, IN
Advisory Planning Commission Meeting Agenda 11_06_2017

Monday, November 06, 2017 at 07:00 PM

BOARD OR COMMISSION: Advisory Plan Commission (APC)

MEETING DATE: Monday, November 06, 2017 at 07:00 PM

MEETING PLACE: Westfield City Hall- Assembly Room

THE FOLLOWING AGENDA IS SUBJECT TO CHANGE AT THE DISCRETION OF THE WESTFIELD-WASHINGTON TOWNSHIP ADVISORY PLAN COMMISSION

OPENING OF MEETING

Note the Presence of a Quorum

Approval of Minutes

Documents: [APC Minutes - October 16, 2017](#)

Review APC Rules & Procedures

CONSENT AGENDA ITEMS

1711-DDP-18

Spring Mill Station SEC multi-tenant building

16072 Spring Mill Station Drive

Cooperstown Partners, LLC requests Detailed Development Plan approval for a 10,068 square-foot multi-tenant building on 2.74 acres +/- in the Spring Mill Station SEC PUD District.

Documents: [Exhibit 1: Staff Report](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Site Plan](#) | [Exhibit 4: Elevations](#) | [Exhibit 5: Landscape Plan](#) | [Exhibit 6: SMSTG Letter of Support](#)

PUBLIC HEARING ITEMS

1711-ODP-11 & 1711-SPP-11 [PUBLIC HEARING]

Osborne Trails

193rd Street and Six Points Road, 191st Street and Horton Road

Osborne Trails Developer, LLC by Nelson & Frankenberger, LLC request an Overall Development Plan and Primary Plat review of 474 lots on 291.4 acres

+/- within the Osborne Trails PUD District.

Documents: [Exhibit 1 Staff Report](#) | [Exhibit 2 Location Map](#) | [Exhibit 3 Concept Plan](#) | [Exhibit 4 Overall Development Plan and Primary Plat](#)

1711-PUD-22 [PUBLIC HEARING]

Park Street in the Junction II PUD

231 Park Street

Grand Junction Properties, LLC by OnPointe Land Matters, LLC requests a change in zoning of 0.25 acre +/- from the GB: General Business District to the Park Street in the Junction II PUD District.

Documents: [Exhibit 1: Staff Report \(1711-PUD-22\)](#) | [Exhibit 2: Location Map](#) | [Exhibit 3: Draft Ordinance](#) | [Exhibit 4: Property Context Exhibit](#) | [Exhibit 5: Concept Plan](#) | [Exhibit 6: Illustrative Elevations](#) | [Exhibit 7: Grand Junction Task Group Support](#) | [Exhibit 8: Neighbor Meeting Summary](#)

1711-CPA-01 [PUBLIC HEARING]

Road Impact Fee Zone Improvement Plan

The City of Westfield requests an amendment to the Westfield-Washington Township Comprehensive Plan to update the Road Impact Fee Zone Improvement Plan.

Documents: [Road Impact Fee Zone Improvement Plan](#)

1711-ZOA-02 [PUBLIC HEARING]

Road Impact Fee

The City of Westfield requests a public hearing on City Ordinance 17-43, Road Impact Fee.

Documents: [Ordinance 17-43: Road Impact Fee](#)

CONTINUED ITEMS

1706-ODP-03 & 1706-SPP-03 [CONTINUED]

Penske Subdivision

Northwest Corner of State Road 32 and Dartown Road

526 Group, LLC by Faegre Baker Daniels, LLC requests Overall Development Plan and Primary Plat approval for two (2) commercial lots on approximately 9.51 acres +/- in the EI: Enclosed Industrial District.

REPORTS/COMMENTS

Advisory Plan Commission Members

City Council Liaison

Board of Zoning Appeals Liaison

Economic and Community Development Department

ADJOURNMENT

Westfield-Washington Advisory Plan Commission (APC) held a meeting on Monday, October 16, 2017, scheduled for 7:00 p.m. at the Westfield City Hall.

Opening of Meeting: 7:00 p.m.

Roll Call: Noted presence of a quorum.

Members Present: Randy Graham, Steve Hoover, Robert Horkay, Andre Maue, Robert Smith, and Scott Willis.

Members Absent: Ginny Kelleher, Dave Schmitz, and Chris Woodard.

City Staff Present: Matt Skelton, Director; Daine Crabtree, Associate Planner; Amanda Rubadue, Associate Planner; Caleb Ernest, Associate Planner; and Brian Zaiger, City Attorney.

Approval of Minutes: October 2, 2017 Meeting Minutes.

Motion: Approve October 2, 2017 Meeting Minutes as presented.

Motion: Horkay; Second: Maue. Motion passed. Vote: 6-0.

Approval of 2018 APC Schedule of Meetings.

Motion: Approve 2018 APC Schedule of Meetings.

Motion: Smith; Second: Maue. Motion passed. Vote: 6-0.

Rubadue reviewed the meeting rules and procedures.

ITEMS OF BUSINESS

1710-SPP-10 & 1710-ODP-10

Chatham Hills, Section 4

North of the intersection of Chatham Ridge Blvd and 206th Street
Chatham Hills, LLP by Cripe Architects & Engineers requests Primary Plat and Overall Development Plan approval of 46 lots on 52.37 acres +/- in the Chatham Hills PUD District.

Ernest presented an overview of this petition.

Motion: Approve 1710-SPP-10 & 1710-ODP-10 with the following conditions: Approval of the landscape plan be delegated to the Department and that all necessary approvals be obtained from the Westfield Public Works Department and the Hamilton County Surveyor's Office prior to issuance of an improvement location permit.

Motion: Horkay; Second: Willis. Motion passed. Vote: 6-0.

Agendas for all City meetings are updated and available at our website.

Website: <http://www.westfield.in.gov> | Economic and Community Development Department E-mail: community@westfield.in.gov

1710-PUD-19**Northpoint (Aurora) PUD Amendment***East side of U.S. 31, approximately 900 feet south of 202nd Street*

Bastian Solutions by American Structurepoint requests an amendment to the Aurora PUD District to accommodate the construction of an approximately 92,000 SF office/warehouse building on approximately 12.3 acres +/-.

Rubadue presented an overview of this Amendment request.

Action: Forward 1710-PUD-19 with a favorable recommendation to the City Council.

Motion: Smith; Second: Hoover. Motion passed. Vote: 6-0.

1710-PUD-21**Custom Commerce Park PUD Amendment***17200 Foundation Parkway*

Sterling Development by American Structurepoint requests an amendment to the Custom Commerce Park PUD to allow a Self-Storage Facility on approximately 4.12 acres +/-.

Crabtree presented an overview of this Amendment request along with the modifications made by the petitioner.

Hoover thanked the petitioner for responding to APC and public comments and concerns.

Action: Forward 1710-PUD-21 with a favorable recommendation to the City Council.

Motion: Horkay; Second: Willis. Motion passed. Vote: 6-0.

CONSENT AGENDA ITEMS**1710-DDP-17****IMMI Accessory Building***18881 IMMI Way*

IMMI by Weihe Engineering request Detailed Development Plan approval for an 8,064 square-foot accessory building on approximately 25 acres +/- in the EI: Enclosed Industrial District.

1710-DDP-16**Bastian Building***East side of U.S. 31, approximately 900 feet south of 202nd Street*

Bastian Solutions by American Structurepoint requests Detailed Development Plan approval for an approximately 92,000 square-foot office/warehouse building on 12.3 acres +/- in the Northpoint (Aurora) PUD District.

Motion: Approve all Consent Agenda Items as presented.

Motion: Maue; Second: Horkay. Motion passed. Vote: 5-0. Graham recused himself.

CONTINUED ITEMS

**1706-ODP-03 &
1706-SPP-03**

Penske Subdivision

17200 Foundation Parkway

526 Group, LLC by Faegre Baker Daniels, LLC requests Overall Development Plan and Primary Plat approval for two (2) commercial lots on approximately 9.51 acres +/- in the EI: Enclosed Industrial District.

REPORTS/COMMENTS

Plan Commission Members.

City Council Liaison.

Board of Zoning Appeals Liaison.

Economic and Community Development Department.

Motion: Adjourn meeting.

Motion: Maue; second, Smith. Motion passed. Vote: 6-0.

The meeting adjourned at 7:17 p.m.

Randell Graham, President

Andre Maue, Vice President

Matthew S. Skelton, Esq., Secretary



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

November 6, 2017
1711-ODP-11 & 1711-SPP-11

Petition Number: 1711-ODP-11 & 1711-SPP-11

Subject Site Address: 193rd and Six Points Road, 191st and Horton road

Petitioner: Osborne Trails Developer, LLC

Representative: Nelson & Frankenberger, LLC

Request: Overall Development Plan and Primary Plat review of 474 lots of Area C within 291.4 acres +/- included in the Osborne Trails PUD District.

Current Zoning: Osborne Trails PUD District

Current Land Use: Agriculture / Vacant

Approximate Acreage: 291.4 acres+/-

Property History: 1610-PUD-17 (Osborne Trails PUD Ord. 16-44)
1708-PUD-14 (Osborne Trails PUD Amendment Ord. 17-21)

Exhibits:

1. Staff Report
2. Location Map
3. Concept Plan
4. Primary Plat / Overall Development Plan

Staff Reviewer: Matt Pleasant, Associate Planner

PROCEDURAL

Approval of an Overall Development Plan and Primary Plat must be granted if the submitted plans demonstrate compliance with the terms of the underlying zoning district, subdivision control ordinance and/or applicable PUD District Ordinance, and variances associated with the site, and any commitments associated with the site.

BACKGROUND

The Property is zoned as the Osborne Trails Planned Unit Development District established by [Ordinance 16-44](#) and amended by [Ordinance 17-21](#). To the extent provisions established within the UDO conflict with the provisions of the PUD, then the provisions of the PUD shall supersede and apply.

The petition was reviewed by the Technical Advisory Committee at its October 24, 2017, meeting. This petition has been properly noticed for a public hearing at the Plan Commission's November 6, 2017, meeting.



PROJECT OVERVIEW

Location: The 291.4 acres +/- site includes real estate extending from 191st Street north to property near 19809 Six Points Road, and then from Six Points Road east to Horton Road to include the property of 24 E 191st Street (see **Exhibit 2**).

The PUD establishes three (3) districts with Area A zoned Local Business District, Area B zoned Single Family Attached District, and Area C zoned Single Family High Density District designated as a 55 and older community. For the purpose of this review, Areas A and B have been designated as “Blocks” and will submit their Overall Development Plan and Primary Plat at a later date.

Primary Plat Standards (Article 10.12(J) of UDO)

The plans comply except for those items identified as outstanding below:

- 4) Proposed name of subdivision.
- 5) Names and addresses of the owner, owners, land surveyor or land planner.
- 6) Title, scale, north arrow and date.
- 7) Streets on and adjoining the site of the proposed subdivision, showing the names (which shall not duplicate other names of streets in the community, unless extensions of such streets) and including roadway widths, approximate gradients, types and widths of pavement, curbs, sidewalks, cross-walks, tree plantings and other pertinent data.
- 8) Easements (locations, widths and purposes). (Article 8.3)

Comment: Petitioner is making adjustments requested by staff and coordinating with the Department of Public Works.

- 9) Statement concerning the location and approximate size or capacity of utilities to be installed.
- 10) Layout of Lots (showing dimensions, numbers and square footage). (Article 4.5)
- 11) Parcels of land proposed to be dedicated or reserved for schools, parks, playgrounds or other public, semi-public or community purposes.

Comment: Petitioner will show the Amenity Center location and land designated for Amenity uses.

- 12) Contours at vertical intervals of two (2) feet if the general slope of the site is less than ten percent (10%) and at vertical intervals of five (5) feet if the general slope is greater than ten percent (10%).
- 13) Tract boundary lines showing dimensions, bearings, angles, and references to section, township and range lines or corners.
- 14) Building setback lines. (Article 4.23 & Article 5.3(G))



15) Legend and notes.

Comment: Petitioner will comply once adjustments by staff are included.

16) Drawing indicating the proposed method of drainage for storm sewers and other surface water drainage.

17) Other features or conditions which would affect the subdivision favorable or adversely.

18) A National Cooperative Soil Survey Map showing the soil limitations based upon the intended usage of the development land.

19) A statement from County departments, State highway departments, or the Public Works Department concerning rights-of-way, road improvements, roadside improvements, roadside drainage, entrances, culvert pipes, and other specifications deemed necessary.

20) If private sewage systems, then a statement from the County Health Officer whether private septic system can be used on the property.

21) If legal drain is involved, then a statement from the County Drainage Board or County Surveyor's Office concerning easements, right-of-way, permits, etc.

22) If floodplain is involved, then a statement from the Indiana Department of Natural Resources, Division of Water, concerning construction in floodway, including floodplain high water marks, etc.

DEVELOPMENT PLAN (Article 10.7(E) of the UDO)

Development Plans shall comply with and be reviewed by the Plan Commission upon finding that the Development Plan complies with the following requirements:

23) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.

24) Compliance with all applicable provisions of any Overlay District in which the real estate is located.

25) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:

- a) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
- b) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
- c) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.



DEVELOPMENT PLAN (Article 10.7(G) of the UDO)

The plans comply except for those items identified as outstanding below:

- 26) Overall Development Plan: The purpose of the Overall Development Plan is to preliminarily divide property into Lots, Blocks or Common Area and to ensure compliance with the standards of this Ordinance with regard to Lots (e.g., size, access, general building envelopes), common areas (e.g., perimeter landscaping, shared signage) and shared infrastructure (e.g., drives, streets, cross-access, utilities, drainage). An Overall Development Plan does not include the review of the site layout or building design of individual building Lots; rather, it is intended to generally review Lots, common areas, public spaces and shared infrastructure so that adequate consideration is given to ensure a coordinated development prior to subdividing the property.
- 27) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.
- 28) Address and legal description of the property.
- 29) Boundary lines of the property including all dimensions.
- 30) Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- 31) Location, centerline and width (at the Lot Line) measurements of any proposed or existing Driveways within two hundred (200) feet of the property, and any connection to an Alley must be indicated.
- 32) Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
- 33) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 34) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- Comment: Petitioner will show Little Eagle Creek Trail and is coordinating with the Department of Public Works.**
- 35) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.



- 36) Location and dimensions of all existing structures and paved areas.
- 37) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
- 38) Location of all Floodplain areas within the boundaries of the property.
- 39) Names of legal ditches and streams on or adjacent to the site.
- 40) Location and feasibility statement of all existing and proposed utility facilities and easements, including, but not limited to: sanitary sewer, water, storm water management, electric, gas, telephone and cable.
- 41) Identify buildings proposed for demolition.

Comment: Petitioner will comply once a Demolition Plan is submitted.

- 42) Areas of the property reserved for Development Amenities, Open Space and other similar uses.

Comment: Petitioner will show the Amenity Center location and land designated for Amenity uses.

- 43) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).

DISTRICT STANDARDS (Chapter 4 of the UDO)

The plans comply with Chapter 4.7 of the UDO and Ordinance 16-44: Osborne Trails PUD (Section 6.2) except for those items identified as outstanding below:

- 44) Maximum Lot Area: 6,000sqft
- 45) Minimum Lot Frontage: 35'
- 46) Minimum Building Setback Lines:
 - a) Front Yard: 21'
 - b) Side Yard: 5'
 - c) Rear Yard: 20'
- 47) Minimum Lot Width: 45'
- 48) Maximum Building Height: 2 ½ Stories
- 49) Minimum Living Area (Ground Floor):
 - a) Single Story: 1,200sqft
- 50) Maximum Density: 490 Single-Family Dwellings



DEVELOPMENT STANDARDS (Chapter 6 of UDO)

The plans comply with Chapter 6 of the UDO and Ordinance 16-44: Osborne Trails PUD except for those items identified as outstanding below:

51) Architectural Standards

52) Landscaping Standards (Article 6.8 of UDO and Section 7 of PUD)

a) Tree Preservation Easement

Comment: Petitioner will comply after a Tree Inventory is submitted.

b) Detention and Retention Areas

Comment: Petitioner will comply with an updated Landscape Plan.

c) Street Trees

d) Lot Landscaping Requirements

Comment: Petitioner will comply with an updated Landscape Plan.

e) Foundation Plantings

f) External Street Frontage Landscaping Requirements

i) A black "4-board" fence shall be provided along a minimum of sixty-five percent (65%) of the Street Frontage Planting Area of all Areas of the Real Estate along Six Points Road, 193rd Street, 191st Street, Horton Road and Springmill Road.

ii) Area C: The minimum depth of the landscape area abutting an external street (193rd Street and Six Points Road) adjacent to all non-Front Facing Lots shall be the greater of (i) fifty-four (54) feet or (ii) the distance between the external street Right-of-Way and the Front Façade Lots required in Section 3.3(A) of the PUD.

g) Buffer Yard Requirements

Comment: Reduction of Buffer Yard to 15' abutting AG-SF1 zoning must be approved by Plan Commission. A motion will be made at time of adoption.

i) Selected parcels along Six Points Road

(1) The minimum width of the buffer yard shall be fifty (50) feet.

(2) Ordinance Buffer Yard Type "C" plantings (5 shade trees, 5 evergreen trees, and 20 shrubs per 100 lineal feet) shall be installed (outside the legal drain).

(3) A natural wood color "4-board" fence shall be installed along the property line (on Area C side of the shared property line) south of (outside) the legal drain easement. A row of ornamental grasses shall be installed along the property line



north of the fence and south of the legal drain if such plantings are permitted by the Hamilton County Surveyor's Office.

- (4) Six (6) evergreen trees a minimum of at least eight (8) feet tall at the time of planting shall be installed on each of the three individual parcels at a location of the choosing of the individual parcel owner (outside the legal drain easement). The trees shall be spruce variety and once planted, shall be the responsibility of the individual parcel owner to maintain the trees.

53) Lighting Standards

54) Lot Standards

a) Perimeter Lots

- i) A minimum of eighty percent (80%) of all Dwellings on lots adjacent to an External Street (within 100' of the Right-of-Way of 193rd Street or Six Points Road) shall be designed so the Front Building Façade is oriented toward the External Street ("Front Façade Lots").
- ii) A minimum of fifty percent (50%) of the Dwellings on a Front Façade Lots shall (i) incorporate a side loading or courtyard loading garage or (ii) the External Street Frontage landscape Requirements of Article 6.8(M) shall apply.

55) Setback Standards

56) Sign Standards

57) Vision Clearance Standards

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply with Chapter 8 of the UDO and Ordinance 16-44: Osborne Trails PUD except for those items identified as outstanding below:

58) Block Standards (Article 8.1)

59) Easement Standards (Article 8.3)

Comment: Petitioner is working with the Department of Public Works.

60) Monument and Marker Standards (Article 8.5)

61) Open Space and Amenity Standards (Article 8.6 and Section 9 of PUD)

Comment: Petitioner will comply once an updated Landscape Plan has been submitted.

a) Passive Amenities

- i) Open Space including trails shall be provided for passive recreation opportunities in substantial compliance with the Area C: Pedestrian Connectivity Plan. The final



locations are subject to existing easements and final engineering. If trails are prevented from being installed as shown, then alternative trail locations may be approved by the Director that still provide comparable access and connectivity to the District's Open Space.

b) Amenity Facility

Comment: Petitioner will comply once Staff received updated plans labelling where Development Amenities will be placed.

62) Pedestrian Network Standards (Article 8.7)

a) Internal Pedestrian Network Standards (Section 3.3(B) of PUD)

- i) An internal path network shall be required which provides connectivity between Six Points Road, the north perimeter of Area C, the east perimeter of Area C, the shared perimeter with Area B and 193rd Street, in substantial compliance with the pedestrian connectivity plan, attached hereto as the Exhibit D, Area C – Pedestrian Connectivity Plan of the PUD.

Comment: Petitioner is working with Staff and the Department of Public Works to ensure compliance.

b) Perimeter/External Pedestrian Network Standards

c) Little Eagle Creek Trail

Comment: Petitioner is working with the Department of Public Works on standards and location of Trail.

63) Storm Water Standards (Article 8.8)

64) Street and Right-of-Way Standards (Article 8.9 and 8.1 of PUD)

Comment: Petitioner is working with Staff and the Department of Public Works to ensure Right-of-Way Standards.

65) Street Light Standards (Article 8.10)

Comment: Petitioner will be comply once updated plans are submitted showing streetlights.

66) Street Sign Standards (Article 8.11)

67) Surety Standards (Article 8.12)

68) Utility Standards (Article 8.13)



DEPARTMENT COMMENTS

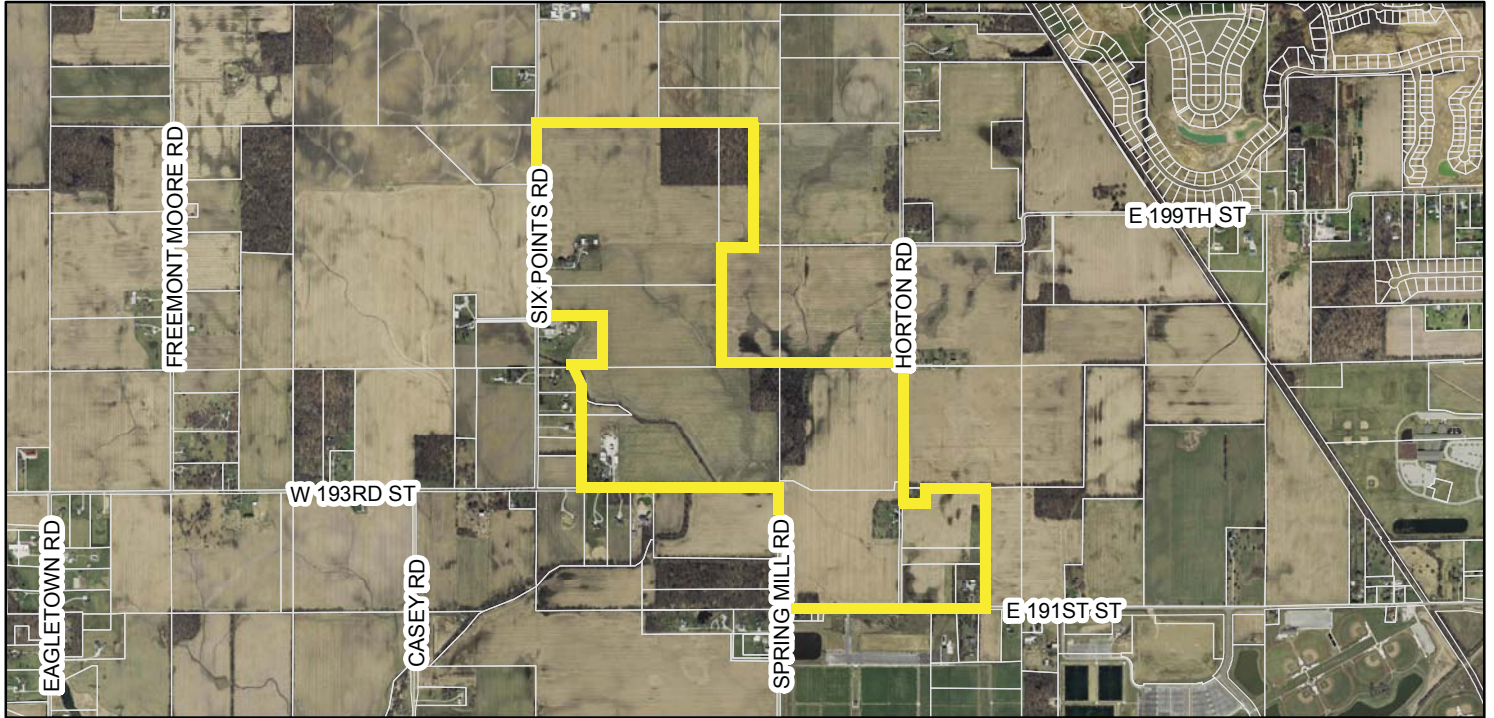
- 1) **ACTION: Hold a public hearing at the November 6, 2017, APC meeting.**
- 2) The petitioner will make any necessary revisions to the proposal based on Plan Commission comments, public comments and any additional Department comments, prior to the Plan Commission's further consideration.
- 3) If any Plan Commission member has questions prior to the public hearing, then please contact Matt Pleasant at 937.974.5096 or mpleasant@westfield.in.gov.



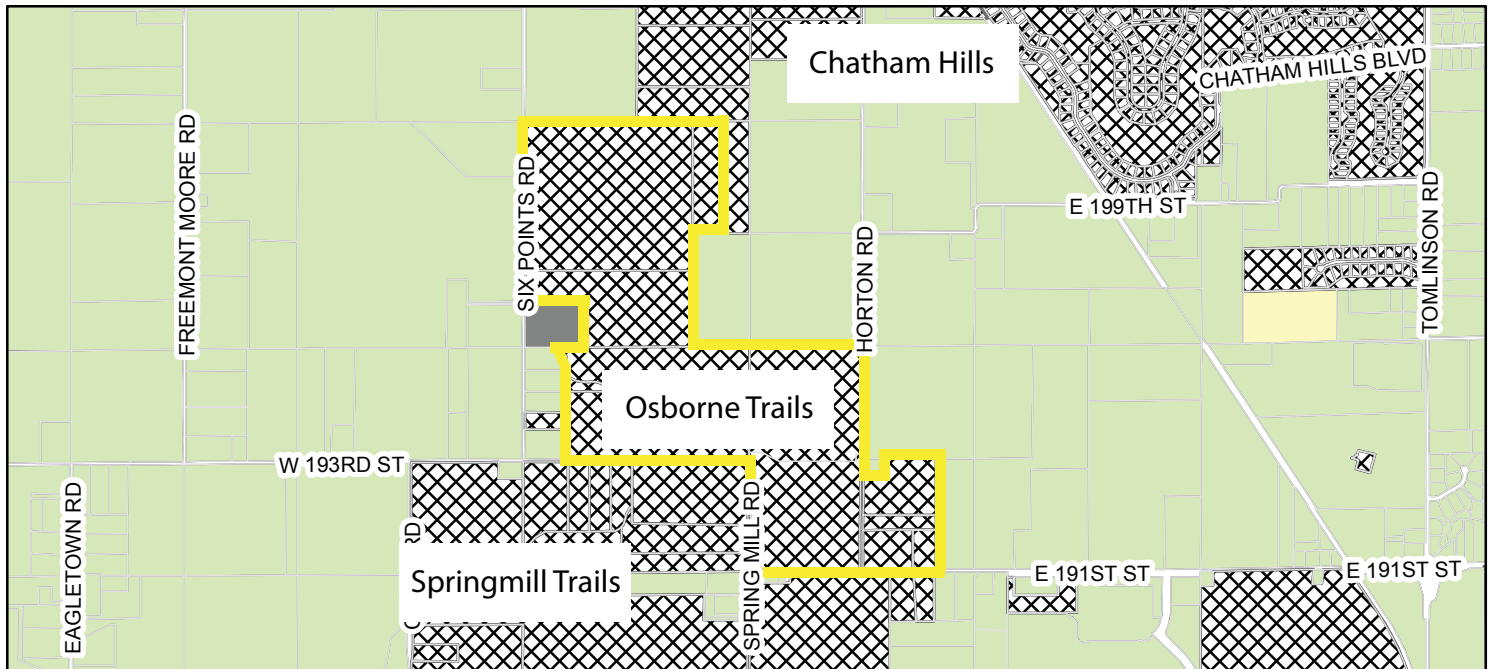
Property Location Map
1711-ODP-11 & 1711-SPP-11
Osborne Trails



Aerial Location Map



Zoning Map

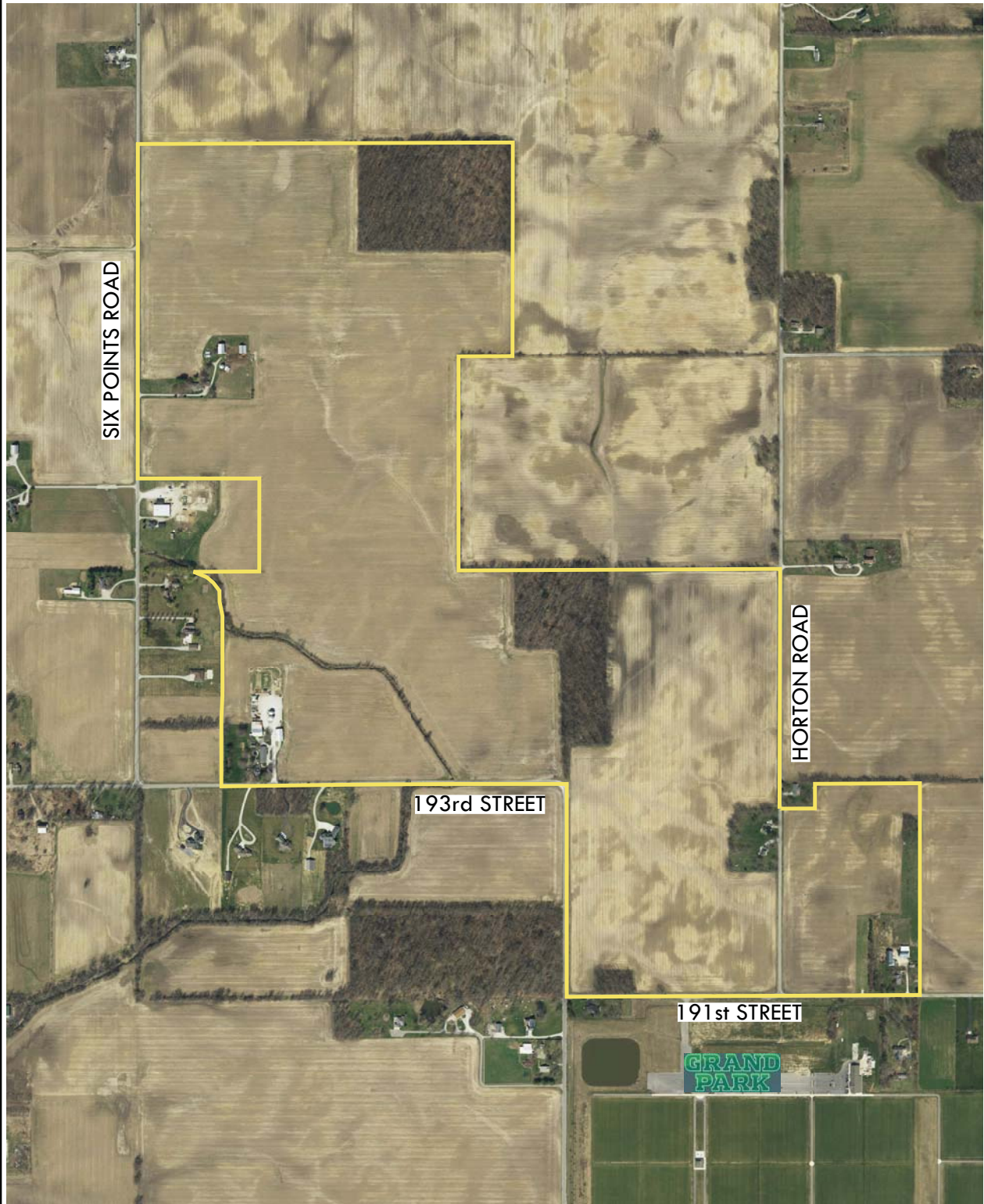


Legend

	Parcel		AG-SF1 (Agriculture - Single Family - 1)		OI (Open Industrial)		PUD (Planned Unit Development)		SF-2 (Single Family - 2)
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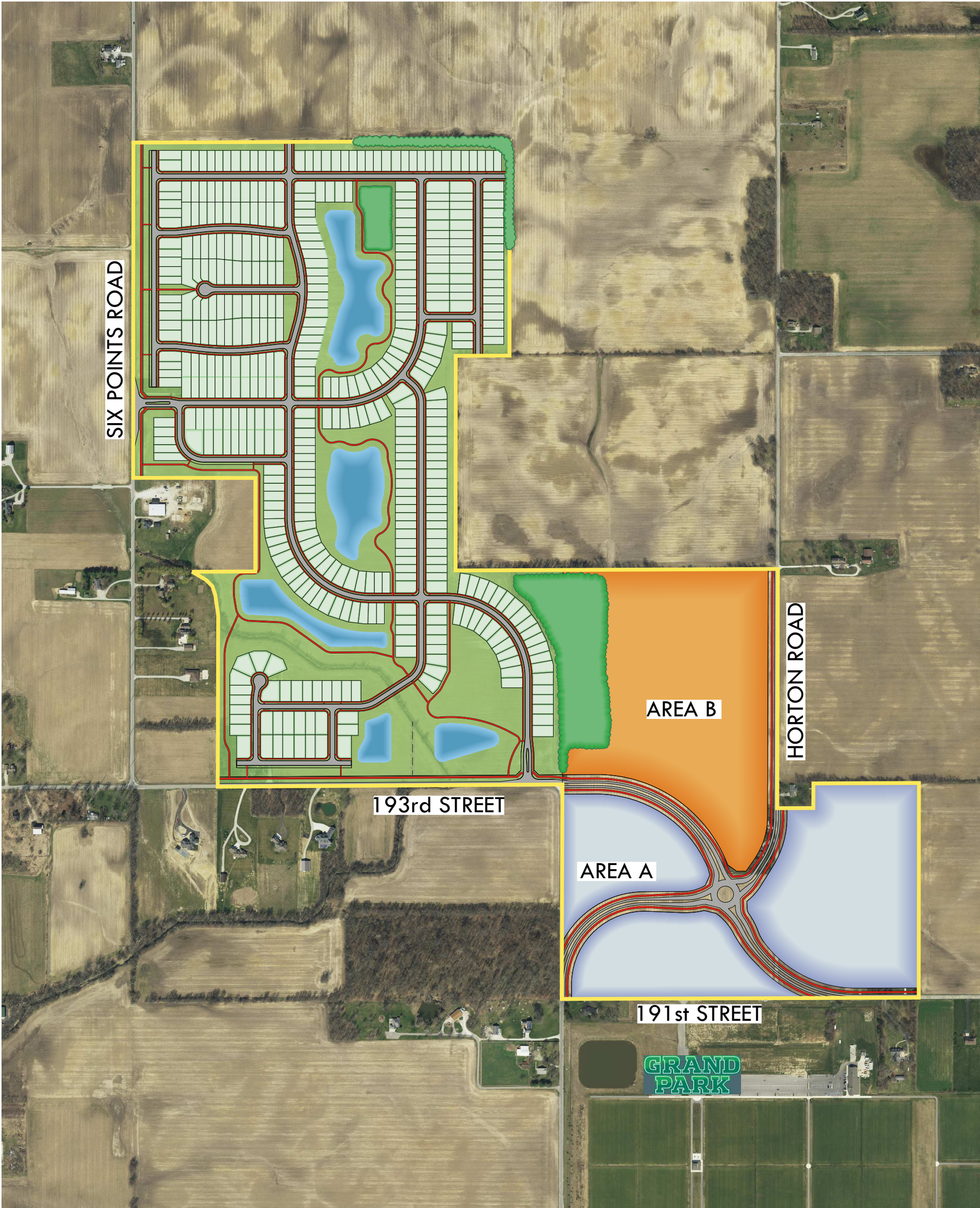
OSBORNE TRAILS

Westfield, Indiana



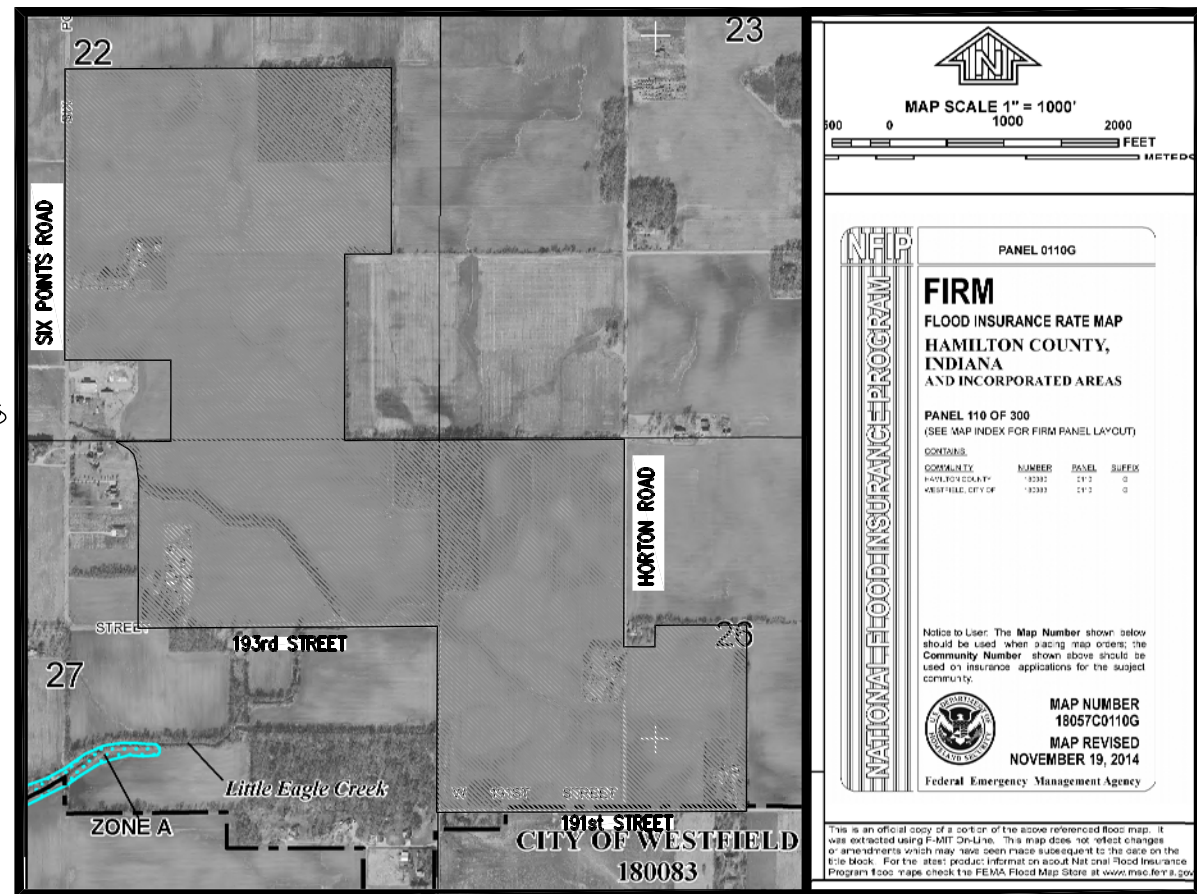
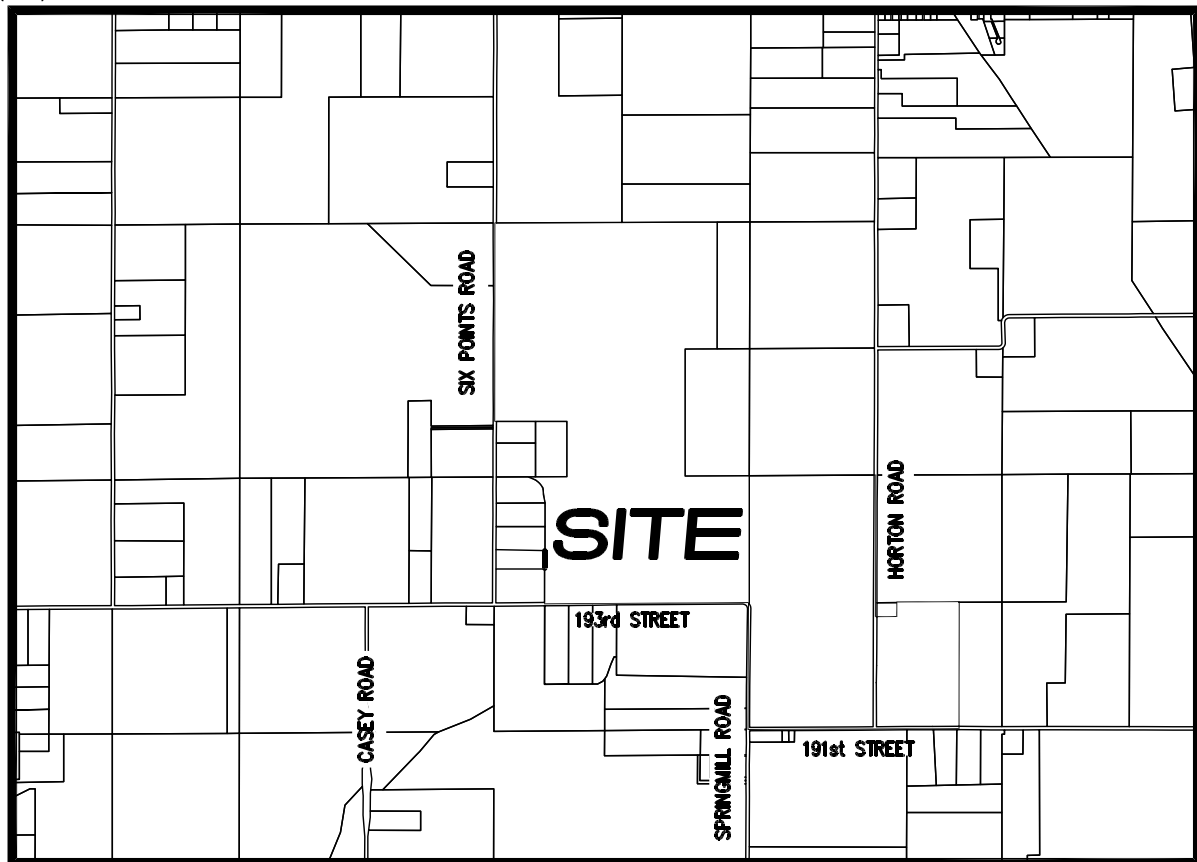
OSBORNE TRAILS

Westfield, Indiana



THIS INSTRUMENT PREPARED BY:
DENNIS D. OLMSTEAD
STOEPPELWERTH AND ASSOCIATES INC.
7965 EAST 106TH STREET
FISHERS, INDIANA 46038
PHONE: (317) 849-5935

THIS INSTRUMENT PREPARED FOR:
PLATINUM PROPERTIES
MANAGEMENT CO., LLC
9757 WESTPOINT DRIVE, SUITE 600
INDIANAPOLIS, INDIANA 46256
CONTACT: PAUL ROLK
PHONE: (317) 863-2053



FLOOD STATEMENT
THIS SITE DOES NOT LIE WITHIN A ZONE
PER FIRM 18057C0110G DATED
NOVEMBER 19, 2014

INDEX

SHT.	DESCRIPTION
C001	COVER SHEET
C101-C129	PRIMARY PLAT / DEVELOPMENT PLAN
C900-915	LANDSCAPE PLAN

REVISIONS

SHT.	DESCRIPTION

76515PLA Legal Description

A part of the Southeast Quarter of Section 22 and part of the Northeast Quarter of Section 27, both in Township 19 North, Range 3 East, in Washington Civil Township, Hamilton County, Indiana, more particularly described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 22; thence North 89 degrees 45 minutes 47 seconds East (assumed bearing) 2,316.32 feet along the North line of said Southeast Quarter to the Northeast corner of the West Half of the East Half of the Northeast Quarter of said Southeast Quarter; thence South 00 degrees 02 minutes 48 seconds West 1,321.98 feet along the East line of the West Half of said East Half to the Southeast corner of said West Half; thence South 89 degrees 44 minutes 37 seconds West 330.91 feet along the South line of said West Half to the Northeast corner of 60 acre parcel owned by Mary Margaret Banas recorded in Instrument No. 9709756552 in the Office of the Recorder of Hamilton County, Indiana; thence the next two (2) courses are along the west and south lines of said 60 acre parcel; (1) South 00 degrees 02 minutes 47 seconds West 1,322.09 feet to the South line of said Southeast Quarter; (2) North 89 degrees 43 minutes 26 seconds East 661.94 feet along the South line of said Southeast Quarter to the Northeast corner of the Northeast Quarter of said Section 27; thence North 89 degrees 43 minutes 52 seconds East 1,323.21 feet to the Northeast corner of the West Half of the Northwest Quarter of said Section 26; thence South 00 degrees 10 minutes 08 seconds West along the East line thereof 1,473.64 feet; thence North 89 degrees 46 minutes 58 seconds East 222.09 feet; thence North 00 degrees 13 minutes 46 seconds East 151.90 feet; thence North 89 degrees 45 minutes 18 seconds East 649.83 feet; thence South 00 degrees 03 minutes 26 seconds West 1,322.17 feet to a point on the South line of the Northwest Quarter of said Section 26; thence South 89 degrees 46 minutes 58 seconds West along said South line 874.65 feet to the Southeast corner of the West Half of the Northwest Quarter of said Section 26; thence South 89 degrees 46 minutes 30 seconds West along the South line thereof 1,323.57 feet to the Southwest corner of said Northwest Quarter of Section 26; thence North 00 degrees 10 minutes 36 seconds East along the West line thereof 1,321.30 feet to the Southeast corner of the North Half said Northeast Quarter; thence South 89 degrees 37 minutes 54 seconds West 2,122.72 feet along the South line of the North Half of said Northeast Quarter to the Southeast corner of the 4.46 acre parcel owned by Duke Energy; thence North 00 degrees 11 minutes 07 seconds East 370.00 feet; thence North 99 degrees 09 minutes 11 seconds East 184.72 feet; thence North 00 degrees 10 minutes 26 seconds East 500.00 feet to the center of Little Eagle Creek; thence the next four (4) courses are along the center of Little Eagle Creek as it is now located; (1) North 08 degrees 12 minutes 24 seconds West 128.47 feet; (2) North 18 degrees 29 minutes 35 seconds West 55.93 feet; (3) North 44 degrees 44 minutes 41 seconds West 53.17 feet; (4) North 59 degrees 22 minutes 53 seconds West 100.64 feet to the North line of the Northeast Quarter of said Section 27, which line is also the South line of the Southeast Quarter of said Section 22; thence North 89 degrees 43 minutes 26 seconds East 388.64 feet to the Southeast corner of the 9.99 acre parcel owned by Boulder Investments, LLC as recorded in Instrument No. 2015-057262 in said Recorder's Office; thence the next two (2) courses are along the East and North lines of said 9.99 acre parcel; (1) North 00 degrees 02 minutes 35 seconds East 576.03 feet; (2) North 89 degrees 57 minutes 25 seconds West 752.56 feet to the West line of the Southeast Quarter of said Section 22; thence North 00 degrees 03 minutes 18 seconds East 2,065.32 feet along said West line to the Place of Beginning, containing 291.359 acres, more or less.

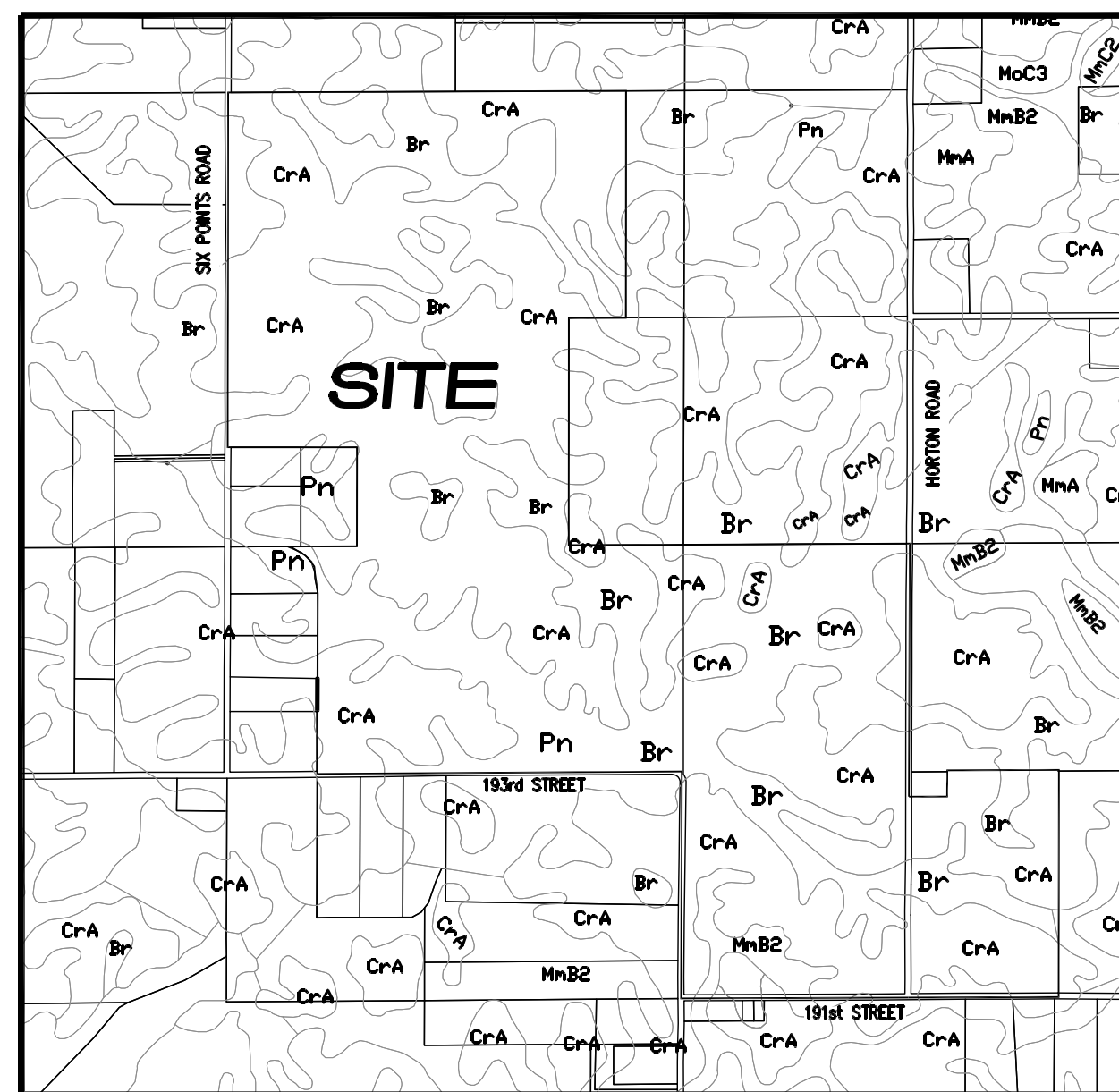
SF 4 Zoning:

A part of the Southeast Quarter of Section 22 and part of the Northeast Quarter of Section 27, both in Township 19 North, Range 3 East, in Washington Civil Township, Hamilton County, Indiana, more particularly described as follows:

Beginning at the Northwest corner of the Southeast Quarter of said Section 22; thence North 89 degrees 45 minutes 47 seconds East (assumed bearing) 2,316.32 feet along the North line of said Southeast Quarter to the Northeast corner of the West Half of the East Half of the Northeast Quarter of said Southeast Quarter; thence South 00 degrees 02 minutes 48 seconds West 1,321.98 feet along the East line of the West Half of said East Half to the Southeast corner of said West Half; thence South 89 degrees 44 minutes 37 seconds West 330.91 feet along the South line of said West Half to the Northeast corner of 60 acre parcel owned by Mary Margaret Banas recorded in Instrument No. 9709756552 in the Office of the Recorder of Hamilton County, Indiana; thence the next two (2) courses are along the west and south lines of said 60 acre parcel; (1) South 00 degrees 02 minutes 47 seconds West 1,322.09 feet to the South line of said Southeast Quarter; (2) North 89 degrees 43 minutes 26 seconds East 661.94 feet along the South line of said Southeast Quarter to the Northeast corner of the Northeast Quarter of said Section 27; thence South 00 degrees 10 minutes 36 seconds West 1,321.30 feet to the Southwest corner of the North Half said Northeast Quarter; thence South 89 degrees 37 minutes 54 seconds West 2,122.72 feet along the South line of the North Half of said Northeast Quarter to the Southeast corner of the 4.46 acre parcel owned by Duke Energy; thence North 00 degrees 11 minutes 07 seconds East 370.00 feet; thence North 99 degrees 09 minutes 11 seconds East 184.72 feet; thence North 00 degrees 10 minutes 26 seconds East 500.00 feet to the center of Little Eagle Creek; thence the next four (4) courses are along the center of Little Eagle Creek as it is now located; (1) North 08 degrees 12 minutes 24 seconds West 128.47 feet; (2) North 18 degrees 29 minutes 35 seconds West 55.93 feet; (3) North 44 degrees 44 minutes 41 seconds West 53.17 feet; (4) North 59 degrees 22 minutes 53 seconds West 100.64 feet to the North line of the Northeast Quarter of said Section 27, which line is also the South line of the Southeast Quarter of said Section 22; thence North 89 degrees 43 minutes 26 seconds East 388.64 feet to the Southeast corner of the 9.99 acre parcel owned by Boulder Investments, LLC as recorded in Instrument No. 2015-057262 in said Recorder's Office; thence the next two (2) courses are along the East and North lines of said 9.99 acre parcel; (1) North 00 degrees 02 minutes 35 seconds East 576.03 feet; (2) North 89 degrees 57 minutes 25 seconds West 752.56 feet to the West line of the Southeast Quarter of said Section 22; thence North 00 degrees 03 minutes 18 seconds East 2,065.32 feet along said West line to the Place of Beginning, containing 185.3 acres, more or less.

PRIMARY PLAT / DEVELOPMENT PLAN for OSBORNE TRAILS WESTFIELD, INDIANA PUD ZONING

GRAPHIC SCALE
300' 0 150' 300'
(IN FEET)
1" = 300 FT



SOILS MAP
SCALE: 1"=1000'
Br / CrA / MnB2

SITE = 185.3Ac.±(SF4)
TOTAL LOTS = 474
DENSITY - 2.56 u/a

TOTAL COMMON AREA = 67.7Ac.± (36.5%)
(residential)

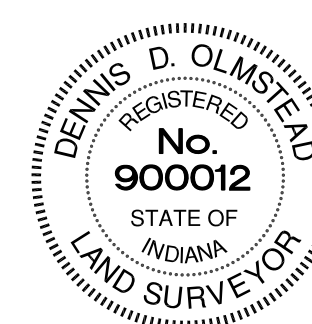
ZONING PUD
SF4 STANDARDS:
FRONT YARD SETBACK - 21' min.
SIDE YARD SETBACK - 5' min.
REAR YARD SETBACK - 20' min.

RESIDENTIAL DESIGN DATA

474 LOTS
185.300 AC. = 2.56 LOTS/ACRE
OPEN SPACE = 67.70 Ac. +/-

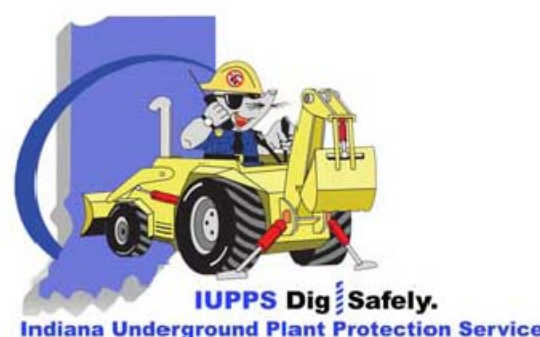
SUMRALL PLACE	5,014.46 L.F.
EHRLICH LANE	2,955.43 L.F.
SAPP CIRCLE	600.00 L.F.
BAIRD WAY	1,459.00 L.F.
BENDER WAY	349.00 L.F.
COWIE LANE	1,105.81 L.F.
FAUDREE DRIVE	2,189.99 L.F.
HARLEY LANE	849.74 L.F.
BULGER LANE	849.74 L.F.
ELISE DRIVE	961.76 L.F.
MCDONALD PLACE	2,943.99 L.F.
WILKEY CIRCLE	160.72 L.F.
MICHELLE LANE	349.00 L.F.
BRINDLE STREET	349.00 L.F.
KECK WAY	708.00 L.F.
TOTAL	20,845.64 L.F.

D. D. OLMSTEAD
9/29/17
DENNIS D. OLMSTEAD
REGISTERED LAND SURVEYOR
NO. 900012



PLANS PREPARED BY:

STOEPPELWERTH & ASSOCIATES, INC.
CONSULTING ENGINEERS & LAND SURVEYORS
7965 E. 106TH STREET, FISHERS, INDIANA 46038
PHONE: (317)-849-5935
FAX: (317)-849-5942
CONTACT PERSON: DENNIS D. OLMSTEAD
EMAIL: DOLMSTEAD@STOEPPELWERTH.COM



811
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WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

November 6, 2017

1711-PUD-22

Exhibit 1

Docket Number: 1711-PUD-22 (Ordinance No. 17-40)

Petitioner: Grand Junction Properties, LLC by OnPointe Land Matters, LLC

Request: A change of zoning from the GB: General Business District to the Park Street in the Junction II Planned Unit Development (PUD) District.

Current Zoning: GB: General Business

Property Size: 0.25 acres +/-

Current Land Use: Single-family Residential Structures

Exhibits:

1. Staff Report
2. Location Map
3. Draft Ordinance (Ord. 17-40)
4. Property Context Exhibit
5. Concept Plan
6. Illustrative Elevations
7. Grand Junction Task Group Support Letter
8. Neighborhood Meeting Summary

Staff Reviewer: Daine Crabtree, Associate Planner

PETITION HISTORY

This petition was introduced at the October 9, 2017, City Council meeting. The petition will receive a public hearing at the November 6, 2017, Advisory Plan Commission (the "APC") meeting.

This petition was presented to the Grand Junction Task Group (the "GJTG") on October 10, 2017.

The petitioner held a neighborhood meeting on October 10th at the restaurant Chiba and received no comments.

PROJECT OVERVIEW

Project Location: The subject property is located at 231 Park Street, consisting of 0.25 acres +/- (see **Exhibit 2**). The property includes one existing single-family residential structure (see **Exhibit 3**), which is currently zoned GB: General Business. The Comprehensive Plan's Grand Junction Sub-District Addendum, as further summarized herein, identifies the property as being located within the "Park Street Sub-Area" of the "Junction Sub-District" of the "Grand Junction District" (see **Exhibit 6**).

Project Description: The petitioner is requesting a change of zoning to a Planned Unit Development (PUD) District to be known as the “Park Street in the Junction II¹”, that would allow for the adaptive reuse of the existing single-family structure for commercial use, as illustrated on the Concept Plan (see **Exhibit 5**). The proposed renovations are intended to be consistent with the character of the petitioner’s other renovated properties in the corridor. The proposed renovations are consistent with the Grand Junction Sub-District Addendum for the Park Street corridor. With the exception of setbacks, the proposed ordinance mirrors Ordinance 16-25 (the “Park Street in the Junction” PUD) which was approved at the August 8, 2016, City Council meeting permitting the restaurant Chiba, which is currently in operation.

Underlying Zoning District: The proposed PUD District Ordinance (the “PUD Ordinance”) (see **Exhibit 3**) defaults to the Westfield – Washington Township Unified Development Ordinance (the “UDO”), with the GB: General Business District² as the Underlying Zoning District.

Permitted Uses: The PUD Ordinance permits those uses permitted by the Underlying Zoning District; however, restricts and prohibits uses that are automobile-dominated with a drive-through or pick-up window (e.g., gasoline service station, fast food restaurants), consistent with the recommendations of the Grand Junction Sub-District Addendum.

Development Standards: As proposed, the PUD Ordinance establishes enhanced or alternative development standards from the Underlying Zoning District (Chapter 6 of the UDO). These modifications would codify the existing lot and existing buildings (e.g., setbacks, lot sizes). The proposed modifications also incorporate as standards the guidelines (e.g., architecture, landscaping, parking, signs) from the Grand Junction Sub-District Addendum that better accommodate the desired character of the Park Street corridor.

Design Standards: As proposed, the PUD Ordinance defaults to the UDO for the applicable infrastructure and design standards (Chapter 8 of the UDO).

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan identifies the property within the “Downtown” land use classification. The “Downtown” area was further studied in 2008 after the formation of the Grand Junction Task Group (the “GJTG”). The study resulted in an amendment to the Comprehensive Plan known as the Grand Junction Master Plan and Addendum, adopted in 2009, and then subsequently the adoption of the [Grand Junction Implementation Plan](#) (the “Implementation Plan”), an amendment to the Comprehensive Plan adopted in 2013. The studied land use component of the Implementation Plan identified several sub-districts.

In 2015, the Grand Junction Addendum: Sub-Districts of the Grand Junction was adopted, and then amended in May, 2016, to include the Junction Sub-District (the [“Sub-District Addendum”](#)).

¹ The Grand Junction Sub-District Addendum (page 64) recommends the following naming convention for PUD Districts within the Junction Sub-District: “[Project Name] in the Junction PUD District”.

² The Grand Junction Sub-District Addendum (page 64) recommends the GB: General Business District as the appropriate underlying zoning district for PUD District ordinances in the Junction Sub-District.

The subject property is located within the Junction Sub-District. The Sub-District Addendum further identifies this property as being located within the “Park Street Corridor” sub-area (see [Exhibit 6](#)). The Sub-District Addendum provides a detailed vision for the Junction Sub-Districts, as established by the Implementation Plan, and the various sub-areas established by the Sub-District Addendum.



The vision for the Junction Sub-District is to accommodate future mixed-use development and redevelopment with the core of downtown by balancing the historic charm and character with contemporary, place for visitors and residents to connect, shop, eat, live, work and be entertained. The Junction Sub-District is intended to serve as a focal point for the community, and is where a complete range of goods, services and entertainment are located.

The desired character for the “**Park Street Corridor**” sub-area is characterized as follows (pg. 19 of the Sub-District Addendum):

Due to its separation from Main Street (SR32), this corridor is anticipated to have less vehicular traffic than Jersey Street to the north, which lends itself to a more pedestrian-oriented design and streetscape that embraces the Midland Trace Trail and related land uses.

The overarching vision for this sub-area is a village character that includes the adaptive reuse of existing structures (see Figure 2.3: Existing Adaptively Reused Buildings) while encouraging new construction on individual lots that is contextually appropriate.

Appropriate land uses primarily include restaurants, specialty shops, and uses that otherwise complement the Midland Trace Trail. Sites should be designed to provide opportunities for outdoor experiences that connect with the public realm of the Park Street streetscape and/or that embrace and are aesthetically sensitive to the Midland Trace Trail.

The village character includes smaller lots, minimal building setbacks, one or two story eclectic buildings, and front porches and entryways that are oriented towards the street. The north edge of the corridor near Jersey Street and the Main Street Corridor may provide for shared parking opportunities for uses within this sub-area.

The Sub-District Addendum further establishes recommended design requirements (e.g., parking (pg. 44) landscaping (pg. 48), lighting (pg. 55), signage (pg. 52), architecture (pg. 56, pg. 60), land uses (pg. 23) for development within the Park Street Corridor.

The petitioner met with the Grand Junction Task Group on October 10, 2017, and has received support for the proposed PUD (see **Exhibit 7**).

PROCEDURAL

Public Hearing: Changes in zoning are required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the November 6, 2017, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission's Rules of Procedure.

The petitioner hosted an open house on October 10, 2017, as required by Article 10.9(C)(1)(f) of the UDO for proposed PUD Districts. The petitioner has provided a summary of that meeting, which is included as **Exhibit 8**.

Statutory Considerations:

Indiana Code 36-7-4-603 states that in the consideration of zoning ordinance amendments and zone map changes that reasonable regard shall be paid to:

1. The Comprehensive Plan.
2. Current conditions and the character of current structures and uses.
3. The most desirable use for which the land is adapted.
4. The conservation of property values throughout the jurisdiction.
5. Responsible growth and development.

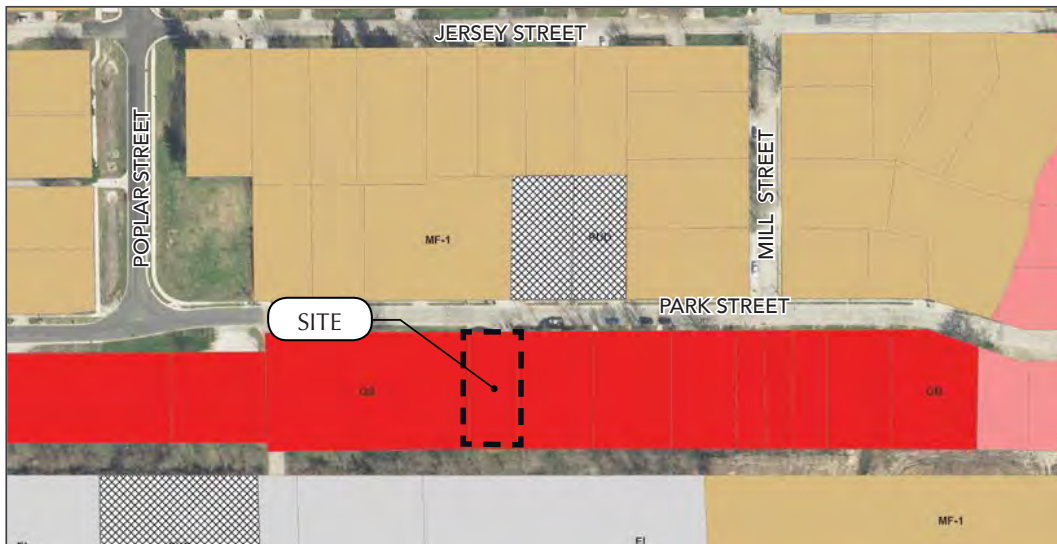
DEPARTMENT COMMENTS

1. **Action:** Hold a public hearing at the November 6, 2017, Plan Commission meeting. If neither the public nor the Plan Commission have any concerns and are satisfied with the proposed Park Street in the Junction II PUD (1711-PUD-22), the Department recommends forwarding the PUD to the City Council with a favorable recommendation.
2. If any Plan Commission member has questions prior to the public hearing, then please contact Daine Crabtree at 317.416.2586 or dcrabtree@westfield.in.gov.

LOCATION MAP

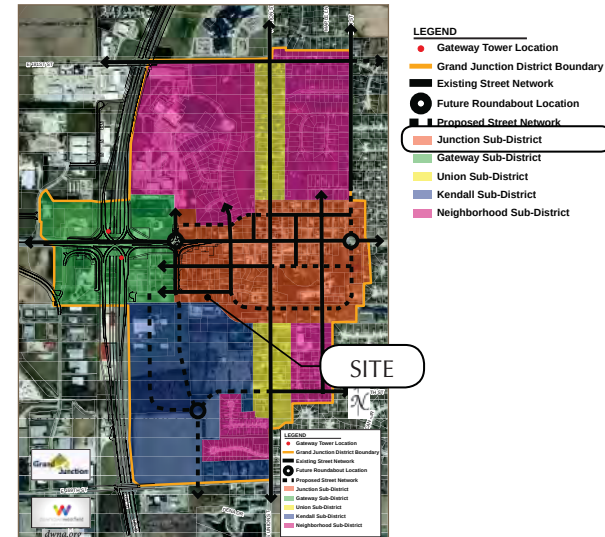


ZONING MAP



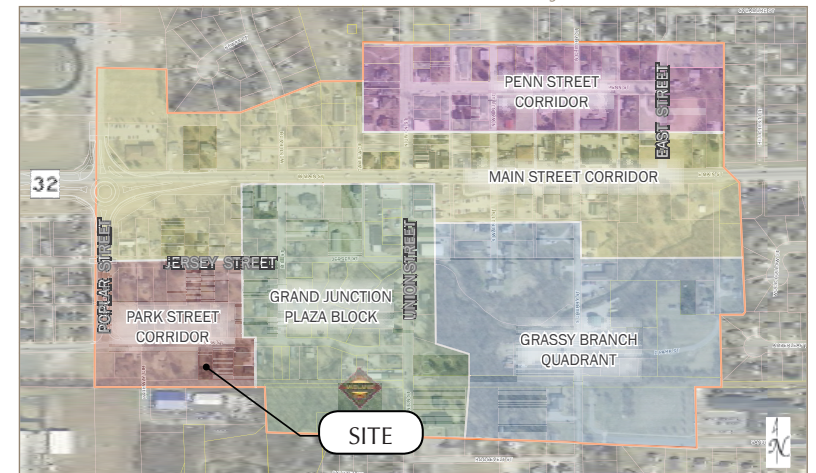
COMPREHENSIVE PLAN

Figure A: Grand Junction Sub-District Map
(Source: Grand Junction Implementation Plan 2013)



2. junction sub-district

Figure 2.2: Junction Sub-District Sub-Areas



PARK STREET IN THE JUNCTION II

PLANNED UNIT DEVELOPMENT DISTRICT

ORDINANCE NUMBER 17-40

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO THE UNIFIED DEVELOPMENT ORDINANCE

This is a Planned Unit Development District Ordinance (to be known as the “**PARK STREET IN THE JUNCTION II PUD DISTRICT**”) to amend the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the “Unified Development Ordinance”), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code § 36-7-4 et seq., as amended.

WHEREAS, the City of Westfield, Indiana (the “City”) and the Township of Washington, both of Hamilton County, Indiana are subject to the Unified Development Ordinance;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (**Petition No. 1711-PUD-22**), requesting an amendment to the Unified Development Ordinance and to the Zoning Map with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the “Real Estate”);

WHEREAS, the Commission forwarded **Petition No. 1711-PUD-22** to the Common Council of the City of Westfield, Hamilton County, Indiana (the “Common Council”) with a _____ recommendation (____ - ____) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505;

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on _____, 2017;

WHEREAS, the Common Council is subject to the provisions of the Indiana Code §36-7-4-1507 and Indiana Code § 36-7-4-1512 concerning any action on this request; and

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Westfield, Hamilton County, Indiana, meeting in regular session, that the Unified Development Ordinance and Zoning Map are hereby amended as follows:

Section 1. Applicability of Ordinance.

- 1.1 The Unified Development Ordinance and Zoning Map are hereby changed to designate the Real Estate as a Planned Unit Development District to be known as “**Park Street in the Junction II**” or “**Park Street II**” (the “District”).
- 1.2 Development of the Real Estate shall be governed by: (i) the provisions of this Ordinance and its exhibits; and (ii) the provisions of the Unified Development Ordinance, as amended and applicable to the Underlying Zoning District or a Planned Unit Development District, except as modified, revised, supplemented or expressly made inapplicable by this Ordinance.
- 1.3 Chapter (“Chapter”) and Article (“Article”) cross-references of this Ordinance shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.

- 1.4 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Ordinance are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Ordinance.

Section 2. **District Intent.** The District is intended to support the vision of the Westfield-Washington Township Comprehensive Plan, as amended by the Grand Junction Implementation Plan 2013 (Resolution 13-112) and the Grand Junction Addendum: Sub-Districts of the Grand Junction (Resolution 15-119, as amended by Resolution 16-106) (the “Sub-District Addendum”). This Ordinance further creates the regulatory framework to encourage and permit the Real Estate to be developed and used in accordance with the vision of the Sub-District Addendum.

Section 3. **Definitions.** Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance.

- 3.1 Building, Existing: A Building constructed prior to the effective date of this Ordinance, as generally depicted on the Concept Plan and Existing Character Exhibit.

- 3.2 Building, New: A Building constructed after the effective date of this Ordinance.

Section 4. **Concept Plan.** The Concept Plan, attached hereto as **Exhibit B**, is hereby incorporated in accordance with Article 10.9(F)(2) Planned Unit Development Districts; PUD District Ordinance Requirements; Concept Plan. The Real Estate shall be developed in substantial compliance with the Concept Plan.

Section 5. **Underlying Zoning District.** The Underlying Zoning District shall be the GB: General Business District (the “Underlying Zoning District”).

Section 6. **Permitted Uses.** All uses permitted in the Underlying Zoning District shall be permitted on the Real Estate except as otherwise set forth below.

- 6.1 Prohibited Uses: A Gasoline Service Station and other automobile-dominated uses with a drive-through or pick-up window (e.g., restaurant, pharmacy, and financial institution).

Section 7. **General Regulations.** The standards of Chapter 4 Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the Real Estate, except as otherwise modified below.

- 7.1 Minimum Lot Frontage: No minimum.

- 7.2 Minimum Lot Size: No minimum.

- 7.3 Minimum Building Setback Lines:

A. Front Yard: No minimum

B. Side Yard: Five (5) feet

C. Rear Yard: Ten (10) feet

- 7.4 Maximum Front Yard Building Setback Line for a Principal Building: Forty (40) feet

- 7.5 Minimum Principal Building Separation: Twenty (20) feet

- 7.6 Building Size: No minimum or maximum size; however, to maintain and enhance the desired character of the Park Street corridor, a single use or tenant shall not exceed five thousand (5,000) square feet per Building and there shall be a maximum of two (2) tenants per Building.

Section 8. **Development Standards.** The standards of Chapter 6 Development Standards shall apply, except as otherwise modified below.

- 8.1 Article 6.1 Accessory Use and Building Standards: Shall apply, except as otherwise modified below.
- A. Article 6.1(D) Building Location: Accessory Buildings shall be subject to the Minimum Building Setback Lines set forth herein.
 - B. Article 6.1(H) Screening of Receptacles and Loading Areas: Shall apply, except as otherwise modified below:
 - (1) Article 6.1(H)(2) shall be amended to require that enclosures shall not be located in an Established Front Yard and shall have a minimum setback of two (2) feet from a Side or Rear Lot Line.
 - (2) Article 6.1(H)(3) shall be amended to permit materials for an enclosure that matches and complements the character and materials of the Principal Building.
 - (3) Article 6.1(H)(6) shall not apply. Dumpster enclosures shall not be required to have pedestrian access openings (dumpster man-doors).
- 8.2 Article 6.3 Architectural Standards: Shall not apply except as otherwise set forth below. The following shall apply, as incorporated from the recommendations of the Sub-District Addendum.
- A. Franchise and Prototype Architecture: Buildings that are stylized in an attempt to use the building itself as advertising or is contractually required as a standardized or prototype building by a use as a formula from or for another location shall be prohibited, particularly where the proposed architecture is the result of corporate or franchise architecture.
 - B. Existing Building:
 - (1) The Existing Building, as characterized in the Existing Character Exhibit, attached hereto as **Exhibit C**, shall not be required to comply with the Architectural Standards of this Ordinance, unless otherwise provided herein.
 - (2) Renovations and new improvements to the Existing Building shall be required to comply with the Architectural Standards set forth herein, as architecturally appropriate. Renovations and new improvements shall be done in a way that enhances the Existing Building and furthers the objectives of the Sub-District Addendum.

- C. Architectural Theme: A New Building or renovation/addition of an Existing Building shall enhance and be compatible with surrounding buildings. Sensitivity shall be given to the character of the building in relation to the Park Street corridor and adjacent buildings.
- D. Roofs: Article 6.3(F)(7) Roof Design shall apply; however, flat roofs shall be prohibited. Exceptions for Accessory Buildings or ancillary roofs may be permitted, as architecturally appropriate.
- E. Street Level Architecture: The street level of a Principal Building shall be designed with architecture that engages the street/sidewalk in a contextually appropriate manner, and integrates the building and landscape architecture.
- F. Pedestrian Scale: Pedestrian scale detailing shall be incorporated on the Front Building Façade. Particularly, the street level of the Front Building Façade shall incorporate a higher level of visual interest and richer architectural detailing. Overall façade composition shall break the building down into smaller distinct portions to provide a small-scale impression.
- G. Building Materials for Existing Buildings: Existing buildings on the Real Estate and in the Park Street corridor include a variety of shake shingles, clapboard siding, brick and stone. Expansions or renovations of existing buildings on the Real Estate shall utilize existing building materials that complement an Existing Building.
- H. Building Materials for New Buildings: The following shall apply to new buildings on the Real Estate.
 - (1) Permitted Materials: New buildings shall be faced with authentic natural materials such as wood, brick, and stone. Highly reflective materials, exterior insulation finishing systems (EIFS), vinyl siding, and concrete block shall be prohibited.
 - (2) Alternate Materials: The limited use of alternate materials (e.g., synthetic materials, fiber cement siding, vinyl siding, or other modern materials) as a secondary exterior building material may be appropriate on a case by case basis if used in the same way as traditional materials, and is consistent with an intended historical architectural style (e.g., shape, size, profile, texture matching the historical practice when these elements were used).
 - (3) Durability: Building materials shall be selected for long-term durability and minimal maintenance requirements, particularly at pedestrian levels. Less durable materials (e.g., stucco, fiber cement siding) shall only be used above the first story.
 - (4) Foundations: Exposed foundations shall be covered with masonry materials (e.g., limestone, granite, fieldstone) or architectural concrete that matches a color and texture that is historically consistent with the building's architectural style.

- I. Material Variation: The building material selection for all Building Facades shall be supplemented with multiple colors and multiple textures (e.g., rough, smooth, striated, etc.).
- J. Material Transitions: If material changes are proposed, then they shall generally occur at corners, changes of exterior planes, or be delineated by a specific horizontal transitional detail such as pronounced belt course or substantial reveal. The heavier material shall always be placed beneath the lighter material.
- K. Trim Details: Trim details such as corner beads, window and door trim, soffits and eaves, and accent surfaces shall be wood, or at a minimum, imitate traditional wood, as architecturally appropriate.
- L. Building Orientation: All Principal Buildings shall face Park Street, with a primary entrance visible from Park Street.
- M. Building Entrances: Entrances shall include a functional overhead weather protection such as porches, vestibules, awnings or building recesses. Awnings shall comply with Article 6.3(F)(10) Awnings and shall not be internally illuminated.
- N. Windows:
 - (1) All window designs shall be compatible with the style, materials, color, details and proportion of the existing or proposed building and desired pedestrian scale.
 - (2) The number of window panes, the number of window openings, window trim and other architectural design elements designed to accent the windows shall be consistent with and complementary to the architectural style of the building.
 - (3) When a window design has been selected for a building, then the same design shall be used on all Building Facades. Use of other window designs as accents may be appropriate if consistent with the architectural style of the building.
 - (4) Window trim and other architectural design elements designed to accent the windows shall be on all new windows (e.g., shutters, keystones, masonry arches, awnings, decorative stone frames, masonry row-lock frames, or other such trim). Exceptions for Existing Buildings may be appropriate.
 - (5) When shutters are used, they do not necessarily need to be used on all elevations. When used, shutters shall be solid-paneled or louvered and they shall be sized and mounted in a way that gives the appearance of operability and full coverage of the window.
 - (6) Window frames shall be of wood and may have either vinyl or aluminum cladding on the exterior.

- O. Gutters and Downspouts: Shall be visually integrated with the architectural style of the structure. The color of gutters and downspouts shall be selected to complement or to be consistent with the building materials.
 - P. Mechanical Screening: Article 6.3(F)(1) Mechanical Screening shall apply.
 - Q. Accessory Buildings: Article 6.3(F)(12) Accessory Buildings shall apply.
- 8.3 Article 6.5 Fence Standards: Shall apply. In addition, the following shall apply.
- A. The design of fencing, sound walls, enclosures and similar site elements should replicate the architecture of the Principal Building in construction material and detailing.
 - B. Low, wrought iron fences and stone or brick walls no taller than thirty (30) inches shall be permitted in the Established Front Yard to further define the streetscape.
 - C. Wrought iron, wood fences, or other approved fence, or brick or stone walls up to six (6) feet tall shall only be permitted in Side and Rear Yards.
 - D. Chain link fencing shall be prohibited.
- 8.4 Article 6.8 Landscaping Standards: The Minimum Lot Landscaping Requirements (Article 6.8(K)), Foundation Plantings (Article 6.8(L)), External Street Frontage Landscaping Requirements (Article 6.8(M)), Buffer Yard Requirements (Article 6.8(N)), and Parking Area Landscaping (Article 6.8(O)) shall not apply; rather, the following shall apply.
- A. Landscape Plan: Landscaping shall be required and installed in substantial compliance with the Landscape Plan, attached hereto as **Exhibit D**.
 - B. Landscape Plan Modifications: The Landscape Plan implements the recommendations of the Sub-District Addendum; however, it is contemplated that alternatives that accomplish the design intent of the Sub-District Addendum and intended character of the Park Street corridor may be appropriate. As a result, modifications to the Landscape Plan may be approved by the Department if the modifications further the following objectives:
 - (1) The primary focus for landscaping is within the area immediately abutting the street, where the highest pedestrian activity will occur. This area shall be landscaped with vegetation and/or hardscaped.
 - (2) If hardscaping is proposed, then window or ground planters shall be considered to enhance the Building Facade and soften the streetscape.

- (3) The density of trees and flowers or shrubs will depend on the setback of the building from the street. Spaces abutting the right-of-way shall be enhanced with natural vegetation to the reasonable extent possible to ensure best practices for the plantings health, while also maximizing the “curb appeal” and streetscape character. The building placement will dictate whether a lawn or hardscape is more appropriate.
- (4) Outdoor dining areas abutting non-restaurant uses shall incorporate barriers or screening to minimize the impact on adjoining properties.

8.5 Article 6.9 Lighting Standards: Shall apply, except as otherwise modified below.

- A. Lighting shall be designed so that light is not directed off the Real Estate and the light source is shielded from direct offsite viewing.
- B. Exterior lighting may overflow to adjacent properties and rights-of-way; however, for any use abutting Single-family District, illumination levels should not exceed 0.5 foot candles at the Lot Line. The minimum amount of light possible for lighting sidewalks shall be used to not wash out Building Facades but still maintain a safe environment.
- C. Exterior lighting shall be decorative (e.g., gooseneck) and fixtures shall be architecturally integrated with the building style, material and color. Fixtures shall not obscure any building ornamentation. Rooftop lighting is prohibited.
- D. All exterior architectural, display, decorative and sign lighting shall be generated from concealed, low level fixtures.

8.6 Article 6.14 Parking and Loading Standards: Shall apply, except as otherwise modified below.

- A. Article 6.14(G)(11) Off-street Parking; Required Spaces: No off-street Parking Spaces shall be required for the Real Estate.

8.7 Article 6.17 Sign Standards: Shall apply; however, permanent signs shall be regulated as follows.

A. General Sign Standards:

- (1) Design: Signs shall be primarily oriented and scaled to the pedestrian, as regulated herein. Sign colors and materials shall be restrained and harmonious with the building architecture. Signs shall be compatible with adjacent signs and shall not compete for attention, such as use of excessively bright colors or disproportionally sized letters. Signs shall be durable, well-designed and act as unique expressions of the business, as illustrated in the Illustrative Sign Exhibit, attached hereto as **Exhibit E**.
- (2) Electronic Signs: Electronic signs shall be prohibited.

- (3) Setbacks: All Signs shall conform to the Minimum Building Setback Lines set forth herein; however, the minimum Front Yard setback requirement shall be five (5) feet from the Front Lot Line or Right-of-way line, which is greater.
 - (4) Lighting: Internally illuminated signs shall not be permitted. Externally lit with decorative (e.g., gooseneck) light fixtures shall be permitted.
- B. Permitted Sign Area: The total Sign Area Allocation permitted shall be one (1) square foot of Sign Area for each one (1) lineal foot of Lot Frontage. The total permitted Sign Area Allocation may be divided between Monument, Wall, Awning, and Projecting Signs. Both sides of a Monument Sign and Projecting Sign shall count against the total Sign Area Allocation.
- C. Monument Signs: One (1) Monument Sign shall be permitted for each Principal Building in accordance with the following:
 - (1) Design: The design shall be unique to the business and match the style and materials of the corresponding building, as illustrated in the Illustrative Sign Exhibit, attached hereto as **Exhibit E**. Monument Signs shall primarily consist of wood and may include support structures as depicted in the Illustrate Sign Exhibit.
 - (2) Maximum Sign Area: Ten (10) square feet.
 - (3) Maximum Sign Height: Six (6) feet.
 - (4) Landscaping: Landscaping shall be integrated with the sign to soften its appearance and not create a site or visual obstruction.
- D. Wall Signs: Wall Signs shall be permitted in accordance with the following:
 - (1) Design: Projecting raceways or pins that cause a Wall Sign to protrude from the wall shall be prohibited. Channel letters may be flush-mounted to the building.
 - (2) Maximum Sign Height: Twenty-four (24) inches.
- E. Projecting Signs: Projecting Signs shall be permitted in accordance with the following:
 - (1) Maximum Sign Area: Sixteen (16) square feet.
 - (2) Location: Projecting signs shall be positioned along the first-floor level of the Building Facade.

Section 9. **Infrastructure Standards.** The District’s infrastructure shall comply with the Unified Development Ordinance and the City’s Construction Standards (see Chapter 7 Subdivision Regulations), unless otherwise approved by the Plan Commission or Department of Public Works in consideration to the unique design intent of the District.

Section 10. **Design Standards.** The standards of Chapter 8 Design Standards shall apply to the development of the District, except as otherwise modified below.

10.1 Article 8.7 Pedestrian Network Standards: Shall apply; except as otherwise modified below:

- A. Article 8.7(C) Internal Pedestrian Network Standards: Shall apply, and shall be generally located as depicted on the Illustrative Site Layout.
- B. Article 8.7(D) Perimeter/External Pedestrian Network Standards: Shall not apply.

Section 11. **Development Plan Review.** Article 10.7 Development Plan Review shall apply; however, the review and approval process of the District's Detailed Development Plan(s) shall be delegated to the Department. The Department shall determine whether a Detailed Development Plan complies with the standards of this Ordinance. The Department's decision may be appealed to the Plan Commission.

**[Remainder of page intentionally left blank;
signature pages follow.]**

ALL OF WHICH IS ORDAINED/RESOLVED THIS ____ DAY OF _____, 2017.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

James J. Edwards

James J. Edwards

James J. Edwards

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Mark F. Keen

Mark F. Keen

Mark F. Keen

Charles Lehman

Charles Lehman

Charles Lehman

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk Treasurer

I hereby certify that **ORDINANCE 17-40** was delivered to the Mayor of Westfield

on the _____ day of _____, 2017, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 17-40**

this _____ day of _____, 2017.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 17-40**

this _____ day of _____, 2017.

J. Andrew Cook, Mayor

I affirm, under the penalties for perjury, that I have taken reasonable care to redact each Social Security Number in this document, unless required by law: Jesse M. Pohlman

This document prepared by: Jesse M. Pohlman, Onpointe Land Matters, LLC
Grand Junction Properties, LLC
16405 Westfield Boulevard, Westfield, Indiana 46074

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Existing Character Exhibit
Exhibit D	Landscape Plan
Exhibit E	Illustrative Sign Exhibit

EXHIBIT A
REAL ESTATE

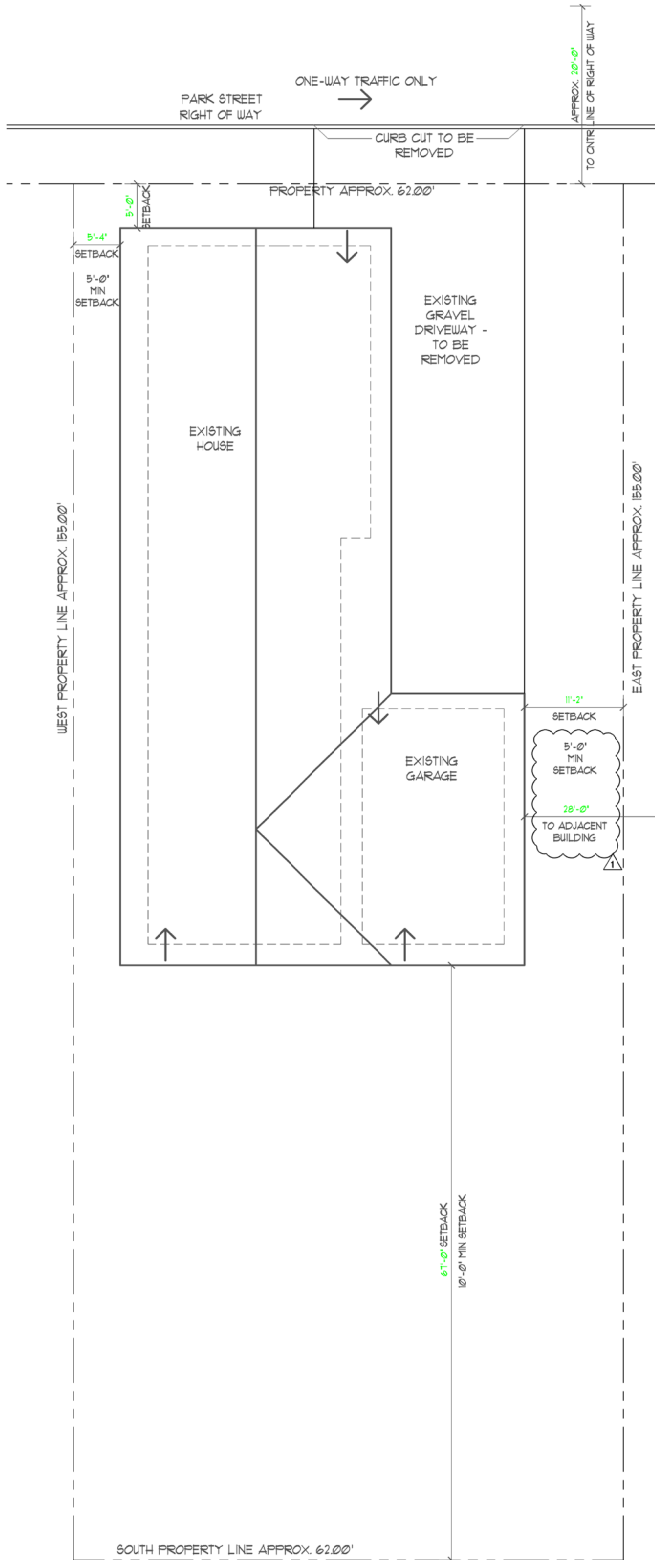
231 PARK STREET (PARCEL NO: 09-09-01-02-07-009.000)

A LOT 62 FEET IN WIDTH OFF THE WEST SIDE OF THE FOLLOWING
DESCRIBED TRACK OF LAND:

BEGINNING 49.46 RODS WEST AND 44.46 RODS SOUTH OF THE
NORTHEAST CORNER OF SECTION ONE (1), TOWNSHIP EIGHTEEN (18)
NORTH, RANGE THREE (3) EAST; THENCE SOUTH 11.27 RODS TO THE
MIDDLE OF THE MIDLAND RAILWAY TRACK; THENCE WEST 8.64
RODS; THENCE NORTH 11.27 RODS; THENCE EAST 8.64 RODS TO THE
PLACE OF BEGINNING IN HAMILTON COUNTY, INDIANA.

EXHIBIT B CONCEPT PLAN

EXISTING SITE PLAN



CONCEPT PLAN

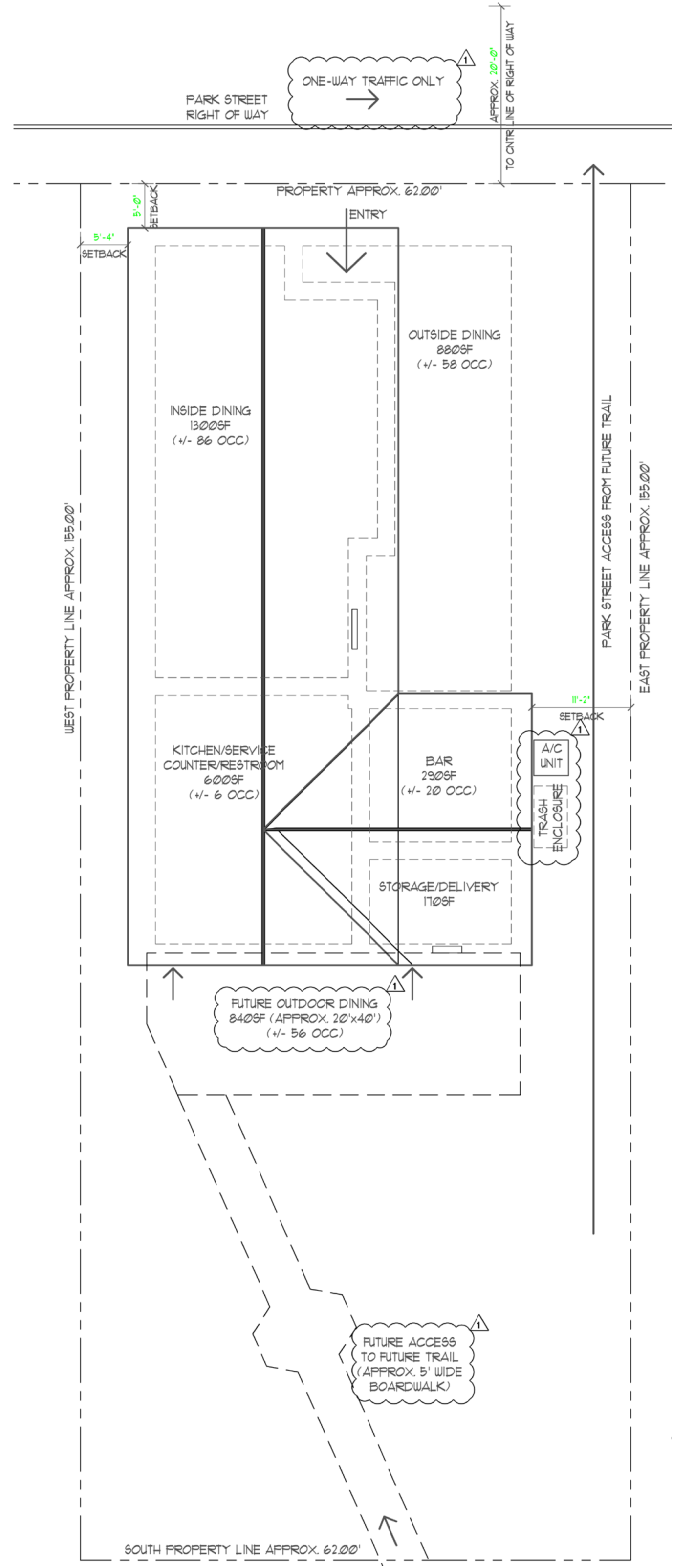


EXHIBIT C
EXISTING CHARACTER EXHIBIT

VIEW FROM PARK STREET (NORTH)



VIEW FROM REAR YARD (SOUTH)



VIEW FROM PARK STREET (NORTH WEST)



EXHIBIT D
LANDSCAPE PLAN EXHIBIT

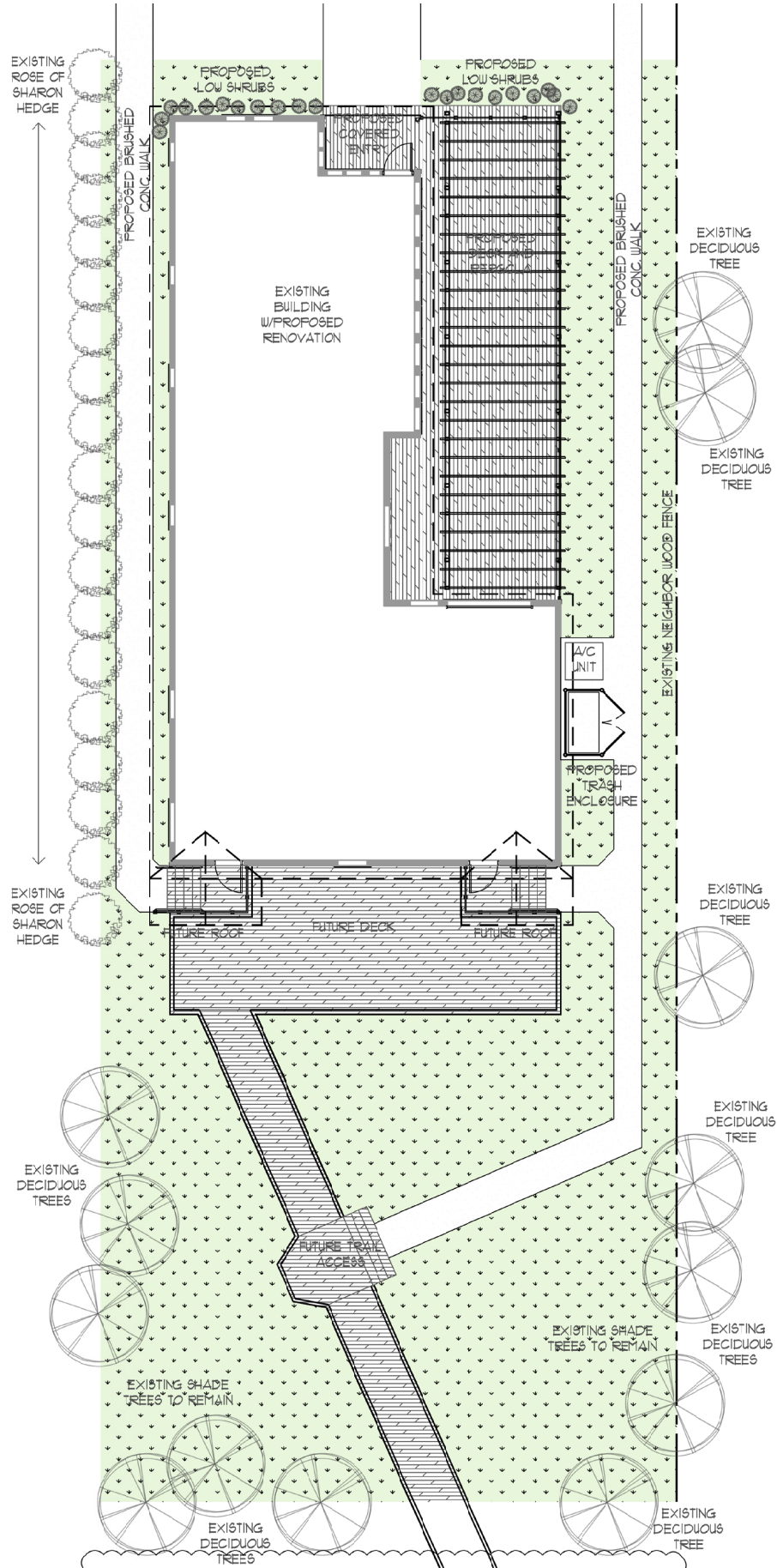
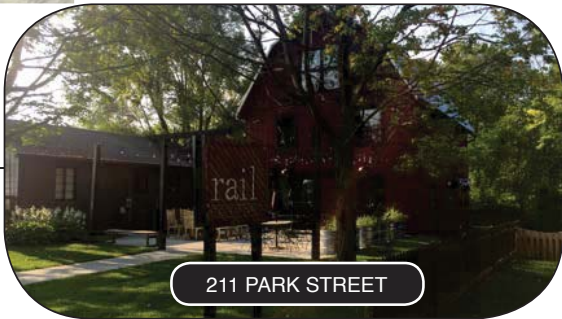
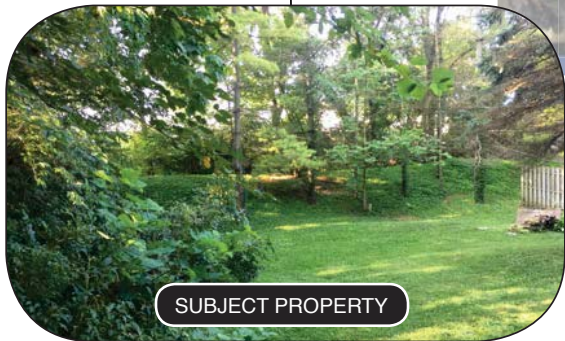
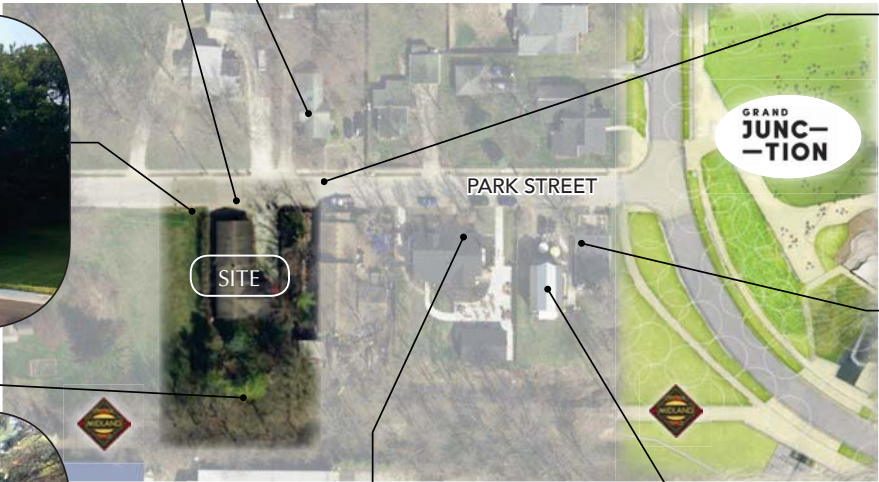
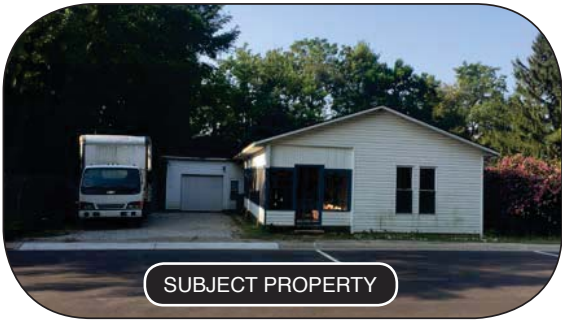


EXHIBIT E
ILLUSTRATIVE SIGN EXHIBIT



PROPERTY CONTEXT EXHIBIT



PARK STREET IN THE JUNCTION II

PLANNED UNIT DEVELOPMENT DISTRICT

ONE-WAY TRAFFIC ONLY

PARK STREET RIGHT OF WAY

PROPERTY APPROX. 20.00'

ENTRY

INSIDE DINING 1000SF (~86 OCC)

OUTSIDE DINING 800SF (~58 OCC)

KITCHEN/SERVICE COUNTER/RESTROOM 600SF (~6 OCC)

BAR 700SF (~20 OCC)

STORAGE/DELIVERY 100SF

FUTURE OUTDOOR DINING 840SF (APPROX. 25'x40') (~40 OCC)

FUTURE ACCESS TO FUTURE TRAIL (APPROX. 5' WIDE BOARDWALK)

WEST PROPERTY LINE APPROX. 15.00'

EAST PROPERTY LINE APPROX. 15.00'

SOUTH PROPERTY LINE APPROX. 62.00'

9'-4" REAR SETBACK

5'-0" SIDE SETBACK

1'-2" FRONT SETBACK

TO CONTINUE LINE OF RIGHT OF WAY

TRASH ENCLOSURE

A/C UNIT

This site plan illustrates the proposed building renovation and future deck area. The existing building, labeled "EXISTING BUILDING UNPROPOSED RENOVATION", is shown with a "COVERED ENTRY" and a "PROPOSED LOW SHADES" area. The future deck area is labeled "FUTURE DECK" and includes "FUTURE BALCONY" and "FUTURE BAL ACCESS" sections. The plan also shows "EXISTING DECIDUOUS TREES" and "EXISTING SHADE TREES TO REMAIN" along the perimeter. A "PROPOSED TRASH ENCLOSURE" and "MIC UNIT" are located near the building. The plan is oriented with North at the top.

1

5'-0"

TYP

APPROX. 15'-0"

VESTIBULE 101

4d

4c

8'-0"

101 B

2

APPROX. 51'-0"

41

TYP

49'-5 1/2"

DINING 102

MECH 111

RESTROOM 104

104

RESTROOM 106

106

KITCHEN 106

DELIVERY 107

107

11'-6"

8'-2"

2'-1"

8'-3"

3'-9"

8'-0"

4'-0" C.L.R.

4c

4d

16

ALIGN

ALIGN

DINING 110

BAR 109

109

STORAGE 108

108

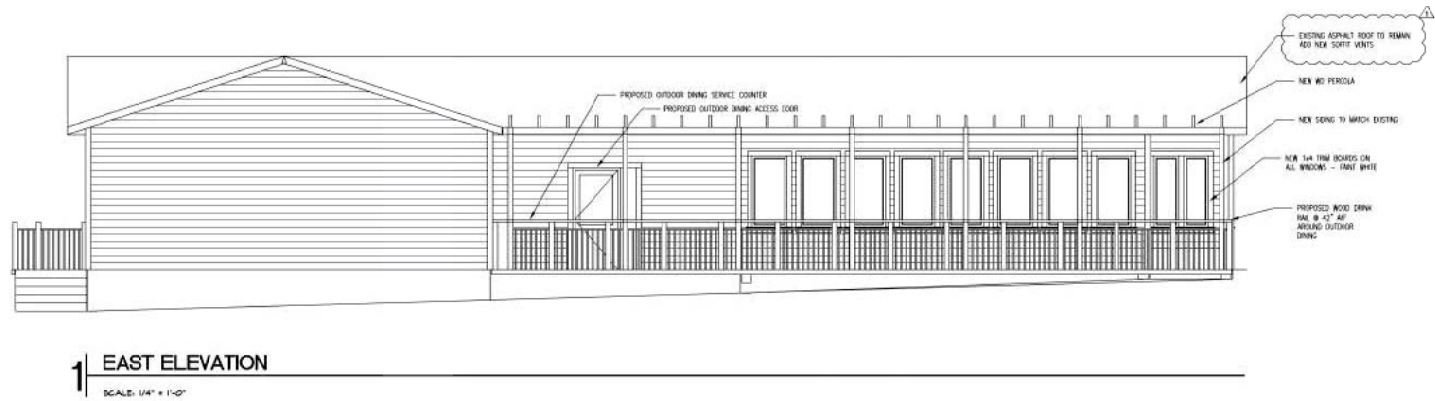
3'-0" C.L.R.

4d

4h

5

5



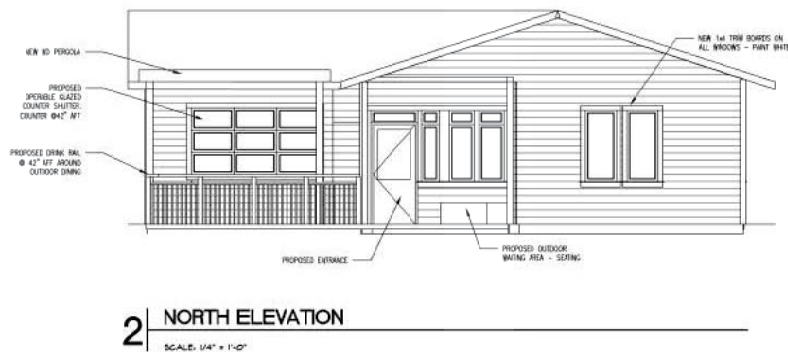
EXISTING VIEW OF SOUTHEAST GARAGE LOOKING NORTH



EXISTING EAST ELEVATION

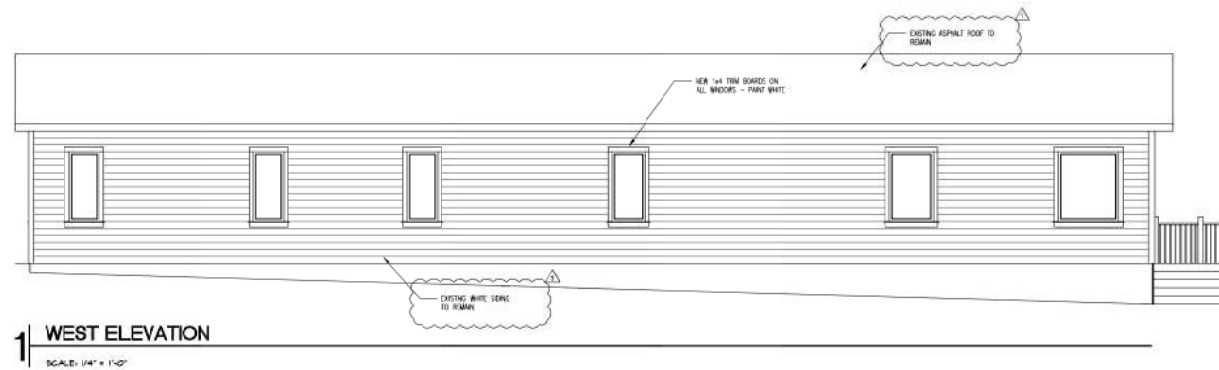


EXISTING VIEW OF NORTH EAST CORNER



EXISTING NORTH ELEVATION - 231 PARK STREET

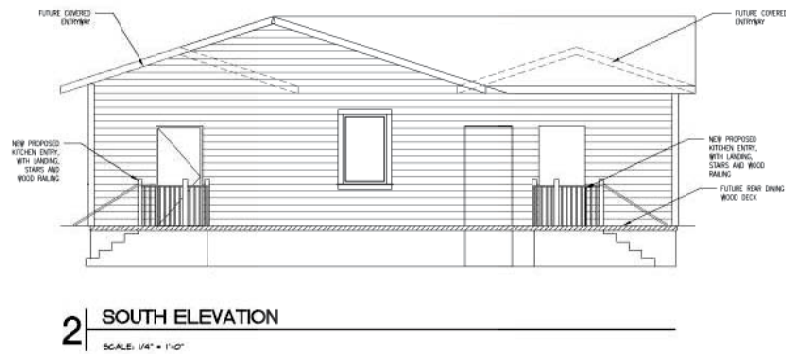
ILLUSTRATIVE ELEVATION EXHIBIT



EXISTING VIEW OF NORTHWEST CORNER LOOKING SOUTH (LEFT)



EXISTING VIEW OF SOUTHWEST CORNER LOOKING NORTH (LEFT)



EXISTING SOUTH ELEVATION (ABOVE)
EXISTING VIEW OF SOUTHWEST CORNER OF PROPERTY (LEFT)



PARK STREET IN THE JUNCTION II

PLANNED UNIT DEVELOPMENT DISTRICT



Jesse M. Pohlman
Consultant + Planner
+1 317 696 9254
jpohlman@onpointeland.com

Memorandum

Date: October 18, 2017

To: Daine Crabtree, Associate Planner
Economic and Community Development Department

From: Jesse Pohlman

**Re: Park Street in the Junction II Planned Unit Development (1711-PUD-22)
Summary of Open House for Neighbors**

In accordance with Article 10.9(C)(1)(f) Planned Unit Development Districts; PUD District Ordinance; Application Procedures; Neighbor Meeting, Grand Junction Properties, LLC hosted an open house for adjoining property owners on Tuesday, October 17, 2017, at Chiba located at 228 Park Street, Westfield, Indiana. Below please find a brief written report of the open house.

Open house began at 6:00 p.m.

Petitioner representatives included Bob and Michelle Beauchamp (Grand Junction Properties, LLC), Jesse Pohlman (Onpointe Land Matters, LLC), and Julie Wright (Greek's Pizzeria).

Attendees included Ralph and Kathy Bruns (227 Park Street) and one (1) representative from the Economic and Community Development Department (D. Crabtree).

After general discussion, the open house concluded around 7:00 p.m. with no additional attendees arriving.

GRAND JUNCTION TASK GROUP

MEETING OCTOBER 10, 2017

AT THE DOWNTOWN WESTFIELD ASSOCIATION OFFICE

The Grand Junction Task Group (GJTG) met Tuesday October 10, 2017 at 9:00 A.M. There were approximately 15 present to hear the presentation of the relocation and renovation of Greeks Pizza at 231 Park Street. The owners of Greeks pizza (Jon and Julie Wright) have outgrown their current location. Planning consultant Jesse Pohlman was available to demonstrate the location as well as describing the "Park Street Corridor". Bob Beauchamp was present. Bob and his wife Michelle own both the current location of Greeks as well as 231 Park Street.

Items of discussion from the group were:

1. How is the connection to the future Midland Trace Trail going to be connected?
2. What will become of the current Greeks location?

These were answered satisfactorily and the GJTG is in full support of moving forward through the process while pursuing a rezone from General Business (GB) to Planned Unit Development (PUD).

Someone from the GJTG will be present at the November 6th Public Hearing.

As always feel free to contact me with any questions you may have.

Thanks for your service to our Downtown Westfield!

Teresa Skelton, Executive Director
Downtown Westfield Association
(317) 508-3392



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

November 6, 2017
1711-DDP-18

Petition Number: 1711-DDP-18

Subject Site Address: 16072 Spring Mill Station Drive

Petitioner: Cooperstown Partners, LLC

Representative: Michael House, Cooperstown Partners, LLC

Request: Detailed Development Plan review for a 10,068 sf multi-tenant building on 2.74 acres +/- in the Spring Mill Station SEC PUD District.

Current Zoning: Spring Mill Station SEC PUD District
LB: Local / Neighborhood Business District (underlying zoning)

Current Land Use: Vacant / Commercial

Approximate Acreage: 2.74 acres+/-

Exhibits:

1. Staff Report
2. Location Map
3. Site Plan
4. Elevations
5. Landscape Plan
6. SMSTG Letter of Support

Property History:

- 1209-PUD-11 (Ordinance 14-46, Spring Mill Station SEC PUD)
- 1507-SPP-17 (Primary Plat)
- 1507-ODP-17 (Overall Development Plan)
- 1507-SFP-22 (Secondary Plat)
- 1605-SFP-12 (Secondary Plat Amendment)

Staff Reviewer: Pam Howard, Associate Planner

PROCEDURAL

Approval of a Detailed Development Plan must be granted if the submitted plans demonstrate compliance with the terms of the underlying zoning district, subdivision control ordinance and/or applicable PUD District Ordinance, any variances associated with the site, and any commitments associated with the site.



PROJECT OVERVIEW

The 2.74 acre site is located on the Southeast Corner of 161st Street and Spring Mill Road, on Lot 2 of the Spring Mill Station Subdivision (see **Exhibit 2**). The request is for approval of a Detailed Development Plan for a new 10,068 square foot multi-tenant building.

The petition was reviewed in advance of the October 24, 2017 Technical Advisory Committee. This item is listed on the Consent Agenda for the Plan Commission's November 6, 2017, meeting.

The applicable zoning district is the Spring Mill Station SEC PUD District (the "PUD"). To the extent provisions established within the UDO conflict with the provisions of the PUD, then the provisions of the PUD shall supersede and apply.

DEVELOPMENT PLAN (Article 10.7(G) of the UDO):

The plans comply.

- 1) Area map insert showing the general location of the site referenced to Streets, section lines and alternative transportation plan system, as well as the Zoning District and use of adjacent property.
- 2) Address and legal description of the property.
- 3) Boundary lines of the property including all dimensions.
- 4) Location, name, centerline and width of all Streets, Private Streets, Alleys, access easements and alternative transportation plan system improvements that are existing or proposed to be located within or adjacent to the property.
- 5) Location, centerline and width (at the Lot Line) measurements of any proposed or existing Driveways within two hundred (200) feet of the property, and any connection to an Alley must be indicated.
- 6) Location and dimensions of primary vehicular ways in and around the proposed development, including depictions of all travel lanes, turning movements, vehicle storage areas and tapers.
- 7) All proposed Street and Driveway improvements, both on and offsite, including measurement of curb radius and/or taper.
- 8) Location and dimensions of existing and proposed sidewalks, pathways, trails or other alternate transportation plan improvements.
- 9) Layout, number, dimension and area (in square feet and acres) of all Lots and Outlots with Building Setback Lines.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

November 6, 2017
1711-DDP-18

- 10) Location and dimensions of all existing structures and paved areas.
- 11) Location and dimensions of all proposed structures and paved areas (indicated by cross-hatching).
- 12) Location of all Floodplain areas within the boundaries of the property.
- 13) Names of legal ditches and streams on or adjacent to the site.
- 14) Location and feasibility statement of all existing and proposed utility facilities and easements, including, but not limited to: sanitary sewer, water, storm water management, electric, gas, telephone and cable.
- 15) Identify buildings proposed for demolition.
- 16) Areas of the property reserved for Development Amenities, Open Space and other similar uses.
- 17) Use of each Lot and/or building by labeling, including approximate density or size of proposed uses and buildings (e.g., number of parking spaces, Dwelling Units, Gross Floor Area, Living Area).

DEVELOPMENT PLAN REVIEW (Article 10.7(E) of the UDO):

Development Plans shall comply with and be reviewed by the Plan Commission upon finding that the Development Plan is in compliance with the following requirements:

- 18) Compliance with all applicable development and design standards of the Zoning District in which the real estate is located.
- 19) Compliance with all applicable provisions of any Overlay District in which the real estate is located.
- 20) Management of traffic will be in a manner that creates conditions favorable to health, safety, convenience, and the harmonious development of the community such that:
 - a) The design and location of proposed street and highway access points shall minimize safety hazards and congestion.
 - b) The capacity of adjacent streets and highways is sufficient to safely and efficiently accept traffic that will be generated by the new development.
 - c) The entrances, streets and internal traffic circulation facilities in the proposed development are compatible with existing and planned streets and adjacent development.



- 21) The applicable utilities have sufficient capacity to provide potable water, sanitary sewer facilities, electricity, telephone, natural gas, and cable service at a satisfactory level of service to meet the needs of the proposed development.

DISTRICT STANDARDS

The plans comply with Ordinance 14-46: Spring Mill Station SEC PUD, as amended by Ordinance 17-18.

22) General Regulations (Section 4.1)

- a) General Requirement: Real Estate shall be developed in substantial compliance with the Site Design & Architecture recommendations of the Spring Mill Station Plan. (see section 4.1 of PUD for further details)
- b) Use of Required Yards: If yard contains parking no portion of parking area may be closer than 4' to ROW line, and the remainder of the yard must be maintained as green space.
- c) Maximum Building Height: 45' above grade
- d) Pedestrian Accessibility:
 - i) 8' wide perimeter path along 161st Street and Spring Mill Road
 - ii) 5' wide pedestrian walkways from perimeter paths to building entrances
 - iii) All internal pedestrian crossings shall be delineated and distinguished from driving surfaces using durable, low maintenance surface materials such as integrated concrete pavers, scored or textured concrete, or brick. There shall be at least 4 raised speed table crosswalks as depicted on the Concept Plan.
 - iv) 6' wide (or greater) sidewalks along full length of building facades containing customer entrances or abutting public parking.
 - v) 8' wide pedestrian walkway from 161st Street and Spring Mill Road paths to caboose/gathering space. May encroach into south or east property line buffer yards.
 - vi) Bike parking for each building and in common areas. Should be consistent with the bike parking facilities at Kroger. Approved by plan commission with the final approval of each building.



e) Trash Enclosures: Trash containers shall:

- i) Be screened on all sides with enclosures constructed of masonry material that substantially matches and/or complements the building located on the northeast corner of the Real estate, not less than 6' in height above grade and equipped with wood covered gates
- ii) Not be located between the front line of the primary building and the front lot line
- iii) Not be located in any required yard
- iv) Not be oriented towards residential properties or rights-of-way where reasonably possible.

23) Off-Street Loading and Parking (Section 4.2): Shall be provided in accordance with the Zoning Ordinance.

24) Landscaping and Screening (Section 4.3)

- a) Shall be provided in accordance with the Zoning Ordinance.
- b) Shall substantially adhere and be guided by the Transitions and Buffering recommendations of the Spring Mill Station Plan.
- c) A final landscaping plan containing details concerning buffer area materials and treatment, tree retention and removal, landscaping elements proposed, specific location of perimeter walkways and ponds, etc., shall accompany Final Plan Approval related to the first building proposed for the real estate and the overall Site Development Plan.
- d) Minimum buffer yards:
 - i) 161st Street and Spring Mill Road: no buffer required, but must comply with street frontage landscaping requirements in the zoning ordinance. A variable combination of masonry, fencing and landscaping with the intent of providing diversified continuous screening of parking areas shall be installed in substantial compliance with Exhibit F of the PUD.
 - ii) East Property Line: 10' buffer, plantings consistent with zoning ordinance
 - iii) South Property Line: 10' buffer, planting consistent with zoning ordinance and in substantial compliance with Exhibit F of PUD, existing vegetation preserved where possible and credited towards required buffer plantings
 - iv) Perimeter parking lot landscaping may occupy the same space as required buffer yard areas; provided, however, that in such instances, the required number of plantings for both perimeter parking lot and buffer yard areas shall be provided.



25) Sign Standards (Section 4.4)

Comment: Will be reviewed as each sign permit application is filed.

26) Lighting (Section 4.5)

- a) Uniformity. All lighting fixtures and poles shall be consistent in style, color, size, height and design and shall be compatible with the architecture of the overall Spring Mill Station Plan.
- b) Decorative Fixtures. Decorative light fixtures shall be provided along all the Real Estate's entrance drives, public rights-of-way, building and pedestrian walkways as part of the site's overall architectural design.
- c) Full Cut-Off Fixtures. With the exception of low intensity architectural lighting and internally-illuminated signage, all exterior wall mounted lights and pole mounted lights shall utilize full cut-off fixtures that direct light downward.
- d) Light Levels. No wall or pole mounted lights shall cause light levels along the south property line to exceed 0.1 foot candles. Additionally, the parking lot lights at the Real Estate that directly face and impact residential areas south shall be dimmed after 11:00pm to a level no greater than 65% of the maximum lighting levels.
- e) Light Poles. In order to enhance the Real Estate's pedestrian-scale design emphasis, pole mounted lights shall not exceed twenty (20) feet in height, including the base.
- f) Neon Lights. Neon lighting shall not be permitted.

27) Mechanical Screening. Mechanical equipment shall be permitted to be screened with a vinyl fence in substantial compliance with **Exhibit 2**. The height of the fence shall be no lower than the height of the equipment being screened and no higher than one (1) foot above said equipment. (Ord. 17-18)

28) Drive-Thru Regulations (Section 5.1)

- a) Drive-thru facilities shall only be permitted as follows and for the following uses:
 - i) A drug Store associated with the structure labeled on the Concept plan (**Exhibit B** of the PUD) as a "Proposed CVS Pharmacy" and as generally depicted on said concept plan.
 - ii) A drive-thru shall be permitted for a Coffee House on the east end of the In-line Tenant Building, and shall be subject to the following conditions: (Ord. 17-18)
 - (1) The design shall be in substantial compliance with **Exhibit 5**.



- (2) Noise from the speaker shall not be audible from any residential properties.

Comment: Will be monitored through code enforcement.

- (3) Crosswalks and signs shall be installed, in lieu of the four (4) raised speed table crosswalks referenced in Section 4.1(C)(iii) of the Ordinance, at pedestrian crossings associated with the Drive-Thru. The design and materials shall be in substantial compliance **with Exhibit 6.**
- (4) The curbed island between the drive-thru lane and Spring Mill Station Drive, shown in Exhibit 7 shall be landscaped. The details of the landscaping shall be reviewed with the Detailed Development Plan of the In-line Tenant Building.
- (5) The caboose located at the northeast corner of the pond shall be utilized and maintained by the owner of the In-line Tenant Building.

29) Illustrative Conceptual Rendering Exhibit (Section 5.2)

- a) The Illustrative Conceptual Rendering Exhibit under Tab 4 (of the PUD) is hereby incorporated to demonstrate the character of the corner building, and the final design of the corner building shall substantially comply with the building and façade treatment depicted on the Illustrative Conceptual Rendering Exhibit as reasonably determined by the Director or Staff. Development of additional building on the Real Estate shall be guided by the Railroad Theme Architecture recommendations of the Spring Mill Station Plan. Additional building embellishments may be proposed by the developer which may include windows, faux windows, murals or other decorative design features as presented to and approved by the Plan Commission during the detailed plan approval process, provided they are thematically consistent with the Character included as **Exhibit C** and as reasonably determined by the Director.

Comment: A letter of support from SMSTG has been provided and included as Exhibit 6.

DEVELOPMENT STANDARDS (Chapter 6 of UDO)

The plans comply, as applicable to a Detailed Development Plan.

30) Accessory Use and Building Standards (Article 6.1)

- a) Screening of Receptacles and Loading Areas (Article 6.1(H))

31) Architectural Standards (Article 6.3)

- a) Mechanical Screening
- b) Building Materials



WESTFIELD-WASHINGTON TOWNSHIP
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1711-DDP-18

- c) Architectural Theme
- d) Four-Sided Architecture
- e) Building Elevations
- f) Gutters and Downspouts
- g) Roof Design
- h) Main Entrances
- i) Windows
- j) Awnings

32) Building Standards (Article 6.4)

33) Fence Standards (Article 6.5)

34) Height Standards (Article 6.6)

35) Landscaping Standards (Article 6.8)

- a) General Screening Standards (Article 6.8(H))
- b) Minimum Lot Landscaping Requirements (Article 6.8(K))
- c) Foundation Plantings (Article 6.8(L)): Plant materials shall be required intermittently (approximately every forty (40) feet) against long expanses (over eighty (80) feet) of Building Facades, fences, and other barriers to create a softening effect. Plant materials shall also be required along the Front Building Façade of all Buildings at a minimum ratio of one (1) shrub or ornamental tree per twelve (12) lineal feet.
- d) External Street Frontage Landscaping
- e) Buffer Yard Requirements

Comment: Reviewed as part of Overall Development Plan.

- f) Interior Parking Area Landscaping
- g) Perimeter Parking Area Landscaping



36) Lighting Standards (Article 6.9)

- a) All Light Fixtures shall be Fully Shielded and direct light downward toward the earth's surface. All lighting sources shall be directed away from reflective surfaces to minimize glare upon adjacent Lots and Rights-of-way.
- b) Light pole height shall not exceed twenty-five (25) feet. All Light Fixtures in Parking Areas shall be designed and located to confine emitted light to the Parking Area.
- c) Light meter readings shall not exceed one (1.0) foot candle at all Lot Lines.
- d) All Parking Area lighting shall be reduced (e.g., turned off or dimmed) by a minimum of thirty percent (30%) within thirty (30) minutes of closing of the last business or no later than 11:00 p.m.

37) Lot Standards (Article 6.10)

38) Outside Storage and Display (Article 6.12)

39) Outdoor Café and Eating Areas (Article 6.13)

40) Parking and Loading Standards (Article 6.14)

41) Setback Standards (Article 6.16)

42) Sign Standards (Article 6.17)

Comment: Any proposed sign(s) will require a sign permit and will be reviewed by the Department for compliance at that time.

43) Vision Clearance Standards (Article 6.19)

44) Yard Standards (Article 6.21)

DESIGN STANDARDS (Chapter 8 of UDO)

The plans comply except for those items identified as outstanding below, that need addressed prior to approval:

45) Easement Standards (Article 8.3)

Comment: Please coordinate with the Public Works Department and utility providers.



WESTFIELD-WASHINGTON TOWNSHIP
ADVISORY PLAN COMMISSION

November 6, 2017
1711-DDP-18

- 46) Pedestrian Network Standards (Article 8.7)
- 47) Street and Right-of-Way Standards (Article 8.9)
- 48) Surety Standards (Article 8.12)
- 49) Utility Standards (Article 8.13)

DEPARTMENT COMMENTS

- 1) **The plans as presented comply with the applicable zoning ordinances.**
- 2) **Action: Approve detailed development plan (1711-DDP-18).**
- 3) If any Plan Commission member has questions prior to the meeting, then please contact Pam Howard at 317-531-3751 or poward@westfield.in.gov.



Location Map

Spring Mill Station SEC Multi-tenant Building

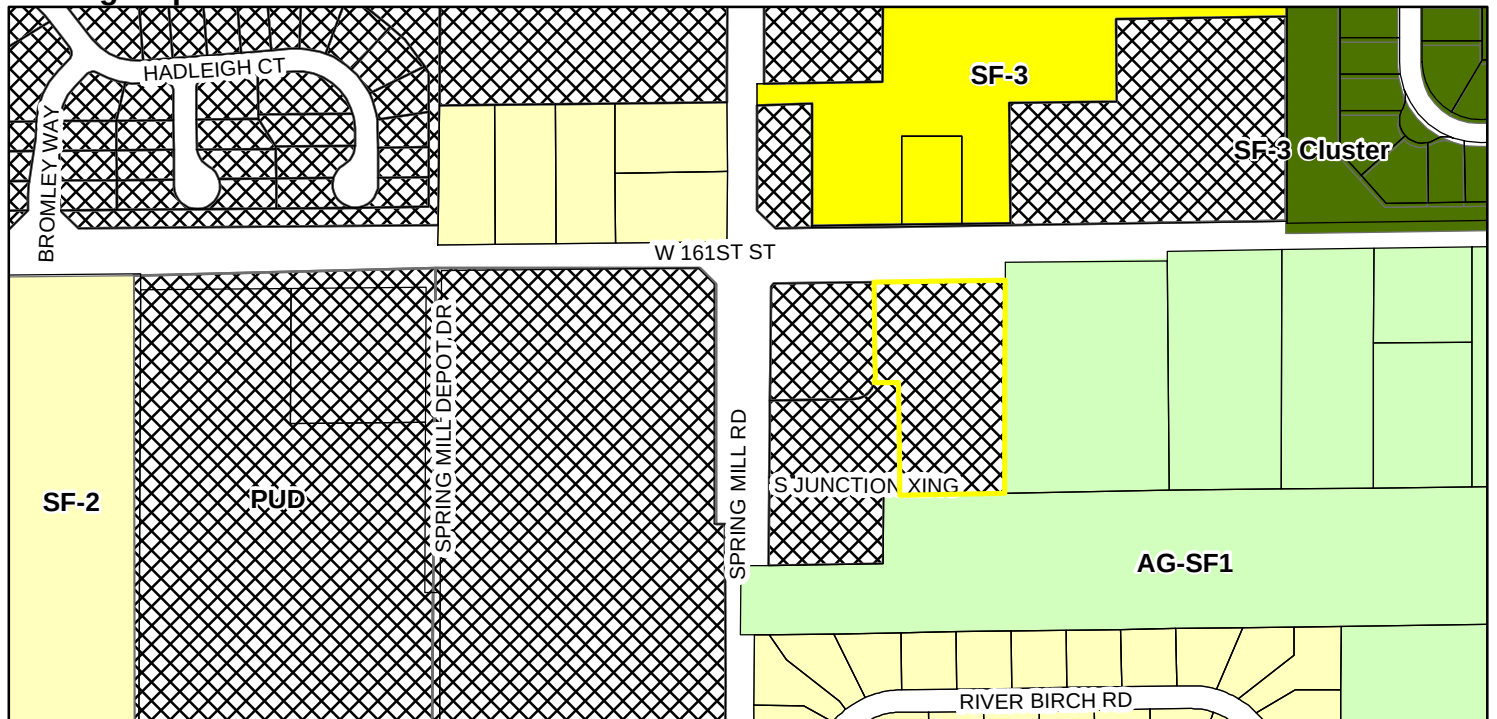
1711-PUD-18



Aerial Location Map

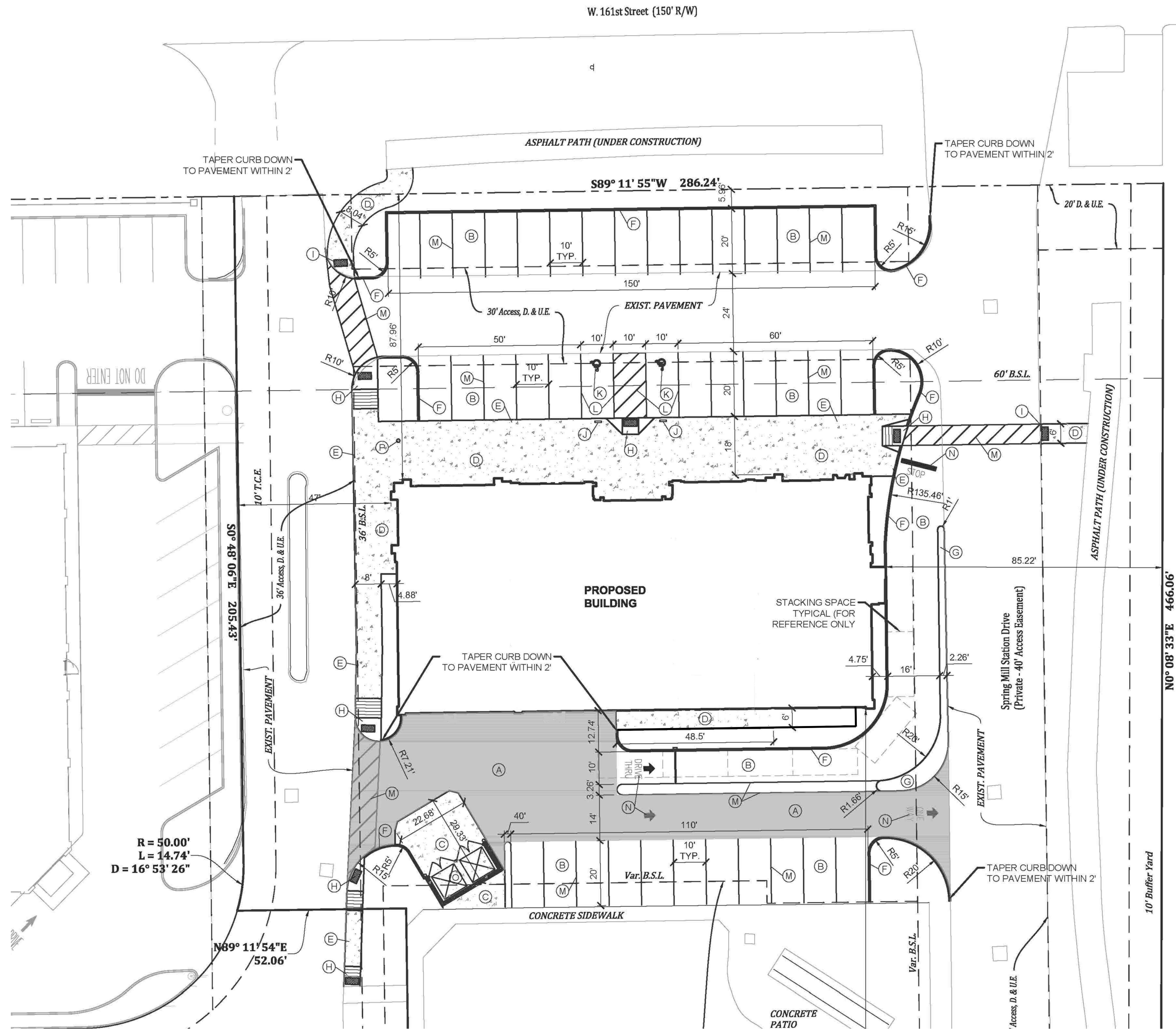


Zoning Map



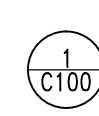
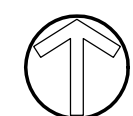
Zoning

	SF-2 (Single Family - 2)		SF-3 (Single Family - 3)
	AG-SF1 (Agriculture - Single Family - 1)		SF-3 Cluster
	PUD (Planned Unit Development)		



PLAN NOTES

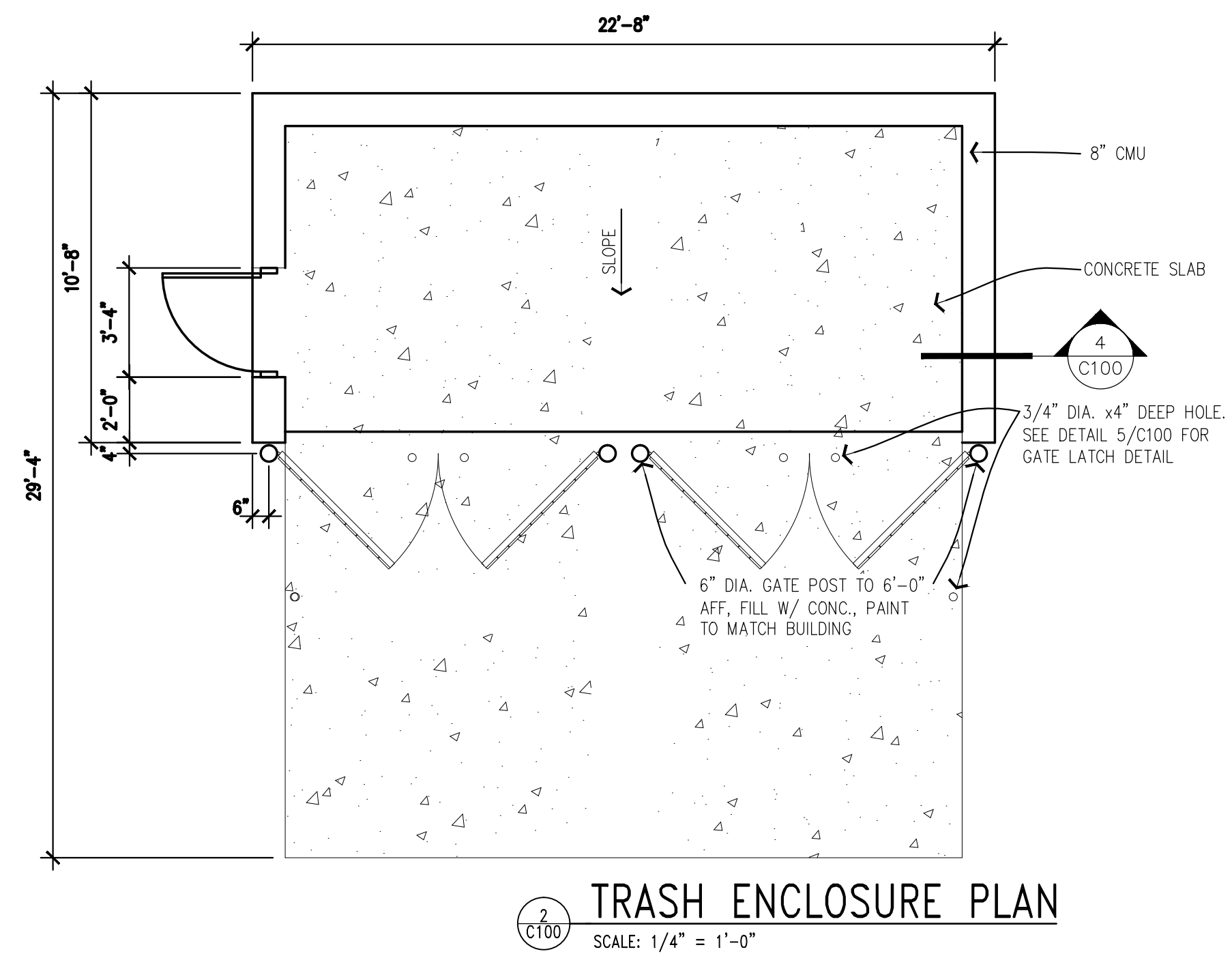
- (A) HEAVY DUTY PAVEMENT
- (B) LIGHT DUTY PAVEMENT
- (C) CONCRETE PAVEMENT
- (D) CONCRETE SIDEWALK
- (E) INTEGRAL CURB / WALK
- (F) 6" STANDING CURB
- (G) CONCRETE ISLAND
- (H) HANDICAP RAMP
- (I) DETECTABLE WARNING STRIP
- (J) HANDICAP SIGN
- (K) PAINTED HANDICAP SYMBOL
- (L) 4" PAINTED BLUE PAVEMENT MARKING
- (M) 4" PAINTED WHITE PAVEMENT MARKING
- (N) PAINTED WHITE PAVEMENT MARKING
- (O) TRASH ENCLOSURE, SEE ARCHITECT PLANS
- (P) BICYCLE RACK



ARCHITECTURAL SITE PLAN

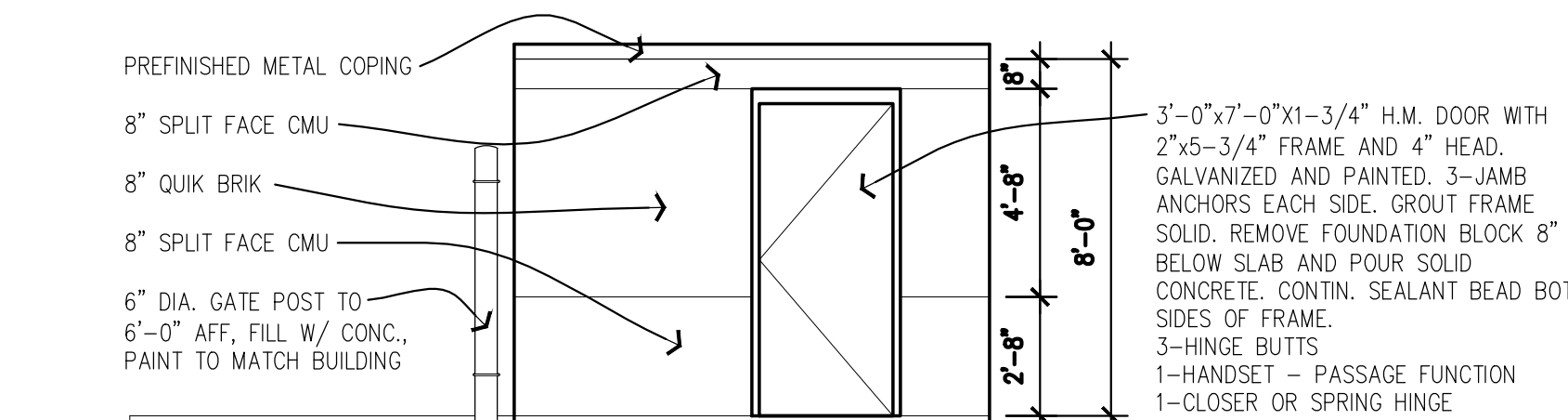
SCALE: 1" = 20'

ARCHITECTURAL SITE PLAN IS
FOR REFERENCE ONLY!
FOR CIVIL CONSTRUCTION
DOCUMENTS, REFER TO DRAWINGS
BY: BANNING ENGINEERING
(317) 707-3715

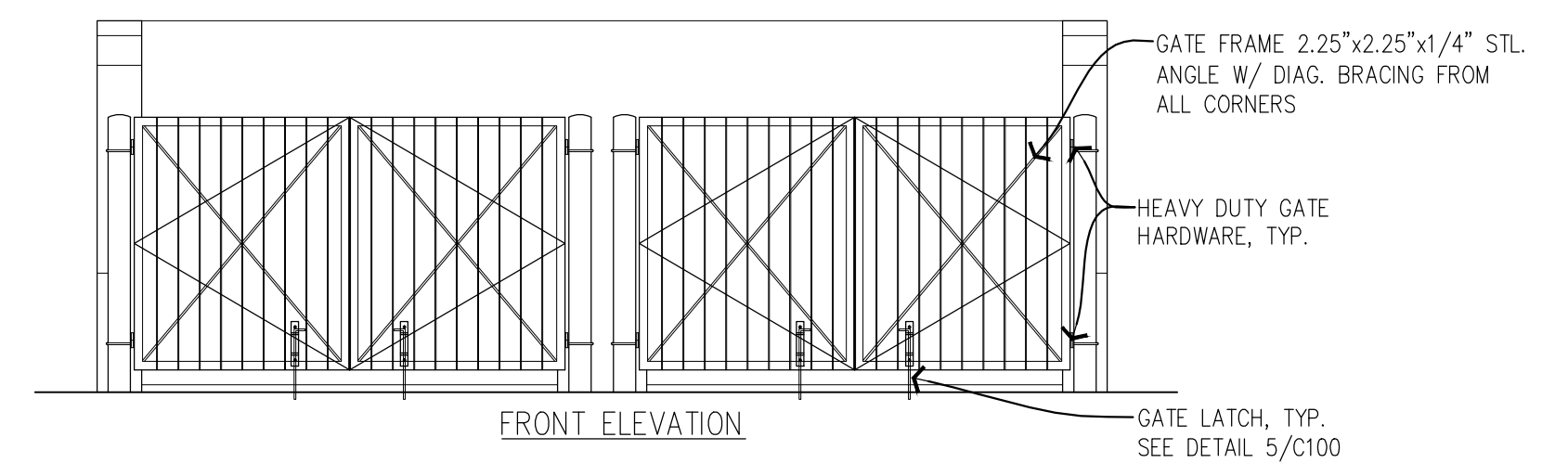


TRASH ENCLOSURE PLAN

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



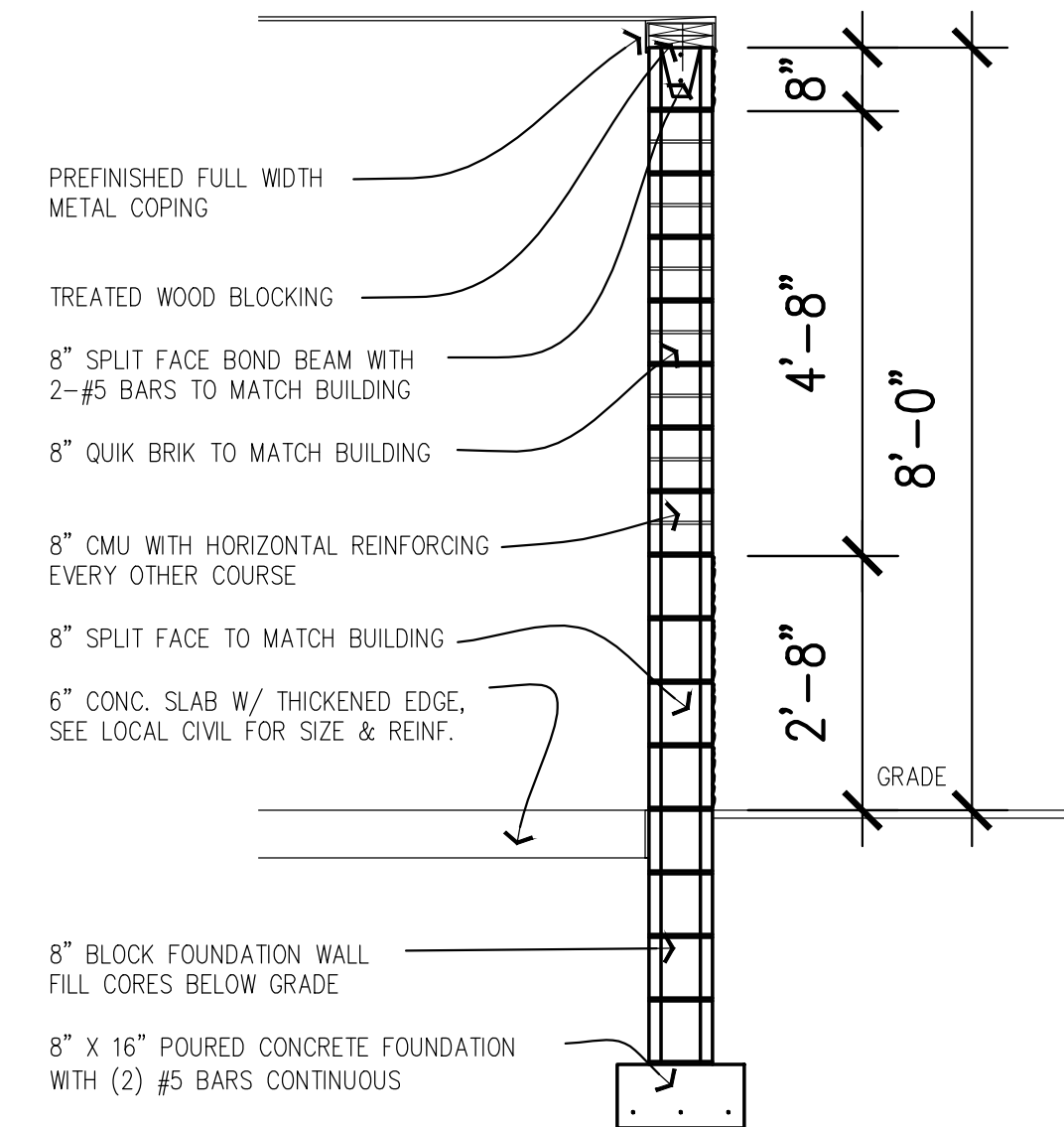
SIDE ELEVATION (REAR ELEVATION SIMILAR)



FRONT ELEVATION

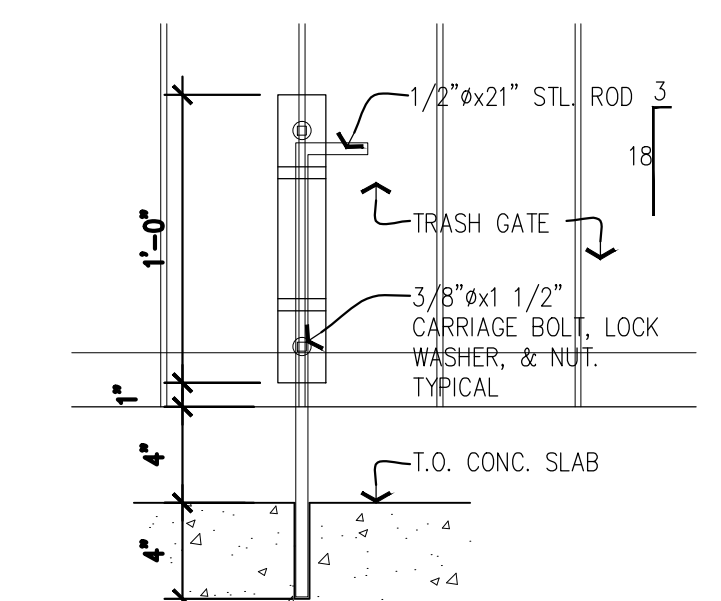
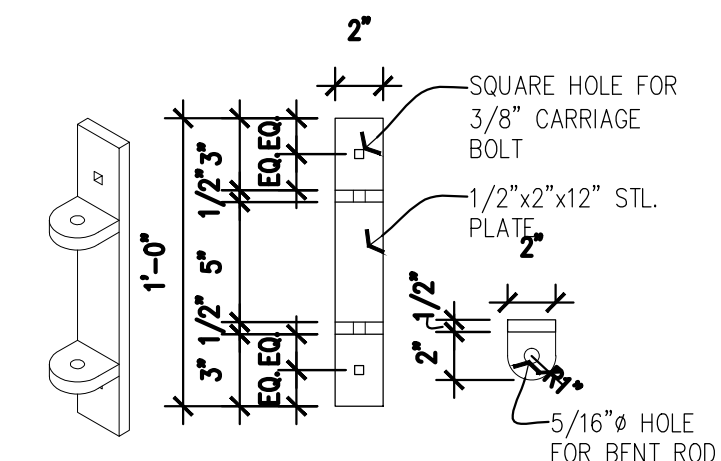
TRASH ENCLOSURE ELEVATIONS

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



TRASH ENCLOSURE SECTION

SCALE: 1/2" = 1'-0"



ROD DETAIL

SCALE: 1-1/2" = 1'-0"

PROPOSED RETAIL FACILITY FOR: SPRING MILL STATION 16072 SPRING MILL STATION DRIVE WESTFIELD, INDIANA 46074		Drawn Checked Date
COOPERSTOWN SMS, LLC 836 E. 64TH STREET INDIANAPOLIS, INDIANA 46220 Ph: (317) 253-3447 Fx: (317) 205-9597		Issue Log
LAMSON & CONDON ARCHITECTURE / INTERIOR DESIGN 8555 CEDAR PLACE DRIVE, SUITE 110 INDIANAPOLIS, INDIANA 46240 PH (317) 286-1420 FX (317) 644-2955 www.lamsoncondon.com		Revisions
ARCHITECTURAL SITE PLAN		Stamp: Issue: STATE ADDENDUM ISSUE RE-BID ISSUE Date: 10-23-2017 Project No.: A15610 File No.: A14421C100 Sheet:
C100		



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



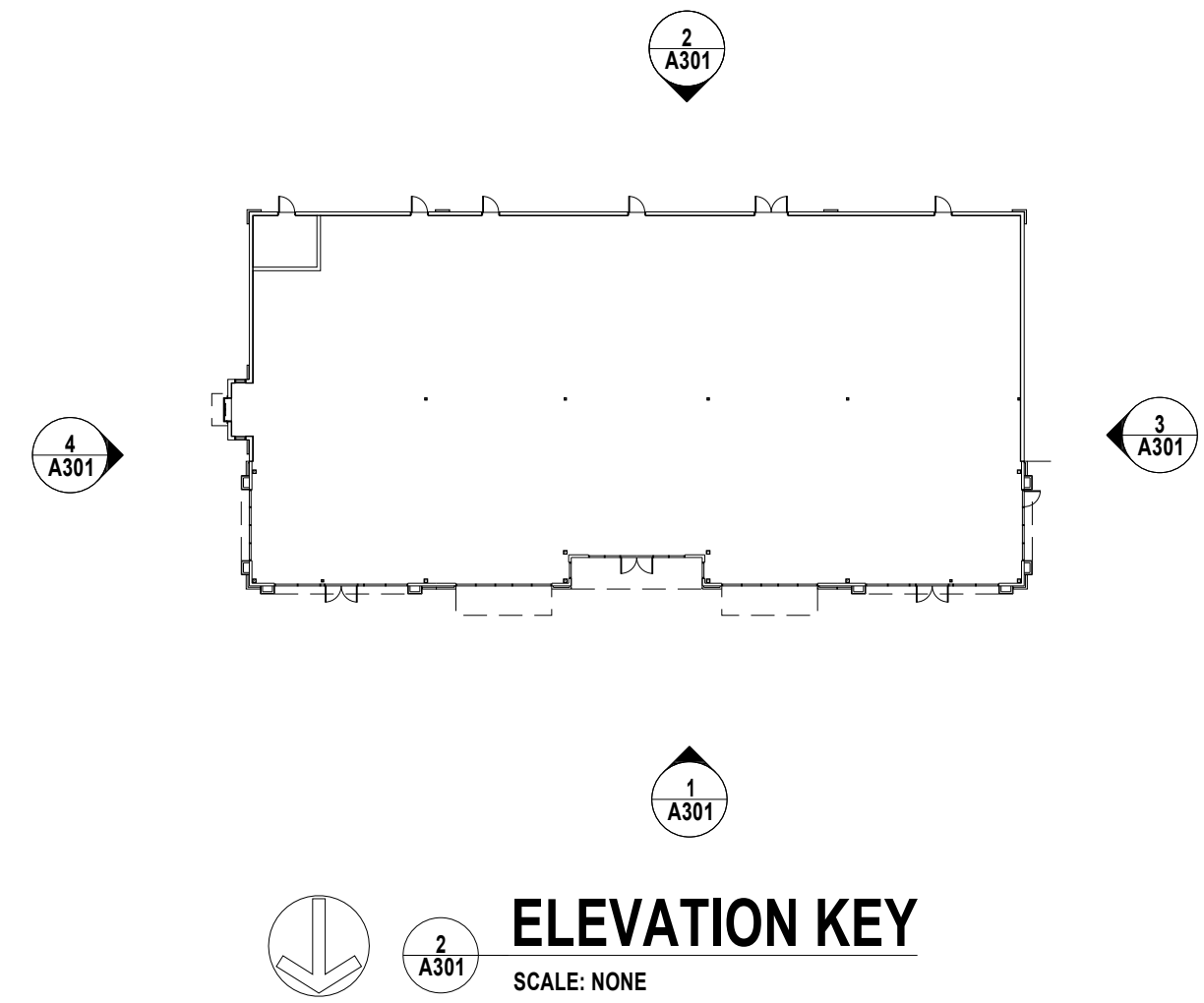
2 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



3 WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



REVISED
OCTOBER 23, 2017

EXTERIOR ELEVATIONS

LAMSON & CONDON
ARCHITECTURE / INTERIOR DESIGN
8555 CEDAR PLACE DRIVE, SUITE 110
INDIANAPOLIS, INDIANA 46240
PH (317) 285-1420
WWW.LAMSONCONDON.COM

PROPOSED RETAIL FACILITY FOR:
SPRING MILL STATION
16072 SPRING MILL STATION DRIVE
WESTFIELD, INDIANA 46074

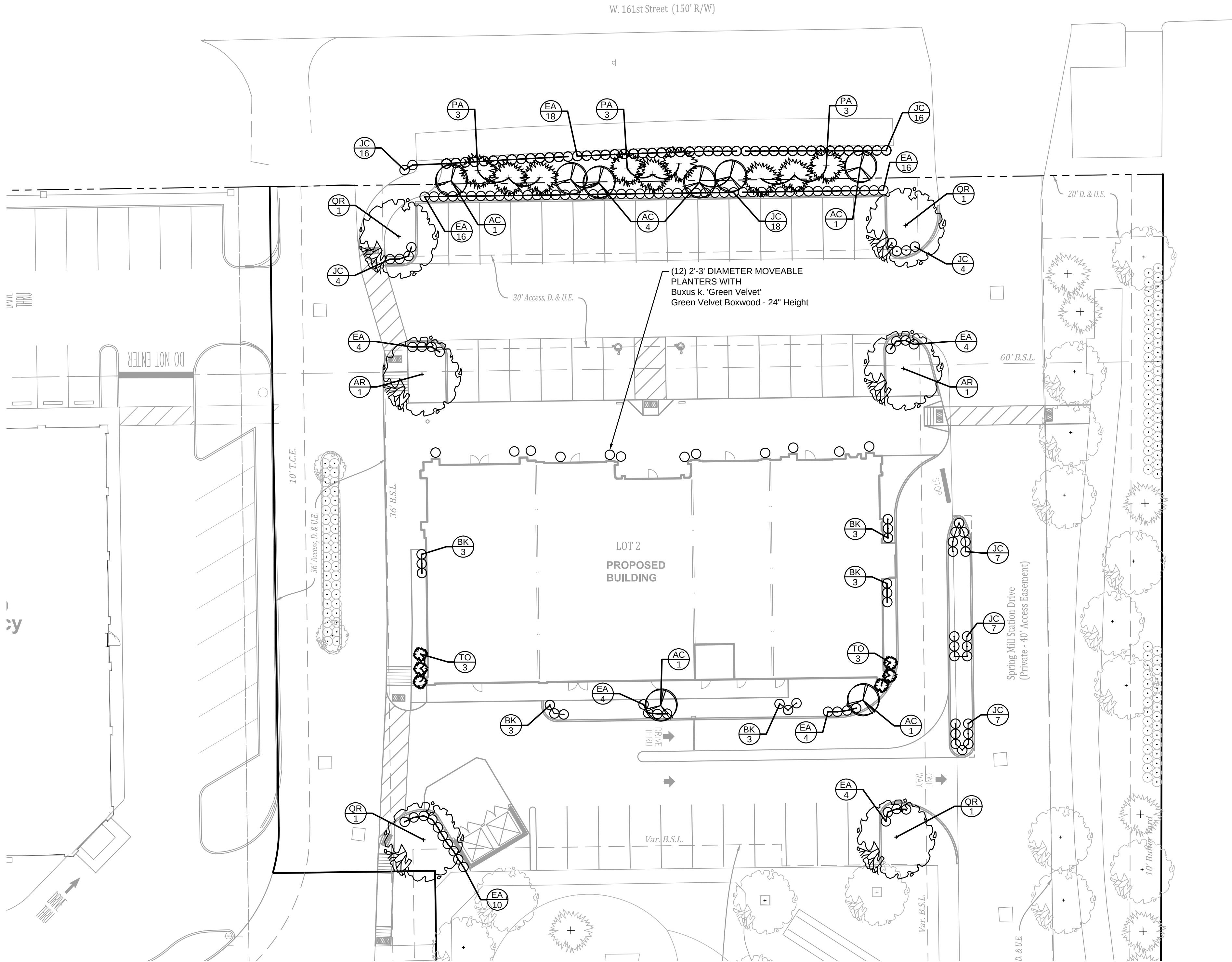
COOPERSTOWN SMS, LLC
836 E. 64TH STREET
INDIANAPOLIS, INDIANA 46220
PH (317) 253-3447 Fx (317) 205-9597

Issue: VE - 2
Date: 6-19-2017
Project No.: A15610
File No.:
Sheet:

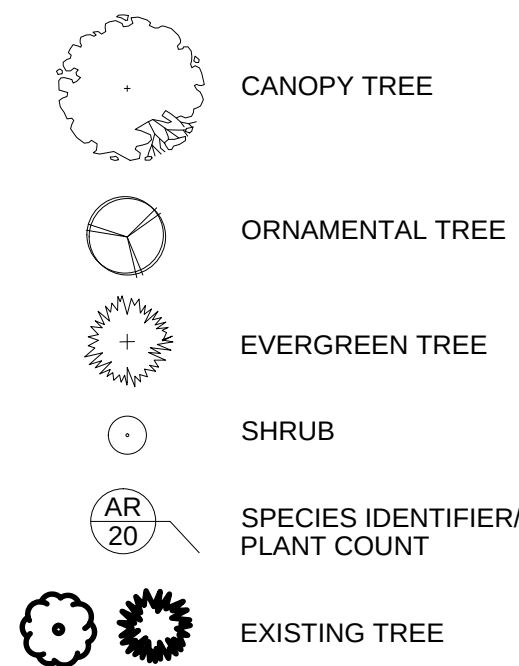
A301

Revisions	Drawn	Checked	Date

Issue Log:



LANDSCAPE SYMBOLOLOGY



LANDSCAPE SPECIFICATIONS

These specifications cover the furnishing of labor, plants, equipment, and materials to perform landscape operations in connection with this construction project at the locations shown on the landscape drawing.

LANDSCAPE MATERIALS: FERTILIZER:
Granular non-burning product composed of not less than 50% organic slow acting, guaranteed analysis professional fertilizer, 20% nitrogen, 10% phosphoric acid, and 5% potash by weight or similarly approved composition.

PLANTING BACKFILL SOIL:
Backfill plant pits with the following topsoil mixture: 1 part on-site topsoil, 1 part imported topsoil, 1 part compost and 1/2 pound plant specified fertilizer per cubic yard.

PLANT MATERIALS:
Provide trees and shrubs as indicated. Comply with sizing and grading standards of "American Standard for Nursery Stock". Provide only sound, healthy vigorous plants free from defects, disfiguring knots, sunscald injuries, frost cracks, plant diseases, insects or any other form of disease or infestation. All plants shall have fully developed form without voids or open spaces.

PLANTING BED MULCH:
3 inches of Grade 'A' Shredded Hardwood mulch where planting bed adjoins either pavement or turf.

PROJECT EXECUTION: SUBSURFACE UTILITIES:
Contractor shall determine utility line locations prior to commencing work. Any conflicts between utility locations, excavation and/or landscape operations shall be brought to Owner's attention prior to commencing excavation and/or grading work. Contractor assumes responsibility for any utility damage resulting from landscape operations. CONTRACTOR SHALL NOTIFY UTILITY LOCATE SERVICE (1.800.382.5544) A MINIMUM OF TWO WORKING DAYS PRIOR TO EXCAVATION.

PLANTING EXCAVATION:
When conditions detrimental to plant growth are encountered, such as rubble fill, adverse drainage or obstructions, notify owner before planting. See planting details for planting, pruning and staking requirements.

SEEDED LAWN:
Complete all other landscape plantings, mulching, fine grading and staking prior to seeding lawn areas. Provide seeded lawn for all lawn areas utilizing Amer-Turf Front-Runner Turf Type Tall Fescue Blend Seed. Apply Seed at a rate of 5 pounds per 1000 square feet. Apply fertilizer at a rate of 4 pounds of actual nitrogen per 1,000 square feet. Spread topsoil over lawn areas to a depth of two inches and cultivate soil to a depth of three inches prior to seeding. Seed bed shall be in a firm but uncompacted condition with a relatively fine texture at time of seeding. Contractor shall maintain seeding lawn for a period of 60 days beyond final acceptance by mowing and watering as required to maintain vigorous growth during establishment period. Lawn areas shall not have voids larger than 6"x6". If voids are larger than acceptable size an overseeding shall be completed by the contractor during the next available growing season.
Fall growing season August 15th - September 20th. Spring growing season March 20th - April 20th.

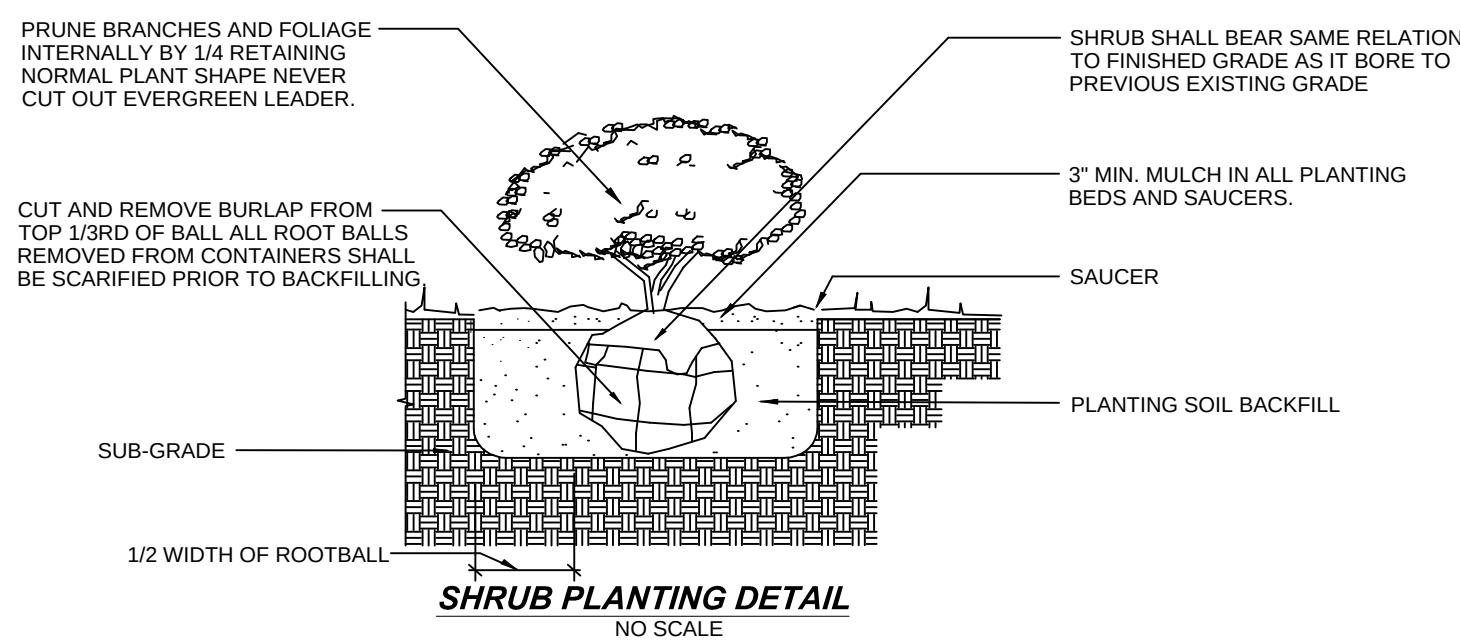
PROJECT WARRANTY:
Contractor shall warrant trees, shrubs, and plants for a period of two years after date of substantial completion against defects including death and unsatisfactory growth, except for defects resulting from neglect by the Owner, abuse or damage by others, or unusual phenomena or incidents which are beyond installer's control. Remove and replace trees, shrubs or other plants found to be dead or in unhealthy condition during warranty period. Replace trees and shrubs which are in doubtful condition at end of warranty period.

INTERIOR PARKING LOT LANDSCAPING

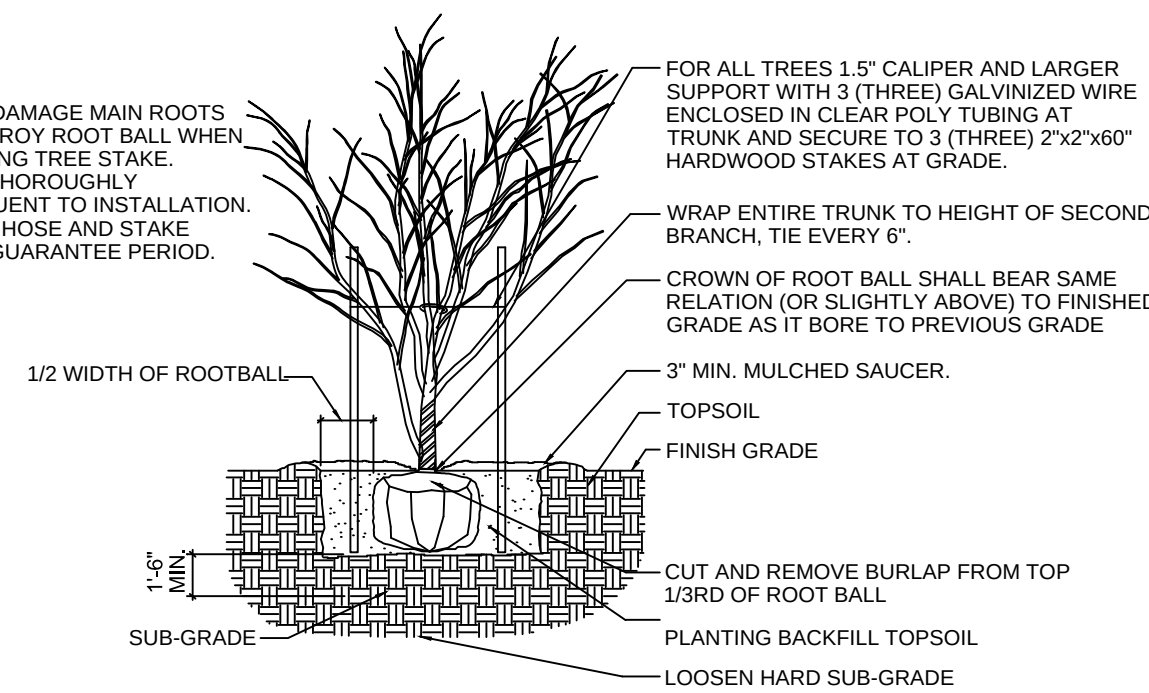
PARKING LOT SF = 17,097 SF
ISLAND SF REQUIRED = 1,282 SF
ISLAND SF SHOWN = 1,651 SF

PLANT LIST

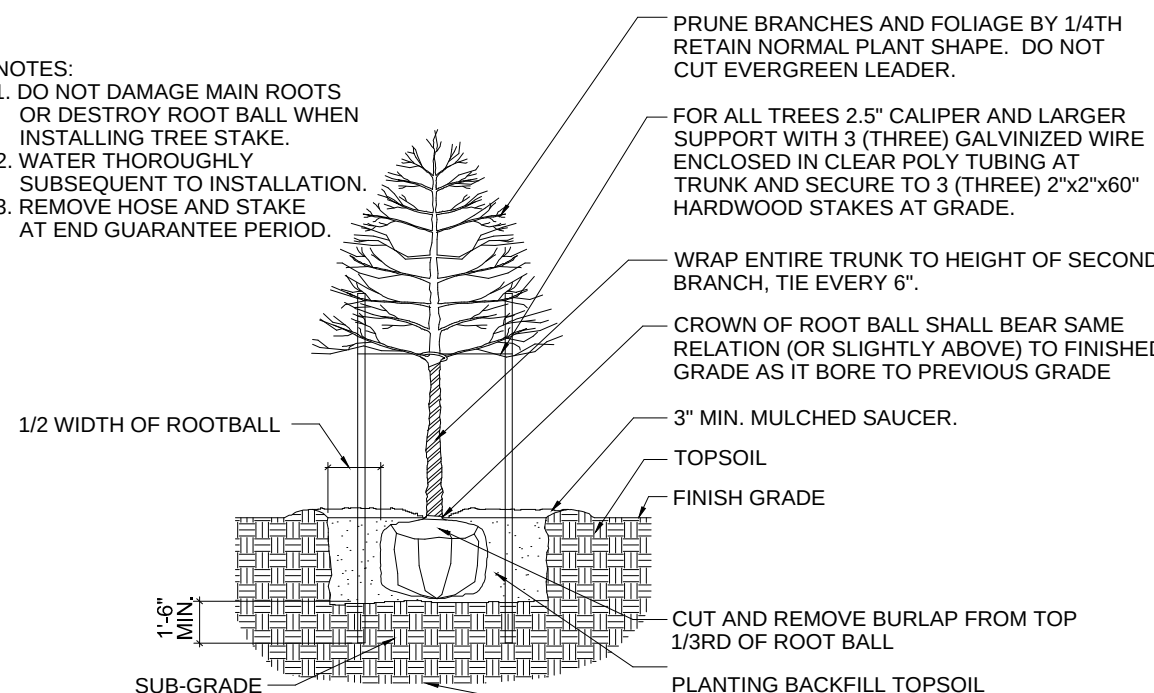
KEY	PLANT NAME BOTANICAL NAME COMMON NAME	SIZE
AC	Amelanchier canadensis Serviceberry	10' Height
AR	Acer rubrum 'October Glory' October Glory Red Maple	2.5" Caliper
BK	Buxus k. 'Green Velvet' Green Velvet Box Wood	24" Height
EA	Euonymus alatus 'Compacta' Compact Burning Bush	24" Height
JC	Juniperus chin 'Kallay' Kallay Juniper	24" Height
PA	Picea abies Norway Spruce	6' Height
QR	Quercus Rubra Red Oak	3" Caliper
TM	Taxus x media 'Densiformis' Dense Yew	24" Height
TO	Tsuga Occ 'Mission' Techny Arborvitae	5' Height



- NOTES:
1. DO NOT DAMAGE MAIN ROOTS OR DESTROY ROOT BALL WHEN INSTALLING TREE STAKE.
 2. WATER THOROUGHLY SUBSEQUENT TO INSTALLATION.
 3. REMOVE HOSE AND STAKE AT END GUARANTEE PERIOD.

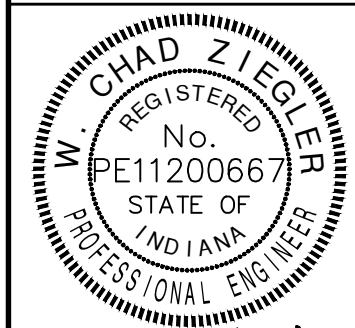


- NOTES:
1. DO NOT DAMAGE MAIN ROOTS OR DESTROY ROOT BALL WHEN INSTALLING TREE STAKE.
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Date	Revisions	Sym.	Designed:	Drawn:	Checked:	Scale:	Date:
04-03-17	WESTFIELD COMMENT LETTER	RRL					
10-16-17	CITY OF WESTFIELD COMMENTS	SJH					
10-31-17	REVISES PLANS PER CITY LANDSCAPE COMMENTS	WCZ					
						1" = 20'	
							02-24-17

LANDSCAPE PLAN
SPRING MILL STATION SE CORNER RETAIL
WASHINGTON TOWNSHIP
WESTFIELD, INDIANA



W. Chad Ziegler

BANNING
ENGINEERING
853 COLUMBIA ROAD, SUITE #101
PLAINFIELD, IN 46168
BUS: (317) 707-3700; FAX: (317) 707-3800
E-MAIL: Banning@BanningEngineering.com
WEB: www.BanningEngineering.com

Project No: 07053R
Sheet No:



To: City of Westfield Advisory Planning Commission

From: Mark Christoffersen, Spring Mill Station Task Group (SMSTG) Chair

mark.christoffersen@gmail.com

(317) 292-2541

Date: October 26, 2017

Re: 1711-DDP-18 Spring Mill Multi-Tenant

The Spring Mill Station (SMS) Task Group has met with the petitioner multi times over the past months regarding the proposed multi-tenant building. The petitioner is seeking approval for architectural design of the multi-tenant.

As of this time, the SMS Task Group supports this petition based on comments below:

- The architectural design of the multi-tenant was approved based on the rendering submitted to the Task Group dated 10-23-2017. This included the final discussion regarding the back façade. The rear façade is to include *(as depicted in the rendering)*, stone parapet cap along both sides and back and ornamental stone element above each rear door.
 - **Since this multi-tenant building will be facing the public gather area (*caboose, outside seating, retention area*), it is desirable to include landscaping (*trees*) along the back of the building per UDO.**

Thank you for considering the opinion of this dedicated volunteer group of neighborhood representatives in your evaluation of this project. We support your further review and judgement in determining additional matters that may also be relevant to this project.

Respectfully,

Mark Christoffersen
15877 River Birch Rd
Westfield, IN 46074



WESTFIELD ROAD IMPACT FEE ZONE IMPROVEMENT PLAN

CITY OF WESTFIELD



OCTOBER 2017

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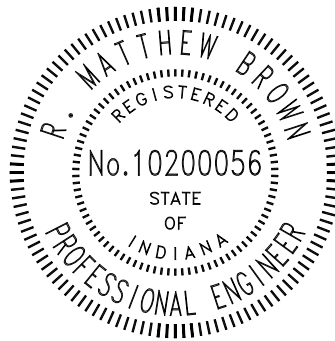
CERTIFICATION

I certify that this **ROAD IMPACT FEE ANALYSIS** has been prepared by me and under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.

A&F ENGINEERING Co., LLC



R. Matt Brown, P.E.
Indiana Registration 10200056



Antoun G. Fadoul
Traffic Engineer



Dixian Qiu, E.I
Traffic Engineer I

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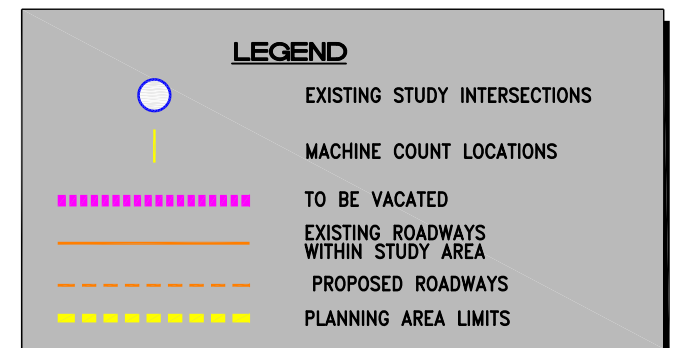
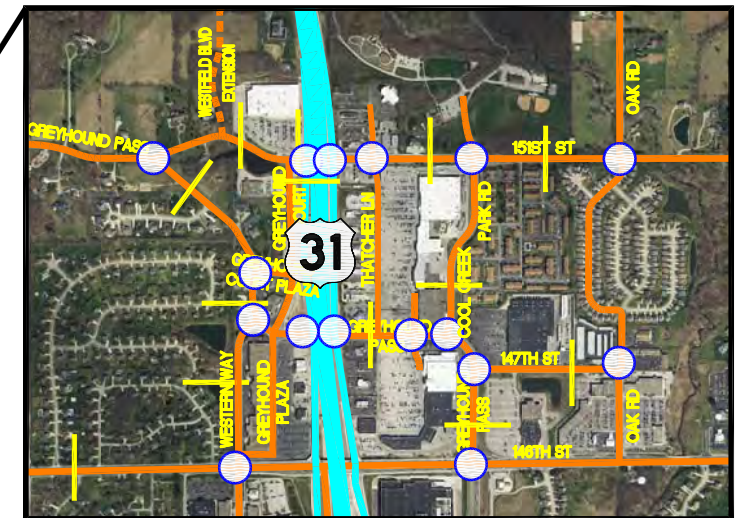
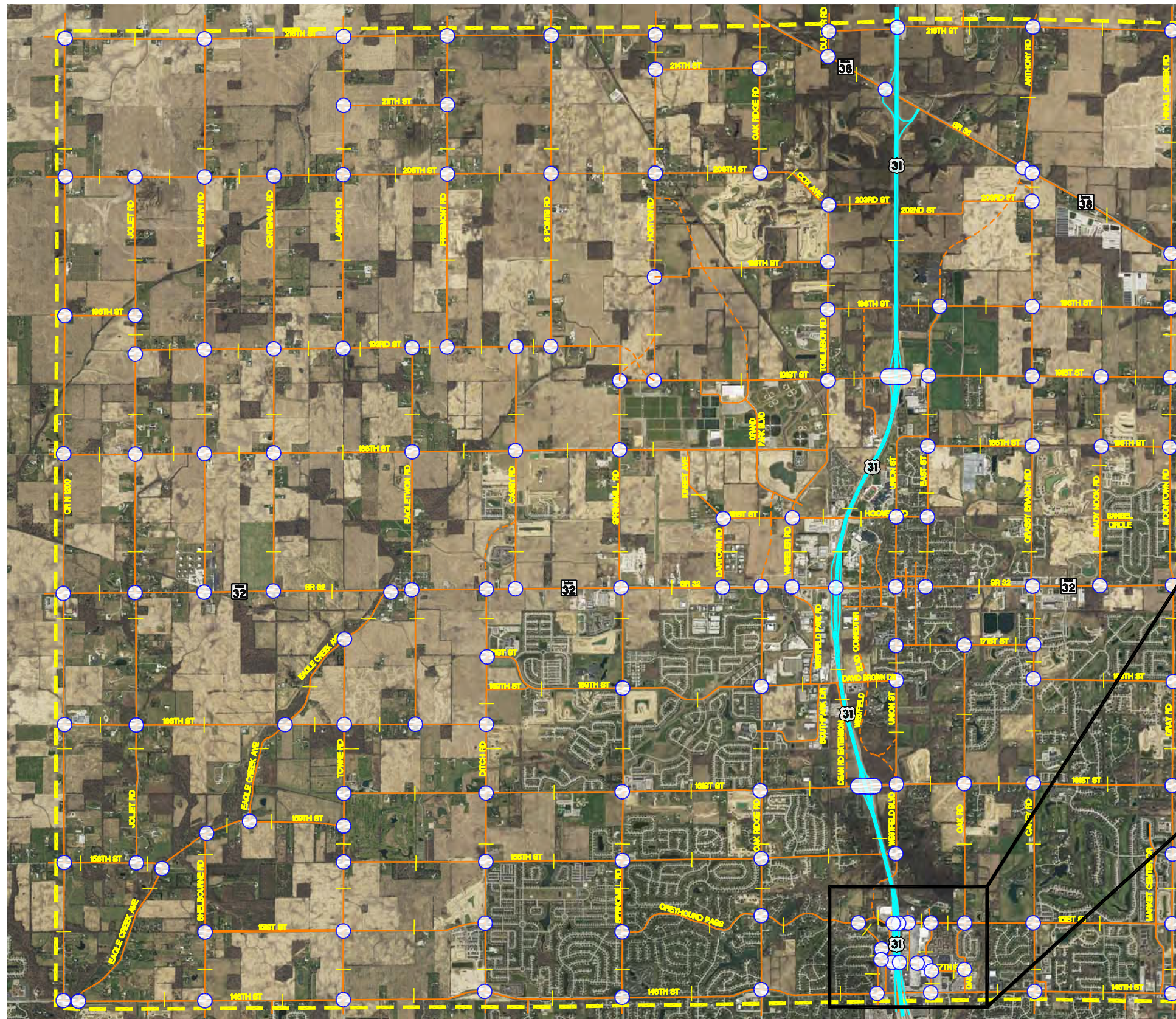
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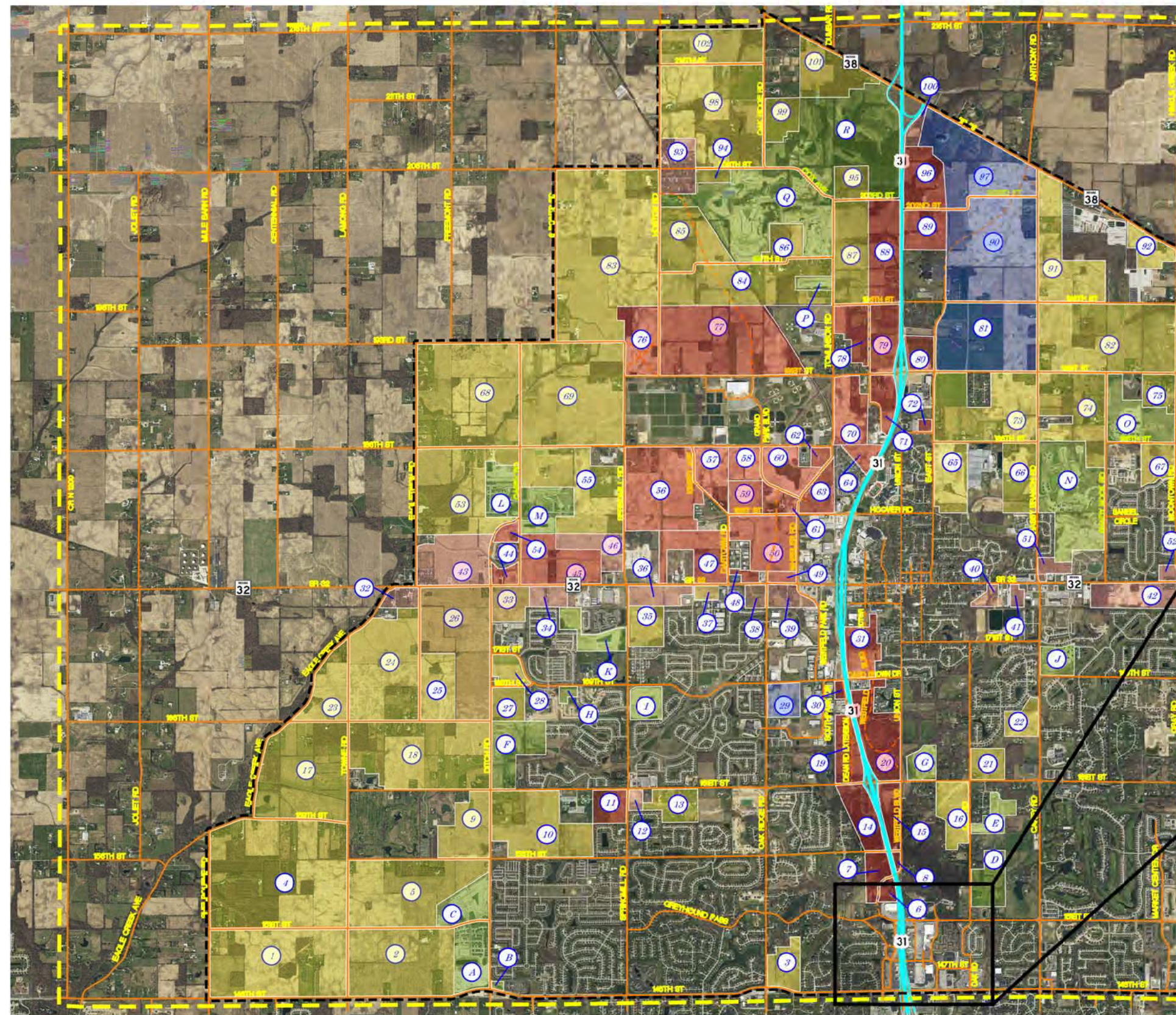
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KINSEY AVENUE	234
191 ST STREET.....	234
193 RD STREET	236
196 TH STREET	240
199 TH STREET	242
203 RD STREET.....	243

206 TH STREET	243
COX AVENUE	247
216 TH STREET	248
CR 1200 E.....	251
JOLIET ROAD	253
SHELBOURNE ROAD	256
MULE BARN ROAD	257
CENTENNIAL ROAD	259
TOWNE ROAD.....	260
LAMONG ROAD	262
EAGLETOWN ROAD	264
FREEMONT ROAD	265
DITCH ROAD	267
CASEY ROAD.....	269
SIX POINTS ROAD.....	270
SPRING MILL ROAD	271
HORTON ROAD.....	275
DARTOWN ROAD.....	277
OAK RIDGE ROAD	278
WHEELER ROAD.....	281
TOMLINSON ROAD	281
WESTERN WAY	282
GREYHOUND COURT	283
UNION STREET	283
COOL CREEK PARK ROAD	285
EAST STREET.....	285
OAK ROAD	287
CAREY ROAD	288
GRASSY BRANCH ROAD	290
ANTHONY ROAD	292
SHADY NOOK ROAD.....	292
GRAY ROAD.....	294
MOONTOWN ROAD.....	296
HINKLE CREEK ROAD	298
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PROPOSED ROADS	302
WESTFIELD BOULEVARD.....	302
GRAND PARK BOULEVARD	303
OAK RIDGE ROAD	304
EAST STREET.....	305
CHAD HITTLE DRIVE.....	306
WESTFIELD PARK ROAD	306



TRAFFIC IMPACT PLAN WESTFIELD, INDIANA

FIGURE 1
ROADWAY COUNT LOCATIONS



PARCEL LEGEND

	RETAIL		INDUSTRIAL/BUSINESS PARK
	MIXED USE		PARCEL/DEVELOPMENT UNDER CONSTRUCTION
	RESIDENTIAL		
	RESIDENTIAL/COMMERCIAL MIXED		
	PLANNING AREA LIMITS		

INTRODUCTION

The City of Westfield has undertaken a project to determine the amount of Road Impact Fees that can be assessed against future developments that will be constructed within the city limits. This analysis will project and evaluate the future impact of these developments on the roadway system.

In order to develop a meaningful impact fee study, the Rational Nexus Theory was implemented. This analysis determines the impact fee schedule that would be required to fund the future roadway needs of the City. The Rational Nexus Theory simply states that new developments cannot be held responsible for the existing inadequacy of the street system. Therefore, this study was developed in two separate parts. The first part determined the existing inadequacy of the intersections and roadways in the study area and assigned costs to bring those intersections/roadways up to acceptable standards to accommodate the existing traffic volumes. The second part of the analysis determined the traffic volumes that would be generated by the vacant parcels of land within the study area that could be developed over a 10-year period. The generated traffic volumes were assigned to the street system in the study area. The projected future traffic volumes were then used to test the street system to determine the intersection and roadway improvements that would be necessary to accommodate the added traffic volumes. Cost estimates were conducted for the recommended improvements. The resulting impact fee was then calculated by dividing the estimated cost to mitigate 10-year traffic volumes by the number of 24-hour weekday trips generated by the 10-year proposed developments identified by the City of Westfield Planning Department. This amount is the cost the development community will be required to fund to meet the future needs of the City.

In determining the results of this analysis, A&F Engineering has followed acceptable traffic and transportation engineering methodologies and has completed this study by following the Rational Nexus Theory to its complete understanding.

PURPOSE

The purpose of this project is as follows:

Existing Conditions – Review the major street network as it presently exists within the study area. If necessary, intersection and roadway improvements will be recommended based on the existing traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.

Projected 10-Year Conditions – Estimate the trips that could be generated by the vacant parcels of land and partially vacant parcels of land as identified by the City of Westfield planning staff in 2017 within the study area. These trips will then be added to the existing traffic volumes to estimate the 10-year traffic volumes that will use the City’s roadway system. Intersection and roadway improvements will then be recommended based on these future traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.

Impact Fee – Calculate the road impact fee based on the estimated construction costs for the incremental improvements from existing conditions to the projected 10-year conditions, the cost of performing the impact fee study, the credit of any year to date Impact Fee funds that have been collected and the projected 24-hour weekday trips that will be generated by the vacant land parcels.

STUDY AREA

The study area for this analysis has been determined based on guidelines set by the City of Westfield. The area is bounded by 216th Street, to the north, CR 1200 E to the west, Moontown Road to the east and 146th Street to the south. **Figure 1**, which is titled “Study Area Roadway Network” and is located at the front of this report, shows the intersections and roadway segments that are included in the study area. **Figure 2** shows the location of the vacant land parcels in reference to the study area roadway network.

SCOPE OF WORK

The scope of work for this analysis is as follows:

Existing Conditions

1. Determine the existing traffic volumes at all intersections and on all roadway segments.
 - a. Perform manual turning movement traffic counts at the existing study area intersections.
 - b. Perform 48-hour machine traffic counts along the existing study area roadway segments.
2. Inventory all existing study area intersections to determine traffic control and intersection geometrics.
3. Inventory all existing roadway segments to determine number of lanes, lane widths, shoulder widths and speed limits.

4. Prepare a capacity analysis for each intersection and each roadway segment using existing geometrics, existing traffic controls and existing traffic volumes. The capacity analysis will provide levels of service for each of the intersections and roadway segments which can be compared to the acceptable level of service standards.
5. Make recommendations to improve the intersections and roadway segments that are below acceptable levels of service.
6. Estimate construction costs based on the corresponding intersection and roadway improvements needed to accommodate the existing traffic volumes.

Projected 10-Year Conditions

1. Based on input from the City of Westfield's planning staff, identify all vacant and partially vacant parcels of land within the study area and confirm the potential land uses for those parcels.
2. Estimate the number of AM peak hour and PM peak hour trips that will be generated by the potential use of each of these parcels.
3. Assign and distribute the generated trips for the peak hour periods throughout the street system.
4. Determine the total peak hour generated trips from all of vacant parcels at each intersection and along each roadway segment within the study area roadway network.
5. Add the generated trips to the existing traffic volumes to develop 10-year traffic volume estimates.
6. Prepare a capacity analysis for each intersection and each roadway segment using the projected 10-year traffic volumes based on the mitigated conditions for the existing traffic volumes and any planned improvements proposed by the City of Westfield. The capacity analysis will provide levels of service for the roadway segments and intersections which can be compared to the acceptable level of service standards.
7. Make recommendations to improve the intersections and roadway segments that are below acceptable levels of service after the improvements are considered within step 6 (see above).
8. Estimate construction costs based on the corresponding roadway and intersection improvements needed to accommodate the projected 10-year traffic volumes.

Impact Fee

1. Estimate the 24-hour trips that will be generated by the potential use of each vacant parcel.
2. Determine the construction costs of the roadway segments and intersections based on the incremental improvements from existing recommendations to future recommendations. Add the cost of performing the impact fee study to the construction cost minus the year to date Impact Fee account balance (if applicable), to obtain the total impact fee cost.
3. Divide the total impact fee cost by the total 24-hour trips to calculate the road impact fee per trip.

EXISTING TRAFFIC DATA

Peak hour turning movement traffic volume counts were conducted at all of the study intersections by A&F Engineering Co., LLC. The counts include an hourly total of all "through" traffic and all "turning" traffic at the intersection. The counts were made during the hours of 6:00 AM to 9:00 AM and 3:30 PM to 7:00 PM in years 2016 and 2017. The "Intersection Traffic Movements" figures shown in **Exhibit A** summarize the existing traffic volumes for the peak hours obtained from the manual counts. The raw data sheets for the intersection traffic counts are included in **Appendix A**.

Directional, automatic machine traffic volume counts were conducted along all major existing roadway segments in the study area by A&F Engineering Co., LLC in years 2016 and 2017. Traffic volume counts were conducted for a period of forty-eight hours and were averaged and summarized on an hourly basis for a twenty-four hour period. The total traffic over the averaged twenty-four hour period is referred to as the "Average Daily Traffic" (ADT). The "Roadway Segment Summary" figures in **Exhibit B** summarize the existing traffic volumes for the peak hours and the ADT obtained from the machine traffic counts. The raw data sheets for the roadway segment traffic counts are included in **Appendix B**.

EXISTING INTERSECTION INVENTORY

Each existing intersection within the study area was identified by the following characteristics:

- Traffic Controls
- Intersection Geometrics

These data have been graphically represented on the "Existing Intersection Conditions" figures in **Exhibit C**.

EXISTING ROADWAY SEGMENT INVENTORY

Each roadway within the study area is identified by dividing the roadway into segments to be analyzed. In general, each segment was chosen based on a change in traffic conditions or roadway characteristics. The characteristics that were included in the roadway segment analyses are:

- Number of Lanes
- Segment Length
- Speed Limits
- Percent No-Passing
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of Traffic

These data, along with the results from the roadway segment capacity analyses, are shown on the “Roadway Segment Summary” figures in **Exhibit B**.

VACANT LAND PARCELS – PROPOSED USES

The vacant parcels of land to be included in this analysis were identified by the City of Westfield Planning Department and are illustrated on **Figure 2**. In addition, the individual land uses and densities that could be built on these parcels were determined based on the information provided by the City of Westfield Planning Department.

SITE GENERATED TRIPS

An estimate of traffic anticipated to be generated by each of the vacant parcels is a function of the size and character of the land use. *ITE Trip Generation Manual (9th Edition)*¹ was used to calculate the total number of trips expected to be generated by each land use during the AM peak hour, PM peak hour and twenty-four hour weekday period. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. Based on the information provided by the City of Westfield’s planning department as well as data taken from *ITE Trip Generation Manual (9th Edition)*, the classifications and descriptions for each of the vacant parcel uses applicable to this study are as follows:

Single Family: Single-family land use is defined as all single-family detached homes on individual lots. A typical example of this land use is a suburban subdivision.

¹ *Trip Generation Manual*, Institute of Transportation Engineers, Ninth Edition, 2012.

- Multi-Family:** Multi-family land use includes apartments, townhomes and residential condominiums. An apartment residence is defined as a dwelling unit that is located in the same building with at least three other units and includes general apartment, low-rise apartments, mid-rise apartments and high-rise apartments. Townhomes are defined as dwelling units with a minimum of two attached units per building structure and can be either rented or owned. Condominiums are defined as dwelling units within the same building of at least one other dwelling unit and are owned rather than rented.
- Retail:** The retail land use includes neighborhood center, regional shopping centers, and area service nodes and is defined as an integrated group of commercial establishments that are planned, developed, owned and managed as a shopping center. Also includes free standing commercial units/service institutions. A shopping center provides on-site parking facilities sufficient to serve its own parking demands.
- Office:** General office land use houses multiple tenants and is a location where affairs of businesses commercial or industrial organizations, or professional persons or firms are conducted.
- Business Park:** Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial or scientific research functions.

PASS-BY TRIPS

The vacant parcels that include retail uses will attract pass-by trips. Pass-by trips are trips already on the roadway system that are captured by a proposed development. *ITE Trip Generation Handbook*² provides procedures and data that can be used to estimate the reduction in trips for the retail land uses. The reduction in trips is a function of the size of the retail development. A pass-by

² *Trip Generation Handbook*, Institute of Transportation Engineers, Third Edition, August 2014.

reduction was considered for each retail parcel on an individual basis using the pass-by trip data in the *ITE Trip Generation Manual (9th Edition)*.

INTERNAL TRIPS

In multi-land use developments, there will be trips made between individual land uses that are generated from within the development. These internal trips will never use the public street system. Therefore, they should not be included in the capacity calculations. For the mixed-use developments within the study area, a 25% internal trip reduction was applied based on the methods outlined in the *ITE Trip Generation Manual (9th Edition)*.

PROJECTED 10-YEAR TRAFFIC VOLUMES

Information provided by the City of Westfield Planning Department was used to develop land use and density determinations for each parcel of vacant land. The generated traffic volumes from each parcel were totaled for both the AM peak hour and the PM peak hour at each of the study intersections and roadway segments. These generated volumes were then added to the existing traffic volumes at each intersection and roadway segment to obtain the 10-year traffic volumes. The projected 10-year traffic volumes are summarized for the AM peak hour and PM peak hour for each intersection on the “Intersection Traffic Movements” figures in **Exhibit A** and for each roadway segment on the “Roadway Segment summary” figures in **Exhibit B**.

ASSIGNMENT & DISTRIBUTION OF GENERATED TRIPS

To determine the volume of traffic that will be added to the study area roadway and intersection network, the generated traffic must be assigned and distributed by direction to the public roadway at its intersection with the development access points, and then to each of the intersections throughout the study area. For each of the vacant parcels within the study area, the assignment and distribution was based on the existing traffic patterns, the location of population and employment centers in relation to the individual parcels and the proposed street system within the study area. The assignment and distribution of the generated traffic for each parcel was expedited by using *PTV VISUM 16³*, a state-of-the-art transportation planning software package that utilizes origin-destination pairs and allows for changes in the roadway system and driver behavior to be considered when future traffic flows are to be determined.

³ *PTV VISUM 16.01-10*, PTV Group, 2016.

SIGNAL WARRANT ANALYSIS

Peak Hour Signal Warrant analyses were conducted at two-way stop controlled intersections where the minor streets operate below acceptable level of services to determine if the installation of a traffic signal or construction of a roundabout should be considered under existing and/or projected conditions.

CAPACITY ANALYSIS

The "efficiency" of an intersection or roadway segment is based on its ability to accommodate the traffic volumes that approach the intersection or that travel along the roadway. It is defined by the Level-of-Service (LOS) of the intersection or roadway segment. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, number and use of lanes and, in the case of signalized intersections, traffic signal timing. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro*⁴. This program allows multiple intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)*⁵. To determine the LOS at each of the roadway segments, a capacity analysis has been performed using the computer program *HIGHPLAN*, which uses the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)* for two-lane and multi-lane roadway segments.

DESCRIPTION OF LEVEL OF SERVICE – INTERSECTIONS

The Level of Service (LOS) for an intersection is based on the control delay (in seconds) that a vehicle would typically experience at the intersection. The following data obtained from the *Highway Capacity Manual (HCM)* describes the delay thresholds related to the levels of service for signalized intersections:

Level of Service A - describes operations with a very low delay, less than or equal to 10.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.

⁴ *Synchro/SimTraffic 10.0.1*, Trafficware, 2017.

⁵ *Highway Capacity Manual Sixth Edition (HCM 6)* Transportation Research Board, National Research Council, Washington, DC, 2017.

- Level of Service B** - describes operations with delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression. More vehicles stop than LOS A, causing higher levels of average delay.
- Level of Service C** - describes operation with delay in the range of 20.1 seconds to 35.0 seconds per vehicle. These higher delays may result from failed progression. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- Level of Service D** - describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At level of service D, the influence of congestion becomes more noticeable. Longer delays may result from some combinations of unfavorable progression. Many vehicles stop, and the proportion of vehicles not stopping declines. This is the limit of acceptable delay.
- Level of Service E** - describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These high delay values generally indicate poor progression and long cycle lengths.
- Level of Service F** - describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following list, obtained from the *Highway Capacity Manual (HCM)*, shows the delays related to the levels of service for unsignalized, signalized, and roundabout intersections:

<u>Level of Service</u>	<u>Control Delay (seconds/vehicle)</u>	
	<u>UNSIGNALIZED</u>	<u>SIGNALIZED/ROUNDOABOUT</u>
A	Less than or equal to 10	Less than or equal to 10
B	Between 10.1 and 15	Between 10.1 and 20
C	Between 15.1 and 25	Between 20.1 and 35
D	Between 25.1 and 35	Between 35.1 and 55
E	Between 35.1 and 50	Between 55.1 and 80
F	greater than 50	greater than 80

DESCRIPTION OF LEVEL OF SERVICE – ROADWAYS

HIGHPLAN computer software was used to determine the Level of Service (LOS) for the two-lane roadway segments (one travel lane in each direction) and multilane roadway segments (more than one travel lane in each direction) in this study. In the *HIGHPLAN* software, the LOS for the two-lane roadway segments for urban/developed areas is based on the percentage free flow speed (the percentage of speed traveled in relation to the posted speed limit) that can be

obtained over the segment. For multilane roadway segments, the LOS is based on the density (passenger cars per mile per lane) of the segment.

HIGHPLAN utilizes the following roadway variables in the determination of the LOS for two-lane and multilane roadway segments:

- Number of Lanes
- Segment Length
- Speed Limit
- Percent No-Passing
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of traffic

The following tables show the criteria used by *HIGHPLAN* in determining the level of service for two-lane roadway segments and multilane roadway segments.

LOS Thresholds for Two-Lane Roadway Segments		
Level of Service	Percentage of Free Flow Speed (%)	Minimum Speed (mph)
A	≥ 92	45
B	83-91.9	35
C	75-82.9	35
D	67-74.9	35
E	≤ 67	35
F	$v/c \geq 1.0$	35

LOS Thresholds for Multilane Roadway Segments		
Level of Service	Density (pc/mi/ln)	Speed (mph)
A	≤ 11	ALL
B	11.1-18	ALL
C	18.1-26	ALL
D	26.1-35	ALL
E	35.1-45	45-60
F	> 45	45-60

ACCEPTABLE LEVEL OF SERVICE STANDARDS

The City of Westfield has established a minimum acceptable level of service (LOS) standard that was used when performing the capacity analyses for the study intersections and roadway

segments. Level of service ‘D’ has been selected as the minimum acceptable LOS for intersections and level of service ‘D’ as the minimum acceptable LOS for roadway segments in this study. This standard is used for both existing conditions and projected 10-year conditions.

In some cases, it was not feasible to achieve a LOS D. For those intersections that operate below acceptable levels of service (LOS E and LOS F), maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

In addition to the LOS standards from roadway segments, a maximum width standard is considered. In this standard, a 20 foot wide roadway with a 2 foot shoulder was considered to be the minimum acceptable cross-section of a roadway segment. However, the costs associated with widening any deficient segments were not considered as it was assumed that the segments will be widened as development occurs along the frontage of these roadways.

RECOMMENDED IMPROVEMENT CRITERIA

Improvements were recommended for both the existing traffic volumes and the projected 10-year traffic volumes so that each study intersection/segment will meet the minimum acceptable level of service (LOS D). The recommended improvements are subject only to include those regarding the capacity of each study intersection/segment. Impact Fees are calculated based on the improvements needed to enhance the capacity of each intersection/segment, and the recommendations found in this report are based on improving said capacity. Recommended improvements can include: the addition of travel lanes, intersection turn lanes, and changes in intersection control. Improvements required based on safety or other non-capacity related issues were not addressed in the recommendations of this report.

ESTIMATED CONSTRUCTION COSTS

Table 1 is a summary of the estimated construction costs that will be required to bring the intersections up to design level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions and planned improvements (Today’s Cost) and the estimated construction costs associated with the recommended improvements to mitigate the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2017 costs.

Table 2 is a summary of the estimated construction costs that will be required to bring the roadways up to design level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions and planned improvements (Today's Cost) and the estimated construction costs associated with the recommended improvements to mitigate the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2017 costs.

TABLE 1 – ESTIMATED INTERSECTION CONSTRUCTION COSTS

Intersection	Today's costs	Ten-year Cost
Eagle Creek Avenue & 146th Street	\$-	\$600,000
Spring Mill Road & 146th Street	\$-	\$1,184,200
Oak Ridge Road & 146th Street	\$-	\$1,013,700
Greyhound Pass & 146th Street	\$-	\$200,000
Carey Road & 146th Street	\$-	\$1,326,060
Gray Road & 146th Street	\$-	\$1,906,320
Towne Road & 151st Street	\$1,200,000*	\$-
Ditch Road & 151st Street	\$-	\$1,500,000
Spring Mill Road & Greyhound Pass	\$-	\$200,000
Oak Ridge Road & Greyhound Pass	\$1,200,000*	\$300,000
Greyhound Pass & 151st Street	\$-	\$1,000,000
Oak Road & 151st Street	\$ 1,200,000	\$-
Carey Road & 151st Street	\$-	\$400,000
Gray Road & 151st Street	\$-	\$1,000,000
Towne Road & 156th Street	\$400,000*	\$1,000,000
Ditch Road & 156th Street	\$1,200,000*	\$600,000
Spring Mill Road & 156th Street	\$-	\$200,000
Oak Ridge Road & 156th Street	\$1,200,000*	\$600,000
Westfield Boulevard & 156th Street	\$-	\$1,000,000
Gray Road & 156th Street	\$200,000	\$1,200,000
Towne Road & 161st Street	\$400,000*	\$1,000,000
Ditch Road & 161st Street	\$1,200,000*	\$300,000
Spring Mill Road & 161st Street	\$1,200,000*	\$600,000
US 31 & 161st Street - A	\$-	\$200,000
Westfield Boulevard & 161st Street	\$1,200,000*	\$800,000

*PLANNED IMPROVMENTS

Intersection	Today's costs	Ten-year Cost
Oak Road & 161st Street	\$1,200,000	\$300,000
Gray Road & 161st Street	\$1,200,000*	\$600,000
Towne Road & 166th Street	\$400,000*	\$-
Ditch Road & 166th Street	\$-	\$1,500,000
Ditch Road & 169th Street	\$1,000,000*	\$500,000
Spring Mill Road & 169th Street	\$1,200,000*	\$300,000
Oak Ridge Road & 169th Street	\$1,200,000*	\$300,000
Union Street & David Brown Drive	\$-	\$200,000
Carey Road & 169th Street	\$-	\$1,500,000
Gray Road & 169th Street	\$-	\$1,200,000
Carey Road & 171st Street	\$-	\$1,500,000
CR N 1200 E & SR 32	\$-	\$90,000
Joliet Road & SR 32	\$-	\$400,000
Mule Barn Road & SR 32	\$200,000*	\$90,000
Centennial Road & SR 32	\$-	\$200,000
Washington Street & SR 32	\$-	\$290,000
Eagletown Road & SR 32	\$-	\$90,000
Ditch Road & SR 32	\$490,000*	\$600,000
Casey Road & SR 32	\$200,000	\$-
Spring Mill Road & SR 32	\$-	\$800,000
Dartown Road & SR 32	\$-	\$200,000
Oak Ridge Road & SR 32	\$-	\$1,000,000
Wheeler Road & SR 32	\$-	\$600,000
Union Street & SR 32	\$-	\$800,000
East Street & SR 32	\$200,000	\$750,000
Grassy Branch Road & SR 32	\$-	\$600,000
Shady Nook Road & SR 32	\$-	\$90,000
Moontown Road & SR 32	\$-	\$400,000
Dartown Road & 181st Street	\$-	\$200,000
Wheeler Road & 181st Street	\$1,200,000*	\$-
Union Street & Hoover Street	\$-	\$980,000
Casey Road & 186th Street	\$1,200,000*	\$-
Spring Mill Road & 186th Street	\$1,200,000*	\$300,000

*PLANNED IMPROVMENTS

Intersection	Today's costs	Ten-year Cost
Grassy Branch Road & 186th Street	\$-	\$1,000,000
Moontown Road & 186th Street	\$-	\$400,000
Casey Road & 193rd Street	\$1,000,000*	\$-
Six Point Road & 193rd Street	\$-	\$200,000
Tomlinson Road & 191st Street	\$-	\$400,000
US 31 & 191st Street - A	\$-	\$200,000
US 31 & 191st Street - B	\$-	\$200,000
Grassy Branch Road & 191st Street	\$1,200,000*	\$300,000
Shady Nook Road & 191st Street	\$600,000*	\$1,500,000
Moontown Road & 191st Street	\$1,200,000*	\$600,000
Horton Road & 199th Street	\$-	\$400,000
Tomlinson Road & 196th Street	\$-	\$1,000,000
Grassy Branch Road & 196th Street	\$-	\$1,200,000
Moontown Road & 196th Street	\$-	\$1,000,000
Tomlinson Road & 199th Street	\$-	\$1,000,000
Hinkle Creek Road & SR 38	\$-	\$490,000
Horton Road & 206th Street	\$-	\$1,200,000
Oak Ridge Road & 206th Street	\$-	\$1,000,000
Anthony Road & SR 38	\$-	\$490,000
Oak Ridge Road & 214th Street	\$-	\$1,000,000
Dunbar Road & SR 38	\$-	\$200,000
US 31 & 216th Street	\$90,000	\$200,000
146th Street & Western Way	\$-	\$600,000
Westfield Boulevard & 151st Street**	\$-	\$1,000,000
191st Street & Grand Park Boulevard**	\$-	\$1,500,000
Westfield Boulevard & 169th Street**	\$1,500,000*	\$-
Westfield Boulevard & Union Street**	\$1,500,000*	\$-
East Street & 203rd Street**	\$-	\$1,500,000
East Street & Grassy Branch Road**	\$-	\$1,500,000
191st/193rd Street & Spring Mill Road**	\$1,580,000*	\$600,000
Oak Ridge Road & 181st Street**	\$-	\$200,000
Chad Hittle Drive & 191st Street**	\$1,200,000*	\$300,000
TOTAL	\$31,360,000	\$55,690,280

*PLANNED IMPROVMENTS

**PROPOSED INTERSECTIONS

TABLE 2 – ESTIMATED ROADWAY CONSTRUCTION COSTS

Street	Location	Planned Cost	Ten-year Cost
156th Street	Ditch Rd - Spring Mill Rd	\$-	\$1,981,320
156th Street	Spring Mill Rd - Oak Ridge Rd	\$-	\$2,023,120
161st Street	Spring Mill Rd - Oak Ridge Rd	\$1,512,495	\$1,512,495
161st Street	Oak Ridge Rd - US 31	\$555,465	\$555,465
161st Street	Union Rd - Oak Rd	\$-	\$988,760
161st Street	Oak Rd - Carey Rd	\$-	\$1,002,440
161st Street	Carey Rd - Gray Rd	\$1,013,080	\$1,013,080
191st Street	Horton Rd - Tomlinson Rd	\$-	\$2,715,480
191st Street	Tomlinson Rd - US 31	\$-	\$981,920
191st Street	East St - Grassy Branch Rd	\$-	\$1,502,520
191st Street	Grassy Branch Rd - Moontown Rd	\$-	\$2,014,760
Ditch Road	146th St - 151st St	\$-	\$1,106,560
Ditch Road	156th St - 161st St	\$-	\$999,020
Ditch Road	161st St - 166th St	\$-	\$999,020
Ditch Road	166th St - 169th St	\$-	\$501,600
Ditch Road	169th St - SR 32	\$-	\$1,460,720
Casey Road	SR 32 - 186th St	\$506,160	\$2,704,840
Spring Mill Road	146th St - Greyhound Pass	\$238,165	\$1,190,825
Spring Mill Road	Greyhound Pass - 156th St	\$261,915	\$1,309,575
Spring Mill Road	156th St - 161st St	\$249,755	\$1,248,775
Spring Mill Road	161st St - 169th St	\$376,485	\$1,882,425
Spring Mill Road	169th St - SR 32	\$364,990	\$1,824,950
Spring Mill Road	SR 32 - 186th St	\$-	\$2,050,480
Spring Mill Road	186th St - 191st St	\$-	\$1,004,720
Horton Road	191st St - 199th St	\$-	\$1,414,740
Oak Ridge Road	Greyhound Pass - 156th St	\$-	\$837,520
Oak Ridge Road	156th St - 161st St	\$-	\$999,780
Oak Ridge Road	161st St - 169th St	\$-	\$1,501,000
Oak Ridge Road	169th St - SR 32	\$-	\$1,449,320
Wheeler Road	SR 32 - 181st St	\$-	\$1,004,340
Carey Road	146th St - 151st St	\$-	\$997,120
Carey Road	151st St - 161st St	\$-	\$2,033,380
Carey Road	161st St - 169th St	\$-	\$1,504,800

Street	Location	Planned Cost	Ten-year Cost
Carey Road	169th St - 171st St	\$-	\$512,240
Carey Road	171st St - SR 32	\$-	\$849,300
Grassy Branch Road	SR 32 - 186th St	\$-	\$2,046,300
Westfield Boulevard*	151st St - Union Street	\$311,220	\$311,220
Westfield Boulevard*	161st St - 169th St	\$1,588,780	\$1,588,780
Westfield Boulevard*	169th St - SR 32	\$1,425,760	\$1,425,760
Grand Park Boulevard*	191st St - 199th St	\$893,760	\$893,760
Grand Park Boulevard*	199th St - Horton Rd	\$673,550	\$673,550
Oak Ridge Road*	SR 32 - 181st St	\$498,750	\$1,496,250
Oak Ridge Road*	181st St - Grand Park Blvd	\$225,530	\$225,530
East Street*	196th St - 203rd St	\$1,624,500	\$1,624,500
East Street*	203rd St - Grassy Branch Rd	\$421,420	\$421,420
East Street*	Grassy Branch Rd - SR 38	\$134,140	\$134,140
Chad Hittle Drive*	191st St - 196th St	\$756,675	\$756,675
Westfield Park Road*	161st - 169th St	\$751,830	\$751,830
TOTAL		\$14,384,425	\$60,028,125

*PROPOSED ROADWAY SEGMENTS

TOTAL COSTS

Table 3 summarizes the total “Today’s Cost” and “10-Year Cost” for the study area intersections and roadways.

TABLE 3 – TOTAL COSTS

	Today’s Cost	10-Year Cost
Intersections (Table 1)	\$31,360,000	\$55,690,280
Roadways (Table 2)	\$14,384,425	\$60,028,125
Total Cost	\$45,744,425	\$115,718,405

GENERATED 24-HOUR TRIPS

In order to determine an impact fee per trip, the total number of trips that will be generated during a 24-hour weekday period for each of the vacant parcels has been determined. Table 4 identifies each of the vacant parcels, the assumed land use, and the 10-year build-out size.

TABLE 4 – LAND USE SUMMARY TABLE

Parcel #	Land Use Distribution	ITE Code	Development Size
1	Single Family	210	606 DU
2	Single Family	210	471 DU
3	Single Family	210	94 DU
4	Single Family	210	965 DU
5	Single Family	210	492 DU
6	Office (50%)	750	59,000 SF
	Retail (50%)	820	60,000 SF
7	Office (50%)	750	153,000 SF
	Retail (50%)	820	153,000 SF
8	Office (50%)	750	20,000 SF
	Retail (50%)	820	20,000 SF
9	Single Family	210	177 DU
10	Single Family	210	360 DU
11	Apartments (50%)	220	292,000 SF
	Retail (50%)	820	187,000 SF
12	Retail	820	97,000 SF
13	Single Family	210	97 DU
14	Office (50%)	750	294,000 SF
	Retail (50%)	820	294,000 SF
15	Office (50%)	750	191,000 SF
	Retail (50%)	820	192,000 SF
16	Single Family	210	122 DU
17	Single Family	210	538 DU
18	Single Family	210	587 DU
19	Office (50%)	750	266,000 SF
	Retail (50%)	820	267,000 SF
20	Office (50%)	750	348,000 SF
	Retail (50%)	820	348,000 SF
21	Single Family	210	70 DU
22	Single Family	210	68 DU

Parcel #	Land Use Distribution	ITE Code	Development Size
23	Single Family	210	158 DU
24	Single Family	210	748 DU
	Apartments	220	246 DU
25	Single Family	210	152 DU
26	Retail	820	493,000 SF
	Single Family	210	407 DU
	Apartments	220	720 DU
27	Single Family	210	75 DU
28	Single Family	210	59DU
29	Business Park	770	312,800 SF
30	Office (50%)	750	31,000 SF
	Retail (50%)	820	32,000 SF
31	Office (50%)	750	287,000 SF
	Retail (50%)	820	288,000 SF
32	Retail	820	221,000 SF
33	Retail	820	247,000 SF
34	Retail	820	260,000 SF
35	Single Family	210	97 DU
36	Retail	820	387,000 SF
37	Retail (50%)	820	81,100 SF
	Apartments (50%)	220	300 DU
38	Retail	820	156,000 SF
39	Retail	820	283,000 SF
40	Retail	820	133,000 SF
41	Retail	820	98,000 SF
42	Retail	820	720,000 SF
43	Retail	820	1157,000 SF
44	Office (50%)	750	84,000 SF
	Retail (50%)	820	84,000 SF
45	Office (50%)	750	552,000 SF
	Retail (50%)	820	553,000 SF
46	Retail	820	508,000 SF
47	Office (50%)	750	446,000 SF
	Retail (50%)	820	446,000 SF
48	Office (50%)	750	47,000 SF
	Retail (50%)	820	48,000 SF
49	Office (50%)	750	52,000 SF
	Retail (50%)	820	53,000 SF

Parcel #	Land Use Distribution	ITE Code	Development Size
50	Office (50%)	750	510,000 SF
	Retail (50%)	820	511,000 SF
51	Retail	820	180,000 SF
52	Retail	820	96,000 SF
53	Single Family	210	446 DU
54	Office (50%)	750	68,000 SF
	Retail (50%)	820	68,000 SF
55	Single Family	210	403 DU
56	Office (50%)	750	980,000 SF
	Retail (50%)	820	980,000 SF
57	Office (50%)	750	283,000 SF
	Retail (50%)	820	284,000 SF
58	Office (50%)	750	181,000 SF
	Retail (50%)	820	181,000 SF
59	Office (50%)	750	188,000 SF
	Retail (50%)	820	189,000 SF
60	Office (50%)	750	304,000 SF
	Retail (50%)	820	304,000 SF
61	Office (50%)	750	132,000 SF
	Retail (50%)	820	132,000 SF
62	Office (50%)	750	57,000 SF
	Retail (50%)	820	58,000 SF
63	Office (50%)	750	201,000 SF
	Retail (50%)	820	201,000 SF
64	Office (50%)	750	110,000 SF
	Retail (50%)	820	110,000 SF
65	Single Family	210	153 DU
66	Single Family	210	156 DU
67	Single Family	210	83 DU
68	Single Family	210	695 DU
69	Single Family	210	692 DU
70	Office (50%)	750	360,000 SF
	Retail (50%)	820	360,000 SF
71	Office (50%)	750	179,000 SF
	Retail (50%)	820	180,000 SF
72	Office (50%)	750	28,000 SF
	Retail (50%)	820	28,000 SF

Parcel #	Land Use Distribution	ITE Code	Development Size
73	Single Family	210	410 DU
74	Single Family	210	312 DU
75	Single Family	210	76 DU
76	Office (50%)	750	400,000 SF
	Retail (50%)	820	400,000 SF
77	Office (50%)	750	1,468,000 SF
	Retail (50%)	820	1,468,000 SF
78	Office (50%)	750	252,000 SF
	Retail (50%)	820	252,000 SF
79	Office (50%)	750	312,000 SF
	Retail (50%)	820	312,000 SF
80	Office (50%)	750	157,000 SF
	Retail (50%)	820	158,000 SF
81	Business Park	770	1,887,900 SF
82	Single Family	210	616 DU
83	Single Family	210	1079 DU
84	Single Family	210	432 DU
85	Single Family	210	225 DU
86	Single Family	210	85 DU
87	Single Family	210	235 DU
88	Office (50%)	750	532,000 SF
	Retail (50%)	820	533,000 SF
89	Office (50%)	750	280,000 SF
	Retail (50%)	820	281,000 SF
90	Business Park	770	2,552,600 SF
91	Single Family	210	204 DU
92	Single Family	210	84 DU
93	Retail	820	632,000 SF
94	Single Family	210	31 DU
95	Single Family	210	75 DU
96	Office (50%)	750	393,000 SF
	Retail (50%)	820	393,000 SF
97	Business Park	770	1,712,800 SF
98	Single Family	210	628 DU
99	Single Family	210	90 DU
100	Retail	820	139,000 SF
101	Single Family	210	192 DU

Parcel #	Land Use Distribution	ITE Code	Development Size
102	Single Family	210	229 DU
103	Apartments (50%)	220	270 DU
	Retail (50%)	820	381,000 SF
104	Apartments	220	36 DU
105	Single Family	210	710 DU
106	Single Family	210	68 DU
107	Single Family	210	28 DU
108	Single Family	210	82 DU
109	Single Family	210	60 DU
110	Single Family	210	182 DU
111	Single Family	210	64 DU
112	Single Family	210	30 DU
113	Single Family	210	156 DU
114	Single Family	210	282 DU
115	Single Family	210	162 DU
	Apartments	220	133 DU
116	Single Family	210	219 DU
117	Single Family	210	220 DU
118	Single Family	210	26 DU
119	Single Family	210	2000 DU
120	Apartments (50%)	220	350 DU
	Retail (50%)	820	1,657,00 SF

Notes: DU = Dwelling Unit; SF = Square Feet

The *ITE Trip Generation Manual (9th Edition)* was used to generate the number of 24-hour weekday trips generated by the land uses listed above. After applicable internal, pass-by trip reductions, and trip balancing considerations, the 24-hour generated trips that will be used for the impact fee calculation is 386,914 trips.

ROAD IMPACT FEE

The method used for determining the impact fee is based on the sum of the impact fee construction costs for all study intersections and roadways added to the cost of performing the impact fee study minus any year to date Impact Fee funds that have been collected. The City of Westfield currently has approximately \$607,000 in Year-To-Date impact fee funds. However, these funds have been earmarked for planned projects that have been included in this report. Therefore, these funds are not considered in the impact fee calculation. This results in the “Total Impact Fee Cost”. The total impact fee cost is then divided by the total number of 24-hour trips that will be generated by the vacant land parcels. **Table 5** shows the calculation for the impact fee.

TABLE 5 – CALCULATION OF IMPACT FEE

Impact Fee Cost	\$115,718,405
Cost of Performing Impact Fee Study	\$266,720
Total Impact Fee Cost	\$115,985,125
24-Hour Trips from vacant Land Parcels	386,914
Impact Fee per 24-Hour Generated Trip (Equals Total Impact Fee Cost divided by the 24-hour trips)	\$299.77

ANNUAL IMPACT FEE EVALUATION

The estimated construction costs that have been used to determine the impact fees presented in this report are based on year 2017 construction costs. Therefore, it may be necessary to re-evaluate the impact fee on an annual basis to reflect the annual inflation of costs for intersection and road construction or any major changes in the proposed land uses.

EXAMPLES OF TYPICAL IMPACT FEES COLLECTED

For all land uses, the number of 24-hour trips generated by each new development for a typical weekday would need to be determined on a case by case basis using the methods and procedures outlined in the most recent edition of the *ITE Trip Generation Manual* and the *ITE Trip Generation Handbook*. The generated 24-hour trip number for the new development is then multiplied by the fee per trip to determine the collected fee. **Table 6** shows the typical impact fees that would be collected for a variety of land uses. For each land use the table lists the ITE Code classification, a range of typical sizes, the 24-hour weekday trips generated by each size and the resulting impact fee to be collected. It should be noted that the land uses listed in the table are only a small sample of the different types of land uses classified by the *ITE Trip Generation* report.

TABLE 6 – EXAMPLES OF TYPICAL FEES COLLECTED PER OTHER LAND USES

Land Use	ITE Code	Size	24-Hour Trips	Impact Fee per 24-hour Trip	Impact Fee Collected
Single-Family	210	10 DU	100*	\$299.77	\$29,977.00
		20 DU	200*	\$299.77	\$59,954.00
		30 DU	300*	\$299.77	\$89,931.00
Multi-Family Apartments	220	100 DU	730	\$299.77	\$218,832.10
		200 DU	1,336	\$299.77	\$400,492.72
		300 DU	1,942	\$299.77	\$582,153.34
Business Park	770	200,000 SF	2,488	\$299.77	\$745,827.76
		300,000 SF	3,732	\$299.77	\$1,118,741.64
		400,000 SF	4,976	\$299.77	\$1,491,655.52
General Office	710	50,000 SF	775	\$299.77	\$232,321.75
		100,000SF	1,313	\$299.77	\$393,598.01
		200,000 SF	2,223	\$299.77	\$666,388.71
General Retail**	820	50,000 SF	2,251	\$299.77	\$674,782.27
		100,000SF	4,143	\$299.77	\$1,241,947.11
		200,000 SF	7,246	\$299.77	\$2,172,133.42

Notes

DU = Dwelling Unit, SF = Square Feet

*Based on the ITE data, Single-Family houses are assumed to generate 10 trips per dwelling unit per day.

**Retail land uses attract pass-by trips. Therefore, the trips shown above represent the total number of non-pass-by 24-hour trips. The pass-by percentage of trips varies by the size of the retail development.

The generated 24-hour trips for a typical weekday were determined by using the methods and procedures outlined in the most recent editions of the *ITE Trip Generation Manual* (9th Edition) and the *ITE Trip Generation Handbook* (August 2014). The trip report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. The handbook provides the procedures and data used to estimate the pass-by traffic reductions for the retail land use.

SUMMARY TABLES FOR INTERSECTIONS

A tabular summary of the analysis considering each study intersection is shown in the following pages. The existing intersection conditions and existing level of service (LOS) results are shown in the top left-hand corner under the heading “Existing Conditions”. The existing conditions include the existing traffic control and existing intersection geometrics. The existing intersection geometrics are illustrated as black arrows along each approach of the intersection. Each arrow represents one lane along the approach and the traffic movements that can be made from that lane. An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**. The existing LOS results are based on the existing traffic control, existing intersection geometrics and the existing AM peak hour and PM peak hour traffic volumes. The existing intersection traffic volumes for the peak hours can be found on the “Intersection Traffic Movements” figures in **Exhibit A**.

Level of service “D” has been selected for this study by the City of Westfield as the minimum acceptable LOS for intersections. If necessary, mitigated conditions for the existing traffic volumes have been recommended for intersections that currently operate below the minimum acceptable LOS. These conditions and the resulting levels of service are shown at the top under the heading “Mitigated Conditions for Existing Traffic Volumes”. Black arrows represent lanes that are present under the existing conditions, red arrows represent lanes that are in addition to the existing intersection geometrics or converted lanes, and green arrows represent lanes that are in addition to the existing geometrics but the costs associated with this lane have been included in roadway segment mitigation costs. A description of the improvements needed to mitigate the existing traffic volumes is listed along with the estimated construction cost for those improvements (Today’s Cost).

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been determined for each intersection and can be found on the “Intersection Traffic Movements” figures in **Exhibit A**. The planned/proposed intersection improvements as determined by the City of Westfield to be constructed over the next 10-years and the resulting levels of service are shown in the top-center column under the heading “Planned Conditions for Projected 10-Year Traffic Volumes”. Again, black arrows represent lanes that are present under the existing conditions and blue arrows represent lanes that are part of planned improvements previously

indicated by the City of Westfield. A description of the planned/proposed improvements as determined by the City of Westfield based on the projected 10-year traffic volumes is also listed. The costs of these planned improvements are assigned to the City of Westfield which will construct several of these improvements with current funds within the existing road impact fee account.

If necessary, mitigated conditions have been recommended so that the intersection will operate at acceptable levels of service (LOS D) during the peak hours with the projected 10-year traffic volumes. These conditions are shown in the top right-hand corner under the heading “Mitigated Conditions for Projected 10-Year Traffic Volumes”. Again, black arrows represent lanes that are present under the existing conditions/projected 10-year conditions, red arrows represent lanes that are in addition to the existing intersection geometrics/projected 10-year geometrics or converted lanes, and green arrows represent lanes that are in addition to the existing geometrics/projected 10-year geometrics but the costs associated with the lane have been included in roadway segment mitigation costs. The LOS results for the projected 10-year traffic volumes are also shown in the top right-hand corner. A description of the improvements needed to mitigate the projected 10-year traffic volumes is listed along with the estimated construction cost for those additional improvements (10-Year Cost). The costs of these improvements contribute to the road impact fee calculation.

CR N 1200 E & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Single-Lane Roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

146th Street is County controlled; therefore, the costs showing above for the construction of a single-lane roundabout is the result of dividing the total cost between the County and new developments.

Shelborne Road & 146th Street

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Single-lane Roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

The improvements at this intersection are planned by Hamilton County. Therefore, no additional cost associated with the construction will be applied.

DITCH ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add SB right-turn lane along Ditch Road.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost associated with the addition of a SB right-turn lane. The cost of this improvement is included in the segment mitigated cost.

SPRING MILL ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB through lane along Spring Mill Road
- Add SB left-turn lane and shared through/right-turn lane along Spring Mill Road
- Add EB through lane along 146th Street
- Add WB shared through/right-turn lane along 146th Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,184,200

Note:

There is no additional cost associated with the addition of the SB through lane. The cost of this improvement is included in the segment mitigated cost. In addition, 146th Street is County controlled; therefore, the costs associated with the addition of the EB and WB left-turn lane are not included in the impact fee cost.

OAK RIDGE ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add NB through lane along Oak Ridge Road.
- Add SB left-turn lane and through lane along Oak Ridge Road.
- Add EB shared through/right-turn lane along 146th Street.
- Add WB through lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,013,700

Note:

146th Street is County controlled; therefore, the costs associated with the addition of the EB and WB left-turn lane will not be included in the impact fee cost.

Rohrer Road & 146th Street

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

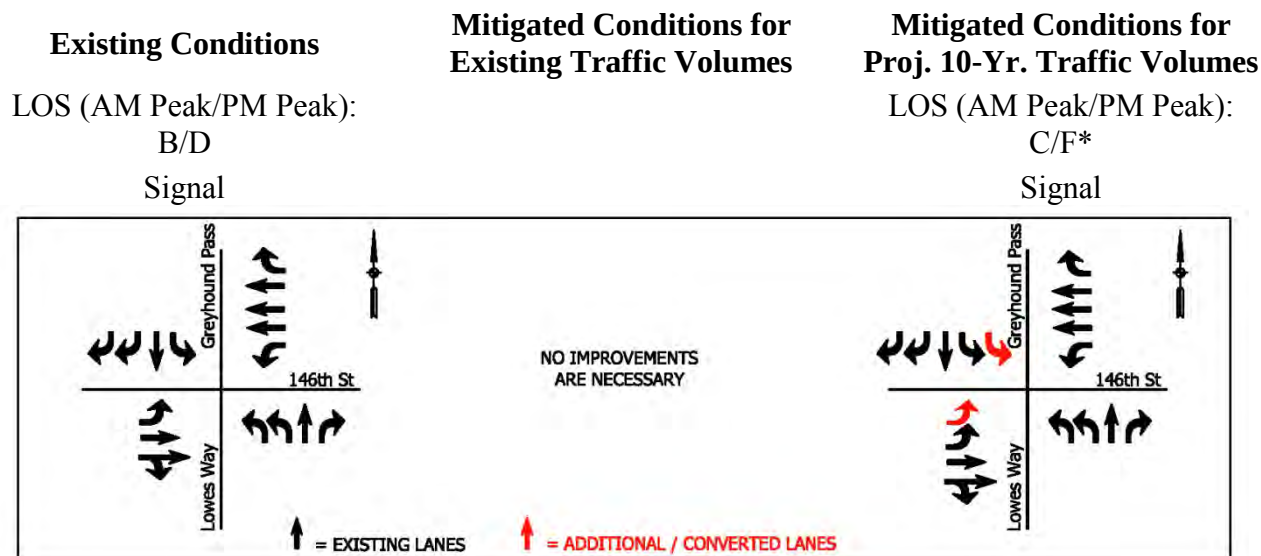
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND PASS & 146TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add SB left-turn lane along Greyhound Pass
- Add EB left-turn lane along 146th Street

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

146th Street is County controlled; therefore, the costs associated with the addition of the EB left-turn lane and WB right-turn lane will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CAREY ROAD & 146TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes along Carey Road
- Add NB and SB through lanes along Carey Road
- Add EB and WB left-turn lanes along 146th Street
- Add EB and WB through lanes along 146th Street

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,326,060

Note:

146th Street is County controlled; therefore, the costs associated with the improvements along 146th Street will not be included in the impact fee cost. In addition, there is no additional cost associated with the addition of the SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered

Gray Road & 146th Street

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes and through lanes along Gray Road
- Add EB and WB left-turn lanes and through lanes along 146th Street.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,906,320

Note:

146th Street is County controlled; therefore, the costs associated with the improvements along 146th Street will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WESTERN WAY & GRAYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):
 A/B
 Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
 A/B
 Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND COURT & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 SB RAMP & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 NB RAMP & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MARSH DRIVE & GREYHOUND PASS

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

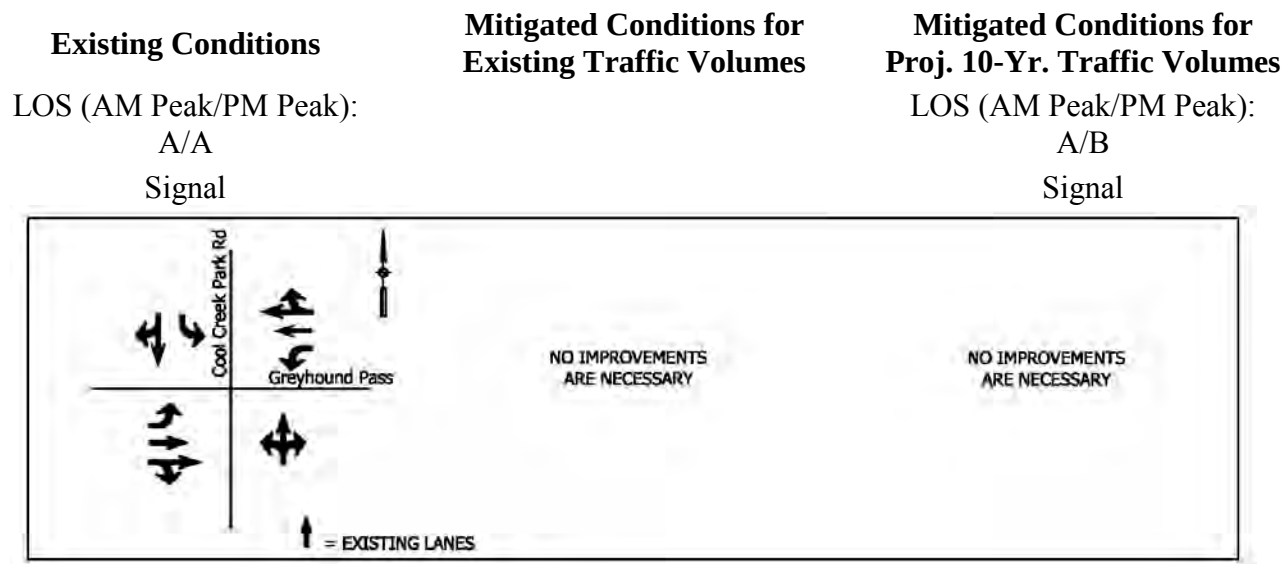
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COOL CREEK PARK ROAD & GREYHOUND PASS



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND PASS & 147TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD & 147TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SHELBOURNE ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

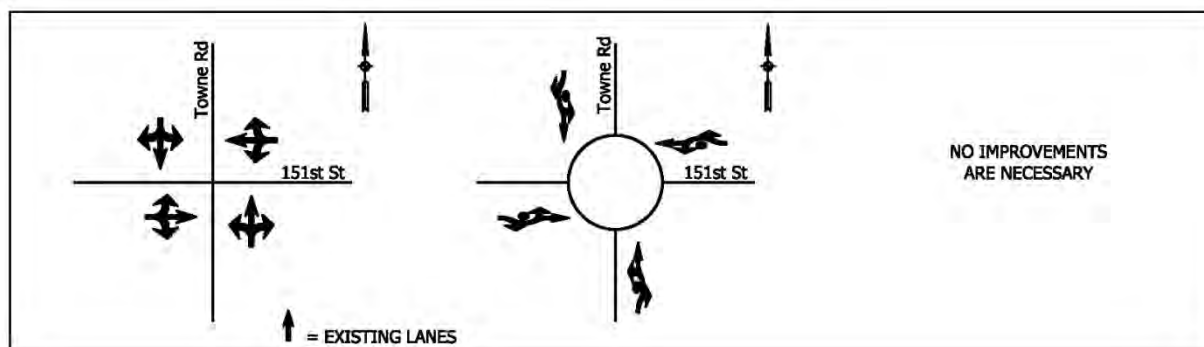
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 151ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): A/A
Two-Way Stop	Single-Lane Roundabout	Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

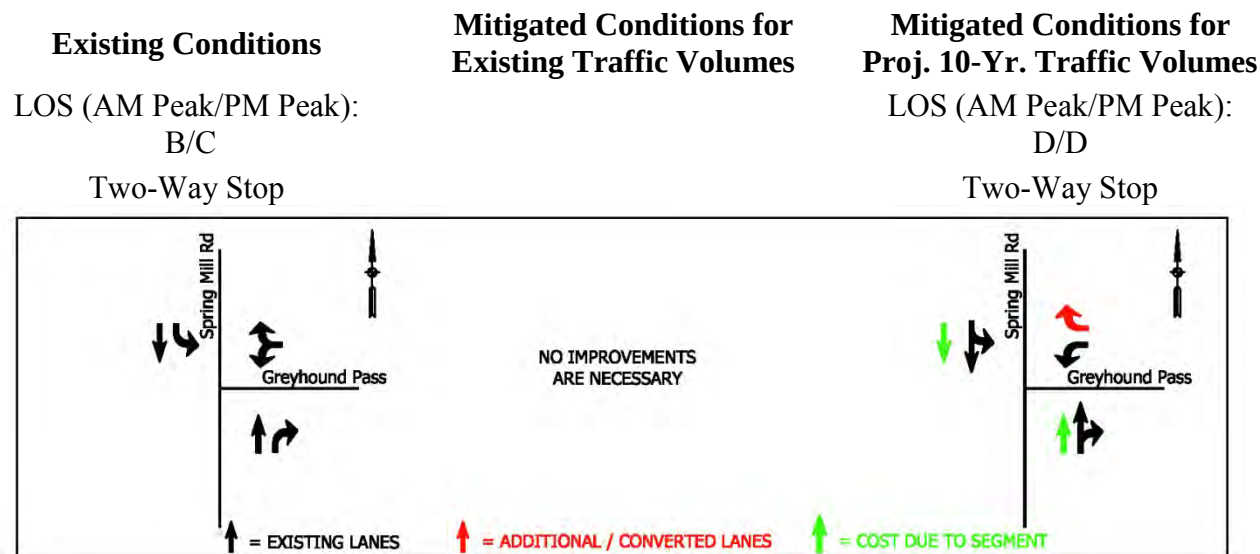
- Construction of a double-lane Roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

SPRING MILL ROAD & GREYHOUND PASS



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add NB and SB through lane along Spring Mill Road.
- Add WB right-turn lane along Greyhound Pass

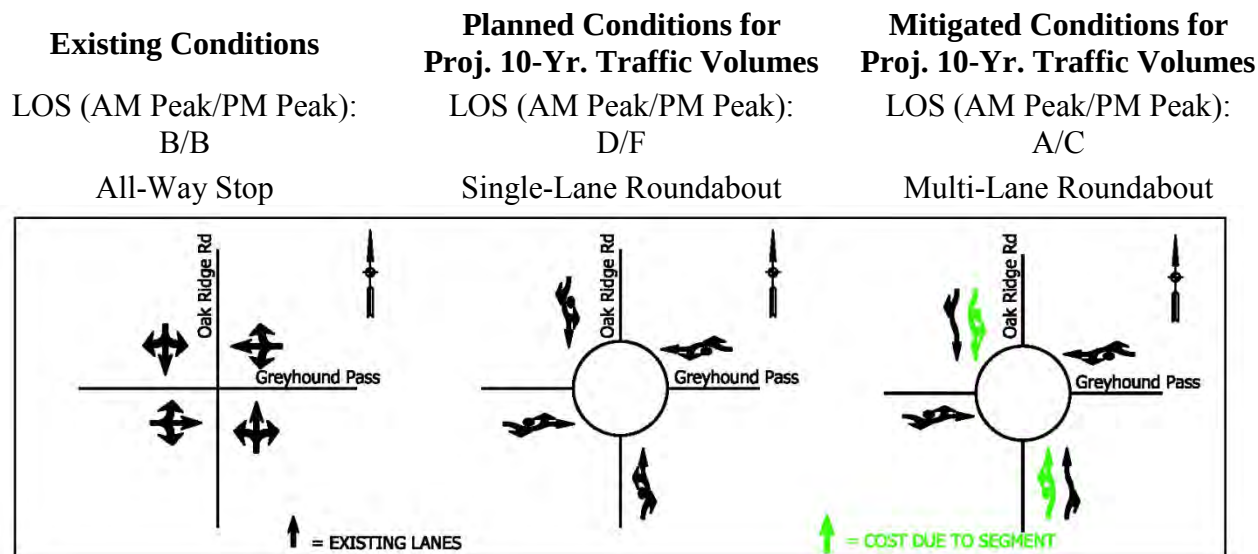
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

There is no additional cost associated with the addition of the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

OAK RIDGE ROAD & GREYHOUND PASS



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade single lane roundabout to double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

GREYHOUND PASS & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

US 31 SB RAMP & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):
B/B
Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
D/D
Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 NB RAMP & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

THATCHER LANE & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COOL CREEK PARK ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

D/F

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

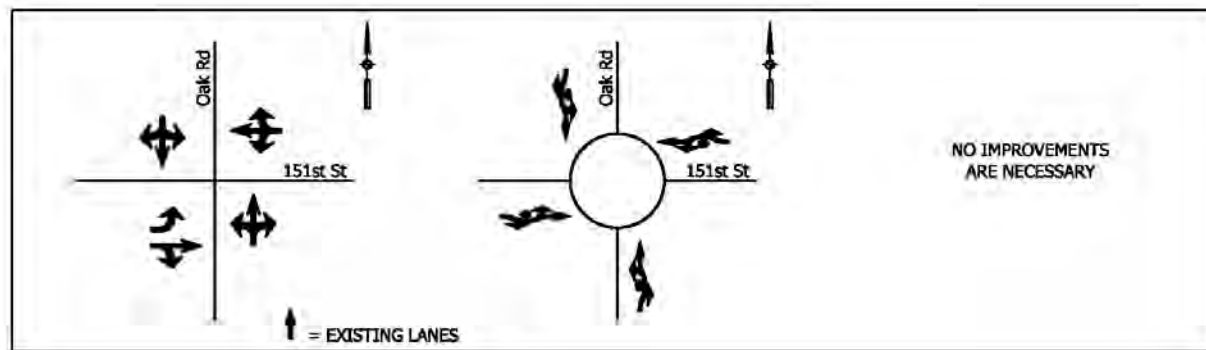
Single-Lane Roundabout

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/D

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Construction of a single-lane roundabout.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$1,200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CAREY ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/C

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Restriping the existing single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

GRAY ROAD & 151ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

D/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

CR N 1200 E & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SHELBOURNE ROAD & EAGLE CREEK AVENUE

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 159TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 159TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

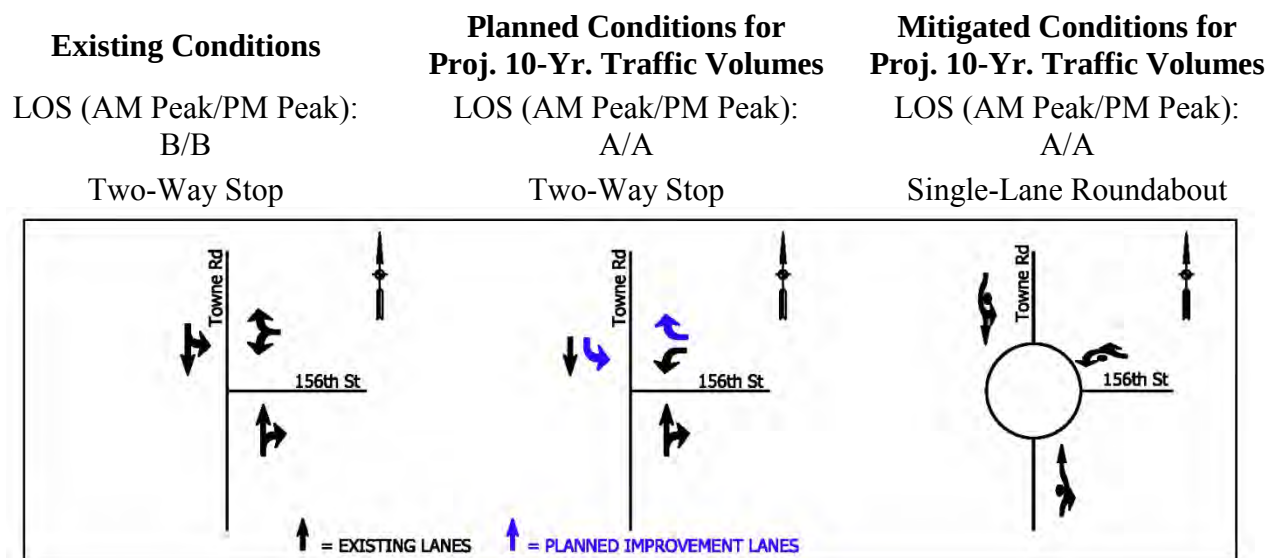
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add WB right-turn lane along 156th Street
- Add SB passing blister along Towne Road

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$400,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

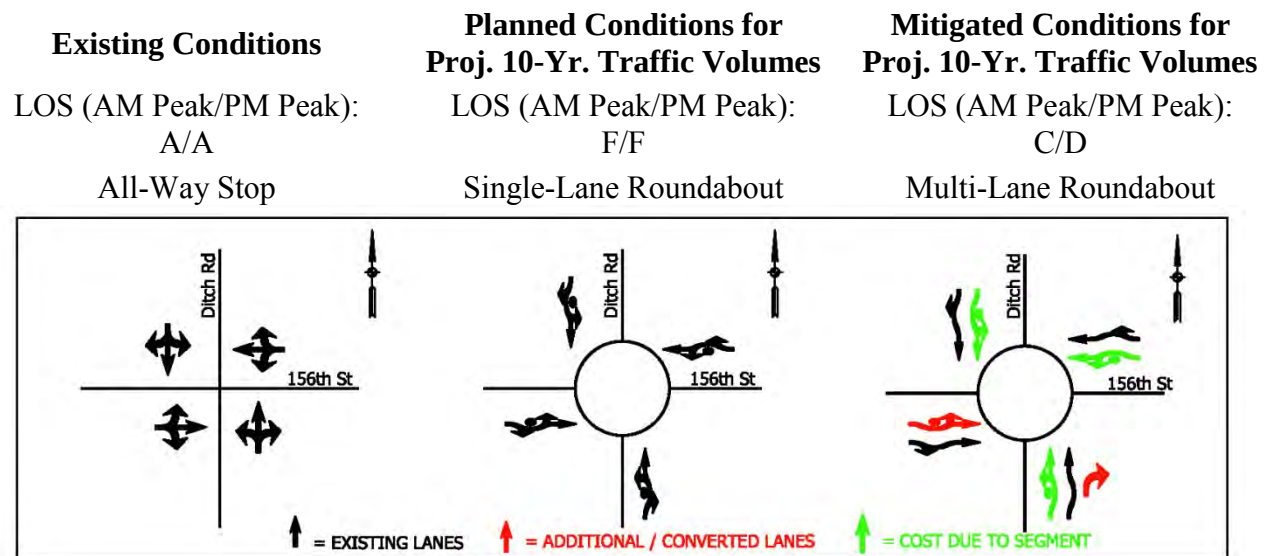
- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

DITCH ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with NB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

SPRING MILL ROAD & 156TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/D
Single-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

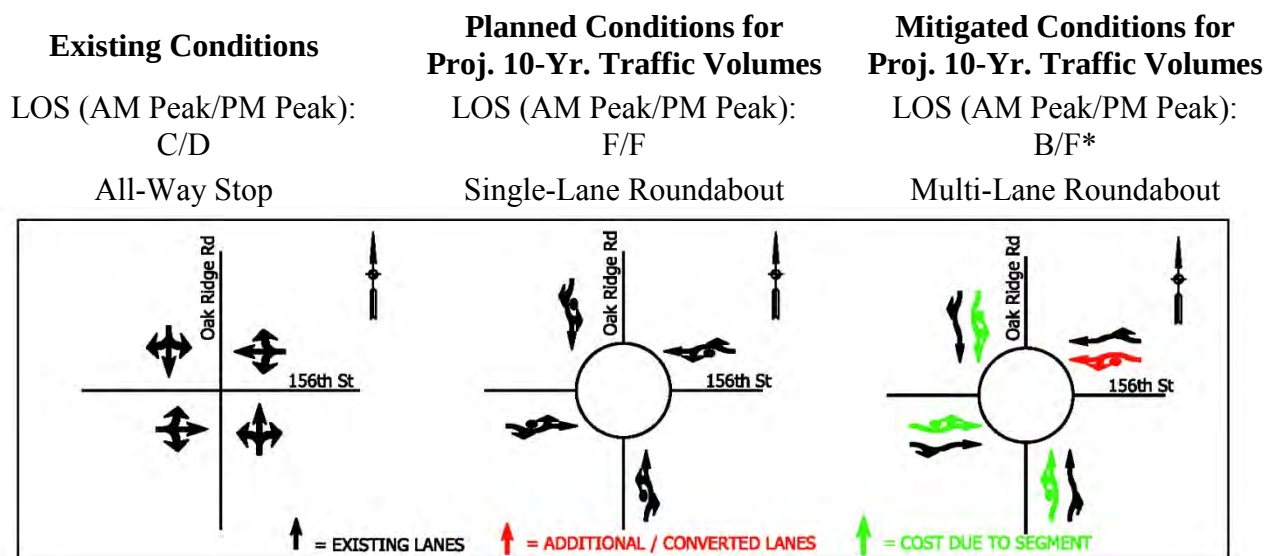
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Restriping the existing single-lane roundabout to a double-lane roundabout with a WB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

OAK RIDGE ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Union Street/Westfield Boulevard & 156TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

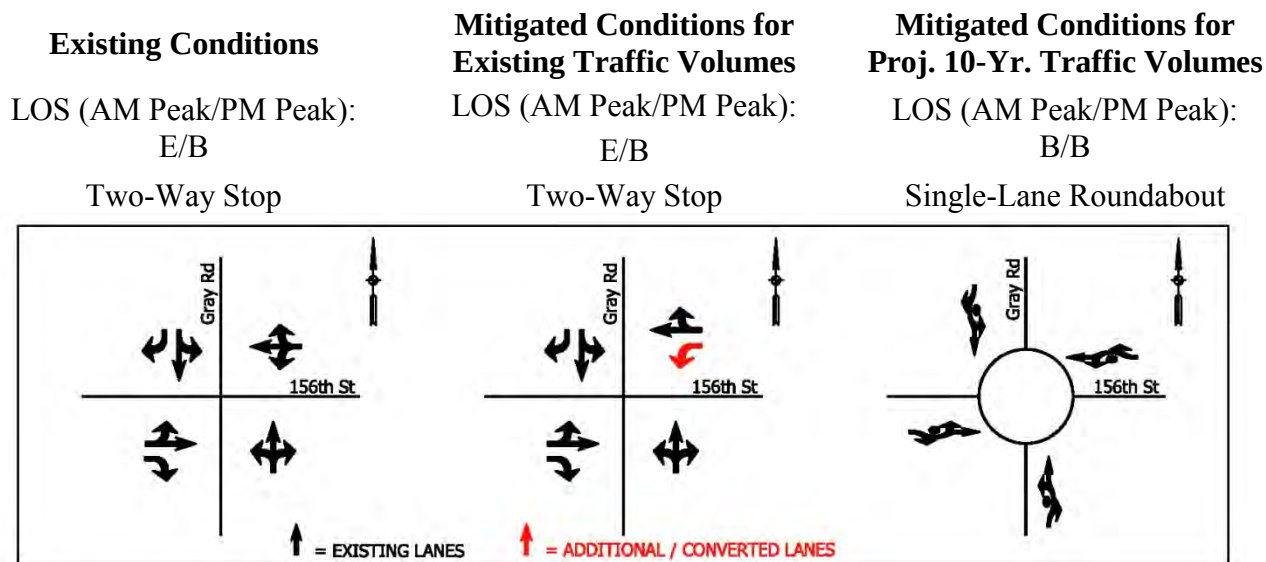
- Construction of single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

GRAY ROAD & 156TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Add WB left-turn lane along 156th Street.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$200,000

Projected 10-Year Conditions

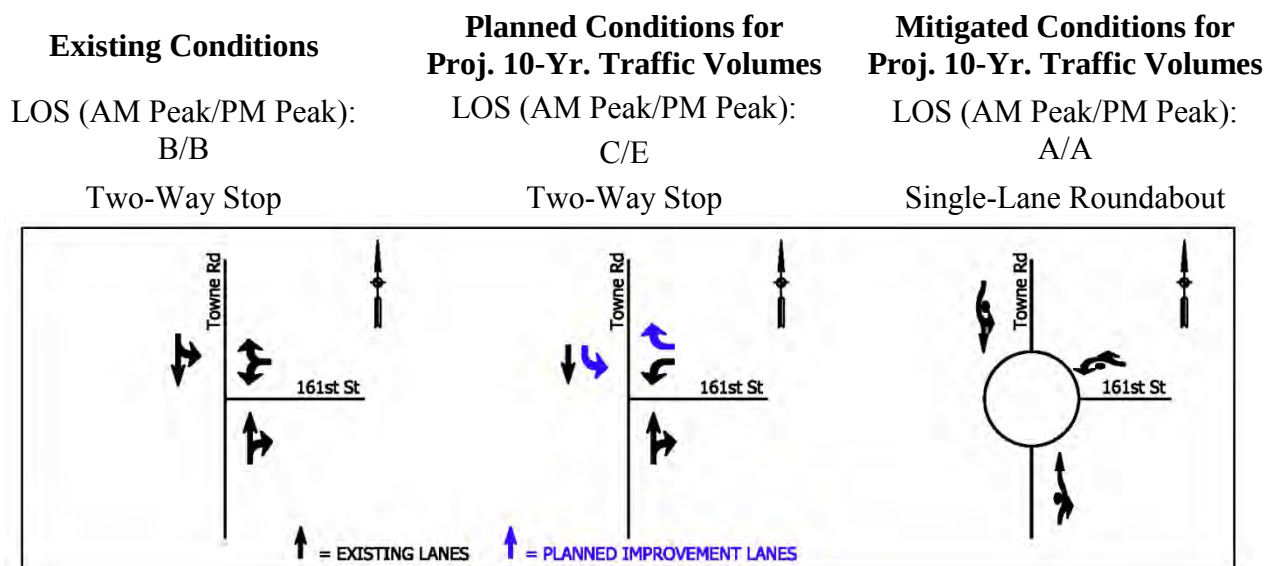
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

TOWNE ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add WB right-turn lane along 161st Street.
- Add SB passing blister along Towne Road.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$400,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

DITCH ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F

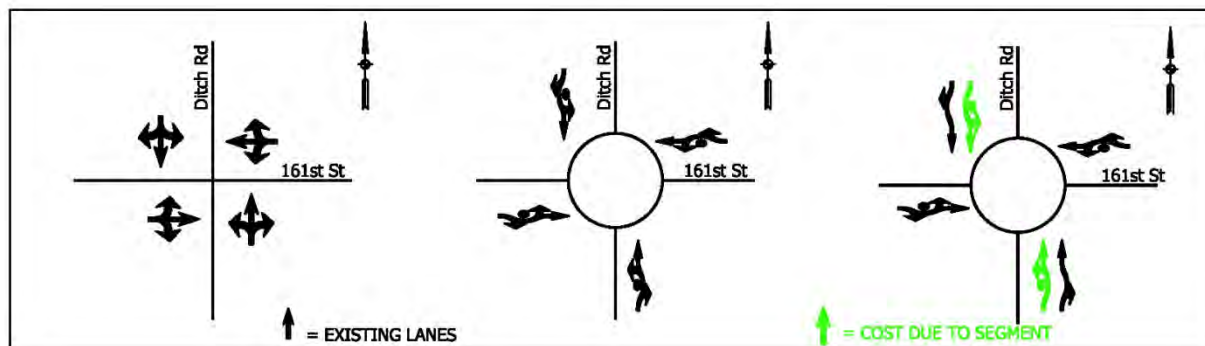
Single-Lane Roundabout

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/D

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

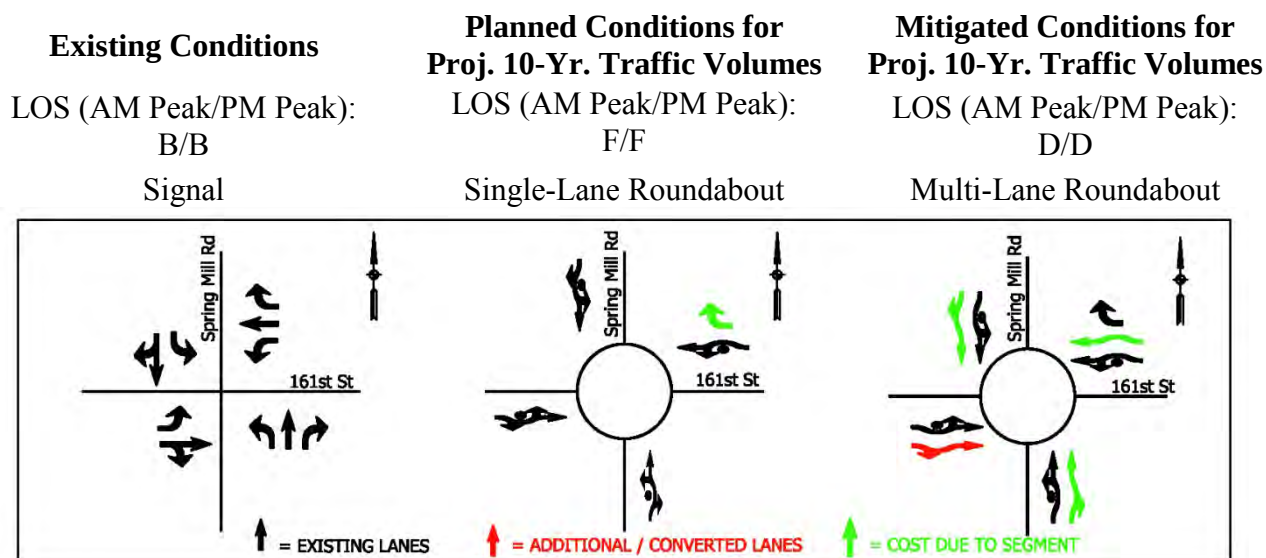
- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

SPRING MILL ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by
City of Westfield:

- Construction of single-lane roundabout with WB right-turn by-pass lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with WB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

OAK RIDGE ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):
A/A
Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
F*/F*
Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add NB and SB through lane along Oak Ridge Road.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost associated with the addition of the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 SB RAMP & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/A

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

F*/E*

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add EB right-turn by-pass lane along 161st Street.
- Add SB right-turn Lane along US 31 SB Ramp.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 SB Ramp is State controlled; therefore, the costs associated with the addition of the SB right-turn lane will not be included in the impact fee cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 NB RAMP & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

F*/F*

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

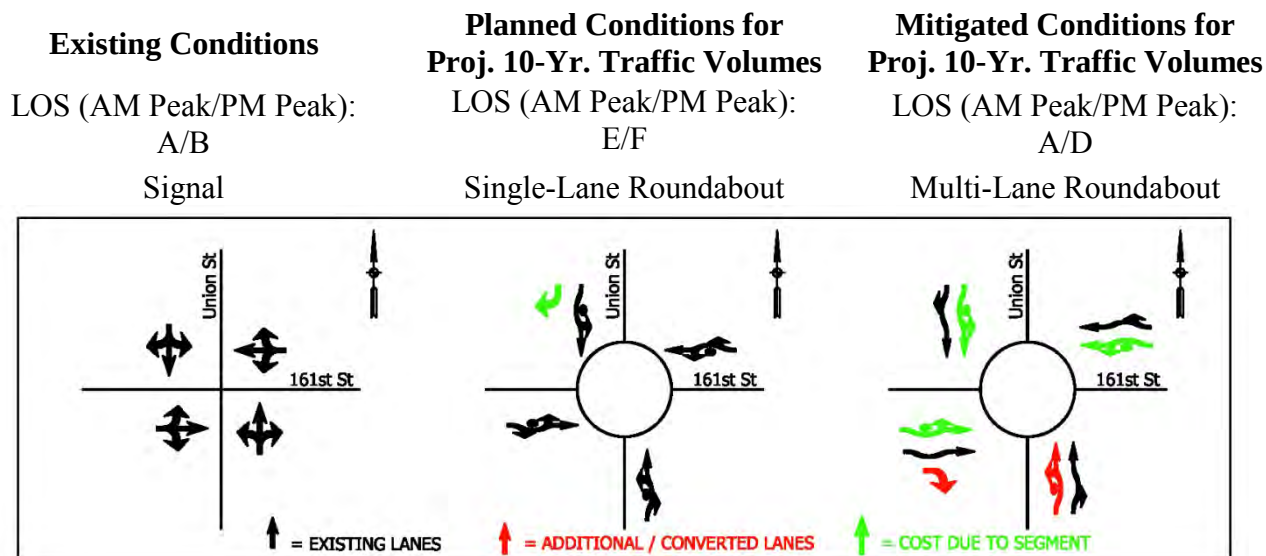
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

UNION STREET & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by
City of Westfield:

- Construction of single-lane roundabout with SB right-turn by-pass lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$1,200,000

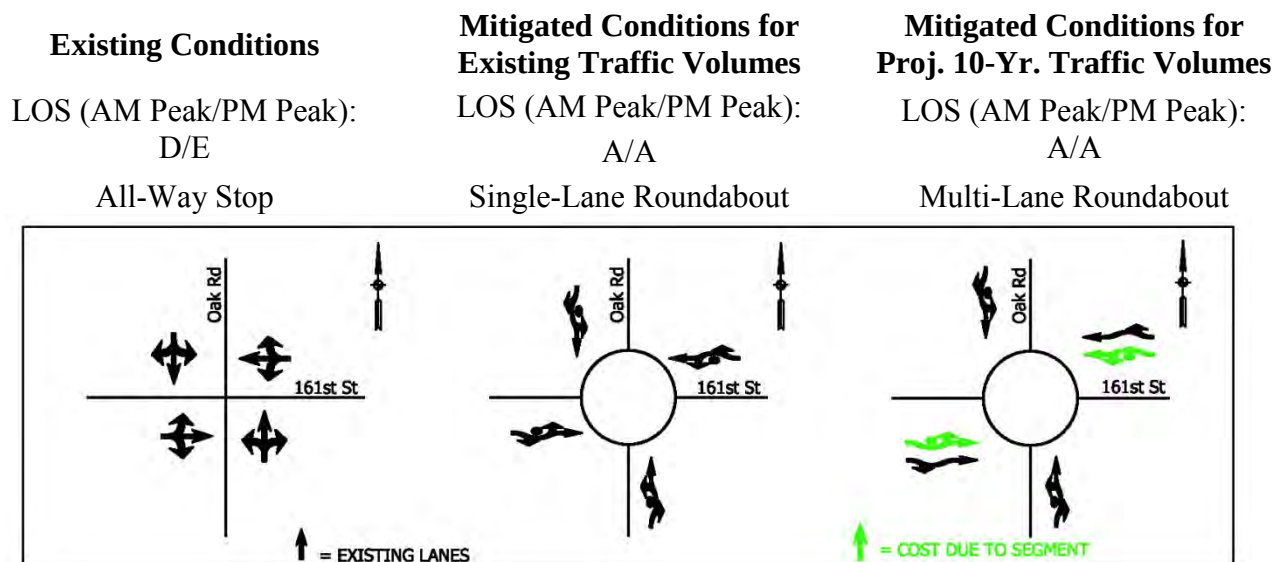
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with EB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$800,000

OAK ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Construction of single-lane roundabout

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$1,200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

CAREY ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/F*

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Restriping the existing single-lane roundabout to a double-lane roundabout.

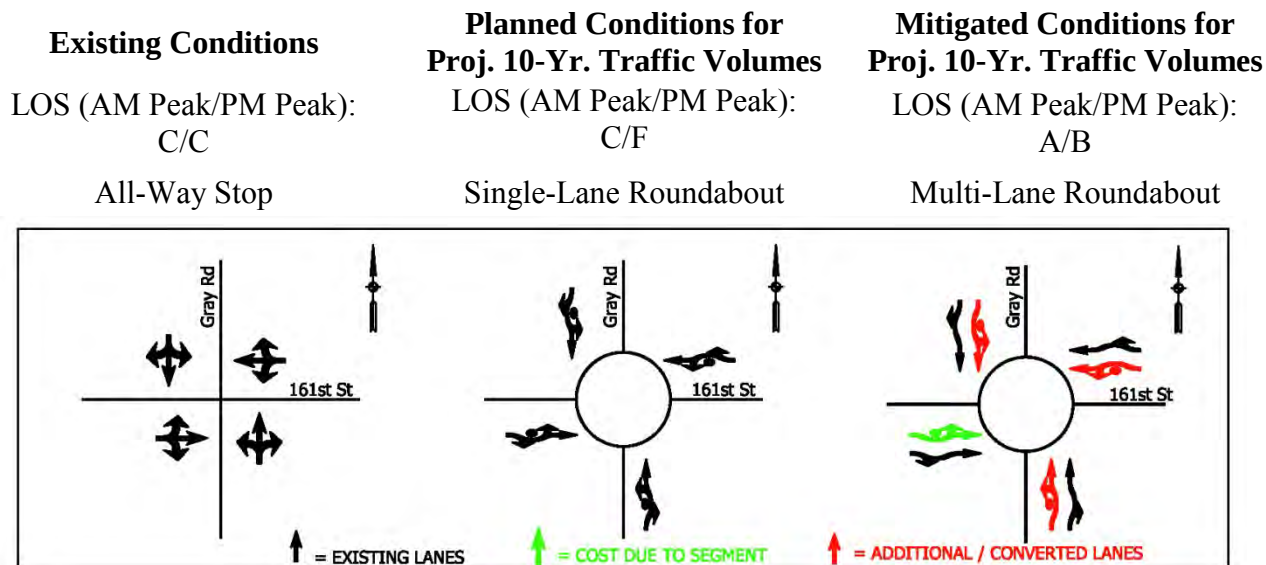
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

GRAY ROAD & 161ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

CR N 1200 E & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLE CREEK AVENUE & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

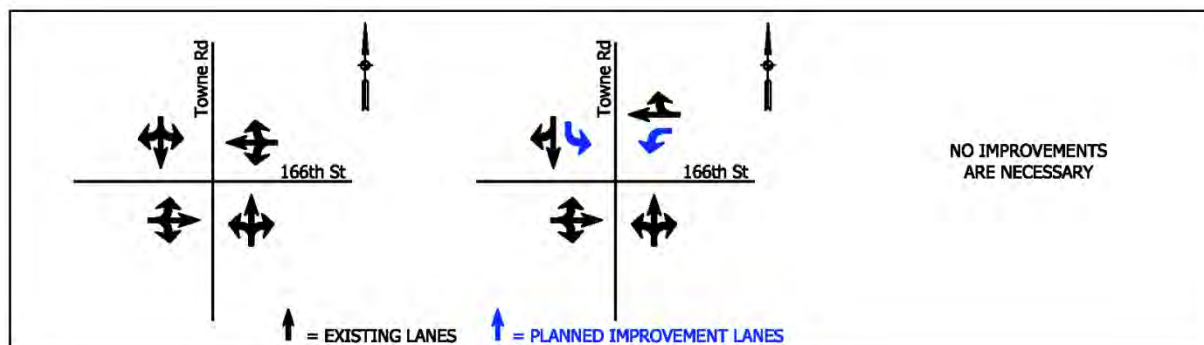
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOWNE ROAD & 166TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
All-Way Stop	All-Way Stop	All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add a WB left-turn lane along 166th Street.
- Add a SB left-turn lane along Towne Road.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$400,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLETOWN ROAD & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD & 166TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a double-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

TOWNE ROAD & EAGLE CREEK AVENUE

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

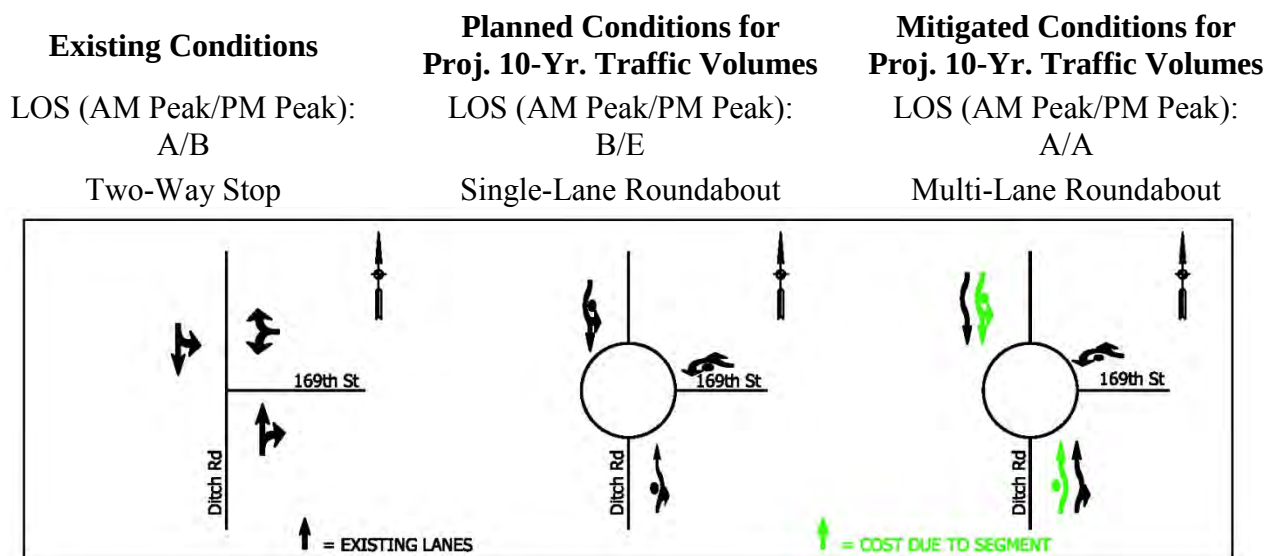
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD & 169TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,000,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

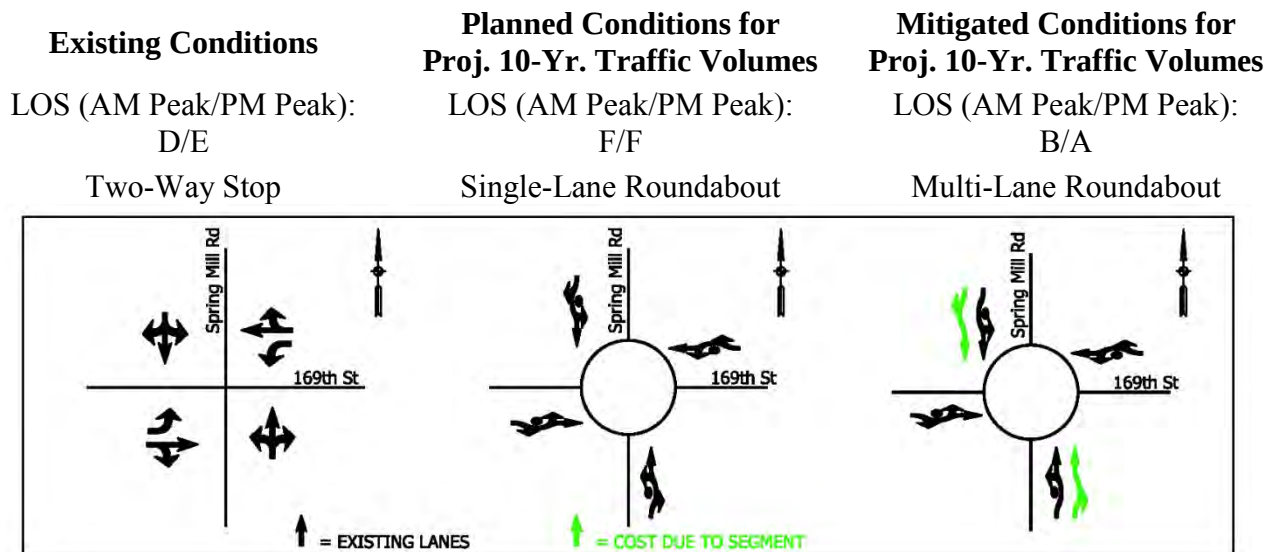
- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$500,000

SPRING MILL ROAD & 169TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No mitigations are considered.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

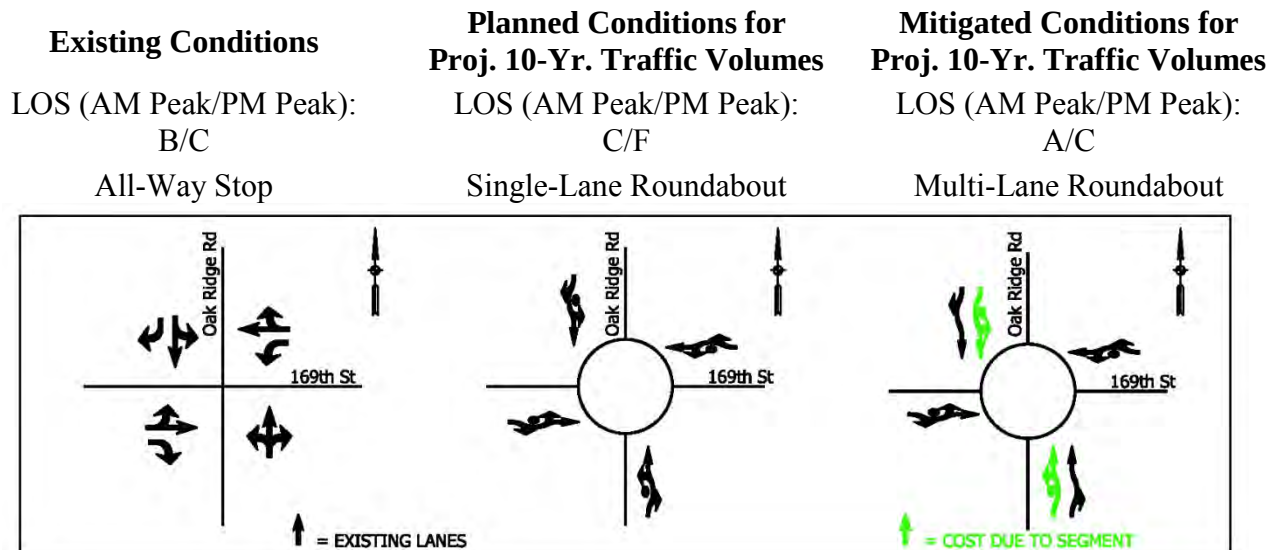
- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

OAK RIDGE ROAD & 169TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$300,000

UNION STREET & DAVID BROWN DRIVE/169TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add EB left-turn lane along 169th Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

CAREY ROAD & 169TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

D/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

GRAY ROAD & 169TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

UNION STREET & 171ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD & 171ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CAREY ROAD & 171ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of double-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,500,000

CR N 1200 E & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Install Traffic Signal.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000**

Note:

** SR 32 is state controlled; therefore, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

JOLIET ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB right-turn lane along Joliet Road.
- Add a SB left-turn lane along Joliet Road.

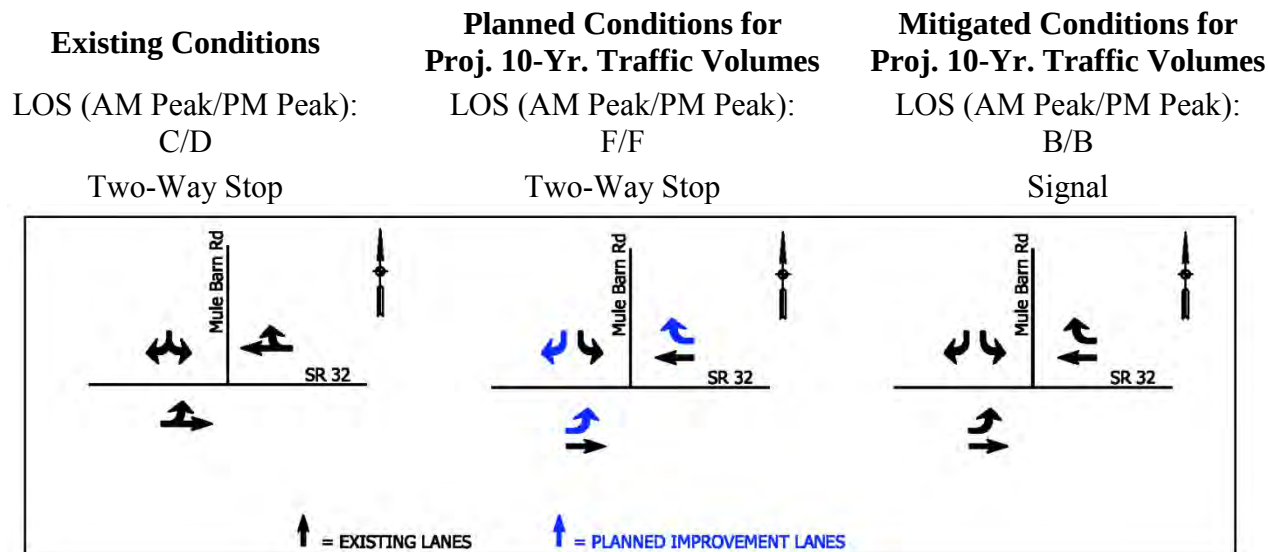
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

MULE BARN ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add SB right-turn lane along Mule Barn Road.
- Add EB left-turn lane and WB right-turn lane along SR 32.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Installation of traffic signal.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

CENTENNIAL ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add SB right-turn lane along Centennial Road.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WASHINGTON STREET & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB right-turn lane along Washington Street.
- Add WB left-turn lane along SR 32.
- Installation of traffic signal.

Additional Estimated Construction Cost to Mitigate

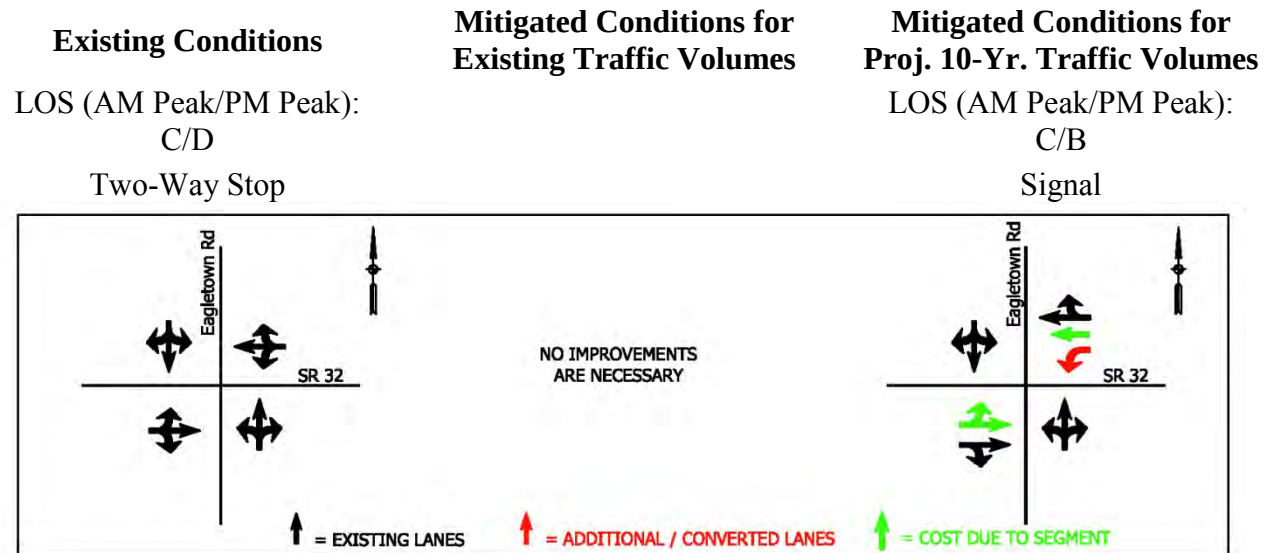
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$290,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

EAGLETOWN ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add WB through lane and left-turn lane along SR 32.
- Add EB shared through/left lane along SR 32.
- Installation of traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000

Note:

SR 32 is State controlled; therefore, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

DITCH ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Planned Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

F/F

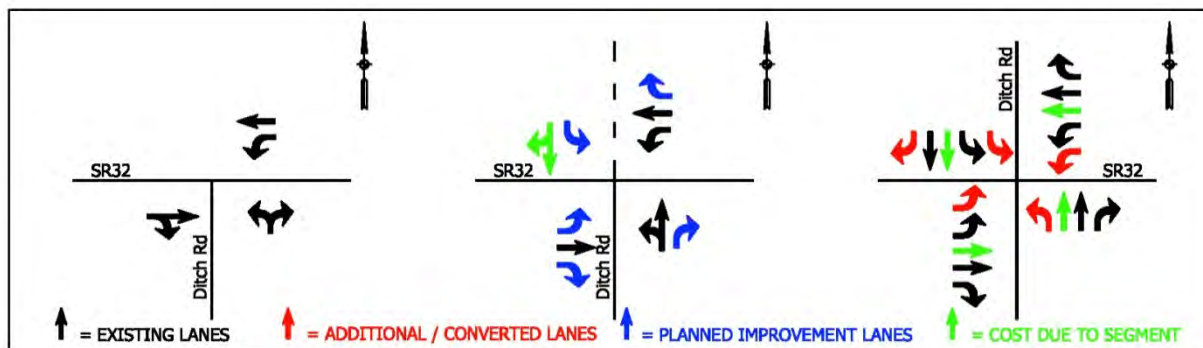
Signal

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/D

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- No improvements are necessary.

\$0

- Add a NB right-turn lane along Ditch Road.
- Construction of SB leg with one left-turn lane and shared through/right-turn lane.
- Add an EB left-turn lane and right-turn lane along SR 32.
- Add a WB right-turn lane along SR 32.
- Installation of traffic signal.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$490,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and through lane along Ditch Road.
- Add a SB left-turn lane, through lane and right-turn lane along Ditch Road.
- Add EB and WB left-turn lanes and through lane along SR 32.

Additional Estimated Construction Cost to Mitigate

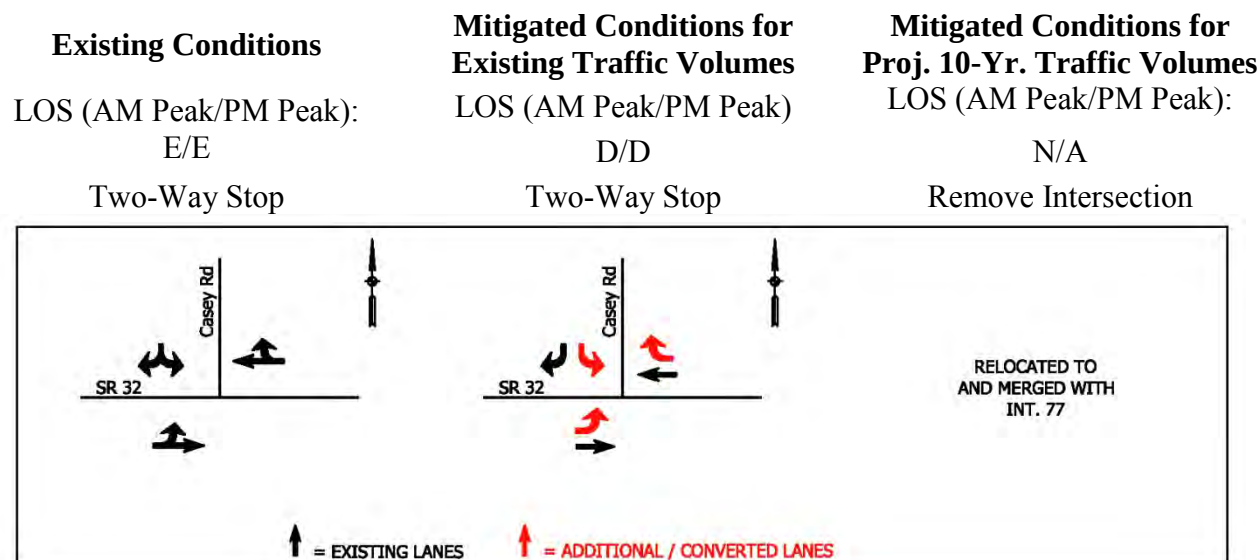
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost and the cost for installation of a traffic signal is result of dividing the total cost between the state and new developments. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

CASEY ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Add EB left-turn lane and WB right-turn lane along SR 32.
- Add SB left-turn lane along Casey Road.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Remove Intersection

Additional Estimated Construction Cost to Mitigate

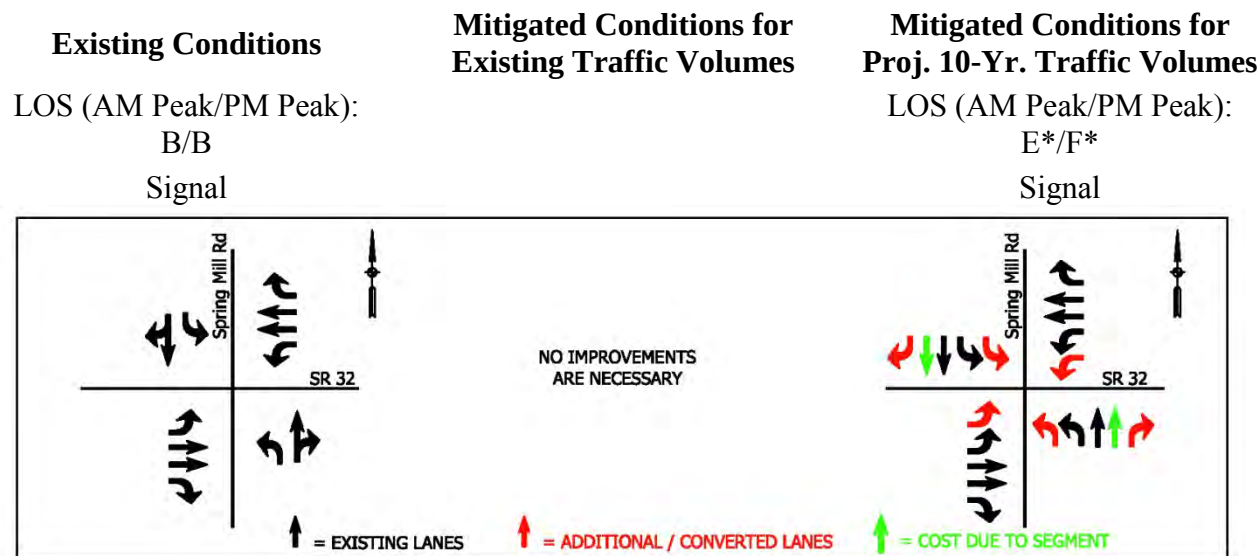
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. This intersection is going to be realigned with Ditch Road & SR 32 in the future.

SPRING MILL ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lane, through lane and right-turn lane along Spring Mill Road.
- Add EB and WB left-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

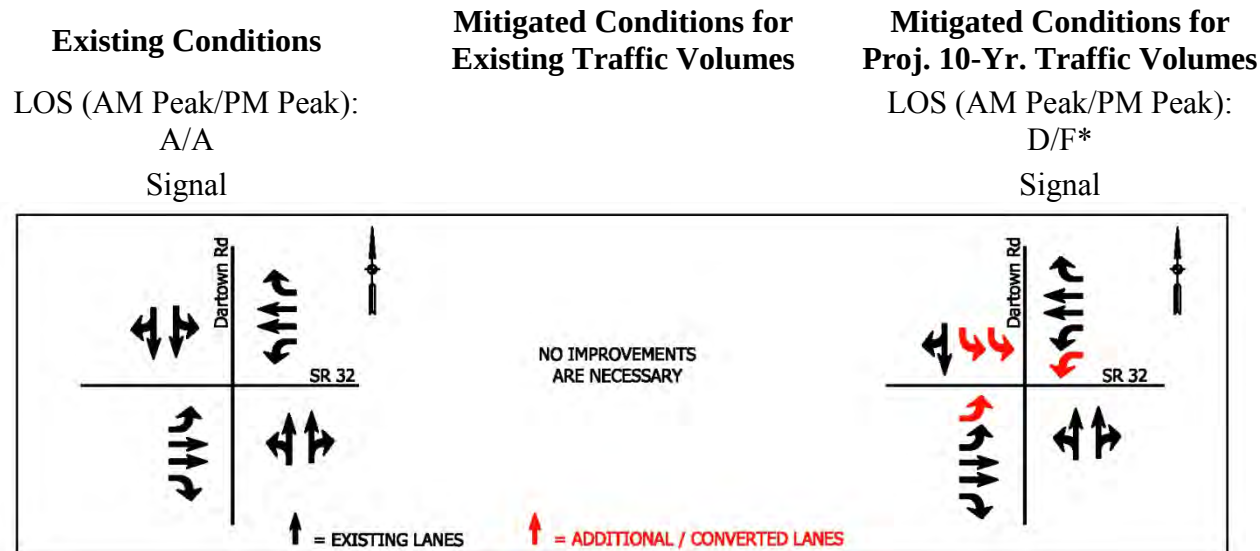
\$800,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

DARTOWN ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a SB left-turn lane along Dartown Road.
- Convert existing SB shared through/left-turn lane into exclusive left-turn lane.
- Add EB and WB left-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

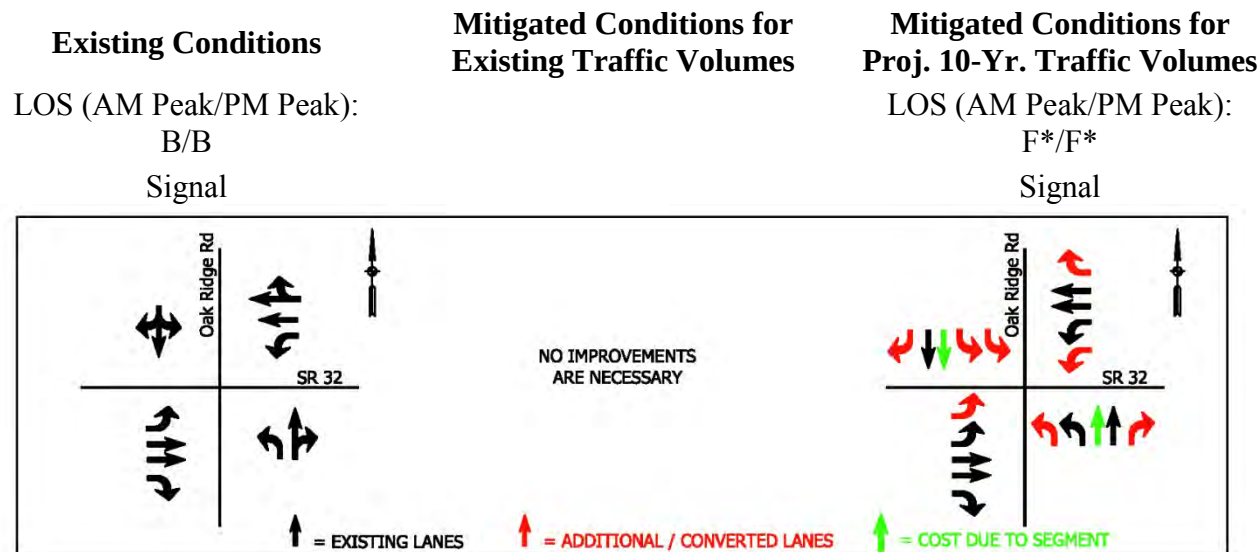
\$200,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

OAK RIDGE ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane, a NB through lane and a NB right-turn lane along Oak Ridge Road.
- Add two SB left-turn lanes, a SB through lane and a SB right-turn lane along Oak Ridge Road.
- Add EB and WB left-turn lanes along SR 32.
- Add a WB right-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WHEELER ROAD & SR 32

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): F*/F*
Signal		Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and a NB through lane along Wheeler Road.
- Add a SB left-turn lane, a SB through lane and a SB right-turn lane along Wheeler Road.
- Add EB and WB left-turn lanes along SR 32.
- Add an EB right-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

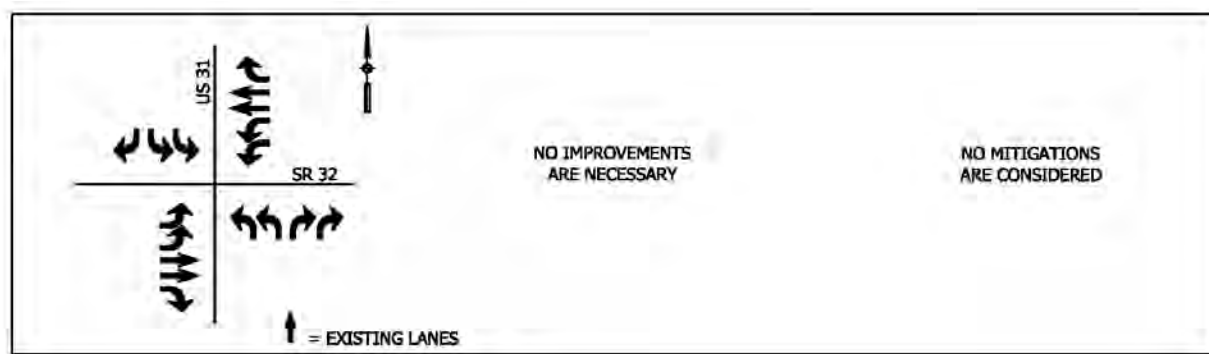
Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No mitigations are considered.

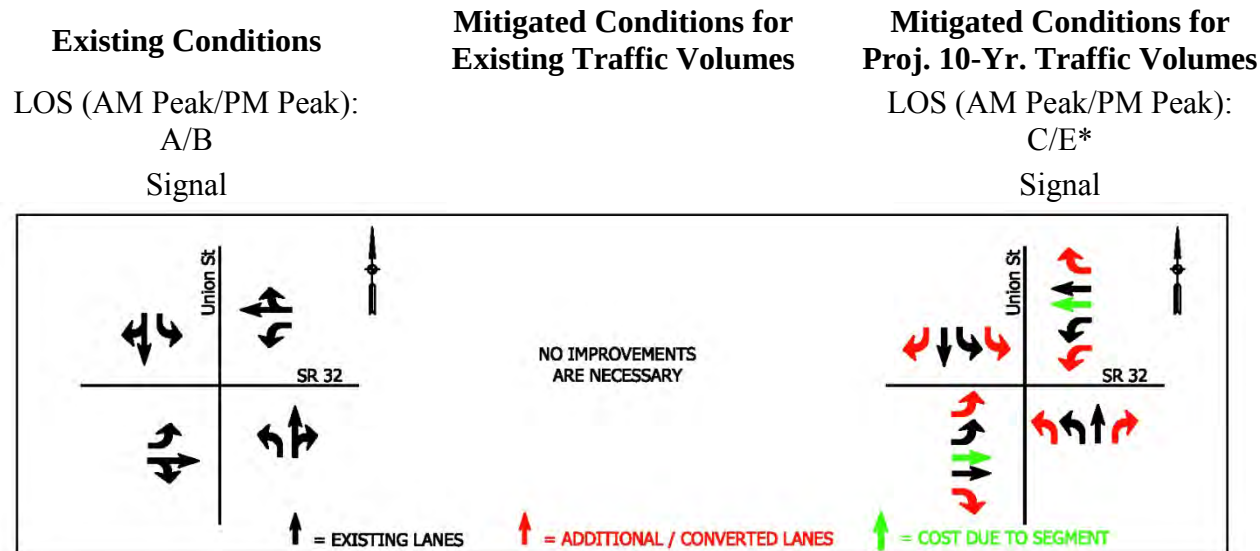
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

UNION STREET & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes and right-turn lanes along Union Street.
- Add EB and WB left-turn lanes, through lanes and right-turn lanes along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

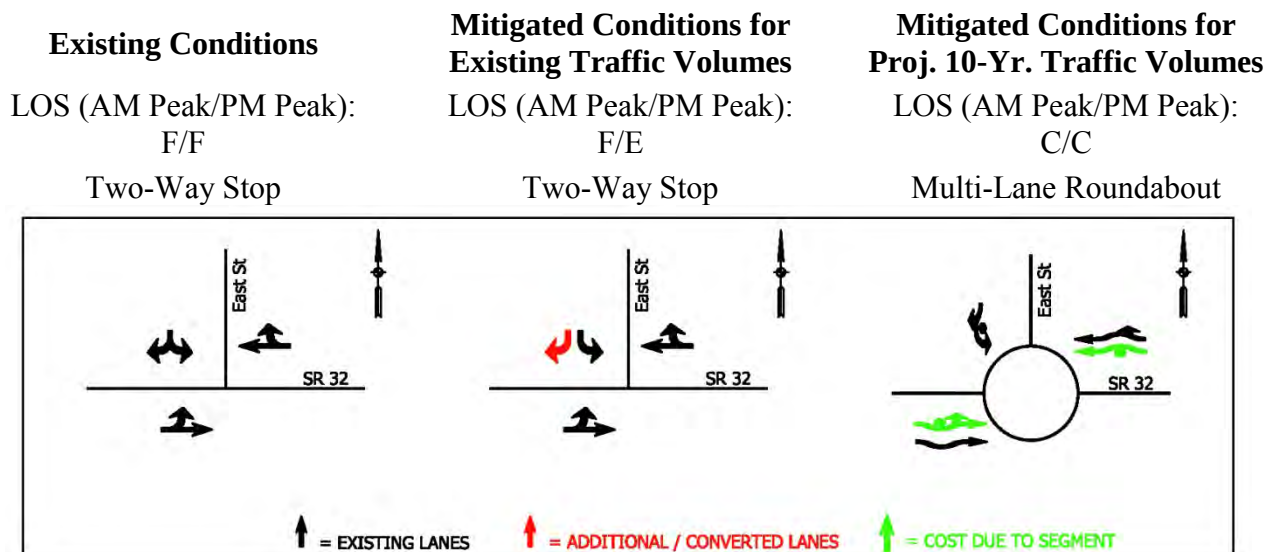
\$800,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

EAST STREET & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Construct a SB right-turn lane along East Street.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$200,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Construction of a double-lane roundabout.

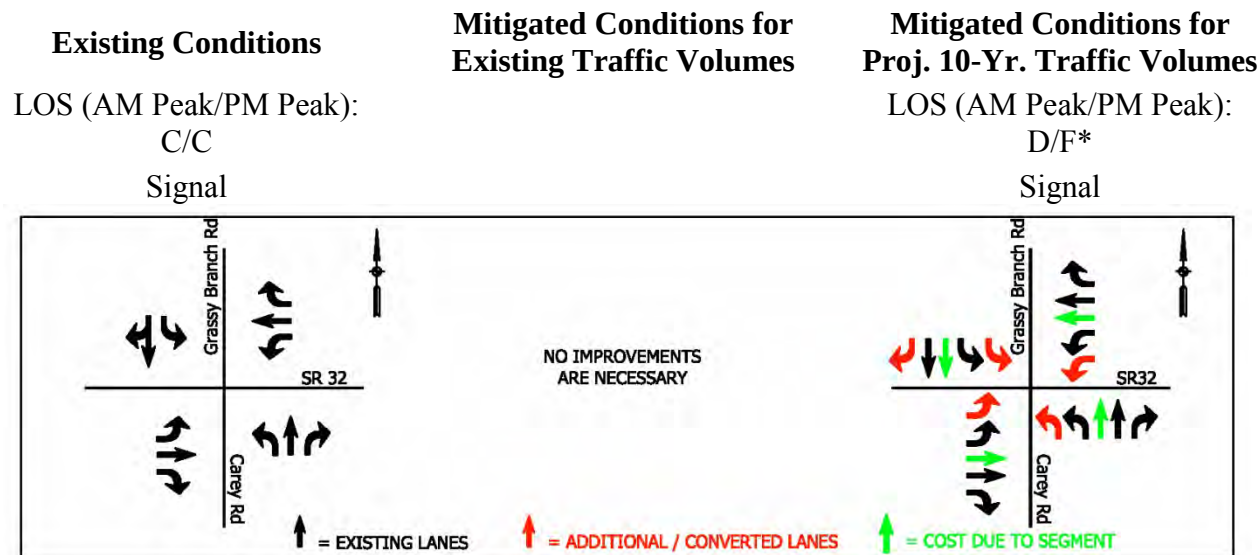
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$750,000

Note:

SR 32 is State controlled; therefore, the costs for the construction of double-lane roundabout at this intersection will be divided by the State and the Developers.

GRASSY BRANCH ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and a NB through lane along Carey Road.
- Add a SB left-turn lane, a SB through lane and a SB right-turn lane along Grassy Branch Road.
- Add EB and WB left-turn lanes and through lanes along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

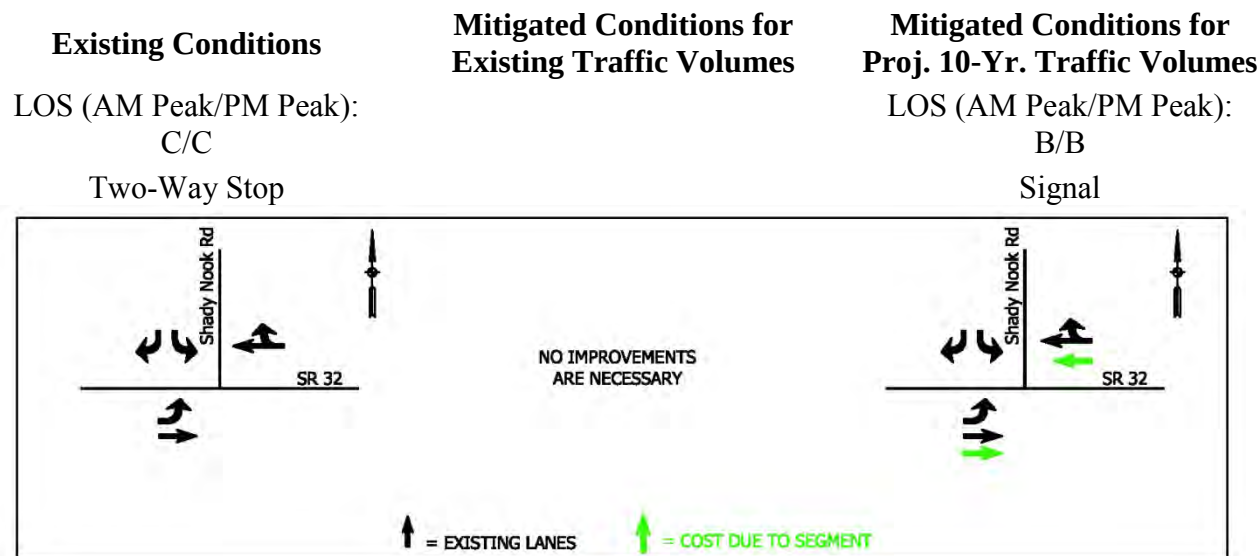
\$600,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, there is no additional cost for the NB and SB through lane. The cost of this improvement is included in the segment mitigated cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

SHADY NOOK ROAD & SR 32



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add EB and WB through lanes.
- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$90,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost. In addition, the costs showing above for the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

MOONTOWN ROAD & SR 32

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Signal

Planned Conditions for Proj. 10-Yr. Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes along Moontown Road.
- Add EB and WB left-turn and through lanes along SR 32.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

Note:

SR 32 is State controlled; therefore, the costs associated with the improvements along SR 32 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

DARTOWN ROAD & 181ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

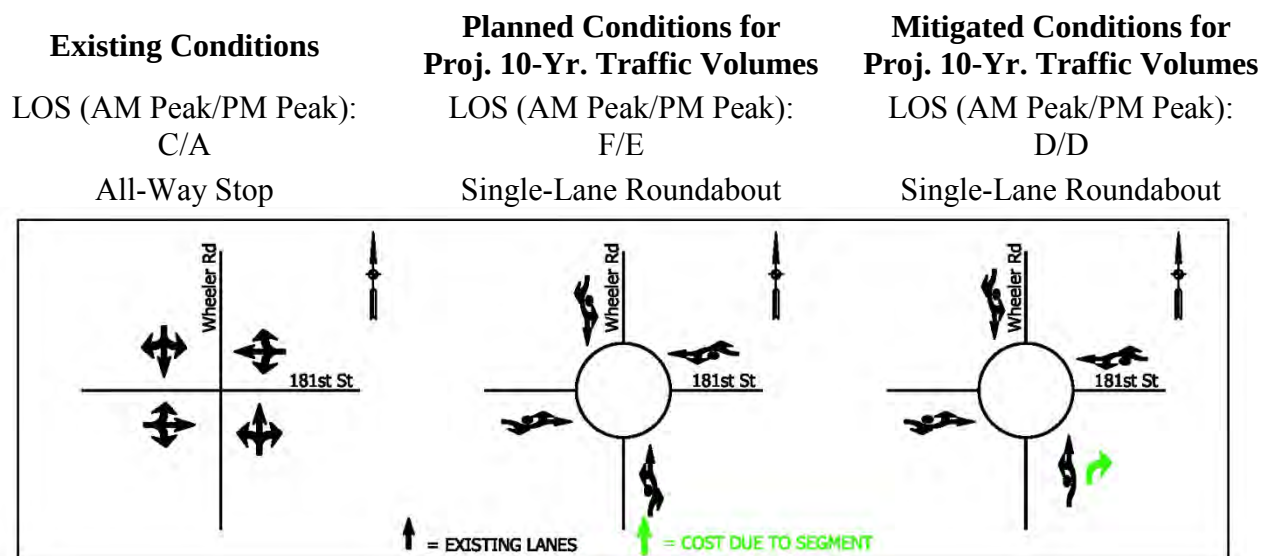
- Add a NB right-turn lane along Dartown Road.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

WHEELER ROAD & 181ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the NB right by-pass lane. The cost of this improvement is included in the segment mitigated cost.

Union Street & Hoover Street

Existing Conditions

LOS (AM Peak/PM Peak):

C/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB and SB left-turn lanes along Union Street.
- Add EB and WB left-turn lanes along 181st Street.
- Installation of a traffic signal

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$980,000

EAST STREET & 181ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CR N 1200 E & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CENTENNIAL ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLETOWN ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

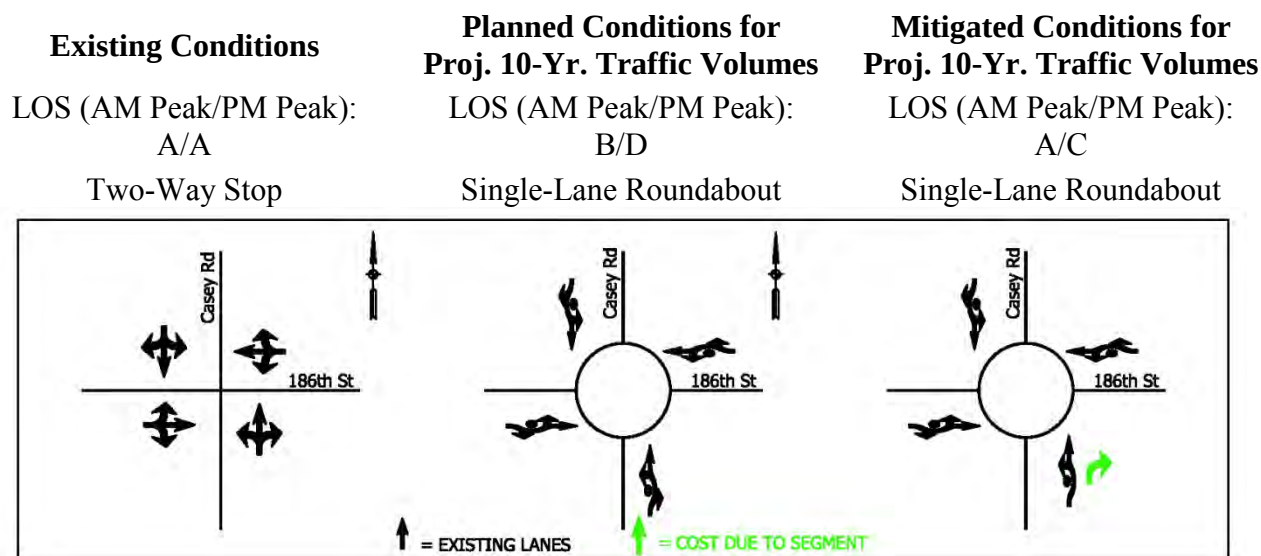
- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CASEY ROAD & 186TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add NB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

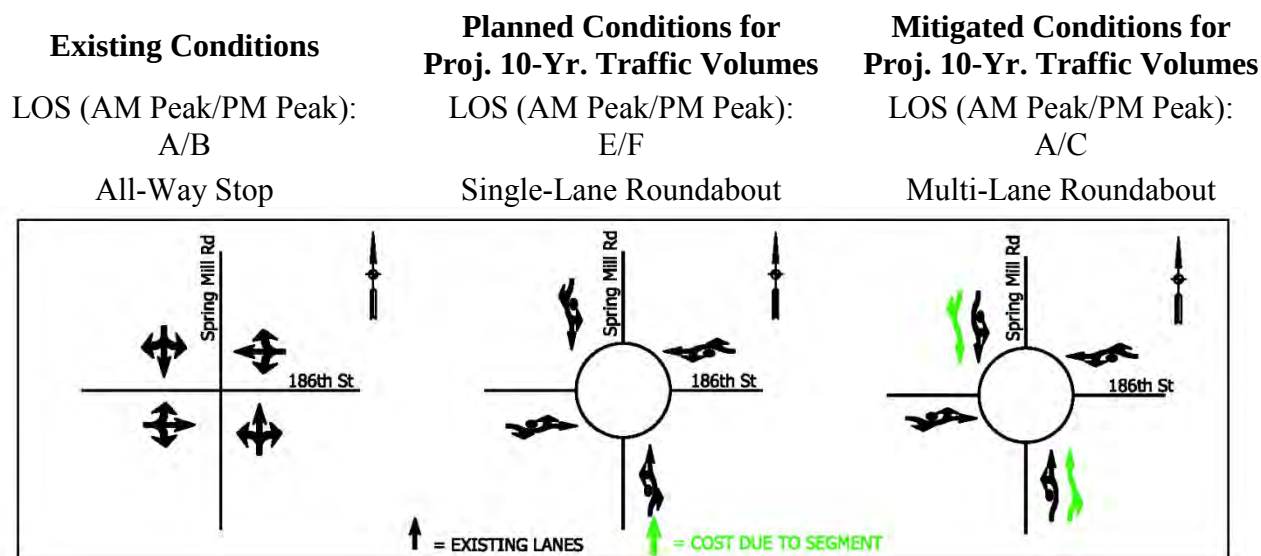
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the NB right-turn by-pass lane. The cost of this improvement is included in the segment mitigated cost.

SPRING MILL ROAD & 186TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Upgrade from a single-lane roundabout to a double-lane roundabout.

\$300,000

EAST STREET & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRASSY BRANCH ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

SHADY NOOK ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MOONTOWN ROAD & 186TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/D

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane along Moontown Road.
- Add an EB right-turn lane along 186th Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

JOLIET ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CENTENNIAL ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

LAMONG ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAGLETOWN ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 193RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

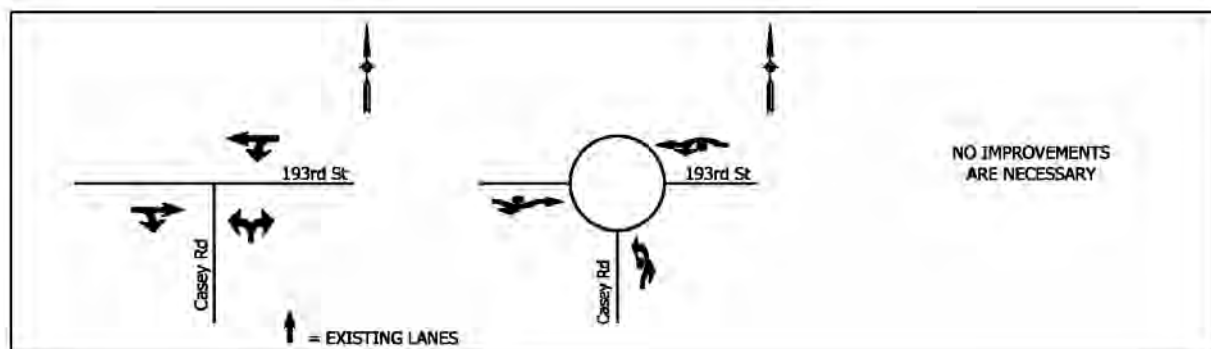
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CASEY ROAD & 193RD STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): B/B	LOS (AM Peak/PM Peak): B/B
Two-Way Stop	Single-Lane Roundabout	Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,000,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SIX POINT ROAD & 193RD STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): D/D
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add a SB right-turn lane along Six Points Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

SPRING MILL ROAD & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): N/A
All-Way Stop		Removed Intersection



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Removed Intersection.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 191ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

N/A

Removed Intersection



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Removed Intersection.

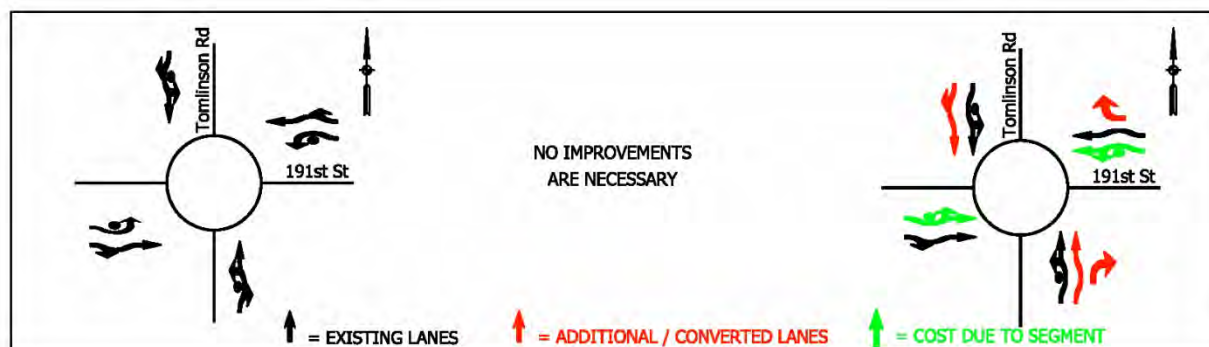
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

TOMLINSON ROAD & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/D
Multi-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Restriping of existing single-lane roundabout into a double-lane roundabout.
- Add NB and WB right-turn by-pass lanes.

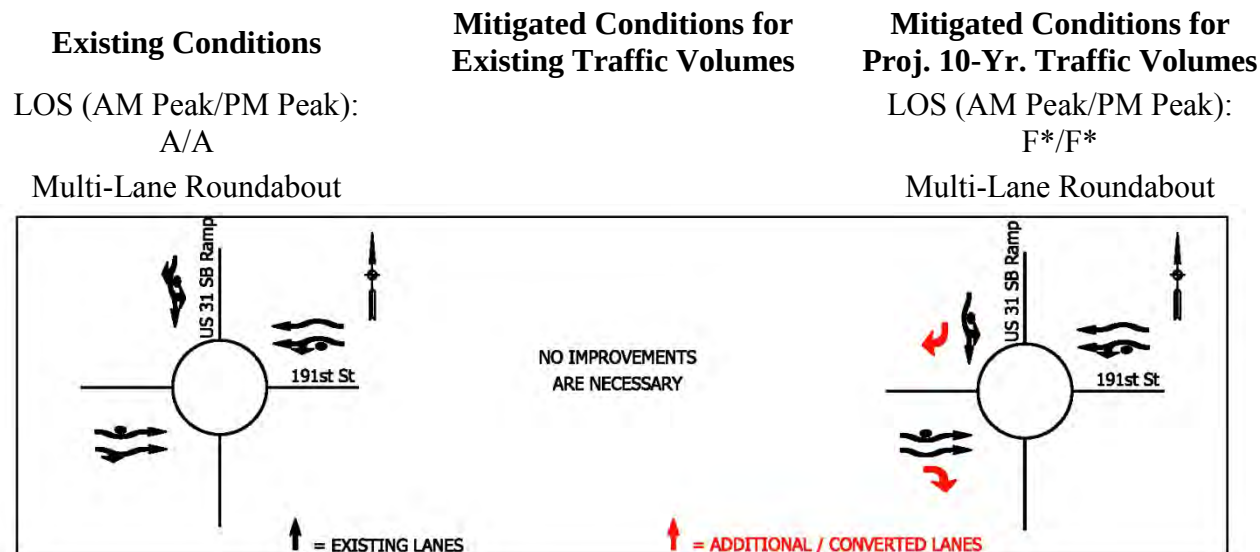
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

Note:

The cost of the restriping is considered negligible.

US 31 SB RAMP & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add an EB right-turn by-pass lane along 191st Street.
- Add a SB right-turn lane along US 31 SB Ramp.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 SB Ramp is State controlled; therefore, the costs associated with the improvements along US 31 SB Ramp will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 NB RAMP & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): F*/F*
Multi-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add a NB right-turn lane along US 31 NB Ramp.
- Add a WB right-turn by-pass lane along 191st Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 NB Ramp is State controlled; therefore, the costs associated with the improvements along US 31 NB Ramp will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

EAST STREET & 191ST STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/A		LOS (AM Peak/PM Peak): F*/F*
Multi-Lane Roundabout		Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Restriping of existing roundabout into double-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

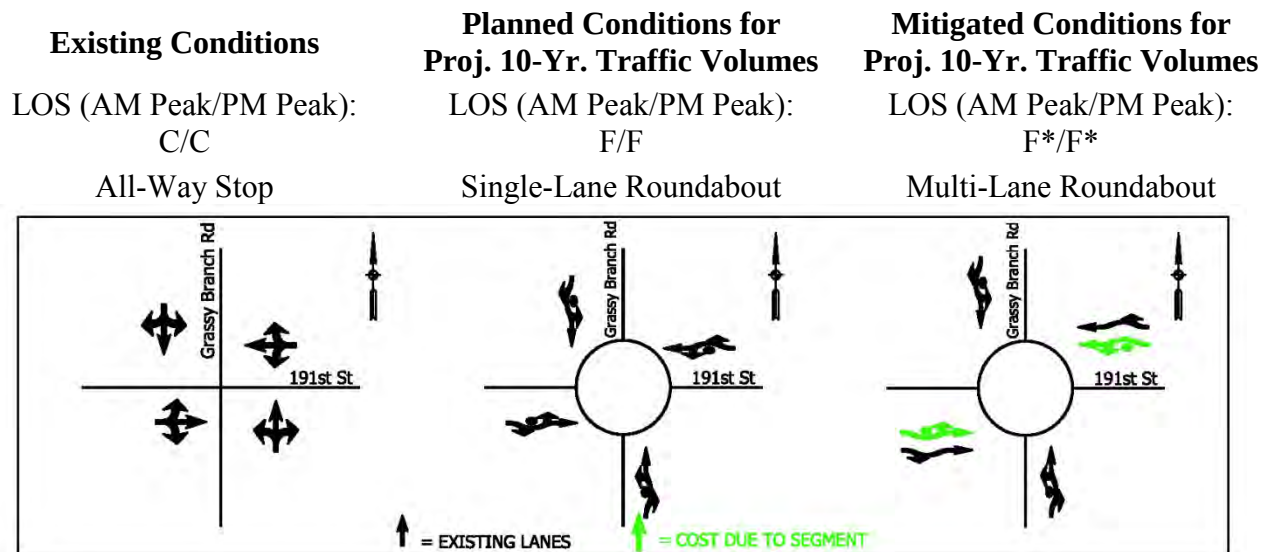
\$0

Note:

The cost of the restriping is considered negligible.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

GRASSY BRANCH ROAD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

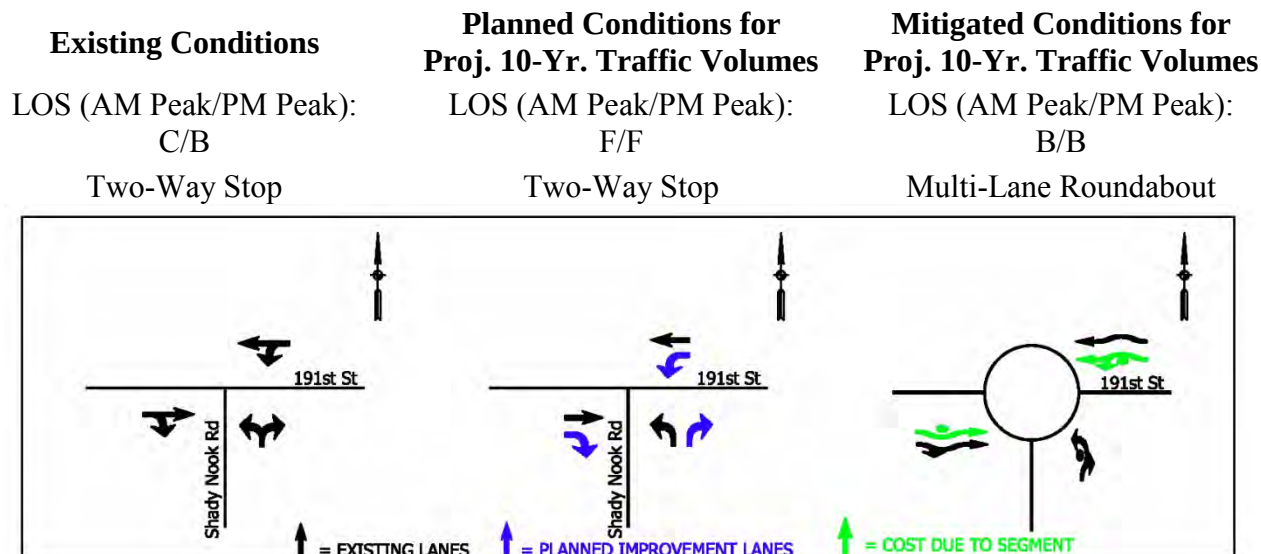
- Upgrade from a single-lane roundabout to a double-lane roundabout.

\$300,000

Note:

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

SHADY NOOK ROAD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add an EB right-turn lane along 191st Street.
- Add a WB left-turn lane along 191st Street.
- Add a NB right-turn lane along Shady Nook Road.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$600,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

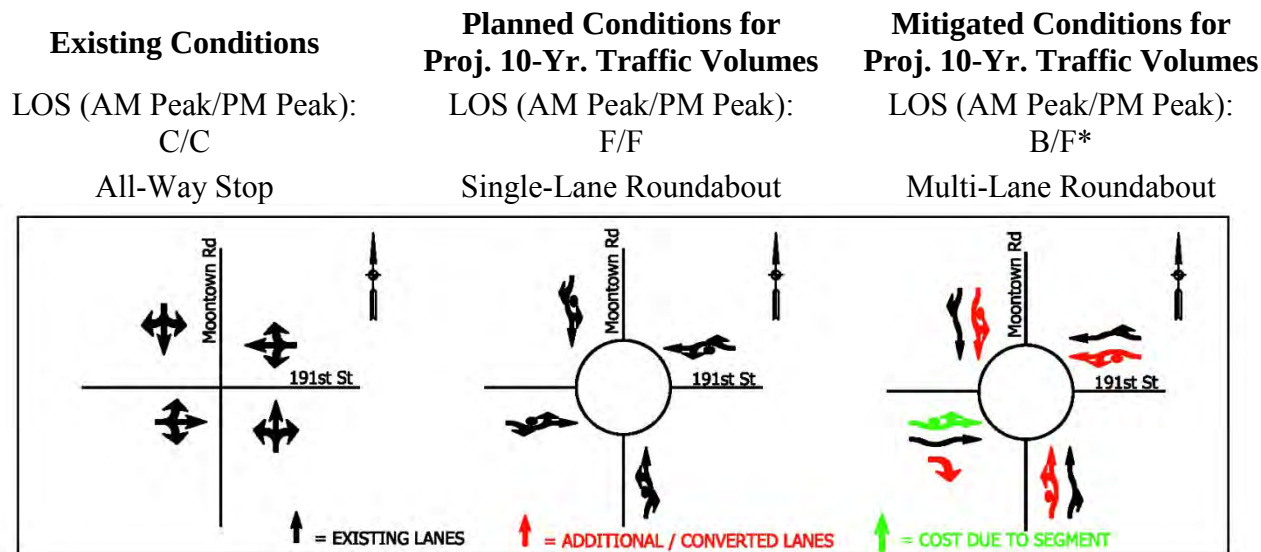
- Construction of a double-lane roundabout.

\$1,500,000

Note:

There is no additional cost for the EB and WB through lane. The cost of this improvement is included in the segment mitigated cost.

MOONTOWN ROAD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Upgrade from a single-lane roundabout to a double-lane roundabout with EB right-turn by-pass lane.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

Note:

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CR N 1200 E & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 199TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/E*
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB right-turn lane along Horton Road.
- Add a WB right-turn lane along 199th Street.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$400,000

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

TOMLINSON ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

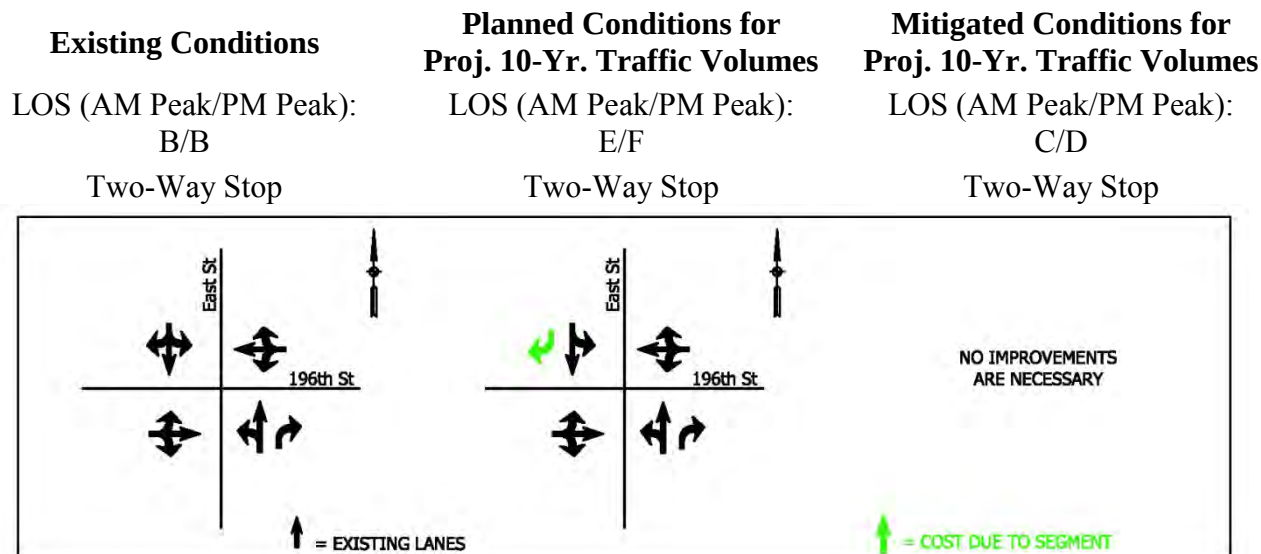
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

EAST STREET & 196TH STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add a SB right-turn lane along East Street.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Make 196th Street stop for East Street.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

There is no additional cost for the SB right-turn lane. The cost of this improvement is included in the segment mitigated cost.

GRASSY BRANCH ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

MOONTOWN ROAD & 196TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

TOMLINSON ROAD & 199TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/D
Two-Way Stop		Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

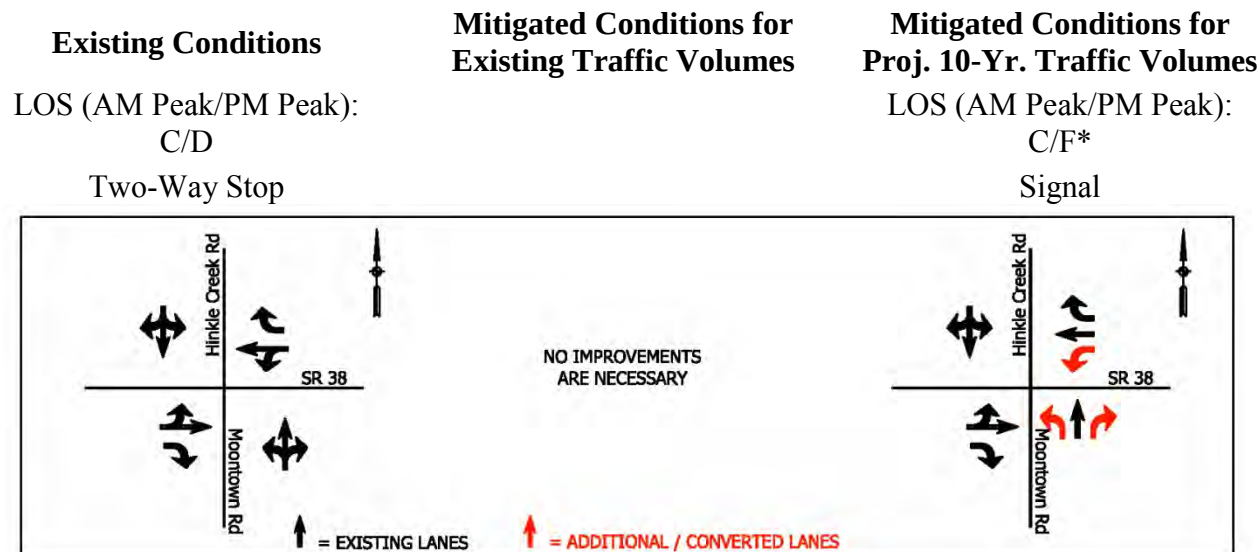
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

INKLE CREEK ROAD & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane and a NB right-turn lane along Moontown Road.
- Add a WB left-turn lane along SR 38.
- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$490,000

Note:

SR 38 is State controlled; therefore, the costs associated with the improvements along SR 38 will not be included in the impact fee cost. In addition, the cost associated with the installation of a traffic signal is the result of dividing the total cost between the state and new developments.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CR N 1200 E & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

JOLIET ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

CENTENNIAL ROAD & 206TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
 Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
 Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
 Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate
 Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

LAMONG ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SIX POINT ROAD & 206TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 206TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/C

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,200,000

OAK RIDGE ROAD & 206TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

TOMLINSON ROAD & 203RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRASSY BRANCH ROAD & 203RD STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRASSY BRANCH ROAD & SR 38

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/D		LOS (AM Peak/PM Peak): N/A
Two-Way Stop		Removed Intersection



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

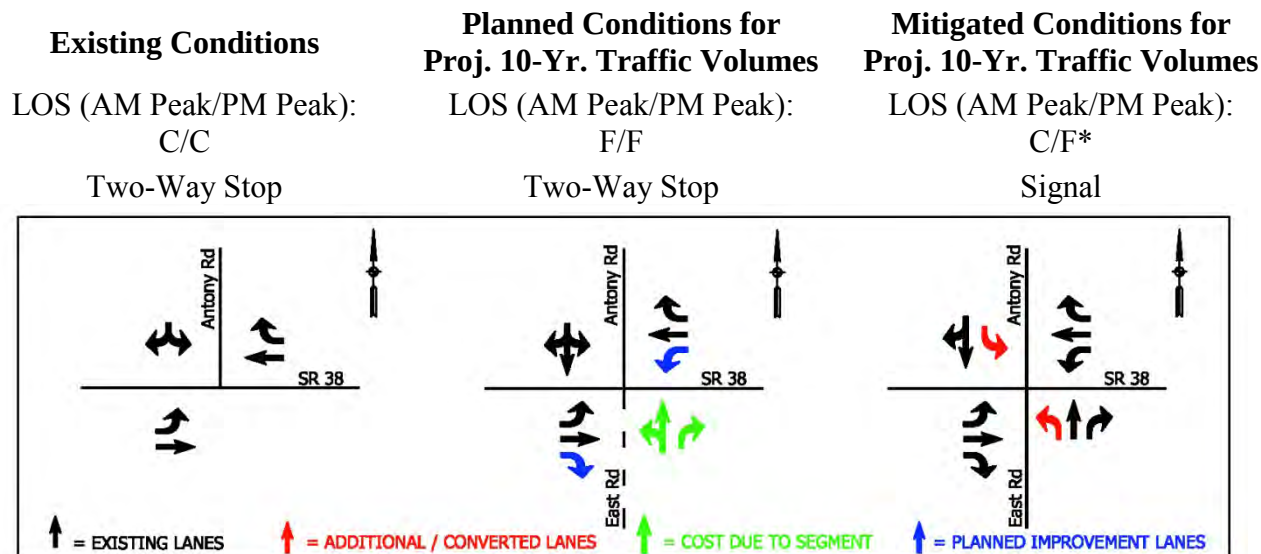
- Removed Intersection.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

ANTHONY ROAD & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Planned Improvements by

City of Westfield:

- Add an EB right-turn lane along SR 38.
- Add a WB left-turn lane along SR 38.
- Construction of a NB leg with a right-turn lane and a shared through/left-turn lane.

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Add NB and SB left-turn lanes along East Street.
- Installation of a traffic signal.

\$490,000

Note:

SR 38 is State controlled; therefore, the costs associated with the improvements along SR 38 will not be included in the impact fee cost. In addition, there is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

* Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

LAMONG ROAD & 211TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 211TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 214TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD & 214TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

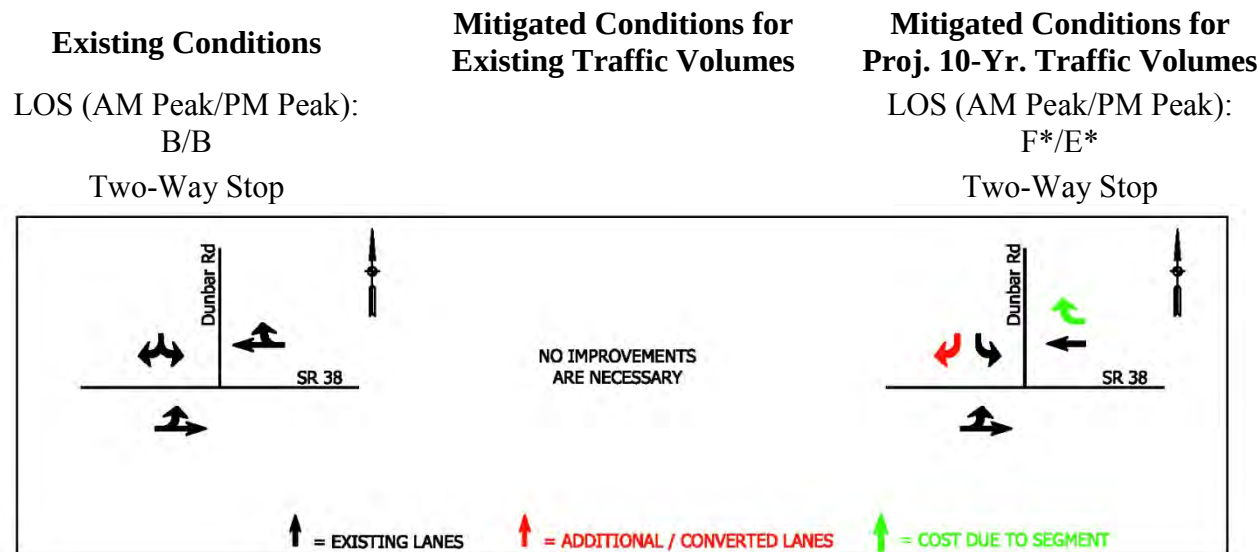
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,000,000

DUNBAR ROAD & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add a WB right-turn lane along SR 38.
- Add a SB right-turn lane along Dunbar Road.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

SR 38 is State controlled; therefore, the costs associated with the improvements along SR 38 will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 SB RAMP & SR 38

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): F*/D
Two-Way Stop		Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

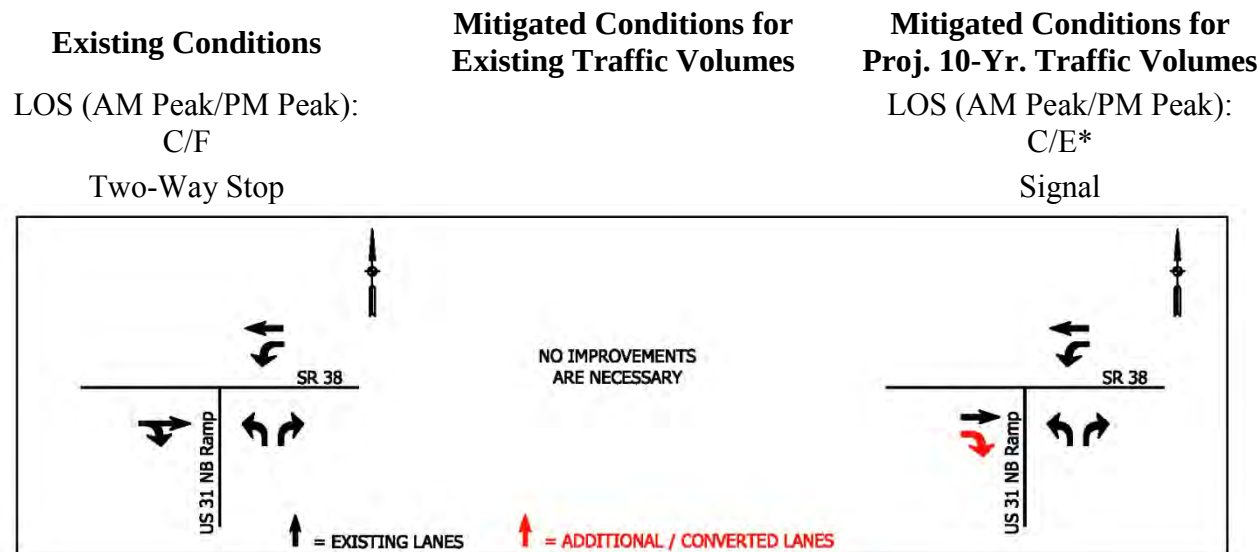
\$0

Note:

This intersection is State controlled; therefore, the costs associated with the improvements at this intersection will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

US 31 NB RAMP & SR 38



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Add an EB right-turn lane along SR 38.
- Installation of a traffic signal.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note:

This intersection is State controlled; therefore, the costs associated with the improvements at this intersection will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CR N 1200 E & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MULE BARN ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

LAMONG ROAD & 216TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/A
Two-Way Stop		Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

FREMONT ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SIX POINT ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DUNBAR ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

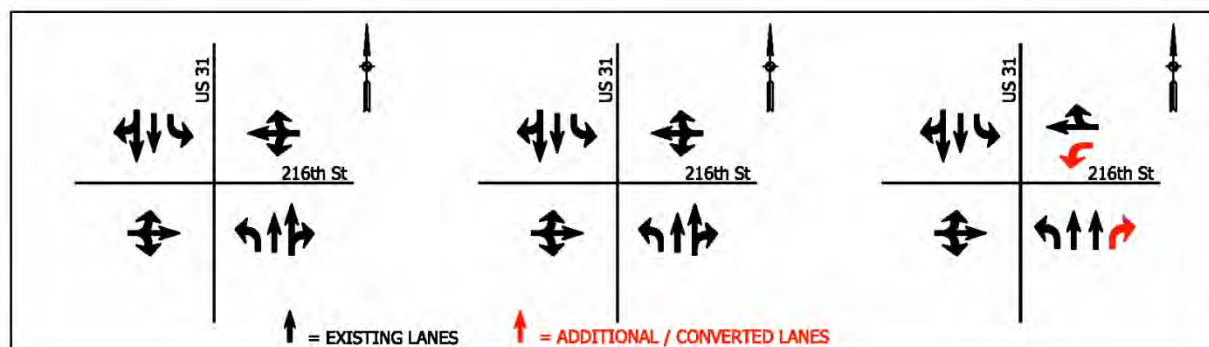
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 & 216TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): B/D
Two-Way Stop	Signal	Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- Install Traffic Signal

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$90,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Add a WB left-turn lane along 216th Street.
- Add a NB right-turn lane along US 31.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$200,000

Note:

US 31 is State controlled; therefore, the costs associated with the improvements along US 31 will not be included in the impact fee cost.

ANTHONY ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HINKLE CREEK ROAD & 216TH STREET

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

146TH STREET & WESTERN WAY

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/C Signal		LOS (AM Peak/PM Peak): C/F* Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- Add a NB left-turn lane along Western Way.
- Add a SB left-turn lane and a SB through lane along Western Way.
- Add an EB left-turn lane and an right-turn lane along 146th Street.
- Add a WB right-turn lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$600,000

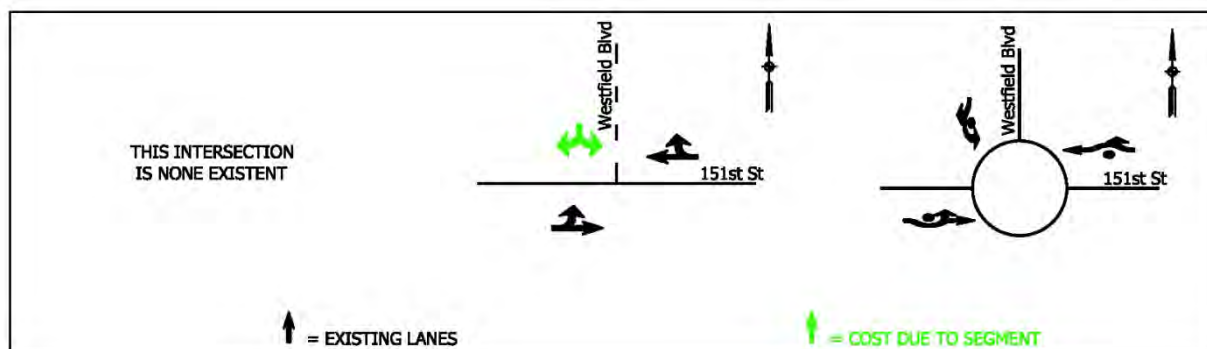
Note:

146th Street is County controlled; therefore, the costs associated with the improvements along 146th Street will not be included in the impact fee cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

WESTFIELD BOULEVARD & 151ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): C/F	LOS (AM Peak/PM Peak): A/B
Proposed Intersection	Two-Way Stop	Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a SB leg with a shared left/right lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

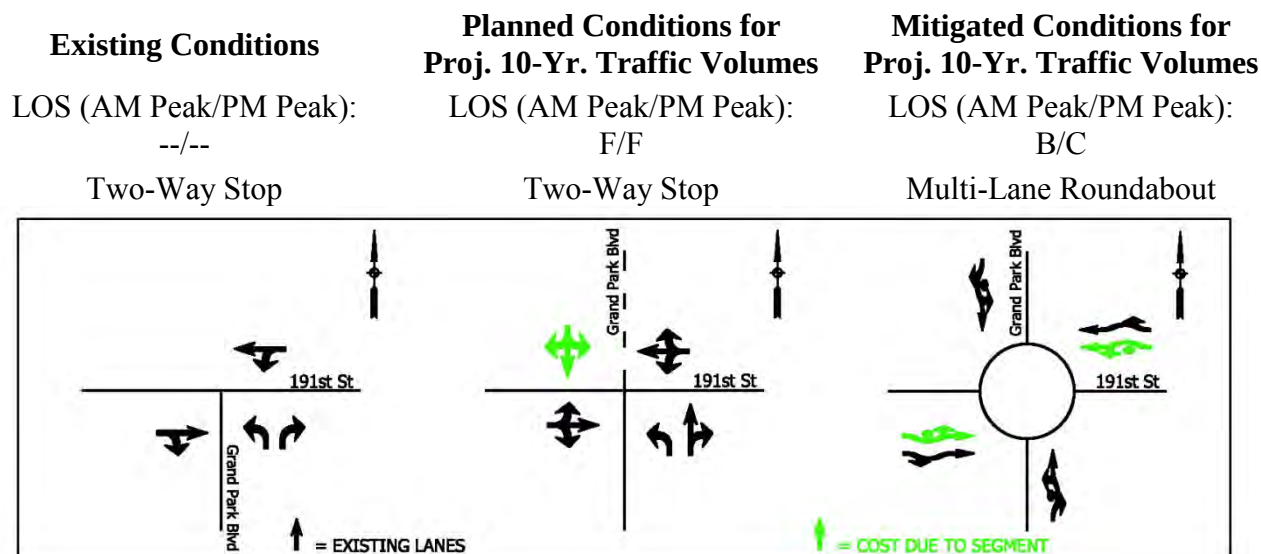
- Construction of a single-lane roundabout.

\$1,000,000

Note:

There is no additional cost for the construction of the SB leg. The cost of this improvement is included in the segment cost.

GRAND PARK BOULEVARD & 191ST STREET



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a SB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Construction of a double-lane roundabout.

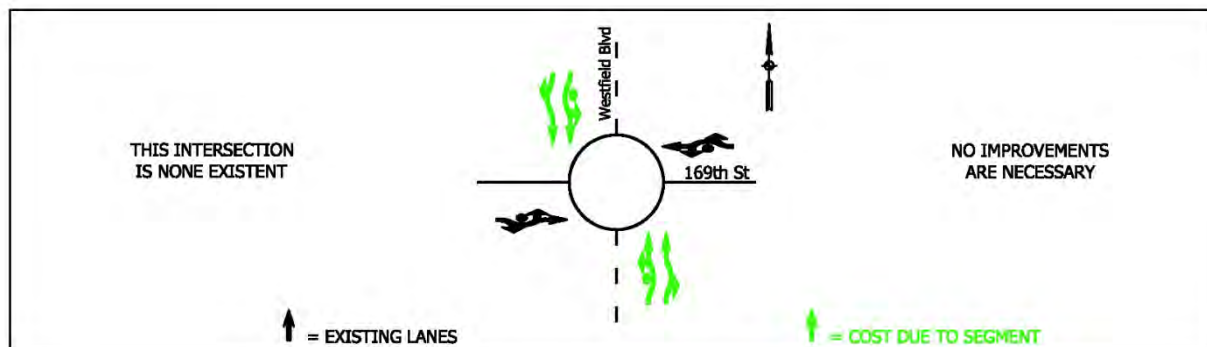
\$1,500,000

Note:

There is no additional cost for the construction of the SB leg. The cost of this improvement is included in the segment cost.

WESTFIELD BOULEVARD & 169TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Multi-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

- Construction of a double-lane roundabout.

\$1,500,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

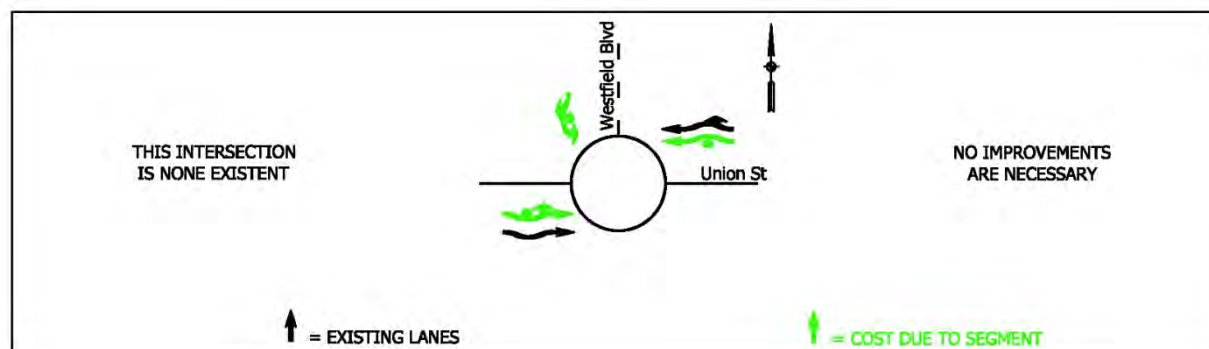
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

WESTFIELD BOULEVARD & UNION STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): A/A	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Multi-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

- Construction of a double-lane roundabout.

\$1,500,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

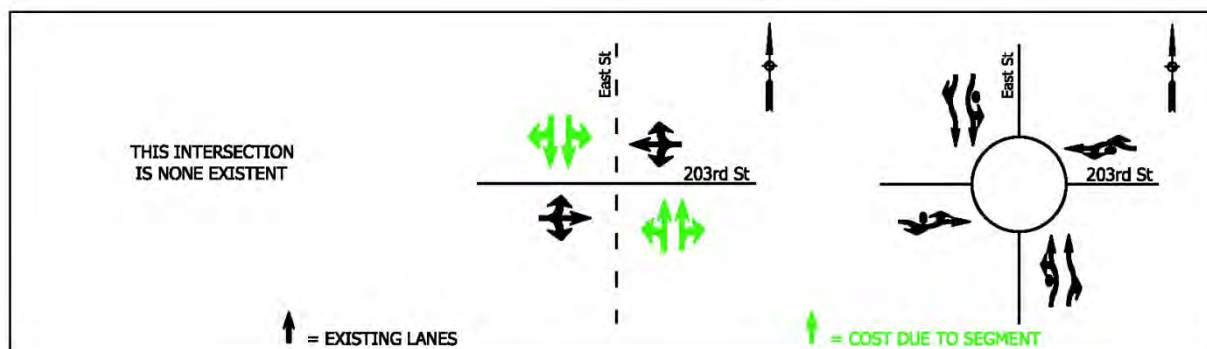
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

EAST STREET & 203RD STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): D/F	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Two-Way Stop	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB and SB leg with two inbound lanes and two outbound lanes.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Construction of a double-lane roundabout.

\$1,500,000

Note:

There is no additional cost for the construction of the NB and SB leg. The cost of this improvement is included in the segment cost.

EAST STREET & GRASSY BRANCH ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): F/C	LOS (AM Peak/PM Peak): A/A
Proposed Intersection	Two-Way Stop	Multi-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

- Construction of the NB leg with two inbound lanes and two outbound lanes.
- Construction of the WB leg with one inbound lane and one outbound lane.

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a double-lane roundabout.

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

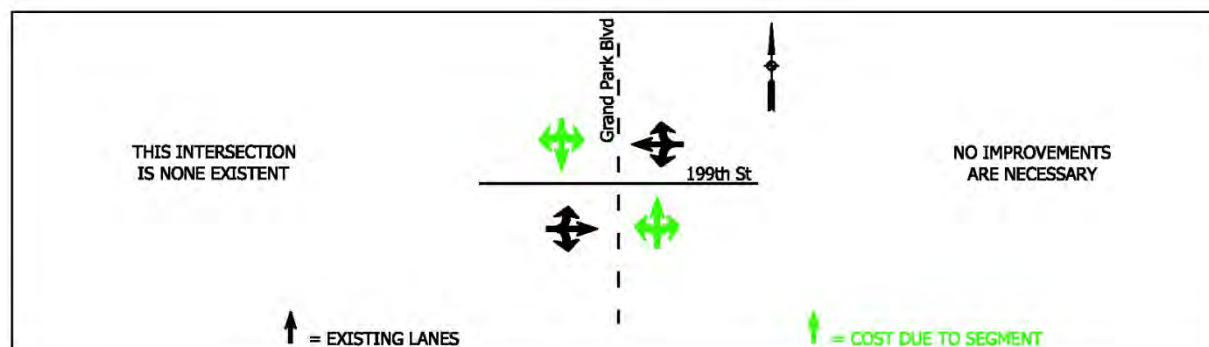
\$1,500,000

Note:

There is no additional cost for the construction of the NB leg and the addition of the SB through lane. The cost of this improvement is included in the segment cost.

GRAND PARK BOULEVARD & 199TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/B	LOS (AM Peak/PM Peak): B/B
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB and the SB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

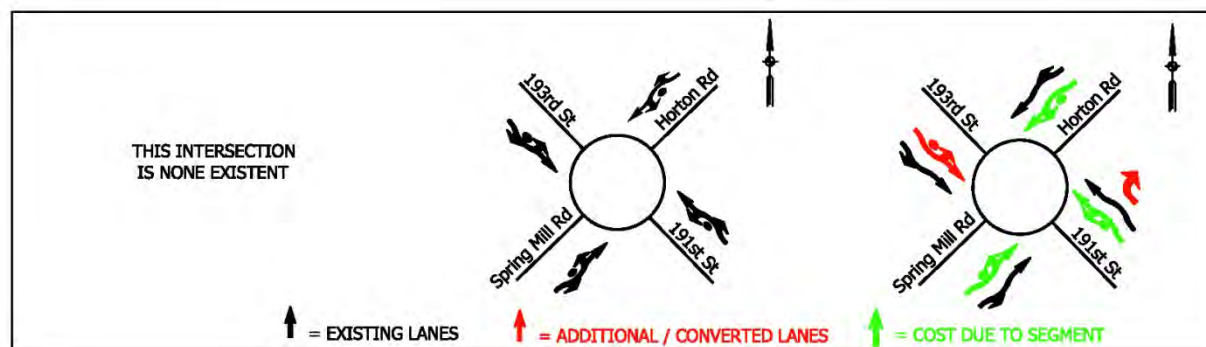
\$0

Note:

There is no additional cost for the construction of the NB and the SB leg. The cost of this improvement is included in the segment cost.

191ST/193RD STREET & SPRING MILL/HORTON ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): C/D
Proposed Intersection	Single-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a single-lane roundabout.

\$1,200,000

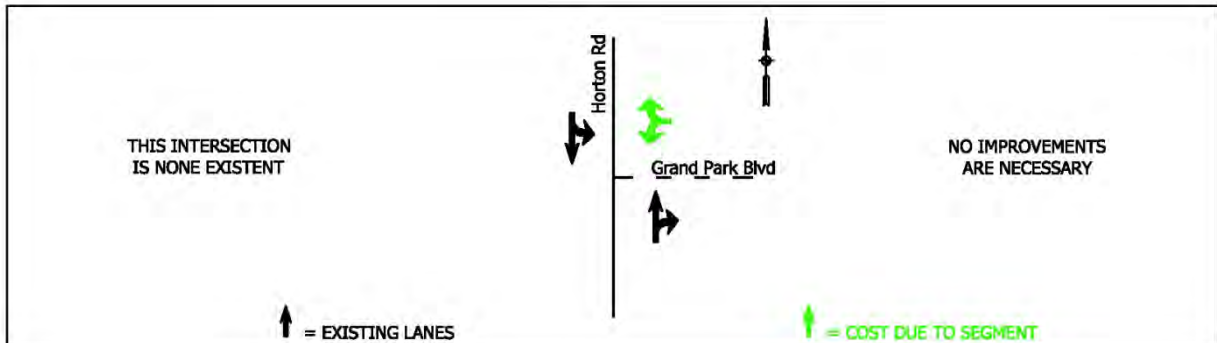
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Upgrade from a single-lane roundabout to a double-lane roundabout with northwest right-turn by-pass lane.

\$600,000

GRAND PARK BOULEVARD & HORTON ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
Proposed Intersection	Two-Way Stop	Two-Way Stop
		

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the WB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

Note:

There is no additional cost for the construction of the WB leg. The cost of this improvement is included in the segment cost.

DEAN ROAD & 161ST STREET

Existing Conditions

LOS (AM Peak/PM Peak):

--/--

Multi-Lane Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No mitigations are considered.

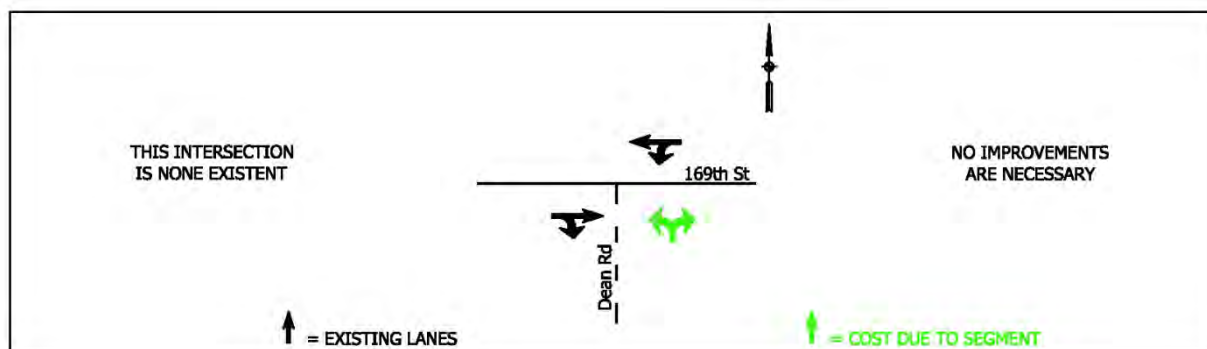
Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DEAN ROAD & 169TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

\$0

Note:

There is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

OAK RIDGE ROAD & 181ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): C/F	LOS (AM Peak/PM Peak): C/F*
Proposed Intersection	Two-Way Stop	Two-Way Stop

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of a NB and a SB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Add a NB left-turn lane along Oak Ridge Road.

\$200,000

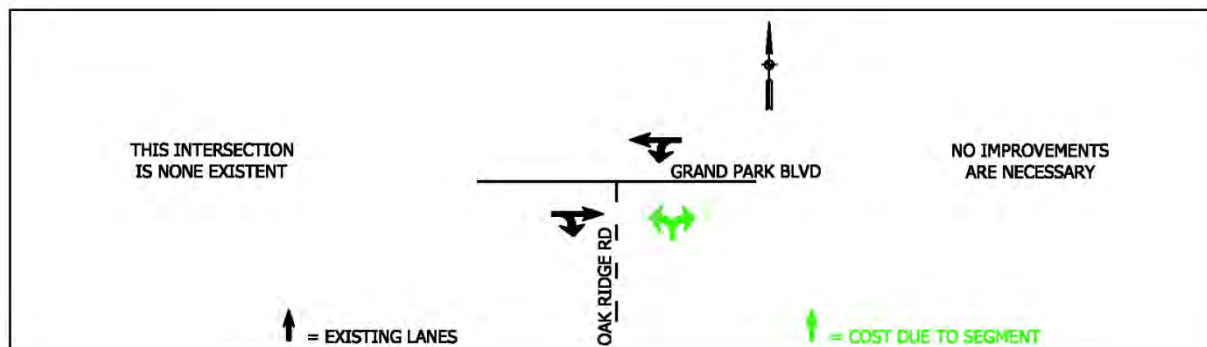
Note:

There is no additional cost for the construction of the NB and SB leg. The cost of this improvement is included in the segment cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

OAK RIDGE ROAD & GRAND PARK BOULEVARD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): B/C	LOS (AM Peak/PM Peak): B/C
Proposed Intersection	Two-Way Stop	Two-Way Stop



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB leg with one inbound lane and one outbound lane.

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No improvements are necessary.

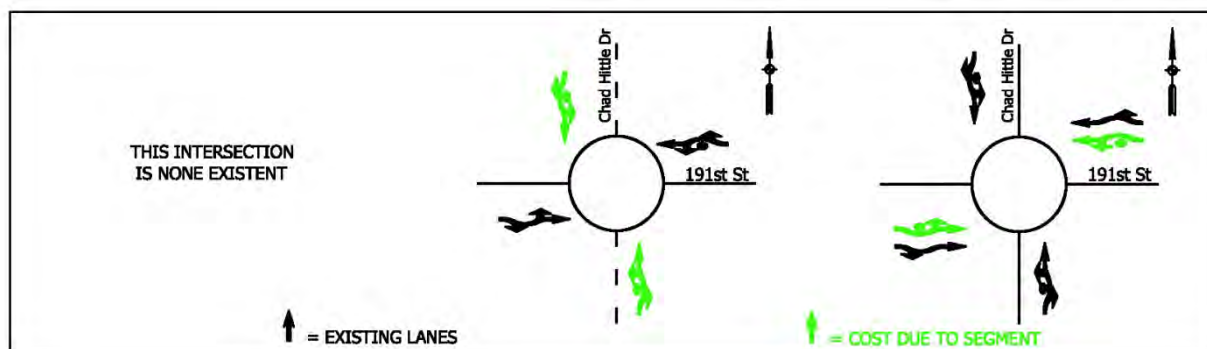
\$0

Note:

There is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

CHAD HITTLE DRIVE & 191ST STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): C/E*
Proposed Intersection	Single-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by

City of Westfield:

Estimated Construction Cost for Planned

Improvements (10-Year Cost):

- Construction of a single-lane roundabout.

\$1,200,000

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- Construction of a double-lane roundabout.

\$300,000

Note:

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

CHAD HITTLE DRIVE & 196TH STREET

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): --/--	LOS (AM Peak/PM Peak): B/F	LOS (AM Peak/PM Peak): B/F*
Proposed Intersection	Two-Way Stop	Two-Way Stop

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by
City of Westfield:

Estimated Construction Cost for Planned
Improvements (10-Year Cost):

- Construction of the NB leg with one left-turn lane and one right-turn lane.

\$0

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- No mitigations are considered.

\$0

Note:

There is no additional cost for the construction of the NB leg. The cost of this improvement is included in the segment cost.

- * Maximum efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

SUMMARY TABLES FOR ROADWAY SEGMENTS

A tabular summary of each roadway segment analysis is shown in the following pages. For each roadway segment the existing conditions are listed first. These include the segment length, the number of lanes with the corresponding pavement width and the effective shoulder width. The existing level of service (LOS) results are listed which are based on the existing conditions and existing AM peak hour and PM peak hour traffic volumes along the roadway segment. The existing peak hour traffic volumes as well as the existing average daily traffic volumes (ADT) can be found on the “Roadway Segment Summary” figures in **Exhibit B**.

Level of service “D” has been selected for this study by the City of Westfield as the minimum acceptable LOS for roadway segments. If necessary, mitigated conditions for the existing traffic volumes have been recommended for roadway segments that currently operate below the minimum acceptable LOS. The estimated construction cost associated with the improvements is also listed (Today’s Cost).

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been projected for each roadway segment and can be found on the “Roadway Segment Summary” figures in **Exhibit B**. The recommended “Projected 10-Year Conditions” that will accommodate the projected traffic volumes are also listed in the summary tables. The construction cost of implementing the projected 10-Year Conditions is also listed (10-Year Cost).

All recommended segment improvements were made solely on meeting minimum acceptable level of service criteria. However, standard engineering design practices should be used to determine actual segment improvements.

The following segments listed below have been planned by the City of Westfield:

- Westfield Boulevard: 151st Street to Union Street
- Westfield Boulevard: 161st Street to 169th Street
- Westfield Boulevard: 169th Street to SR 32
- Grand Park Boulevard: 191st Street to 199th Street
- Grand Park Boulevard: 199th Street to Horton Road
- Oak Ridge Road: SR 32 to 181st Street
- Oak Ridge Road: 181st Street to Grand Park Boulevard
- East Street: 196th Street to SR 38
- Chad Hittle Drive: 191st Street to 196th Street
- Dean Road: 161st Street to 169th Street

146TH STREET

EAGLE CREEK AVENUE TO SHELBORNE ROAD

Existing Conditions

Length:	4,833 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

SHELBORNE ROAD TO TOWNE ROAD

Existing Conditions

Length:	5,293 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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TOWNE ROAD TO DITCH ROAD

Existing Conditions

Length:	5,415 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DITCH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,252 Feet
Existing # Lanes / Width:	4 Lanes / 67 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 91 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,311 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 89 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

OAK RIDGE ROAD TO WESTERN WAY

Existing Conditions

Length:	4,481 Feet
Existing # Lanes / Width:	4 Lanes/ 62 Feet Two Way Left Turn Lane
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes/ 86 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

OAK ROAD TO CAREY ROAD

Existing Conditions

Length:	2,654 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 89 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

Note: 146th Street is County controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,291 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS D/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 89 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

Note: 146th Street is County controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

147TH STREET

GREYHOUND PASS TO OAK ROAD

Existing Conditions

Length:	1,274 Feet
Existing # Lanes / Width:	4 Lanes / 49 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 49 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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151ST STREET

GREYHOUND PASS TO US 31

Existing Conditions

Length:	1,539 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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US 31 TO COOL CREEK PARK DR

Existing Conditions

Length:	1,343 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

COOL CREEK PARK DRIVE TO OAK ROAD

Existing Conditions

Length:	1,286 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,330 Feet
Existing # Lanes / Width:	2 Lanes / 50 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 50 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GREYHOUND PASS

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,992 Feet
Existing # Lanes / Width:	2 Lanes / 36 Feet
Existing Effective Shoulder Width:	6' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 36 Feet
Recommended Effective Shoulder Width:	6' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD TO 151ST STREET

Existing Conditions

Length:	4,016 Feet
Existing # Lanes / Width:	2 Lanes / 36 Feet
Existing Effective Shoulder Width:	4' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 36 Feet
Recommended Effective Shoulder Width:	4' Paved
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

151ST STREET TO GREYHOUND COURT PLAZA

Existing Conditions

Length:	1,377 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	3' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	3' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

GREYHOUND COURT PLAZA TO GREYHOUND COURT

Existing Conditions

Length:	639 Feet
Existing # Lanes / Width:	2 Lanes / 42 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 42 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

US 31 TO COOL CREEK PARK DRIVE

Existing Conditions

Length:	1,064 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet Median
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 65 Feet Median
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

COOL CREEK PARK DRIVE TO 146TH STREET

Existing Conditions

Length:	1,076 Feet
Existing # Lanes / Width:	4 Lanes / 58 Feet Two Way Left Turn Lane
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 58 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

156TH STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,759 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD TO EAGLE CREEK AVENUE

Existing Conditions

Length:	1,068 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD TO DITCH ROAD

Existing Conditions

Length:	5,441 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

DITCH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,214 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,981,320

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,324 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,023,120

OAK RIDGE ROAD TO US 31

Existing Conditions

Length:	4,694 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

159TH STREET

EAGLE CREEK AVENUE TO TOWNE ROAD

Existing Conditions

Length:	3,610 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

161TH STREET

TOWNE ROAD TO DITCH ROAD

Existing Conditions

Length:	5,432 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

DICH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,174 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,307 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$3,024,990 \$1,512,495 attributed to the City
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 45 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$3,024,990 \$1,512,495 attributed to future developments
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OAK RIDGE ROAD TO US 31

Existing Conditions

Length:	4,001 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$1,110,930 \$555,465 attributed to the City
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 45 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,110,930 \$555,465 attributed to future developments
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UNION ROAD TO OAK ROAD

Existing Conditions

Length:	2,602 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$988,760

OAK ROAD TO CAREY ROAD

Existing Conditions

Length:	2,638 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,002,440

CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,332 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$2,026,160 (\$1,013,080 attributed to the City)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$2,026,160 (\$1,013,080 attributed to future developments)
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166TH STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,750 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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JOLIET ROAD TO EAGLE CREEK AVENUE

Existing Conditions

Length:	5,692 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLE CREEK AVENUE TO TOWNE ROAD

Existing Conditions

Length:	2,268 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD TO EAGLETOWN ROAD

Existing Conditions

Length:	2,717 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

169TH STREET

DITCH ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	5,203 Feet
Existing # Lanes / Width:	2 Lanes / 38 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 38 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SPRING MILL ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	5,574 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD TO US 31

Existing Conditions

Length:	3,033 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

US 31 TO UNION ROAD

Existing Conditions

Length:	2,135 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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CAREY ROAD TO GRAY ROAD

Existing Conditions

Length:	5,342 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

171TH STREET

UNION ROAD TO OAK ROAD

Existing Conditions

Length: 2,622 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 2' Gravel
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 2' Gravel
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK ROAD AND CAREY ROAD

Existing Conditions

Length: 2,641 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 2' Gravel
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 2' Gravel
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SR 32

CR 1200 TO JOLIET ROAD

Existing Conditions

Length: 2,750 Feet
Existing # Lanes / Width: 2 Lanes / 28 Feet
Existing Effective Shoulder Width: 2' Paved

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 28 Feet
Recommended Effective Shoulder Width: 2' Paved

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Note: SR 32 is State controlled; therefore, no analysis was performed on this segment.

CENTENNIAL ROAD TO EAGLETOWN ROAD

Existing Conditions

Length: 5,425 Feet
Existing # Lanes / Width: 2 Lanes / 28 Feet
Existing Effective Shoulder Width: 6' Paved

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 28 Feet
Recommended Effective Shoulder Width: 6' Paved

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Note: SR 32 is State controlled; therefore, no analysis was performed on this segment.

SPRING MILL ROAD TO DARTOWN ROAD

Existing Conditions

Length: 3,894 Feet
Existing # Lanes / Width: 4 Lanes / 72 Feet
Two Way Left Turn Lane
Existing Effective Shoulder Width: Curb & Gutter
Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 72 Feet
Two Way Left Turn Lane
Recommended Effective Shoulder Width: Curb & Gutter
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0
Note: SR 32 is State controlled; therefore, no analysis was performed on this segment.

EAST STREET TO GRASSY BRANCH

Existing Conditions

Length: 4,102 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 8' Paved
Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0
Note: SR 32 is State controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

181ST STREET

DARTOWN ROAD TO WHEELER ROAD

Existing Conditions

Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

WHEELER ROAD TO US 31

Existing Conditions

Length:	2,084 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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US 31 TO UNION ROAD

Existing Conditions

Length:	1,904 Feet
Existing # Lanes / Width:	2 Lanes / 37 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 37 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

186ST STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,730 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD TO MULE BARN ROAD

Existing Conditions

Length:	2,652 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO CENTENNIAL ROAD

Existing Conditions

Length:	2,610 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CENTENNIAL ROAD TO EAGLETOWN ROAD

Existing Conditions

Length:	5,288 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLETOWN ROAD TO CASEY ROAD

Existing Conditions

Length:	3,975 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CASEY ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	3,970 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SPRING MILL ROAD TO KINSLEY AVENUE

Existing Conditions

Length:	2,600 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAST STREET TO GRASSY BRANCH ROAD

Existing Conditions

Length:	4,022 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHADY NOOK ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	2,643 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

KINSEY AVENUE

186TH STREET TO 181ST STREET/DARTOWN ROAD

Existing Conditions

Length:	3,141 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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191ST STREET

HORTON ROAD TO TOMLINSON ROAD

Existing Conditions

Length:	6,646 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$2,715,480
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TOMLINSON ROAD TO US 31

Existing Conditions

Length:	2,584 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$981,920

EAST STREET TO GRASSY BRANCH ROAD

Existing Conditions

Length:	3,954 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,502,520

GRASSY BRANCH ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	5,302 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,014,760

193RD STREET

JOLIET ROAD TO MULE BARN ROAD

Existing Conditions

Length:	2,639 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO CENTENNIAL ROAD

Existing Conditions

Length:	2,660 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CENTENNIAL ROAD TO LAMONG ROAD

Existing Conditions

Length:	2,655 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD TO EAGLETOWN ROAD

Existing Conditions

Length:	2,639 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLETOWN ROAD TO FREEMONT ROAD

Existing Conditions

Length:	1,336 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

FREEMONT ROAD TO CASEY ROAD

Existing Conditions

Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CASEY ROAD TO SIX POINTS ROAD

Existing Conditions

Length:	1,330 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD TO SPRING MILL ROAD

Existing Conditions

Length:	2,647 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

196TH STREET

TOMLINSON ROAD TO US 31

Existing Conditions

Length:	2,486 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

US 31 TO EAST STREET

Existing Conditions

Length:	1,507 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

EAST STREET TO GRASSY BRANCH ROAD

Existing Conditions

Length:	3,541 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

GRASSY BRANCH ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	5,303 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

199TH STREET

HORTON ROAD TO TOMLINSON ROAD

Existing Conditions

Length:	7,049 Feet
Existing # Lanes / Width:	2 Lanes / 15 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

203RD STREET

TOMLINSON ROAD TO US 31

Existing Conditions

Length:	2,375 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET

CR 1200 E TO JOLIET ROAD

Existing Conditions

Length:	2,682 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD TO MULE BARN ROAD

Existing Conditions

Length:	2,664 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO CENTENNIAL ROAD

Existing Conditions

Length:	2,653 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CENTENNIAL ROAD TO LAMONG ROAD

Existing Conditions

Length:	2,655 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD TO FREEMONT ROAD

Existing Conditions

Length:	3,969 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

FREEMONT ROAD TO SIX POINTS ROAD

Existing Conditions

Length:	3,971 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD TO HORTON ROAD

Existing Conditions

Length:	3,979 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

HORTON ROAD TO OAK RIDGE ROAD

Existing Conditions

Length:	4,020 Feet
Existing # Lanes / Width:	2 Lanes / 27 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 27 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COX AVENUE

206TH STREET TO TOMLINSON ROAD

Existing Conditions

Length:	1,492 Feet
Existing # Lanes / Width:	2 Lanes / 27 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 27 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

216TH STREET

CR 1200 E TO MULE BARN ROAD

Existing Conditions

Length:	5,369 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD TO LAMONG ROAD

Existing Conditions

Length:	5,296 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD TO FREEMONT ROAD

Existing Conditions

Length:	3,967 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD TO HORTON ROAD

Existing Conditions

Length:	3,988 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

US 31 TO ANTHONY ROAD

Existing Conditions

Length:	5,216 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

ANTHONY ROAD TO HINKLE CREEK ROAD

Existing Conditions

Length:	5,332 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CR 1200 E

146TH STREET TO 156TH STREET

Existing Conditions

Length:	5,283 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

156TH STREET TO 166TH STREET

Existing Conditions

Length:	5,278 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

166TH STREET TO SR 32

Existing Conditions

Length:	5,026 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

186TH STREET TO 196TH STREET

Existing Conditions

Length:	5,319 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 216TH STREET

Existing Conditions

Length:	5,295 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

JOLIET ROAD

156TH STREET TO 166TH STREET

Existing Conditions

Length:	5,282 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

166TH STREET TO SR 32

Existing Conditions

Length:	5,066 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,300 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

186TH STREET TO 193RD STREET

Existing Conditions

Length:	2,983 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

193RD STREET TO 196TH STREET

Existing Conditions

Length:	1,329 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

196TH STREET TO 206TH STREET

Existing Conditions

Length:	5,313 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHELBOURNE ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,626 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

151ST STREET TO EAGLE CREEK AVENUE

Existing Conditions

Length:	3,755 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

MULE BARN ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,298 Feet
Existing # Lanes / Width:	2 Lanes / 37 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	
	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 37 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	
	\$0

186TH STREET TO 193RD STREET

Existing Conditions

Length:	3,991 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,623 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

206TH STREET TO 216TH STREET

Existing Conditions

Length:	5,289 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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CENTENNIAL ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 32 TO 186TH STREET

Existing Conditions

Length:	3,981 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,632 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

151ST STREET TO 156ST STREET

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	2 Lanes / 26 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 26 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

156TH STREET TO 159ST STREET

Existing Conditions

Length:	1,379 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

161TH STREET TO 166ST STREET

Existing Conditions

Length:	2,639 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LAMONG ROAD

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,645 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,645 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

EAGLETOWN ROAD

166TH STREET TO SR 32

Existing Conditions

Length:	5,134 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

186TH STREET TO 193RD STREET

Existing Conditions

Length:	3,991 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

FREEMONT ROAD

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,623 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,644 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

DITCH ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,912 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,106,560

156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,629 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$999,020

161ST STREET TO 166TH STREET

Existing Conditions

Length:	2,629 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$999,020

166TH STREET TO 169TH STREET

Existing Conditions

Length:	1,320 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$501,600

169TH STREET TO SR 32

Existing Conditions

Length:	3,844 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,460,720

CASEY ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost for Planned
Improvements (Today's Cost):

\$1,012,320
(\$506,160 attributed to the
City)
(\$506,160 attributed to
future development)

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,198,680

186TH STREET TO 193RD STREET

Existing Conditions

Length:	3,973 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SIX POINTS ROAD

193RD STREET TO 206TH STREET

Existing Conditions

Length:	6,614 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 216TH STREET

Existing Conditions

Length:	5,297 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SPRING MILL ROAD

146TH STREET TO GREYHOUND PASS

Existing Conditions

Length:	2,507 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$476,330 (\$238,165 attributed to the City) (\$238,165 attributed to future developments)

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$952,660

GREYHOUND PASS TO 156TH STREET

Existing Conditions

Length:	2,757 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$523,830 (\$261,915 attributed to the City) (\$261,915 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,047,660

156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,629 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$499,510 (\$249,755 attributed to the City) (\$249,755 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$999,020

161TH STREET TO 169TH STREET

Existing Conditions

Length:	3,963 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$752,970 (\$376,485 attributed to the City) (\$376, 485 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,505,940

169TH STREET TO SR 32

Existing Conditions

Length:	3,842 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost for Planned Improvements (Today's Cost):	\$729,980 (\$364,990 attributed to the City) (\$364,990 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,459,960

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,396 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,050,480

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,644 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,004,720

191ST STREET TO 193RD STREET

Existing Conditions

Length:	1,319 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	
Recommended Effective Shoulder Width:	
Resulting Level of Service (AM peak / PM peak):	

**This segment is merged
and relocated.**

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

HORTON ROAD

191ST STREET TO 199TH STREET

Existing Conditions

Length:	3,965 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,414,740

199TH STREET TO 206TH STREET

Existing Conditions

Length:	3,962 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

206TH STREET TO 214TH STREET

Existing Conditions

Length:	3,977 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

214TH STREET TO 216TH STREET

Existing Conditions

Length:	1,329 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

DARTOWN ROAD

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,626 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

OAK RIDGE ROAD

GREYHOUND PASS TO 156TH STREET

Existing Conditions

Length:	2,204 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$837,520
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156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,631 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$999,780
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161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,950 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,501,000

169TH STREET TO SR 32

Existing Conditions

Length:	3,814 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,449,320

206TH STREET TO 214TH STREET

Existing Conditions

Length:	3,994 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

214TH STREET TO SR 38

Existing Conditions

Length:	1,910 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

WHEELER ROAD

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,643 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,004,340
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TOMLINSON ROAD

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,670 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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196TH STREET TO 199TH

Existing Conditions

Length:	1,823 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / $\geq$ 20 Feet *
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

WESTERN WAY

146TH STREET TO GREYHOUND PASS

Existing Conditions

Length:	1,365 Feet
Existing # Lanes / Width:	4 Lanes / 44 Feet
Existing Effective Shoulder Width:	Curb and Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 44 Feet
Recommended Effective Shoulder Width:	Curb and Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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GREYHOUND COURT

GREYHOUND COURT PLAZA TO 151ST STREET

Existing Conditions

Length:	711 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

UNION STREET

161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,961 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

169TH STREET TO SR 32

Existing Conditions

Length:	2,256 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,677 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

COOL CREEK PARK ROAD

GREYHOUND PASS TO 151ST STREET

Existing Conditions

Length:	1,610 Feet
Existing # Lanes / Width:	2 Lanes / 40 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 40 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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EAST STREET

SR 32 TO 181ST STREET

Existing Conditions

Length:	2,686 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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181ST STREET TO 186TH STREET

Existing Conditions

Length:	2,712 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 25 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,675 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

OAK ROAD

151ST STREET TO 161ST STREET

Existing Conditions

Length:	5,313 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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161ST STREET TO 111ST STREET

Existing Conditions

Length:	5,304 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

CAREY ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length: 2,624 Feet
Existing # Lanes / Width: 2 Lanes / 24 Feet
Existing Effective Shoulder Width: 3' Gravel
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$997,120

151ST STREET TO 161ST STREET

Existing Conditions

Length: 5,351 Feet
Existing # Lanes / Width: 2 Lanes / 23 Feet
Existing Effective Shoulder Width: 2' Gravel
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,033,380

161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,960 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$1,504,800

169TH STREET TO 171ST STREET

Existing Conditions

Length:	1,348 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	1'
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$512,240

171ST STREET TO SR 32

Existing Conditions

Length:	2,235 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$849,300

GRASSY BRANCH ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length:	5,385 Feet
Existing # Lanes / Width:	2 Lanes / 25 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$2,046,300

196TH STREET TO 203RD STREET

Existing Conditions

Length:	4,019 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

203RD STREET TO SR 38

Existing Conditions

Length:	1,097 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

ANTHONY ROAD

SR 38 TO 216TH STREET

Existing Conditions

Length:	5,372 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHADY NOOK ROAD

SR 32 TO SANIBEL CIRCLE

Existing Conditions

Length:	2,509 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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SANIBEL CIRCLE TO 186TH STREET

Existing Conditions

Length:	2,839 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

186TH STREET TO 191ST STREET

Existing Conditions

Length:	2,661 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

GRAY ROAD

146TH STREET TO 151ST STREET

Existing Conditions

Length:	2,667 Feet
Existing # Lanes / Width:	2 Lanes / 32 Feet Two-Way Left Turn Lane
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet Two-Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

151ST STREET TO 161ST STREET

Existing Conditions

Length:	5,389 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,974 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

169TH STREET TO SR 32

Existing Conditions

Length:	3,695 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

MOONTOWN ROAD

SR 32 TO 186TH STREET

Existing Conditions

Length: 5,305 Feet
Existing # Lanes / Width: 2 Lanes / 24 Feet
Existing Effective Shoulder Width: 3' Gravel
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 3' Gravel
Resulting Level of Service (AM peak / PM peak): LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

186TH STREET TO 191ST STREET

Existing Conditions

Length: 2,670 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 3' Gravel
Existing Level of Service (AM peak / PM peak): LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 3' Gravel
Resulting Level of Service (AM peak / PM peak): LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

191ST STREET TO 196TH STREET

Existing Conditions

Length:	2,648 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

196TH STREET TO SR 38

Existing Conditions

Length:	2,103 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / $\geq$ 20 Feet *
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

HINKLE CREEK ROAD

SR 38 TO 216TH STREET

Existing Conditions

Length:	8,501 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

EAGLE CREEK AVENUE

146TH STREET TO 151ST STREET

Existing Conditions

Length:	6,185 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SHELBORNE ROAD TO 159TH STREET

Existing Conditions

Length:	1,798 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

LITTLE EAGLE CREEK ROAD

159TH STREET TO 166TH STREET

Existing Conditions

Length:	4,155 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

166TH STREET TO TOWNE ROAD

Existing Conditions

Length:	4,143 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / ≥ 20 Feet *
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

TOWNE ROAD TO SR 32

Existing Conditions

Length:	2,627 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):	\$0
--	-----

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	2' minimum *
Resulting Level of Service (AM peak / PM peak):	LOS C/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
--	-----

* Currently this segment does not meet minimum width standards. Therefore, this segment should be widened to meet minimum standards as development occurs along the frontage of this segment.

SR 38

DUNBAR ROAD TO US 31

Existing Conditions

Length: 2,970 Feet
Existing # Lanes / Width: 2 Lanes / 29 Feet
Existing Effective Shoulder Width: 3' Paved
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

Note: SR 38 is State controlled; therefore, any improvement costs at this segment will not be included in the impact fee cost.

ANTHONY ROAD TO HINKLE CREEK ROAD

Existing Conditions

Length: 6,540 Feet
Existing # Lanes / Width: 2 Lanes / 30 Feet
Existing Effective Shoulder Width: 3' Paved
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 30 Feet
Recommended Effective Shoulder Width: 3' Paved
Resulting Level of Service (AM peak / PM peak): LOS D/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$0

PROPOSED ROADS

WESTFIELD BOULEVARD

151ST STREET TO UNION STREET

Planned Conditions

Length:	1,638 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$622,440 (\$311,220 attributed to the City)
---	--

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$622,440 (\$311,220 attributed to future developments)
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161ST STREET TO 169TH STREET

Planned Conditions

Length:	4,181 Feet
Planned # Lanes / Width:	4 Lanes / 48 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$3,177,560 (\$1,588,780 attributed to the City)
---	--

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$3,177,560 (\$1,588,780 attributed to future developments)
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169ST STREET TO UNION STREET

Planned Conditions

Length: 3,752 Feet
Planned # Lanes / Width: 4 Lanes / 48 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$2,851,520
(\$1,425,760 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$2,851,520
(\$1,425,760 attributed to future developments)

GRAND PARK BOULEVARD

191ST STREET TO 199TH STREET

Planned Conditions

Length: 4,704 Feet
Planned # Lanes / Width: 2 Lanes / 24 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$1,787,520
(\$893,760 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS C/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$1,787,520
(\$893,760 attributed to future developments)

199ST STREET TO HORTON STREET

Planned Conditions

Length:	3,545 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$1,347,100 (\$673,550 attributed to the City)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,347,100 (\$673,550 attributed to future developments)
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OAK RIDGE ROAD

SR 32 TO 181ST STREET

Planned Conditions

Length:	2,625 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Expected Level of Service (AM peak / PM peak)	LOS D/E
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Additional Estimated Construction Cost for Planned Roadway:	\$997,500 (\$498,750 attributed to the City) (\$498,750 attributed to future developments)
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Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$997,500
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181ST STREET TO GRAND PARK BOULEVARD

Planned Conditions

Length: 1,187 Feet
Planned # Lanes / Width: 2 Lanes / 24 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$451,060
(\$225,530 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$451,060
(\$225,530 attributed to future developments)

EAST STREET

196ST STREET TO SR 38

Planned Conditions

Length: 5,737 Feet
Planned # Lanes / Width: 4 Lanes / 48 Feet
Planned Effective Shoulder Width: 8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway: \$4,360,120
(\$2,180,060 attributed to the City)

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$4,360,120
(\$2,180,060 attributed to future developments)

CHAD HITTLE DRIVE

191ST STREET TO 196TH STREET

Planned Conditions

Length:	2,655 Feet
Planned # Lanes / Width:	2 Lanes / 36 Feet Two-Way Left Turn Lane
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$1,513,350 (\$756,675 attributed to the City)
---	---

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 36 Feet Two-Way Left Turn Lane
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/C

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,513,350 (\$756,675 attributed to future developments)
---	--

WESTFIELD PARK ROAD

161ST STREET TO 169TH STREET

Planned Conditions

Length:	3,957 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	8' or Curb & Gutter

Additional Estimated Construction Cost for Planned Roadway:	\$1,503,660 (\$751,830 attributed to the City)
---	---

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	8' or Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$1,503,660 (\$751,830 attributed to future developments)
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ORDINANCE 17-43

AN ORDINANCE ESTABLISHING AN EQUITABLE IMPACT FEE FOR THE PURPOSE OF PLANNING AND FINANCING ROAD AND STREET INFRASTRUCTURE NEEDED TO SERVE NEW DEVELOPMENT IN THE CITY OF WESTFIELD

WHEREAS, the City Common Council (the “Council”) of the City of Westfield, Indiana (the “City”) finds that it is reasonable and necessary to promote and accommodate orderly growth and development and to protect the public health, safety and general welfare of the citizens of the City by providing for an equitable program to fund the capital costs of new road and street infrastructure necessary to serve newly developing areas of the City; and

WHEREAS, the Council finds that it is reasonable and necessary to promote the orderly development of the City by establishing standards by which the City may require that new development shall pay a road impact fee, in accordance with Ind. Code § 36-7-4-1300 *et seq.*, (the “Impact Fee”) representing the development’s proportionate share of the capital cost of new road and street infrastructure necessary to serve new development in the City; and

WHEREAS, the Council finds that new development should not be required to pay a fee for the capital costs of new road and street infrastructure greater than the development’s proportionate share of the capital costs of such infrastructure, which is needed to serve such development; and

WHEREAS, the City has caused to be prepared the Westfield Road Impact Fee Zone Improvement Plan (the “Zone Improvement Plan”) prepared by A&F Engineering (“A&F”) and adopted by the Council in its Resolution _____; and

WHEREAS, because of the size of the City, considering both its population and geographic area, as well as the distribution of public and private institutions, services, and other facilities throughout the City, any road or street improvement benefits all citizens of the City equally; and

WHEREAS, it has been the stated objective of the City that the analysis contained in the Zone Improvement Plan supports and should result in the implementation of an Impact Fee, which meets the requirements of Indiana law; and

WHEREAS, the Westfield Impact Fee Advisory Committee, at its meeting on _____, considered the analyses contained in the Zone Improvement Plan and this Ordinance in accordance with Ind. Code § 36-7-4-1312; and

WHEREAS, the Westfield Advisory Plan Commission properly noticed, advertised and conducted a public hearing on this Ordinance on _____; and

WHEREAS, having given due deliberation to the Zone Improvement Plan prepared by HNTB, which provides the basis for this Ordinance, the Westfield Advisory Plan Commission has recommended adoption of this Ordinance to the Council; and

WHEREAS, the purpose of this Ordinance is declared as expressly not to deter growth, remedy existing infrastructure deficiencies, or pay for maintenance or other “non-capital costs.”

NOW, THEREFORE, BE IT ORDAINED AND ENACTED by the Common Council of the City of Westfield, Hamilton County, Indiana as follows:

Section 1. Conditional Repeal and Limitation on Imposition of Impact Fee. This Ordinance shall expire and become void five (5) years after its effective date, as required by Ind. Code § 36-7-4-1340, unless action is undertaken to replace it consistent with the provisions of Indiana law, which contemplates a replacement impact fee ordinance.

Section 2. Establishment of Impact Zone.

- a. There is hereby established for the City a road and street infrastructure Impact Zone (as defined in Ind. Code § 36-7-4-1307), the borders of which are co-terminus with the existing corporate boundary of the City of Westfield, Hamilton County, Indiana, as they may be extended from time to time through annexation, over all of which the City exercises planning and zoning jurisdiction. The Council specifically finds that there is a functional relationship between the components of the road and street thoroughfare element of the Zone Improvement Plan and that such road and street improvement recommendations provide a reasonably uniform benefit to all of the citizens of the City throughout the Impact Zone as of the effective date of this Ordinance. The City further finds that all areas within the Impact Zone are contiguous, as required by Ind. Code § 36-7-4-1316.
- b. Except as provided below, this Ordinance shall apply uniformly to all developments within the Impact Zone hereby established for which the City may require a structural building permit and which create a need for new or additional road and street infrastructure. This Ordinance shall not apply to:
 - i. Development meeting the requirements set for in Ind. Code § 36-7-4-1322(g);
 - ii. Improvements which do not require a structural building permit;
 - iii. Improvements which do not create a need for new or additional road and street infrastructure, including the erection of a sign, structures or fences, or the alteration, renovation, or expansion of an improvement where the use, or intensity thereof, has not changed; and

- iv. The replacement of a destroyed or partially destroyed improvement; provided, however, that the replacement improvement does not create a need for new and additional road and street infrastructure over and above the infrastructure needed for the original improvement prior to the destruction or partial destruction thereof.

Section 3: Establishment of Impact Fee.

- a. Based upon the analyses contained in the Zone Improvement Plan, the City finds, determines, establishes, and adopts that the cost per twenty-four hour trip within the Impact Zone is in the amount of (See Exhibit A). This equates to (See Exhibit A) per single-family detached residence, and this amount is hereby adopted as the Impact Fee for the City. Otherwise, the numbers of twenty-four (24) hour trips are to be based upon calculations taken from the latest version of the ITE Trip Generation Manual, a study published by the Institute of Transportation Engineers ("ITE").
- b. The City hereby makes as a part of the record of these proceedings all of the data collected, calculations made, and conclusions reached by A&F in the process of developing the Zone Improvement Plan, and specifically instructs the employees of the City to make such data and all other information gathered and used in preparing the Zone Improvement Plan publically available as a public record of the City for review during the City's regular business hours. The City further authorizes A&F to sell or otherwise distribute copies of the Zone Improvement Plan and any of the other data collected upon which it relied, at a cost reasonably intended to compensate them for the cost of reproduction only. The City makes the specific finding that this Ordinance is the result of the advice it received from A&F.
- c. In the event that any parcel of real estate considered in the creation of the Zone Improvement Plan undergoes a change in use, redevelopment, or modification, which requires an improvement location permit, and creates a need for new infrastructure, an Impact Fee will only be assessed for the increase in the burden on infrastructure.

Section 4: Credit in Lieu of Payment; Exemptions.

- a. Any person or entity obligated to pay a fee pursuant to the terms of this Ordinance shall have the option of financing, constructing, and dedicating actual road and street thoroughfare infrastructure instead of paying all or part of the Impact Fee, which may be due, so long as such financing, construction, and dedication are accomplished pursuant to the Thoroughfare Plan of the City and in accordance with the road and street specifications for such road or street to be improved in force within the City at that time. Such fee payer, or other person or entity providing the infrastructure or improvement, shall be given credit upon a verified certification from a registered

engineer, architect, or contractor of the actual costs of planning, financing, construction, and dedicating such road and street thoroughfare improvements or infrastructure to the City. Such certification shall be presented prior to the issuance of any structural building or improvement location permit. In the event the actual cost of such planning, financing, construction and dedication do not equal the amount of the Impact Fee due pursuant to the calculation provided for in the schedule set forth in Section 3 hereof, the remaining balance shall be due by such fee payer to the City in accordance with the provisions of this Ordinance.

- b. Credits against Impact Fees otherwise due shall be allowed pursuant to this Section 4 for all infrastructure and improvements constructed or furnished in accordance with Ind. Code §§ 36-7-4-1313 and 1335. A fee payer or other person or entity responsible for installing infrastructure or improvements may designate in writing a method of allocating its credits to future fee payers who may be successors in interest to the credits earned by the fee payer or others, as part of the certification provided above.
- c. Any person or entity otherwise obligated to pay the fee established by this Ordinance whose property was totally or partially destroyed by fire, storm, or other casualty beyond their control, shall be exempt from paying the Impact Fee if they repair or replace the destroyed structure without creating a burden on infrastructure greater than the burden imposed by the destroyed structure. In the event it creates any additional burden, the Impact Fee shall be calculated based only on the increased burden created by the structure.

Section 5: Impact Fee Due Upon Issuance of Structural Building Permit. The Impact Fee imposed pursuant to the terms of this Ordinance shall be due and payable upon the issuance of a structural building permit by the City. It is understood that a structural building permit is synonymous with the term “structural building permit” as used in Ind. Code § 36-7-4-1323, in that the issuance of a structural building permit authorizes the applicant to commence construction activities, structural and otherwise. The entire Impact Fee, which is calculated pursuant to the terms of this Ordinance shall be due at the time of permit issuance unless the amount of the fee upon calculation is greater than Five Thousand Dollars (\$5,000), in which case an installment plan may be requested by the applicant in accordance with the terms of Ind. Code § 36-7-4-1324.

The Westfield Impact Fee Review Board (the “Review Board”), as identified in Section 11 herein, shall establish specific rules for installment payments consistent with Indiana law. The interest rate on any installment plan or deferred payment shall be the pre-judgment rate of interest set forth in the Indiana Code.

If a fee payer so requests, the amount of the Impact Fee shall be assessed upon the voluntary submission of a development plan or upon the issuance of the structural building permit, whichever is earlier. For purposes of this Section 5, “assessment” means the act of calculating the amount of the Impact Fee, which shall be due. The City shall make such

assessment within thirty (30) days of the date of such voluntary request or at the issuance of the structural building permit with or without a request.

Section 6. Lien of Rights Established. Pursuant to Ind. Code § 36-7-4-1325, the City acquires a lien against the real estate, which is the subject of the Impact Fee on the date the structural building permit is issued. Upon final adoption, this Ordinance shall be recorded and, thereafter, it shall constitute constructive notice of the lien rights of the City. The City may, in its discretion, file a specific instrument setting forth its statutory lien rights with respect to a parcel of real estate, which is the subject of an installment payment of an Impact Fee, and such instrument shall constitute actual notice in addition to the constructive notice provided for by the recording of this Ordinance.

Section 7. Form of Receipt. The Clerk-Treasurer of the City shall issue a receipt for any and all Impact Fees collected, and the form of such receipt shall be as follows:

RECEIPT
Office of Clerk-Treasurer

_____ Fund

Westfield, IN _____ 20____

RECEIVED FROM _____
THE SUM OF _____
ON ACCOUNT OF _____

Clerk-Treasurer

Payment type & amount

Cash _____	Check _____	M.O. _____
E.F.T. _____	C.C./B.C. _____	Other _____

Section 8. Appeals.

- a. Any fee payer who believes itself to be aggrieved by the calculation of the Impact Fee may appeal from such calculation to the Review Board and the Review Board shall conduct a hearing with regard thereto. At such hearing, the fee payer shall bear the burden of presenting either of the following propositions:
 - i. A fact assumption used in determining the amount of the Impact Fee is incorrect; or
 - ii. The amount of the Impact Fee is greater than the amount allowed under Ind. Code §§ 36-7-4-1320, 1321, and 1322.

Upon conclusion of the presentation of evidence, the Review Board shall make a determination within not more than thirty (30) days, upon the facts presented and may make such adjustments in the Impact Fee as they believe are appropriate under the circumstances, if any.

- b. An appeal under this Section 8 must be filed not later than thirty (30) days after the issuance of the structural building permit. The appeal shall be initiated with the filing of a Petition for Review with the Clerk-Treasurer's office, together with a filing fee in the amount of One Hundred Dollars (\$100). The filing fee shall be refunded in full (1) if the Petition for Review is granted and the Impact Fee is eliminated, reduced, or adjusted by the Review Board, by independent action of the City, or by a court having jurisdiction, and (2) if the reviewing body determines that the amount of the fee, reductions, or credits was arbitrary or capricious. The Petition for Review shall be in a form calculated to inform the Review Board of the nature of the complaint, the parties to the action, and the relief requested. In addition, the petition shall describe the new development on which the Impact Fee has been assessed, all facts relating to the assessment of the Impact Fee, and the reasons petitioner believes that the amount of the Impact Fee assessed is erroneous or is greater than the amount allowed by the fee limitations set forth in the enabling statute.
- c. The City shall not deny the issuance of a structural building permit on the basis that the Impact Fee has not been paid or condition issuance of the permit on the payment of the Impact Fee. If the Impact Fee totals One Thousand Dollars (\$1,000) or less, the City may require the fee payer to pay the Impact Fee or initiate an appeal under this Section 8 before the structural building permit is issued.

Section 9. Road and Street Thoroughfare Fund.

- a. The City has established a Road and Street Thoroughfare Fund (the "Fund") in compliance with Ind. Code § 36-7-4-1329.
- b. Pursuant to Ind. Code § 36-7-4-1332, the Clerk-Treasurer is designated as the City Official responsible for acting upon refund requests. In order to facilitate refunds when they may be due, the Clerk-Treasurer is directed to identify the purpose of any Impact Fee paid in order that a refund, if any, may be paid from the Fund or account into which the fee was originally deposited.

Section 10. Use of Impact Fees Collected Pursuant to this Ordinance. Any and all fees collected pursuant to the provisions of this Ordinance may be utilized for the purposes identified in Ind. Code S 36-7-4-1330, only by the City, which, for purpose of this Ordinance, is identified as the "infrastructure agency" contemplated by Ind. Code S 36-7-4-1317.

Section 11. Westfield Impact Fee Review Board. The City has established an impact fee review board, the Westfield Impact Fee Review Board (the "Review Board"), in accordance with the Ind. Code § 36-7-4-1338.

Section 12. 1300 Series Impact Fees. The Council specifically acknowledges the existence of Ind. Code §§ 36-7-4-1300 through 36-7-4-1342 (the "1300 Series") which regulates the imposition of Impact Fee ordinances by municipal corporations within the State of Indiana. It is the intent of the Council and the City to comply with this law, and this Ordinance shall be construed in all respects to be consistent with it. The substantive and procedural requirements of the 1300 Series shall control in the event of any conflicts with this Ordinance.

Section 13. Effective Date. This Ordinance shall be effective on _____, 2017, at least six (6) months following its adoption as required by Indiana law.

Section 14. Savings Clause. If any title, section, subsection, phrase, clause, sentence, or word of this Ordinance shall for any reason be held invalid or unconstitutional by a court of competent jurisdiction, the remainder of the Ordinance shall not be affected thereby and shall remain in full force and effect.

Section 15. Construction of Clause Headings. The clause headings appearing herein have been provided for convenience and reference and do not purport to and shall not be deemed to define, limit or extend the scope or intent of the clause to which they pertain.

REMAINDER OF PAGE LEFT BLANK INTENTIONALLY

ALL OF WHICH IS ORDAINED THIS _____ DAY OF _____ 2017.

WESTFIELD COMMON COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

Steve Hoover

Steve Hoover

Steve Hoover

Chuck Lehman

Chuck Lehman

Chuck Lehman

Cindy Spoljaric

Cindy Spoljaric

Cindy Spoljaric

Robert Horkay

Robert Horkay

Robert Horkay

Joe Edwards

Joe Edwards

Joe Edwards

Mark Keen

Mark Keen

Mark Keen

I hereby certify that ORDINANCE 17-43 was delivered to the Mayor of Westfield on the

_____ day of _____, 2017, at _____ p.m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 17-43

This ____ day of _____, 2017.

J. Andrew Cook, Mayor

I hereby VETO ORDINANCE 17-43

This _____ day of _____, 2017.

J. Andrew Cook, Mayor

ATTEST:

Cindy Gossard, Clerk-Treasurer

Exhibit A

Road Impact Fee Schedule

	Per Trip	Per Single Family Detached Residence
January 1, 2018 to December 31, 2018 fee:	<u>\$299.00</u>	<u>\$2930.20</u>
January 1, 2019 to December 31, 2019 fee:	<u>\$308.00</u>	<u>\$3018.40</u>
January 1, 2020 to December 31, 2020 fee:	<u>\$317.00</u>	<u>\$3106.60</u>
January 1, 2021 to December 31, 2021 fee:	<u>\$327.00</u>	<u>\$3204.60</u>
January 1, 2022 to December 31, 2022 fee:	<u>\$337.00</u>	<u>\$3302.60</u>