

Westfield City Council Members

Mark Keen, President (District 1)

Steve Hoover (District 2)

Robert L. Horkay, (District 5)

Chuck Lehman, (District 4)

Joe Edwards (District 3)

Cindy L. Spoljaric (At Large)

Jim Ake Vice President (At Large)



CITY OF WESTFIELD, IN
CityCouncil_Meeting_Agenda_10_23_2017

Monday, October 23, 2017 at 07:00 PM

BOARD OR COMMISSION: City Council Meeting

MEETING DATE: Monday, October 23, 2017 at 07:00 PM

MEETING PLACE: Westfield City Hall- Assembly Room

***THE FOLLOWING AGENDA IS SUBJECT TO CHANGE AT THE DISCRETION OF
THE COUNCIL***

AGENDA

Pledge of Allegiance

Invocation by: Pastor Todd Holzworth with Northview Church

Opening of Meeting

Note the presence of a quorum

Announce any changes to Agenda

Approval of Minutes:

Documents: [Meeting Minutes 10-9-17](#)

Claims:

Documents: [Docket](#)

Approval of Claims

Miscellaneous Business/Special Recognition:

Special Presentation: Proclamation- Mayor for the Evening/Evie Jane Mayer, student at Oak Trace Elementary

Documents: [Proclamation](#)

Old Business:

Ordinance 17-30: Northpoint (Aurora) PUD Amendment

Council Introduction: September 25, 2017

APC Public Hearing: October 2, 2017

APC Recommendation: October 16, 2017

Adoption Consideration: October 23, 2017

Documents: [Ordinance 17-30](#) | [Staff Report](#) | [Location Map](#) | [Site Plan](#) | [Elevations](#) | [Northpoint \(Aurora\) PUD Ord. 16-35](#) | [Northpoint \(Aurora\) PUC Concept Plan](#) | [APC Certification](#)

Ordinance 17-31: Custom Commerce Park PUD Amendment

Council Introduction: September 11, 2017

APC Public Hearing: October 2, 2017

APC Recommendation: October 16, 2017

Adoption Consideration: October 23, 2017

Documents: [Ordinance 17-31](#) | [Staff Report](#) | [Location Map](#) | [Concept Plan](#) | [Character Exhibit](#) | [Tim Carr Letter of Support](#) | [EIFS Elevated Foundation Exhibit](#) | [APC Certification](#)

Ordinance 17-42::Approving the Issuance of Storm Water District Revenue Bonds, The Additional Appropriation of Bond Proceeds, and Authorizing Other Actions Related Thereto

Council Introduction: October 9, 2017

Public Hearing: October 9, 2017

Adoption Consideration: October 23, 2017

Documents: [Ordinance 17-42](#)

New Business:

Ordinance 17-39: Concerning the Operation of Horse-Drawn Carriages within the City of Westfield

Council Introduction: October 23, 2017

Adoption Consideration: November 13, 2017

Documents: [Ordinance 17-39](#)

Ordinance 17-43: 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

Council Introduction: October 23, 2017

APC Public Hearing: November 6, 2017

APC Recommendation: November 20, 2017

Adoption Consideration: November 27, 2017

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

Guests:

Residents who wish to address the Council on items not on the agenda may do so at this time.

Council Response to Guest Comments

City Council Comments

Mayor Comments

Adjourn

Executive Session: I.C. 5-14-1.5-6.1 (b) (2) (B): Legal Issues

Working Meeting

ORDINANCE NUMBER 17-31

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

This is an Ordinance (to be known as the “**Custom Commerce Park PUD – Amendment III**”) 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 City Council enacted Ordinance No. 03-29, the Custom Commerce Park Planned Unit Development District (the “Original PUD Ordinance”) on September 18, 2003 amended by (i) Ordinance 11-05, enacted by the City Council on March 14, 2011 and (ii) Ordinance 14-45, enacted by the City Council on December 8, 2014 (collectively, the “Custom Commerce Park Planned Unit Development”);

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (**Petition No. 1710-PUD-21**), requesting an amendment to the Original PUD Ordinance with regard to the subject real estate more particularly described in **Exhibit A** attached hereto (the "Real Estate");

WHEREAS, the Commission forwarded **Petition No. 1710-PUD-21** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a **favorable** recommendation (6-0) 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 October 23, 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 This Ordinance shall replace and supersede the Original PUD Ordinance, in its entirety, as applicable to the Real Estate. 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
- 1.2 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.
- 1.3 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. 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 3. Character Exhibit. The architectural character exhibit, attached hereto as **Exhibit C** (“the Character Exhibit”), is hereby incorporated in this Ordinance and made a part hereof. The Character Exhibit represents an image designed to capture the intended quality of structures and improvements to be constructed on the Real Estate. Although the Character Exhibits do not necessarily represent the final design or specify a required architectural style or element, they do hereby establish a benchmark for the quality and appearance of structures and improvements that are permitted to be constructed on the Real Estate.

Section 4. Definitions. Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance.

- 4.1 Exterior Insulation Finishing System (EIFS): Non-load bearing, exterior wall cladding system that provides exterior walls with an insulated, water-resistant, finished surface in an integrated composite material system.
- 4.2 Concrete Tilt-Up Panel: Panels that are formed horizontally on a concrete slab and after curing, tilted vertically with a crane and braced into position until remaining building structural components are secured.

Section 5. Underlying Zoning District(s). The Underlying Zoning District of this District shall be the EI: Enclosed Industrial District (the “Underlying Zoning District”).

Section 6. Permitted Uses. Permitted uses on the Real Estate shall be as set forth below.

- A. Permitted uses as indicated on Exhibit 3 of the Original PUD Ordinance.
- B. Self-Storage Facility shall be a permitted use abutting Oak Ridge Road.

Section 7. General Regulations. The standards of the Original PUD Ordinance, as applicable to the Underlying Zoning District, shall apply to the development of the District.

Section 8. Development Standards. The standards of the Original PUD Ordinance shall apply to the development of the District, except as otherwise modified below.

8.1 Article 6.3 Architectural Standards: Shall apply. In addition, the following shall also apply:

- Concrete Tilt-Up Panels are permitted in addition to Masonry Material as an External Façade Material.
- EIFS is permitted in addition to Masonry Material as an External Façade Material, but shall only be used as a secondary accent material on architectural elements (e.g. quoins, pilasters, soldier courses, lintels, friezes, cornices, dentils, architraves, etc.), projecting or recessed offsets, and compound walls as depicted on the Concept Plan in **Exhibit B.**

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 preservation of the natural topography and environment and in consideration to the unique design intent of the District.

Section 10. Design Standards. The standards of the Original PUD Ordinance shall apply to the development of the District.

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 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: Brad Schrage

I hereby certify that **ORDINANCE 17-31** was delivered to the Mayor of Westfield

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

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 17-31**

this _____ day of _____, 2017.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 17-31**

this _____ day of _____, 2017.

J. Andrew Cook, Mayor

This document prepared by: Brad Schrage, American Structurepoint, 7260 Shadeland Station,
Indianapolis, IN 46256

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Character Exhibit

EXHIBIT A **REAL ESTATE**

LEGAL DESCRIPTION

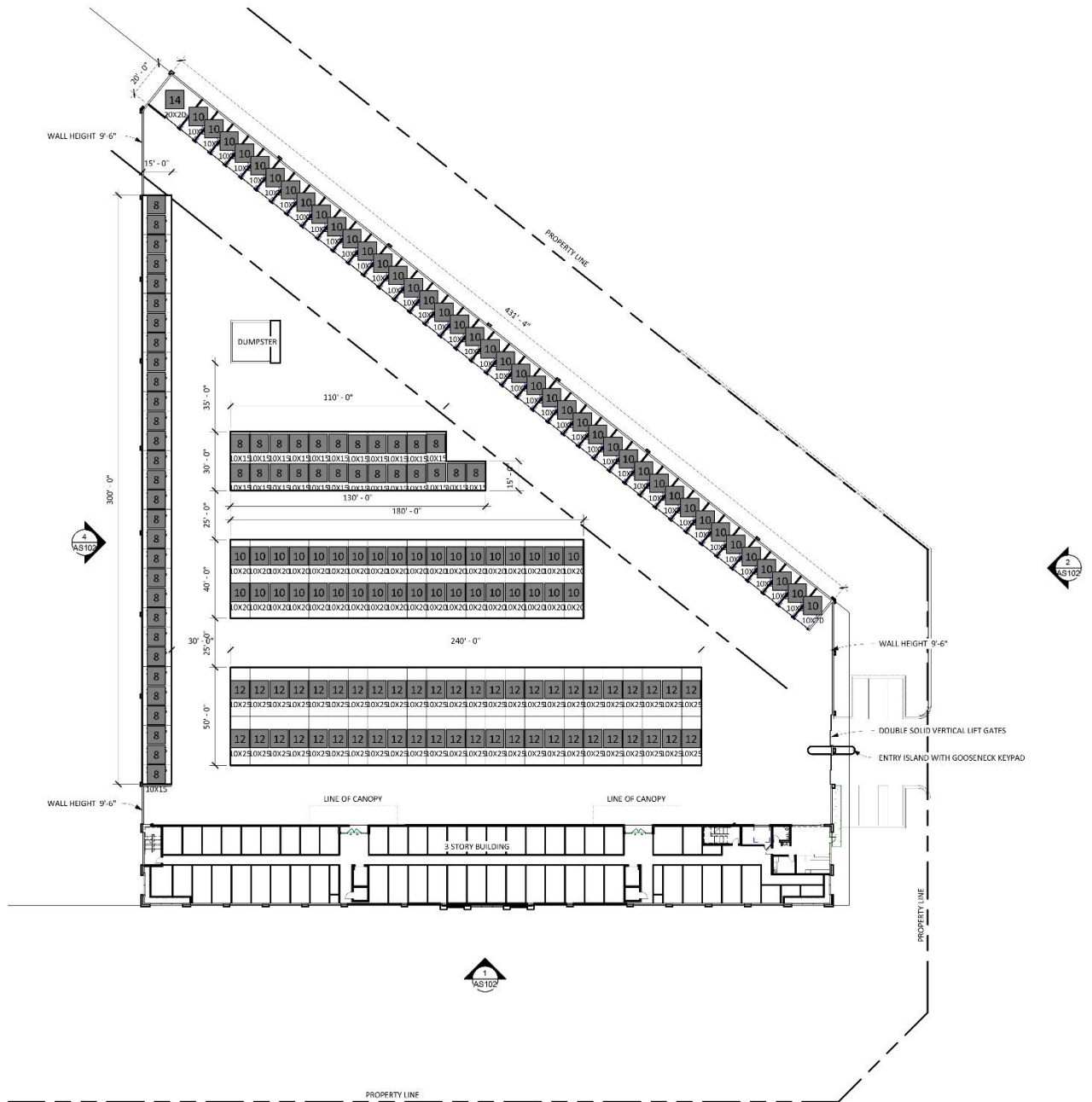
A part of Lot 5 of the Replat of Lot 4 of the First Amendment to the Secondary Plat of Custom Commerce Park recorded as Instrument Number 2013044134 (Plat Cabinet 5, Slide 103), in the Office of the Recorder of Hamilton County, Indiana, described as follows:

Beginning at the northwestern corner of said Lot 5; thence South 89 degrees 54 minutes 18 seconds East 606.26 feet along a north line of said lot to corner thereof, said corner being on the centerline of a 100-foot Pipeline Easement recorded as Instrument Number 200658449 in said Office of the Recorder; thence along said easement centerline the following two (2) courses: 1) South 39 degrees 35 minutes 10 seconds West 112.96 feet; 2) South 39 degrees 6 minutes 50 seconds West 419.57 feet to the northern right-of-way line of Foundation Parkway; thence along said northern right-of-way of Foundation Parkway the following four (4) courses: 1) South 89 degrees 39 minutes 51 seconds West 61.30 feet; 2) North 86 degrees 19 minutes 54 seconds West 100.25 feet; 3) South 89 degrees 39 minutes 51 seconds West 66.12 feet; 4) North 44 degrees 57 minutes 55 seconds West 63.23 feet to the eastern right-of-way line of Oakridge Road; thence North 0 degrees 24 minutes 18 seconds East 363.21 feet along said eastern right-of-way line to the point of beginning and containing 4.120 acres, more or less.



Approximate boundaries of Real Estate are shown in yellow on above map.

EXHIBIT B CONCEPT PLAN



ARCHITECTURAL SITE PLAN
1" = 30'-0"

EXTERIOR FINISHES LEGEND					
COLOR CODE	MATERIAL	SURFACE	MANUFACTURER	PRODUCT INFORMATION	
EIPS-1	EXTERIOR INSULATION FINISH SYSTEM	EXTERIOR WALLS	DRYVIT	COLOR: MATCH TILT-1	
EIPS-2	EXTERIOR INSULATION FINISH SYSTEM	FENCE	AMERISAR	COLOR: MATCH TILT-2	
PNC-1	DECORATIVE METAL FENCING	STONEPOINT	KAWNEER	AESTH: COLOR: BLACK	
GSC-2	ALUMINUM FRAMES AND GLASS	WINDOW		BROWN ANODIZED CLADDING WITH PPG LOW-E GLASS. COLOR: SOLAR BROWN	
GLS-6	ALUMINUM FRAMES AND GLASS	FLORA		DOUBLE HUNG - MATCH GLS-2	
GLS-7	ALUMINUM FRAMES AND GLASS	FLORA		COLOR: MATCH TILT-1	
HMD-1	EXTERIOR PAINT	MAIN DOORS	OWNER REVIEW	COLOR: MATCH TILT-1	
OHD-1	STEEL	OVERHEAD DOOR		COLOR: PIERGREEN	
SDGN-1	METAL CHANNEL LETTERS	TRACITE	SENIAGE MANUFACTURER	STORAGE FOR MINI STORAGE DEPOT	SIZE LESS THAN 10% OF ELEVATION PER ZONING
TILT-1	CONCRETE TILT UP PANEL	EXTERIOR WALLS	CONCRETE/SHERWIN WILLIAMS	COLOR: SHERWIN WILLIAMS SW7036	
TILT-2	CONCRETE TILT UP PANEL	EXTERIOR WALLS	CONCRETE/SHERWIN WILLIAMS	COLOR: SHERWIN WILLIAMS SW7041	

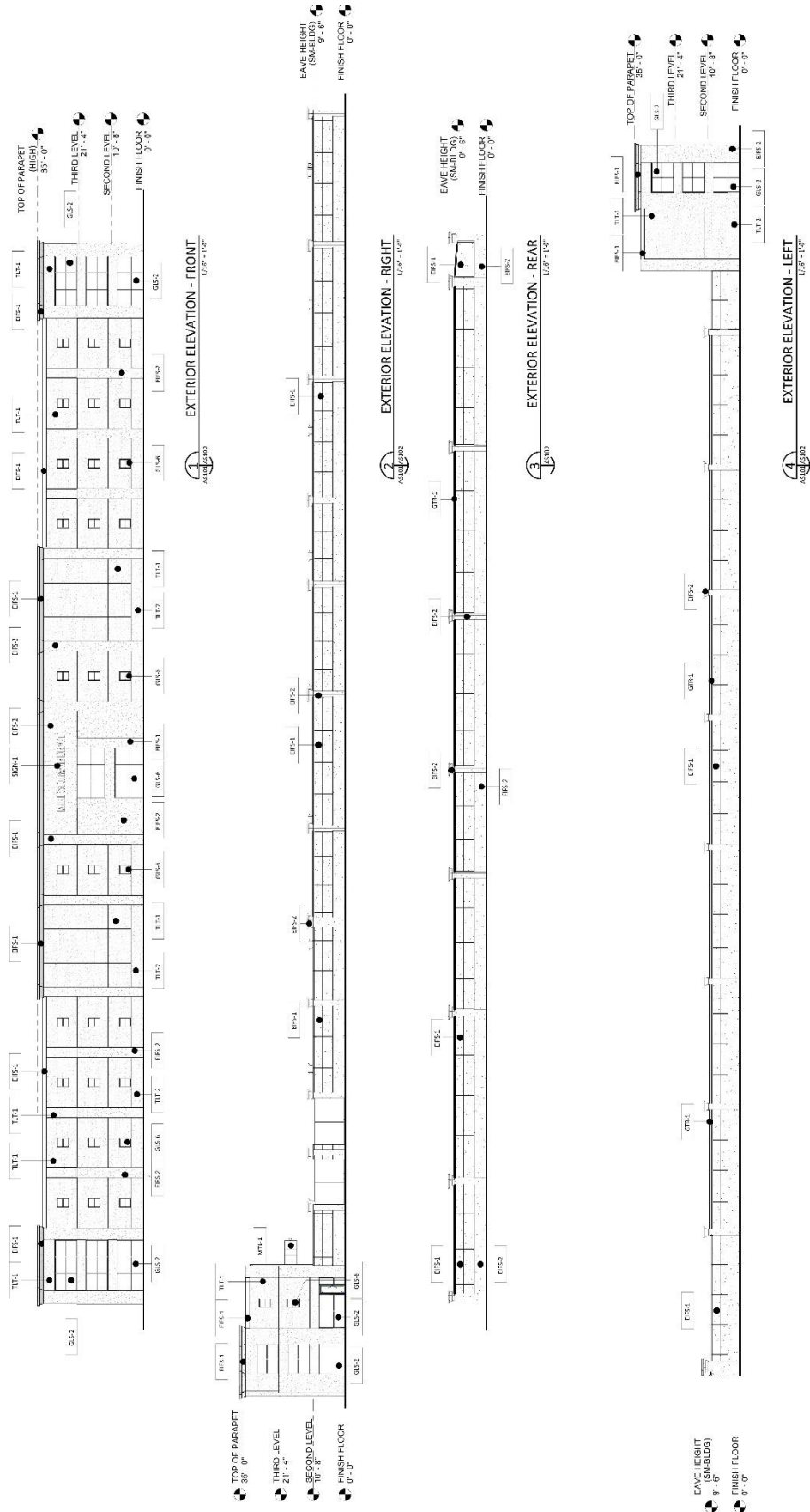


EXHIBIT C
CHARACTER EXHIBIT

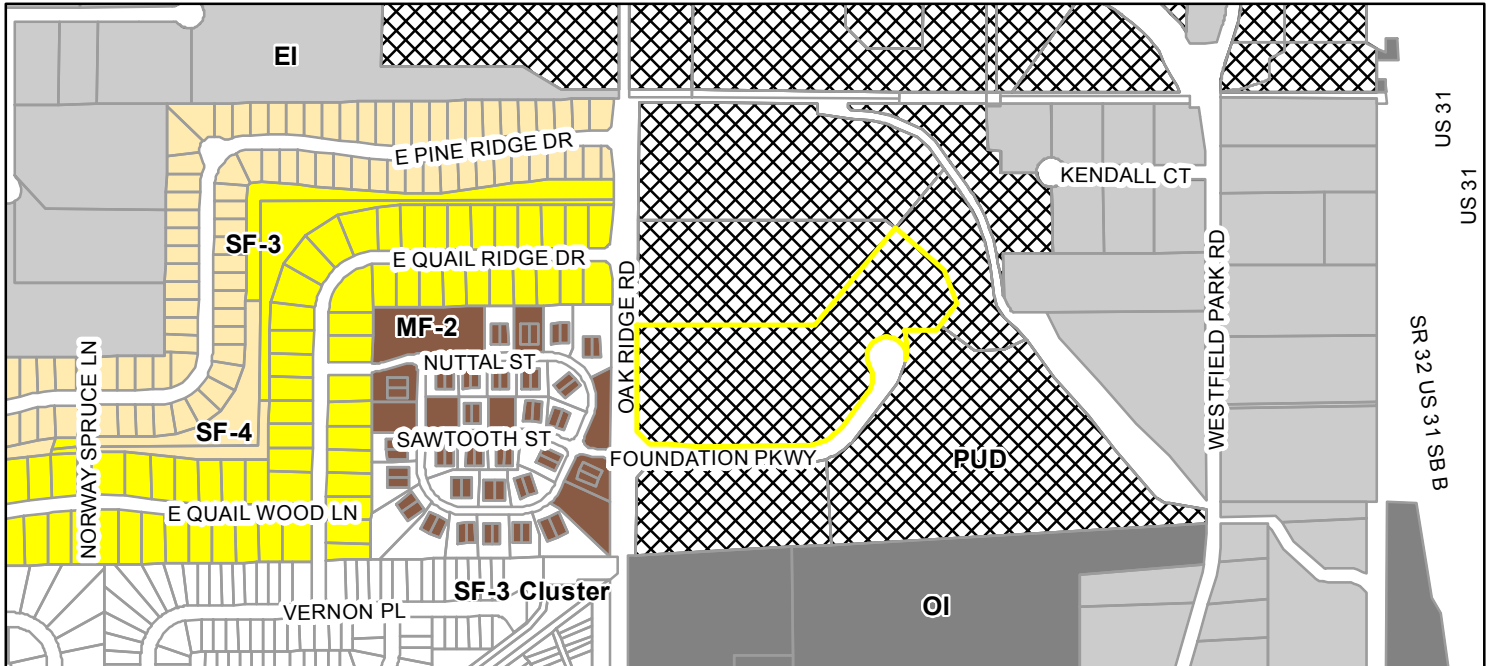


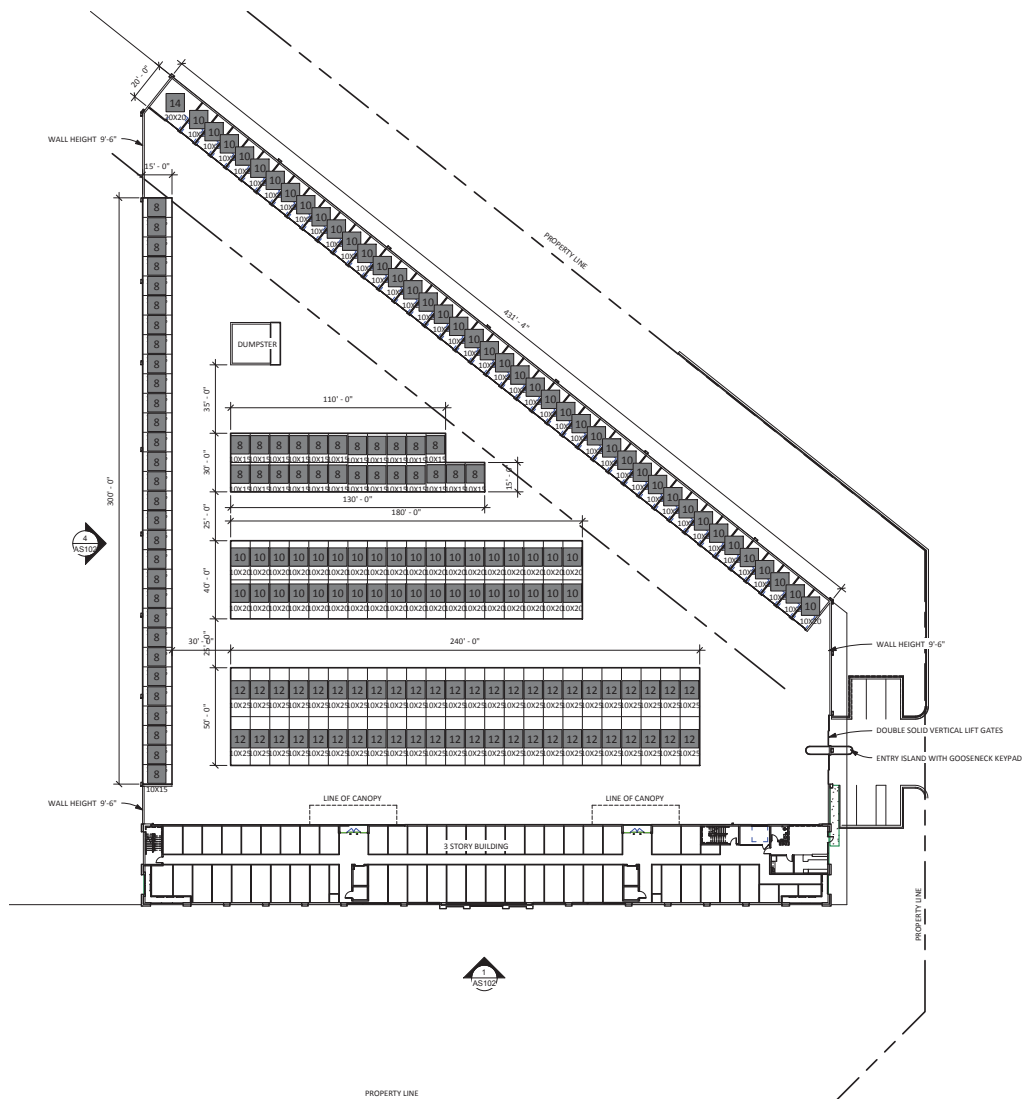
Aerial Location Map

Site



Zoning Map





UNIT SIZE SCHEDULE - PHASE 01			
NO	UNIT DESCRIPTION	SQUARE FOOTAGE	NUMBER OF UNITS
8	10X15	8100	54
10	10X20	15400	77
12	10X25	12000	48
14	20X20	400	1
		35900	
		35900	

SQUARE FOOTAGE CALCULATIONS	
TOTAL BUILDING CLIMATE	40,042
TOTAL BUILDING NON CLIMATE	35,900
TOTAL GROSS	75,942
NET RENTABLE	
TOTAL BUILDING CLIMATE	28,225
TOTAL BUILDING NON CLIMATE	35,900
TOTAL NET RENTABLE	64,125
EFFICIENCY	84.4%



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ARCHITECTURAL SITE PLAN

MSD-WESTFIELD

2000

CHANGES / REVISIONS

PROJECT NO: 2016-0037

DATE: 10-25-2016

SCALE: $1'' = 30'-0''$

DRAWN BY: PH

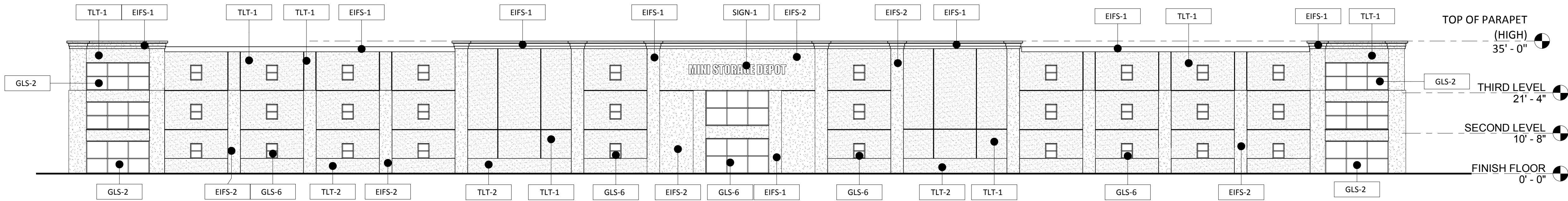
CHECKED BY: PH

AS101

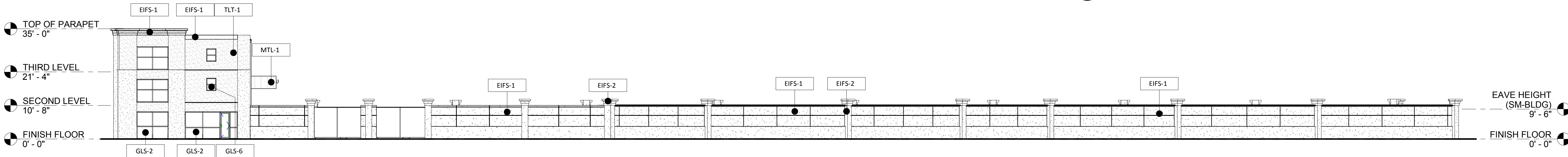
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PLOT DATE: 10/20/2017 2:14:39 PM FILE NAME: C:\Users\Peter\Documents\Projects\MSD-Westfield\MSD-Westfield.dwg

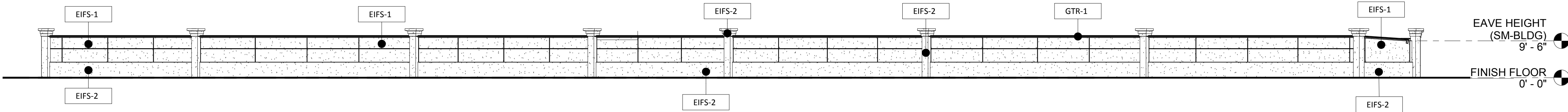
EXTERIOR FINISHES LEGEND				
COLOR CODE	MATERIAL	SURFACE	MANUFACTURER	PRODUCT INFORMATION
EIFS-1	EXTERIOR INSULATION FINISH SYSTEM	EXTERIOR WALLS	DRYVIT	COLOR: MATCH TILT-1
EIFS-2	EXTERIOR INSULATION FINISH SYSTEM	EXTERIOR WALLS	DRYVIT	COLOR: MATCH TILT-2
FNC-1	DECORATIVE METAL FENCING	FENCE	AMERISTAR	AEGIS II, COLOR: BLACK
GLS-2	ALUMINUM FRAMES AND GLASS	STOREFRONT	KAWNEER	BRONZE ANODIZED CLADDING WITH PPG LOW-E GLASS, COLOR: SOLAR BRONZE
GLS-6	ALUMINUM FRAMES AND GLASS	WINDOW	PELLA	DOUBLE HUNG - MATCH GLS-2
GTR-1	METAL FLASHING	WALL	TRACTE	COLOR MATCH TILT-1
HMD-1	EXTERIOR PAINT	MAN DOORS	OWNER REVIEW	COLOR: MATCH TILT-1
OHD-1	STEEL	OVERHEAD DOOR	TRACTE	COLOR: EVERGREEN
SIGN-1	METAL CHANNEL LETTERS	EXTERIOR WALLS	SIGNAGE MANUFACTURER	SIGNAGE FOR MINI STORAGE DEPOT - SIZE LESS THAN 20% OF ELEVATION PER ZONING
TLT-1	CONCRETE TILT UP PANEL	EXTERIOR WALLS	CONCRETE\SHERWIN WILLIAMS	COLOR: SHERWIN WILLIAMS SW7036
TLT-2	CONCRETE TILT UP PANEL	EXTERIOR WALLS	CONCRETE\SHERWIN WILLIAMS	COLOR: SHERWIN WILLIAMS SW7041



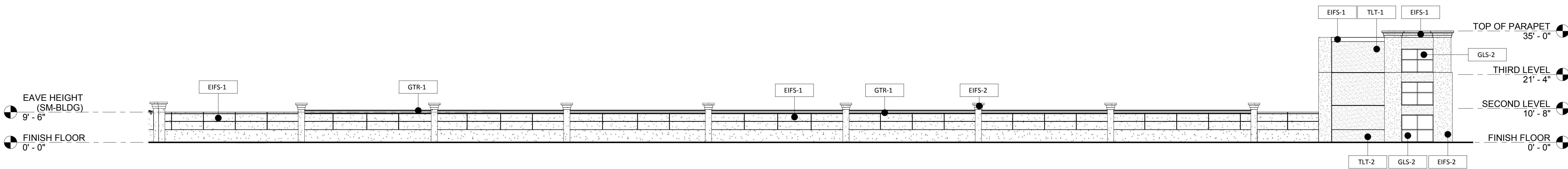
1 EXTERIOR ELEVATION - FRONT
AS101/AS102 1/16" = 1'-0"



2 EXTERIOR ELEVATION - RIGHT
AS101/AS102 1/16" = 1'-0"



3 EXTERIOR ELEVATION - REAR
AS102 1/16" = 1'-0"



4 EXTERIOR ELEVATION - LEFT
AS101/AS102 1/16" = 1'-0"



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EXTERIOR ELEVATIONS

MSD-WESTFIELD

DRAWING TITLE

PROJECT

ISSUES / REVISIONS
DESCRIPTION

NO DATE CITY REVIEW

PROJECT NO: 2016-0027
DATE: 10-25-2016
SCALE: 1/16" = 1'-0"
DRAWN BY: PH
CHECKED BY: PH

AS102

September 11, 2017

Clint Patterson
Sterling Development, LLC
3900 Edison Lakes Pkwy Suite 201.
Mishawaka, IN 46545

Dear Clint, and To Whom It May Concern,

As Chairman of the Development Control Committee of Custom Commerce Park, and representing the ownership and developers of the said business park, I can verify that we are all supportive of the proposed zoning change to the Custom Commerce Park PUD, allowing the proposed Class A, Multi Story, Self-Storage Facility.

We are supportive of this zoning change, and also the self-storage use, as long as the design and overall appearance of this facility is in keeping with, and of like kind with the adjacent facilities that have already been constructed within the business park. This includes items such as a hard surface appearance, color, appropriate window count, window tinting, building height, landscaping, etc.

Attached to this letter of approval, is a document dated June 1st, 2017, Re: Proposed Storage Units in Custom Commerce Park, which has been signed by both parties. Our approval of this zoning change and development is with the understanding that the contents of the attached document, dated June 1, 2017 are met and adhered to.

Sincerely,

Oak Ridge Development, LLC
Development Control Committee

By: 
Timothy J. Carr Managing Member and
Chairman of Committee

**WESTFIELD-WASHINGTON TOWNSHIP ADVISORY
PLAN COMMISSION CERTIFICATION**

The Westfield-Washington Township Advisory Plan Commission held a public hearing on Monday, October 2, 2017, to consider an amendment to the Zoning Map and Westfield-Washington Township Unified Development Ordinance. Notice of the public hearing was advertised and noticed in accordance with Indiana law and the Advisory Plan Commission's Rules of Procedure. Notice was shown to have been published in a newspaper of general circulation in Hamilton County, Indiana. The petition is as follows:

Docket No. 1710-PUD-21

Ordinance No. 17-31

Petitioner Sterling Development, LLC by American Structurepoint, Inc.

Description An Amendment to the Custom Commerce Park Planned Unit Development (PUD) District to allow a Self-Storage Facility on 4.12 acres +/-

On October 16, 2017, a motion was made and passed to send a favorable recommendation (Vote: 6 in favor, 0 opposed) to the City Council regarding this petition.

The above-mentioned proposal and the Advisory Plan Commission's recommendation thereof are hereby certified.



Matthew S. Skelton, Secretary

October 17, 2017

Date

ORDINANCE NO. 17-42

AN ORDINANCE OF THE COMMON COUNCIL OF THE CITY
OF WESTFIELD, INDIANA, APPROVING THE ISSUANCE OF STORM WATER
DISTRICT REVENUE BONDS, THE ADDITIONAL APPROPRIATION OF BOND
PROCEEDS, AND AUTHORIZING OTHER ACTIONS RELATED THERETO

WHEREAS, on October 9, 2017, the Board of Public Works and Safety (the "Board") of the City of Westfield, Indiana (City"), acting as the board of directors of the Stormwater Management Division of the City, being the governing body of the Storm Water District of the City ("District"), adopted a resolution authorizing the issuance of bonds of the District ("Bond Resolution"), in one or more series, in an aggregate principal amount not to exceed \$3,250,000 (the "Bonds"), to fund the construction of certain storm water improvements as further described in Attachment I attached hereto ("Projects"); and

WHEREAS, in accordance with Indiana Code 8-1.5-5-23, the Bonds may not be issued without the approval of the fiscal body of the City of Westfield, Indiana (the "City"); and

WHEREAS, there has been published a notice of a public hearing on the appropriation of the proceeds of the Bonds and any investment earnings thereon to be held on October 9, 2017; the hearing has been held and the Council has considered the evidence presented at the hearing;

WHEREAS, the Common Council of the City, as the fiscal body of the City, now desires to approve the issuance of the Bonds as required under Indiana Code 8-1.5-5-23(a);

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE
CITY OF WESTFIELD, INDIANA AS FOLLOWS:

Section 1. Pursuant to Indiana Code 8-1.5-5-23(a), the Common Council hereby approves of the issuance of the Bonds of the District, in an aggregate principal amount not to exceed \$3,250,000, to finance the costs of the Projects and to pay all incidental expenses incurred in connection therewith, including the costs of issuance of the Bonds as set forth in the Bond Resolution. The Bonds may be issued in (a) one or more series, (b) with respect to each series of the Bonds, shall have a final maturity date no later than January 1, 2033, and (c) shall bear interest at a rate or rates not exceeding six percent (6.0%) per annum. The Bonds shall be payable out of revenues of the District's storm water system.

Section 2. The Mayor and the Clerk-Treasurer of the City, each are hereby authorized and directed, for and on behalf of the City, to execute and deliver any contract, agreement, certificate, instrument or other document and to take any action as such person determines to be necessary or appropriate to accomplish the purposes of this Ordinance, such determination to be conclusively evidenced by such person's execution of such contract, agreement, certificate, instrument or other document or such person's taking of such action.

Section 3. The Council finds that all proceedings required before appropriation of the proceeds of the Bonds and any investment earnings thereon have been accomplished and completed.

Section 4. For the purpose of paying the costs of the Projects, and incidental expenses necessary in connection with the Projects and the Bonds, an amount not to exceed Three Million Two Hundred Fifty Thousand Dollars (\$3,250,000), and any investment earnings thereon, shall be appropriated from the proceeds of the Bonds.

Section 5. This Ordinance shall be in full force and effect from and after its passage by the Common Council and approval by the Mayor of the City.

[Remainder of page intentionally left blank.]

ATTACHMENT I

(see attached)

ADOPTED AND PASSED THIS ____ DAY OF OCTOBER, 2017, BY THE
WESTFIELD COMMON COUNCIL, HAMILTON COUNTY, INDIANA.

WESTFIELD COMMON COUNCIL Hamilton County, Indiana
--

WESTFIELD COMMON COUNCIL

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ Jim Ake	_____ Jim Ake	_____ Jim Ake
_____ James J. Edwards	_____ James J. Edwards	_____ James J. Edwards
_____ Steven Hoover	_____ Steve Hoover	_____ Steve Hoover
_____ Robert L. Horkay	_____ Robert L. Horkay	_____ Robert L. Horkay
_____ Mark Keen	_____ Mark Keen	_____ Mark Keen
_____ Charles Lehman	_____ Charles Lehman	_____ Charles Lehman
_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric

ATTEST:

Cindy Gossard, Clerk-Treasurer
City of Westfield, Indiana

I hereby certify that Ordinance No. 17-42 was delivered to the Mayor of Westfield on the ____ day of _____, 2017, at ____:____ __.m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE Ordinance No17-42

this ____ day of _____, 2017

at ____:____ __.m.

J. Andrew Cook, Mayor

I hereby VETO Ordinance No. 17-42

this ____ day of _____, 2017

at ____:____ __.m.

J. Andrew Cook, Mayor

ORDINANCE NUMBER 17-30

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO
THE UNIFIED DEVELOPMENT ORDINANCE AND AURORA PLANNED UNIT
DEVELOPMENT DISTRICT (a/k/a NORTHPOINT)**

This is an Ordinance (this "Ordinance") to amend the Unified Development Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance" or the "UDO"), 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 UDO; and

WHEREAS, the Common Council enacted Ordinance No. 06-55, Aurora Planned Unit Development District on December 11, 2006, recorded as Instrument No. 2007002778 in the Office of the Recorder of Hamilton County, Indiana (the "Original PUD Ordinance"); and

WHEREAS, the Council subsequently adopted Ordinance No. 16-35, the Aurora Planned Unit Development District on January 9, 2017 (the "First Amendment"), which repealed and superseded the Original Ordinance; and

WHEREAS, the Westfield-Washington Advisory Plan Commission (the "Plan Commission") considered **Petition No. 1710-PUD-19** (the "Petition"), proposing this Ordinance No. 17-30, an amendment to the First Amendment (the "Second Amendment"), pertaining to the use and development of the real estate more particularly described in **Exhibit A**, attached hereto and made a part hereof (the "Real Estate"); and

WHEREAS, the Commission forwarded the Petition to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a favorable recommendation (6-0) in accordance with Indiana Code § 36-7-4-608, as required by Indiana Code § 36-7-4-1505; and

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Common Council on October 17, 2017; and

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;

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 Development of the Real Estate shall be governed by (i) the provisions of this Second Amendment and its exhibits, (ii) the First Amendment, and (iii) 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 Second Amendment.
- 1.2 Chapter (“Chapter”) and Article (“Article”) cross-references of this Second Amendment shall hereafter refer to the section as specified and referenced in the Unified Development Ordinance.
- 1.3 All provisions and representations of the Unified Development Ordinance that conflict with the provisions of this Second Amendment are hereby made inapplicable to the Real Estate and shall be superseded by the terms of this Second Amendment.

Section 2. Definitions. Capitalized terms not otherwise defined in this Ordinance or the Aurora PUD Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance.

- 2.1 Illustrative Character Exhibit: The architectural building elevations, attached hereto as **Exhibit B.**
- 2.2 Illustrative Landscape Exhibit: The landscaping plan, attached hereto as **Exhibit D.**

Section 3. Concept Plan. The Concept Plan 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, attached hereto as **Exhibit C.**

Section 4. Underlying Zoning District. Article 5.3 (State Highway 32 Overlay District) of the UDO shall not apply to the Real Estate.

Section 5. Permitted Uses. General Business and Enclosed Industrial uses are permitted on the Real Estate.

Section 6. Development and Architectural Standards. The standards of the First Amendment shall apply to the development of the Real Estate, except as otherwise modified below.

- 6.1 Architectural Standards: The building on the Real Estate shall be constructed in substantial compliance with the Illustrative Character Exhibit.
- 6.2 Architectural Standards for Business Parke: Section 7.1(B) shall be amended as

follows:

A minimum of three (3) materials shall be used for building exteriors, from the following list: stone, brick, architectural pre-cast (panels or detailing), architectural metal panels, glass or ornamental metal. One (1) of the materials shall be stone, brick or architectural pre-cast (panels or detailing).

Section 7. **General Regulations.** The standards applicable to the First Amendment apply to the development of the Real Estate, except as otherwise modified below.

a. **Maximum Building Setback Line:**

- i. U.S. Highway 31: 105 feet

Section 8. **Development Standard.** The standards applicable to the First Amendment shall apply to the development of the Real Estate, except as otherwise modified below.

8.1 **Minimum Building Height.** Section 7.2(A)(1)(a) shall be amended as follows:

- a. Lots abutting U.S. Highway 31 –
 - i. Primary Façade: Thirty-eight (38) feet
 - ii. All other Facades: Thirty (30) feet

8.2 **Landscaping Plan Standard.**

- a. Section 7.3 and Article 6.8 Landscaping Standard shall not apply, rather landscaping shall be installed in substantial compliance with the Illustrative Landscape Exhibit, attached hereto as **Exhibit D.**
- b. The following landscaping requirement shall apply to the “Perimeter Parking Landscaping Area” as depicted on **Exhibit D** at the time of installation of the “Future Parking”, also identified on **Exhibit D**: A minimum of one (1) tree per thirty (30) linear feet of Parking Area length. Preserved trees in this area shall be credited in accordance with Article 6.8(E) of the UDO.

8.3 **Loading and Unloading Areas.** Section 7.5(A)(2) shall be amended as follows:

For buildings fronting on U.S. Highway 31, no more than two (2) rows of parking shall be located between the building’s Primary Façade and the right-of-way for U.S. Highway 31.

[SIGNATURE PAGE IMMEDIATELY FOLLOWS.]

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 17-30** was delivered to the Mayor of Westfield

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

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 17-30**

this _____ day of _____, 2017.

J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 17-30**

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: Amanda Rubadue

SCHEDULE OF EXHIBITS

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

EXHIBIT A
REAL ESTATE

A part of the Southwest Quarter of Section 19, Township 19 North, Range 4 East Hamilton County, Indiana, more particularly described as follows:

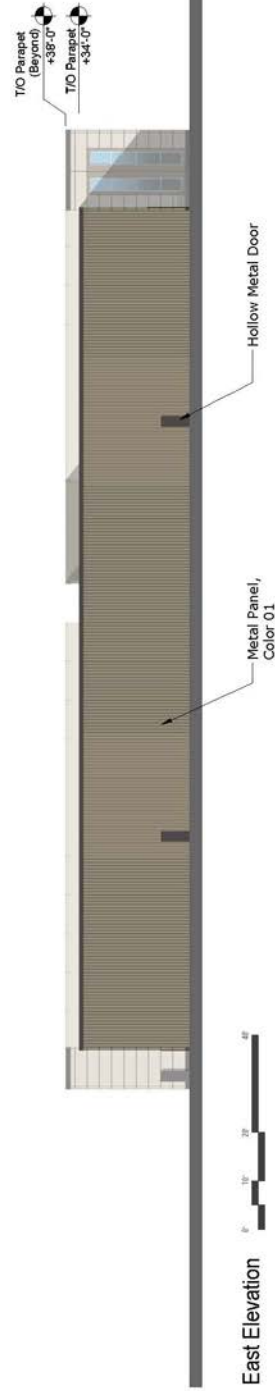
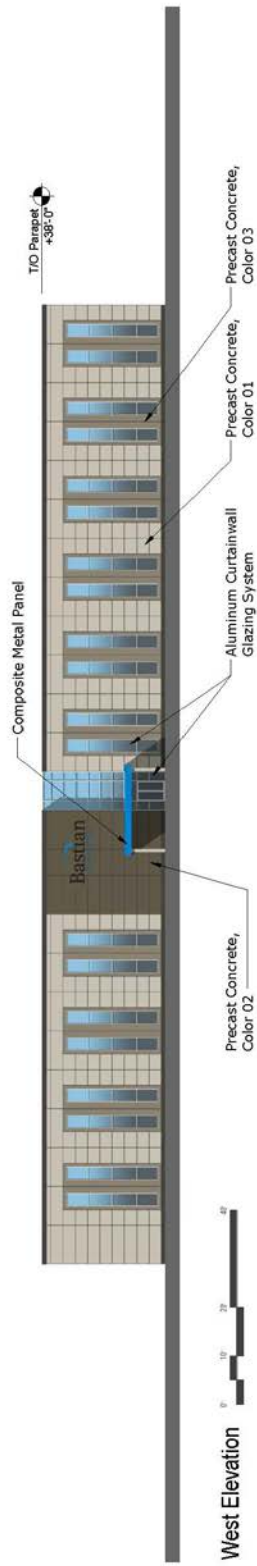
Commencing at the southwest corner of said section proceed thence North 00 degrees 06 minutes 55 seconds West (bearing per INGCS Hamilton County Zone) along the west line of said section 1,996.70 feet; thence South 89 degrees 32 minutes 51 seconds East 52.58 feet to the west right of way line for US Highway 31 and also being the POINT OF BEGINNING, marked by a 5/8" rebar with Structurepoint Cap (hereafter referred to as Structurepoint rebar); thence North 00 degrees 02 minutes 46 seconds West along said right of way 574.70 feet to a Structurepoint rebar; thence North 89 degrees 43 minutes 03 seconds East 944.06 feet to a Structurepoint rebar; thence South 00 degrees 16 minutes 57 seconds East 396.30 feet to a Structurepoint rebar; thence South 37 degrees 21 minutes 04 seconds West 238.25 feet to a Structurepoint rebar; thence North 89 degrees 32 minutes 51 seconds West 801.01 feet to the POINT OF BEGINNING, containing 12.285 acres of land, more or less.

EXHIBIT B
ILLUSTRATIVE CHARACTER EXHIBIT



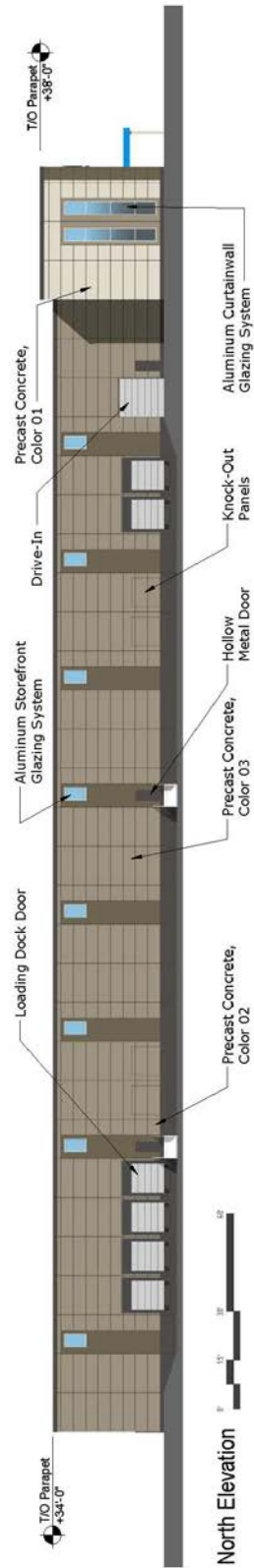
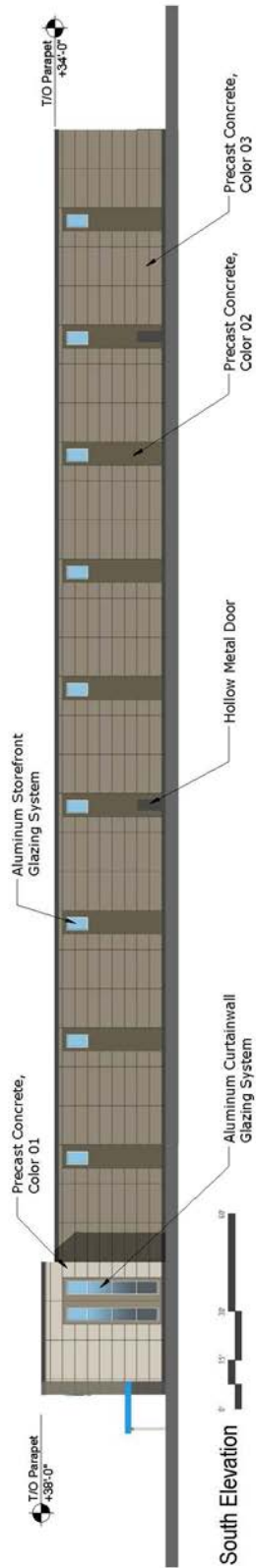
Front Perspective
Bastian Toyota - Ziplino
Westfield, Indiana
September 11, 2011





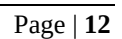
Elevations 1.0
Bastian Toyola - Zipline
Westfield, Indiana
August 14, 2017





Elevations 1.1
 Basian Toyota - Zipline
 Westfield, Indiana
 September 13, 2017







Ordinance Number: 17-30

Docket Number: 1710-PUD-19

Petitioner: Bastian Solutions, LLC (the "Petitioner")

Request: An amendment to the Architectural and Development Standards of the Northpoint (Aurora) Planned Unit Development (PUD) District.

Current Zoning: Northpoint (Aurora) Planned Unit Development District
Underlying Zoning, GB: General Business District

Current Land Use: Commercial / Vacant

Acreage: 12.31 acres +/-

Exhibits:

1. Ordinance 17-30
2. Staff Report
3. Location Map
4. Site Plan
5. Elevations
6. Northpoint (Aurora) PUD (Ord. 16-35)
7. Northpoint (Aurora) PUD Concept Plan
8. APC Certification

Staff Reviewer: Amanda Rubadue, Associate Planner

PETITION HISTORY

This petition was introduced at the September 25, 2017, City Council meeting. The project was reviewed at the September 19, 2017, Technical Advisory Committee meeting. The petitioner held a neighborhood meeting on September 26, 2017. The petition received a public hearing at the October 2, 2017, Advisory Plan Commission (the "Plan Commission") meeting. The APC forward this petition with a favorable recommendation at its October 16, 2017, meeting. The petition is eligible for adoption consideration at the October 23, 2017, Council meeting.

PROJECT OVERVIEW

Location: The Northpoint (Aurora) PUD District is located at the southwest corner of State Road 38 and Grassy Branch Road (see **Exhibit 3**).

Property Description: The Northpoint (Aurora) PUD (the "Original PUD Ordinance") was adopted on December 11, 2003. On January 9, 2017, Council adopted an amendment to the Northpoint

(Aurora) PUD (Ordinance 16-35) (the “PUD”) that repealed and supersedes the Original PUD Ordinance (see **Exhibit 6**).

Development Standards: As proposed, the Amendment Ordinance establishes alternative development standards from the Underlying Zoning District and the Northpoint (Aurora) PUD District (Ord. 16-35). The development standards of note are briefly highlighted below:

Permitted Uses: The proposed ordinance permits EI: Enclosed Industrial as a permitted use on the Real Estate to accommodate the manufacturing component of the subject project.

Build-to Line: The proposed ordinance permits a maximum building setback line from U.S. Highway 31 of 105 feet to accommodate an additional row of parking, as opposed to the required 90 feet that would be required by the PUD (see **Exhibit 4**).

Building Materials: The proposed ordinance includes architectural pre-cast (panel or detailing) as a required building material on the Real Estate. The PUD currently requires only brick and stone as a required building material (see **Exhibit 5**).

State Highway 32 Overlay: The proposed ordinance defaults to architecture illustrated on **Exhibit 5** in lieu of the State Highway 32 Overlay Zone standards.

Height Standards: The proposed ordinance requires the Primary Façade of buildings abutting U.S. Highway 31 to be at least 38 feet in height and requires all other facades to be at least 30 feet in height, as opposed to the minimum building height of 38 feet and three usable floors that would be required by the PUD (see **Exhibit 5**).

Landscaping Standards: The proposed ordinance defaults to the UDO standards for all landscaping on the Real Estate, as opposed to the 20-foot buffer yard along the west and south property lines that would be required by the PUD.

Loading and Unloading Area: The proposed ordinance permits a maximum of two (2) rows of parking in the front of the building (see **Exhibit 4**), as opposed to a maximum of one (1) row of parking that would be allowed by the PUD.

PETITION UPDATE

Since the October 2, 2017, public hearing, the petitioner has revised the proposed ordinance to incorporate comments as a result of the Department’s review. The landscaping standard was further defined to incorporate the Landscape Plan into the Ordinance and address Perimeter Parking Landscaping as the site develops. This updated standard applies Article 6.8(E) Preservation and Replacement of Trees of the UDO to the Real Estate.

COMPREHENSIVE PLAN

Comprehensive Plan: The Northpoint (Aurora) PUD falls within the Business Park land use area of the Westfield-Washington Township Comprehensive Plan (the “Comprehensive Plan”). Industrial uses, including manufacturing, research and development, and warehousing; and subordinate office, retail, and service uses are contemplated as appropriate uses within the Business Park area. The Comprehensive Plan is not law; rather, it is intended to serve as a guide in making land use decisions.

PROCEDURAL

Public Hearing: Amendments to Planned Unit Development Districts are required to be considered at a public hearing by the Plan Commission. The public hearing for this petition is scheduled for the October 2, 2017, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission’s Rules of Procedure.

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.

Council Introduction: The petition was introduced at the September 25, 2017, Council meeting.

DEPARTMENT COMMENTS

APC Recommendation

On October 16, 2017, a motion was made and passed to send a favorable recommendation (Vote: 6 in favor, 0 opposed) to the City Council (see **Exhibit 8**).

City Council

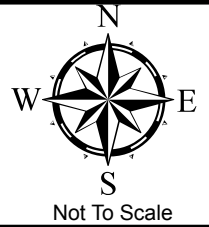
Introduction: September 25, 2017

Eligible for Adoption: October 23, 2017

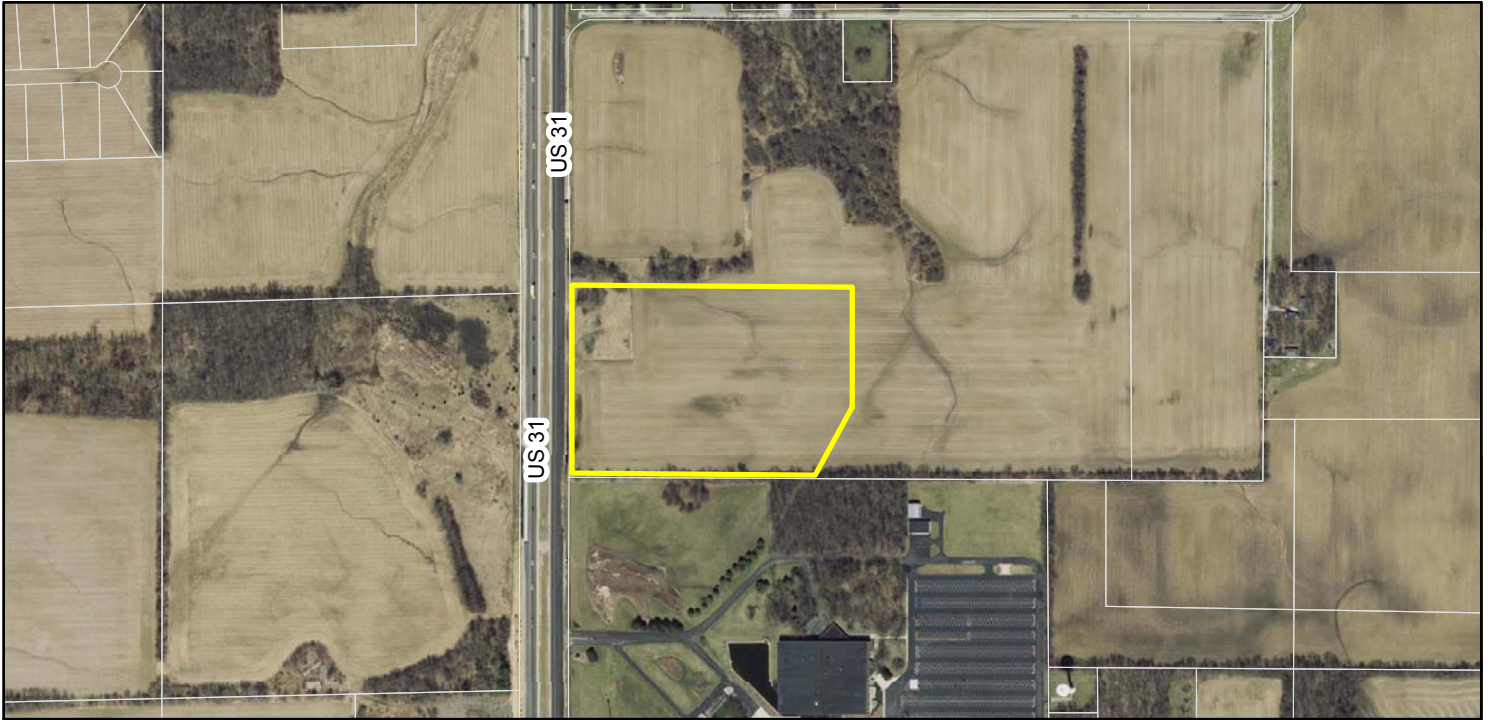
Submitted by: Amanda Rubadue, Associate Planner
Economic and Community Development Department



Property Location Map
Bastian Toyota - Zipline
Aurora (Northpoint) PUD Amendment
1710-PUD-19



Aerial Location Map



Zoning Map



Parcel
Zoning - All
Zoning

AG-SF1 (Agriculture - Single Family - 1)

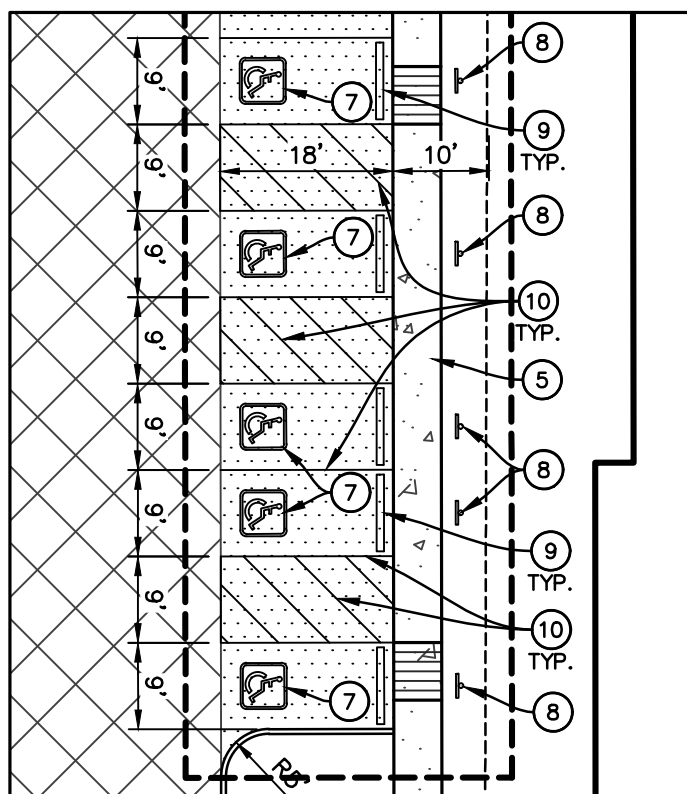
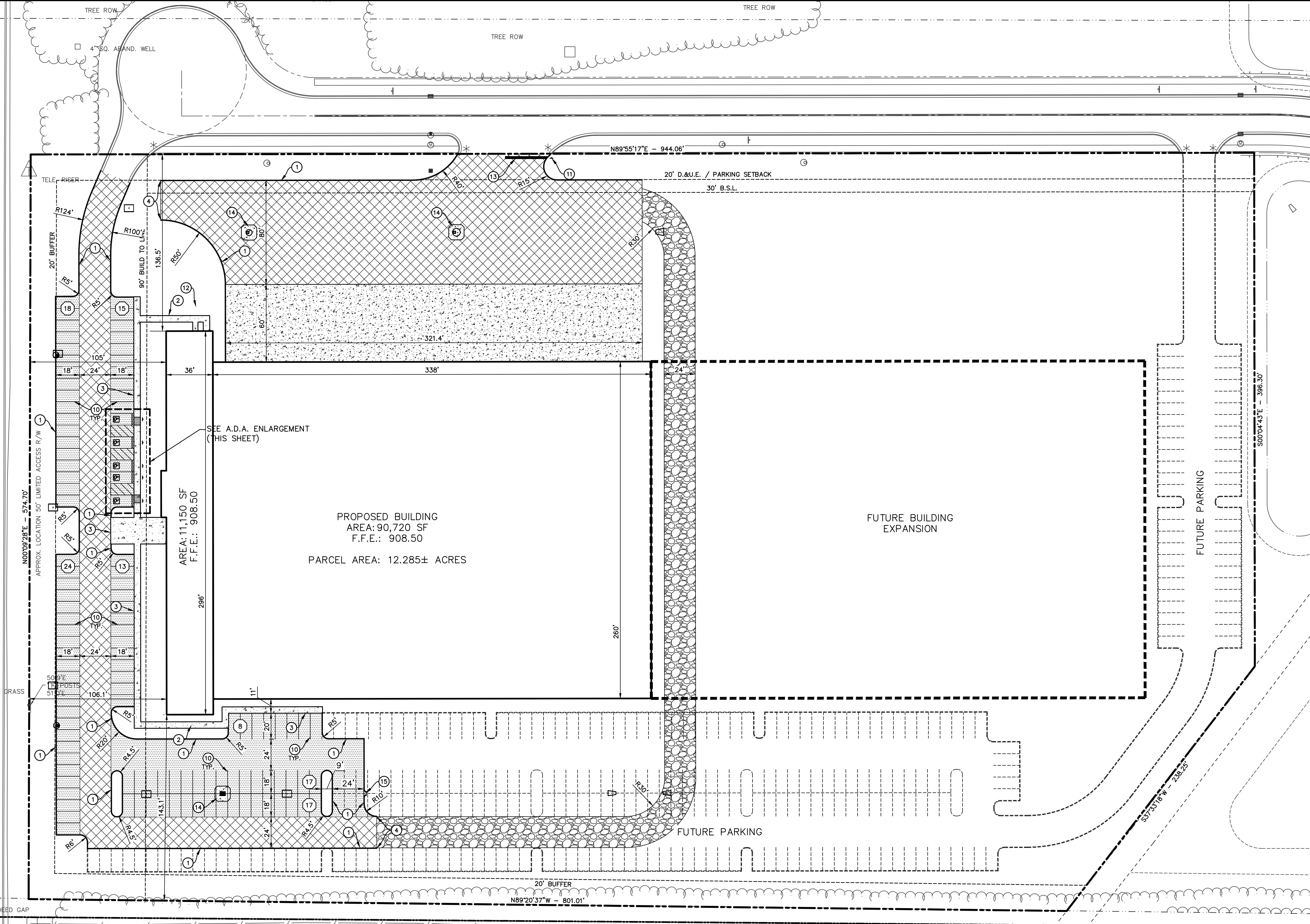
GB (General Business)

GB-PD (General Business - Planned Development)

PUD (Planned Unit Development)

PLOT DATE: 9/26/2017 4:18 PM
PLOT SCALE: 1"=40'
DRAWING FILE: \\nasan\p\projects\2017\00277\0 - Drawings\Civil\Construction Documents\Northpoint Warehouse\2017.00277.CE.C200.SP.NW.dwg
EDITED BY: ANVINSLOW
EDIT DATE: 9/26/2017

U.S. HIGHWAY NO. 31
(PRIMARY ARTERIAL - R/W VARIES)



A.D.A. ENLARGEMENT
SCALE: 1"=20'

APPROX. (SCALED)
LOCATION OF 20" PIPELINE
CONSTRUCTION EASEMENT
PER D.R. 177, P. 231

UTILITY CONTACTS			
UTILITY	COMPANY	CONTACT	PHONE NO.
CABLE TELEVISION	COMCAST	MATT STRINGER	(317) 295-6493
ELECTRIC	DUKE ENERGY	TIM HARDIN	(800) 521-2232
GAS	VECTREN	RESA GLOVER CHAD MILLER	(317) 776-5550
SANITARY SEWER	CITIZENS WESTFIELD	BRANDON CARTER	(317) 850-9055
STORM SEWER	CITY OF WESTFIELD	WES ROOD	(317) 804-3100
TELEPHONE	AT&T	STEVE KREBS	(317) 252-4275
WATER	CITIZENS WESTFIELD	BRANDON CARTER	(317) 850-9055
FIRE DEPARTMENT	CITY OF WESTFIELD	GARRY HARLING	(317) 804-3307
PUBLIC WORKS	CITY OF WESTFIELD	JOHN RANKIN	(317) 804-3100
GAS MAIN	BUCKEYE PIPELINE	MARTY WHITE	(419) 993-8008

EXISTING LEGEND	
	SANITARY SEWER & MANHOLE
	STORM SEWER, END SECTION, INLET & M.H.
	GAS LINE
	WATER LINE
	ELECTRIC LINE (AERIAL)
	TELEPHONE LINE (AERIAL)
	CABLE TELEVISION (AERIAL)
	BURIED TELE. CABLE
	BURIED ELEC. CABLE
	FENCE LINE (FMS)
	BURIED CABLE TV
	GUARDRAIL
	RIGHT OF WAY LINE (R/W)
	EASEMENT LINE
	CENTER LINE
	SWALE LINE
	D. DEED DIMENSION
	M. MEASURED DIMENSION
	P. PLAT DIMENSION
	R. RADIUS
	L. ARC LENGTH
	H.H. HANDHOLE
	FND. FOUND
	CONC. CONCRETE
	ASPH. ASPHALT
	TC TOP OF CASTING ELEVATION
	IE INVERT ELEVATION
	FFE FINISH FLOOR ELEVATION
	TBM TEMPORARY BENCHMARK
	POWER POLE
	GUY WIRE
	ELECTRIC TRANSFORMER
	AIR CONDITIONER UNIT
	STREET LIGHT
	FLOOD LIGHT
	TRAFFIC MANHOLE AND SIGNAL POLE
	FIRE HYDRANT
	VALVE, GAS & WATER
	STREET SIGN
	WATER, TELE. AND ELEC. MANHOLE
	SEWER CLEANOUT
	ELECTRIC, GAS AND WATER METER
	PIPELINE MARKER POST
	MAILBOX
	GUARD POST
	SPRINKLER HEAD
	IRRIGATION CONTROL BOX
	SPOT GRADE
	TOP CURB OVER GUTTER GRADE
	MONITORING WELL
	FIRE SERVICE STAND PIPE
	GAS VENT PIPE
	SEPTIC TANK LID
	WELL CAP
	SITE ADDRESS
	AIR RELIEF VALVE
	UNDERGROUND TANK FILLER PIPE

SITE LEGEND	
	LIGHT DUTY ASPHALT PAVEMENT
	HEAVY DUTY ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	GRAVEL PAVEMENT
	ADA ACCESSIBLE PARKING SPACE
	PARKING STALL COUNT
	LIGHTING POLE (REFER TO SITE LIGHTING PHOTOMETRIC PLAN)

KEYNOTES	
1.	6" CONCRETE CURB
2.	CONCRETE SIDEWALK
3.	COMBINED CONCRETE CURB & WALK
4.	CURB TAPER
5.	SIDEWALK CURB RAMP TYPE 'K'
6.	ADA PARKING SPACE (4" BLUE PAINT STRIPE)
7.	ADA ACCESSIBLE PARKING SYMBOL
8.	ADA ACCESSIBLE PARKING SIGN
9.	PARKING BUMPER
10.	PARKING SPACE (4" WHITE PAINT STRIPE)
11.	STOP SIGN
12.	TRANSFORMER PAD PER UTILITY COMPANY STANDARDS
13.	STOP BAR
14.	CONCRETE COLLAR
15.	CURB TURNOUT

SITE DATA TABLE	
SITE ZONING:	PUD
PROJECT AREA:	12.285± ACRES
BUILDING AREA:	101,870 SF
SITE IMPERVIOUS AREA:	4.25± ACRES
STANDARD PARKING (9'x18'):	99
STANDARD PARKING (9'x20'):	8
ADA PARKING PROVIDED:	5
TOTAL PROPOSED PARKING:	112

GENERAL NOTES	
1.	CONTRACTOR SHALL PROTECT AND NOT DESTROY THE PROPERTY CORNER MONUMENTS DURING CONSTRUCTION.
2.	CONTRACTOR TO VERIFY LOCATION, SIZE AND DEPTH OF EXISTING UTILITIES PRIOR TO COMMENCING ANY CONSTRUCTION. CONTACT ENGINEER IF VARIATION EXISTS.
3.	SEE SHEET C002 GENERAL NOTES FOR MORE INFORMATION.
4.	EXISTING TOPOGRAPHY WAS PROVIDED BY CRPE, PROJECT NO.: 170456-30000 AND DATED: 4-28-2017.
!! CAUTION !!	
THE LOCATIONS OF ALL EXISTING UNDERGROUND UTILITIES SHOWN ON THIS PLAN ARE BASED UPON ABOVE GROUND EVIDENCE (including, but not limited to, manholes, inlets, valves, and marks made upon the ground by others) AND ARE SPECULATIVE IN NATURE. THERE MAY ALSO BE OTHER EXISTING UNDERGROUND UTILITIES FOR WHICH THERE IS NO ABOVE GROUND EVIDENCE OR FOR WHICH NO ABOVE GROUND EVIDENCE WAS OBSERVED. THE EXACT LOCATIONS OF SAID EXISTING UNDERGROUND UTILITIES SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY AND ALL CONSTRUCTION.	
CALL TOLL FREE "811" OR 1-800-382-5544 - INDIANA UNDERGROUND -	

OWNER: BASTIAN SOLUTIONS, INDIANAPOLIS
10585 N. MERIDIAN ST.
INDIANAPOLIS IN. 46250
CONTACT: GREGG DURHAM
PHONE: (317) 575-9992

7260 Shadeland Station | Indianapolis, Indiana 46256
TEL 317.547.5580 | FAX 317.543.0270
www.structurepoint.com

BASTIAN SOLUTIONS NORTHPOINT

202nd Street & U.S. 31
Westfield, Indiana

APPROVAL PENDING
NOT FOR CONSTRUCTION

CERTIFIED BY

ISSUANCE INDEX	
DATE:	09/01/2017
PROJECT PHASE:	DETAILED DEVELOPMENT

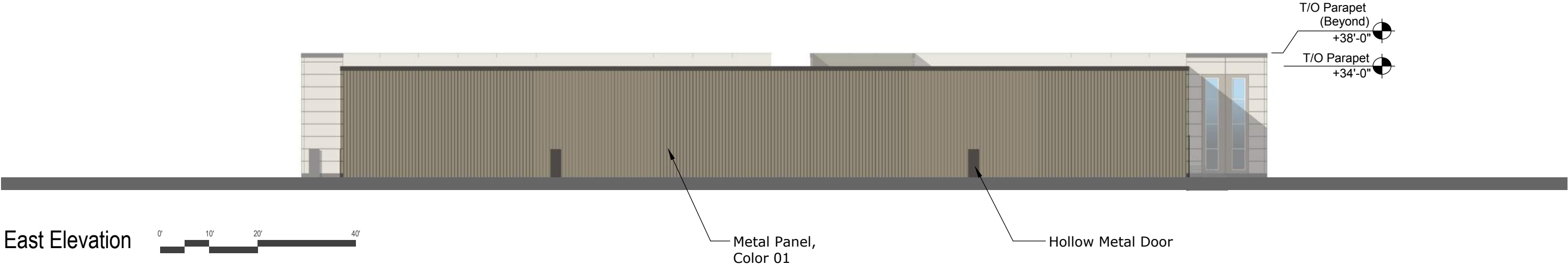
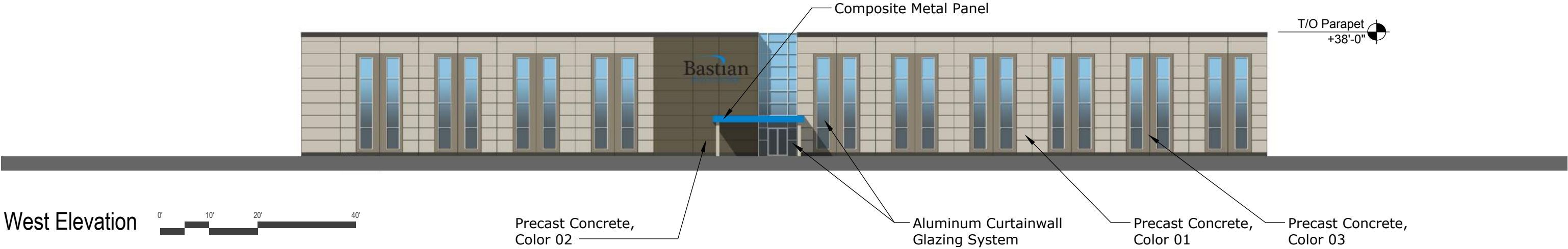
REVISION SCHEDULE		
NO.	DESCRIPTION	DATE

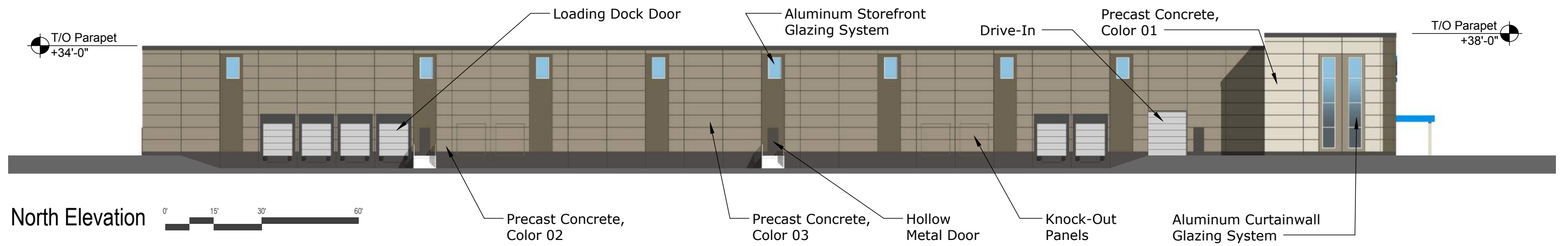
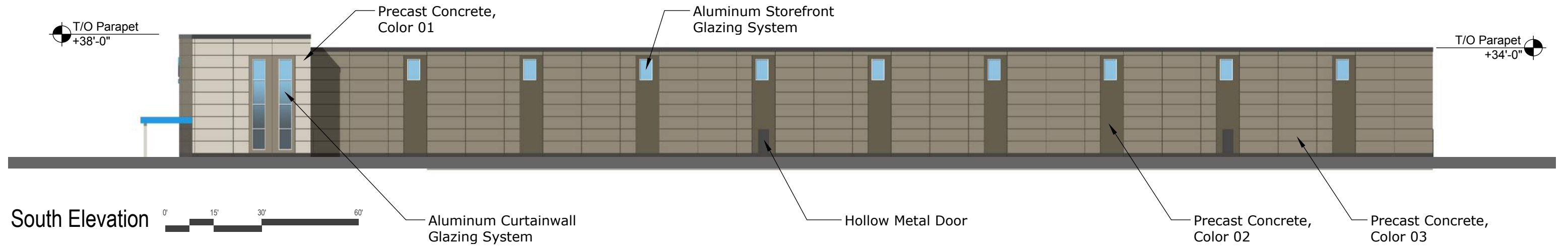
Project Number 2017.00277

SITE PLAN

C200









ORDINANCE NUMBER 16-35

**AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON
TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING
THE AURORA PLANNED UNIT DEVELOPMENT DISTRICT BEING THAT OF
ORDINANCE 06-55 and THE UNIFIED DEVELOPMENT ORDINANCE**

This is an Ordinance (this "Ordinance") 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 of the City of Westfield and Washington Township, Hamilton County, Indiana (the "Unified Development Ordinance" or the "UDO"), 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 Common Council enacted Ordinance No. 06-55, Aurora Planned Unit Development District on December 11, 2006, recorded as Instrument No. 2007002778 in the Office of the Recorder of Hamilton County, Indiana (the "Original PUD Ordinance");

WHEREAS, the Westfield-Washington Township Advisory Plan Commission ("Commission") considered a petition (**Petition No. 1609-PUD-19**) filed with the Commission requesting an amendment to the Unified Development Ordinance, the Original PUD 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. 1609-PUD-19** to the Common Council of the City of Westfield, Hamilton County, Indiana (the "Common Council") with a favorable recommendation (9 in favor 0 against) 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 January 5, 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:

COPY

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance hereby repeals and supersedes in its entirety the Original PUD Ordinance.
- 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. Definitions. Capitalized terms not otherwise defined in this Ordinance shall have the meanings ascribed to them in the Unified Development Ordinance. The following words and terms, not defined elsewhere in this Ordinance or its Exhibits, shall have the following meanings:

- 2.1 Association. A home owners association, property owners association or other organization formed order to govern and maintain the various Districts as established by Declaration.
- 2.2 Build-To Line. A designated line at which construction of a building facade is to occur.
- 2.3 Corner Break. An exterior corner along the facade of a structure.
- 2.4 Declaration. A Declaration of Covenants, Conditions and Restrictions for one (1) or more areas of the Real Estate which shall be recorded in the office of the Recorder of Hamilton County, Indiana, and which may be from time to time amended.
- 2.5 Developer. The Developer shall be the entities engaged in the development of the Districts within the Real Estate, and the successors or assigns of such entities.
- 2.6 District. Any of the Residential Districts, the Commercial District, and/or the Business Districts as identified in this Ordinance.
- 2.7 District, Residential. The Townes and The Villas.
- 2.8 Dormer. Projecting framed structure set vertically on the rafters of a pitched roof, with its own roof (pitched or flat), sides (dormer cheeks), and a window set vertically in front.
- 2.9 EIFS (Exterior Insulation and Finish Systems). Multi-layered exterior wall systems, typically consisting of insulation board, a durable, water-resistant base coat, and an attractive and durable finish coat.
- 2.10 Exterior Material. The separate architectural siding materials and patterns on a Building Facade such as Masonry materials, horizontal siding, shake siding, vertical siding, and board & batten siding (each of the foregoing are examples of separate Exterior Materials).
- 2.11 External Street. Grassy Branch Road, U.S. 31 and State Highway 38.
- 2.12 Facade, Primary. The primary architectural facade which contains commercial or

- retail public entrances, tenant signs or the facade facing a dedicated street.
- 2.13 Facade, Secondary. Any building elevation not having commercial or retail public entrances and does not contain tenant signs. Secondary facades include building elevations with service and employee entrances, utility service areas and delivery areas. Secondary facades do not face dedicated or private streets.
- 2.14 Gable. That part of the end wall of a building between the eaves and a pitched or gambrel roof.
- 2.15 Internal Street. Any public street, private street, or shared drive other than an External Street.
- 2.16 Low Slope Roof. A roof surface with a maximum slope of 2 inches rise for 12 inches run.
- 2.17 Natural Materials. Brick, wood, limestone, fiber cement siding, cultured stone, or natural stone.
- 2.18 Real Estate. The real estate, as described in **Exhibit A** to the Ordinance.

Section 3. **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.

3.1 The Concept Plan hereby allocates the Real Estate into the following Districts:

- Business Parke;
- Commerce Parke;
- The Shoppes;
- The Townes; and
- The Villas.

3.2 The approximate size of each District is as follows. The size of the Commerce Parke or The Shoppes may be increased or decreased by up to 15%. The size of the Business Parke may be increased by up to 15%, but may not be decreased. The total acreage comprising The Townes and The Villas may not decrease below sixty (61) acres total. The total acreage comprising The Townes and the Villas may increase, so long as the number of residences or the ratio of Single-family Dwellings to acres does not exceed the provisions of Section 3.3 hereof.

<u>District</u>	<u>Area</u>
Business Parke	20 Acres
Commerce Parke	216 Acres
The Shoppes	17 Acres
The Townes	38 Acres
<u>The Villas</u>	<u>23 Acres</u>
Total acreage	314 Acres

3.3 The total of residential units on the Real Estate shall not exceed two hundred fifty (250).

The actual number of detached Single-family Dwellings shall be governed by the number of acres

dedicated to detached Single-family Dwellings as governed by the following charts:

<u>Minimum Acreage</u>	<u>Maximum Units</u>
61 Acres	180 units
71 Acres	205 units
81 Acres	225 units
91 Acres	250 units

3.4 It is anticipated that the development of The Townes and The Villas will commence prior to the construction of the East Street extension. In this event, 203rd Street shall remain open and as access to the residential uses which are located west of Grassy Branch and which currently access their residential uses via 203rd Street. Upon completion of East Street to a point north or south of the current location of 203rd Street, any and all access from 203rd Street to East Street from Grassy Branch shall be eliminated and the internal streets servicing The Townes and The Villas shall be constructed in substantial accordance with the Concept Plan as amended.

Section 4. Underlying Zoning District(s).

- 4.1 The Underlying Zoning District of each District shall be:
- | | |
|----------------|--|
| Business Parke | GB; |
| Commerce Parke | EI |
| The Shoppes | LB; |
| The Townes | SF-4 (as to Single-family Dwellings) and
MF2 (for attached multifamily); and |
| The Villas | SF-4 (as to Single-family Dwellings) and
SFA (for Duplex or Quadraplex Dwellings) |
- (the "Underlying Zoning District").

4.2 Article 5.2 (U.S. Highway 31 Overlay Zone) of the UDO shall not apply to the Real Estate.

Section 5. Permitted Uses. The permitted uses shall be as set forth below.

5.1 Only the uses identified below shall be permitted in the various Districts. Uses which are designated as permitted by a Special Exception in the Use Table of Chapter 13 of the UDO are only permitted in a District if specifically provided as a permitted use herein.

A. Permitted Uses for Business Parke.

1. Offices
2. Hotels
3. Retail and Services
 - a. May be included in one or more buildings within a Development Plan (DP), subject to the following:

- i. May comprise up to fifteen percent (15%) of the Gross Floor Area (GFA) of any building; or
 - ii. Up to thirty percent (30%) of GFA of one building may be retail uses, provided that:
 - Total square footage of retail uses designated in the development plan does not exceed fifteen percent (15%) of the GFA of all buildings combined; or,
 - Retail uses over fifteen percent (15%) of the GFA of any one building be located on the ground floor or below grade.
4. Accessory buildings and uses customarily incidental to any of the permitted uses. Any attached or detached Accessory building shall have on all sides the same building proportions, architectural features, construction materials, and in general be architecturally compatible with the Principal Building(s) with which it is associated.

B. Permitted Uses for Commerce Parke:

1. Commercial Businesses: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB or GB category except the uses of Restaurant, Fast Food; and Tavern or Nightclub (excluding a microbrewery which shall be permitted) shall be permitted in District 2 of Commerce Parke. All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB category shall be permitted in Districts 1 and 3 of Commerce Parke except a Tavern or Nightclub (excluding a microbrewery which shall be permitted). The use of a Hotel (or Motel) shall also be permitted in District 3 west of the East Street extension.
2. Industrial Businesses: All uses listed as a permitted use in the Use Table of Chapter 13 of the UDO in the EI category and the uses of construction and manufacturing of outdoor advertising signs; manufacturing, engraving and sales of cemetery monuments and tombstones; laundry and dry cleaning plants; canneries (e.g. taking fresh fruits and vegetables and canning for distribution) coffee roasting; food processing (e.g. commercial bakeries, smokehouses); granaries; grain processing; milk processing plants (without any on-site milking); warehousing and distribution operations (outdoor storage); and structural steel fabricating (similar to the existing uses of Westfield Steel); shall also be a permitted use in District 2 of the Commerce Parke. Only EI uses shall be permitted in Districts 1 and 3 of the Commerce Parke.
3. Any other business that can be classified as either general business or light industrial business in the UDO will be eligible with the approval of the Director. In District 2, the Director shall favorably consider uses which are substantially similar to a permitted use if the impacts on surrounding properties is no greater than uses specifically permitted by Section 5.1(B)(2).
4. Accessory buildings and uses customarily incidental to any of the permitted uses.

- C. Permitted Uses for The Shoppes: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the LB or the use of Hotel (or Motel) shall be permitted in The Shoppes. A Hotel (or Motel) use shall only be permitted west of the East Street extension.
- D. Permitted Uses for The Townes: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the SF-4 category and those specifically provided below shall be permitted in The Townes.
1. Townhomes.
 2. Multi-story condominium;
 3. Public Parks.
 4. Temporary buildings and job site trailers for construction purposes for a period not to exceed such construction.
 5. Model homes and sales offices therein and temporary trailers from which lot and home sales activities may be conducted with outside sales persons.
 6. Child care home - in accordance with IC 36-7-4-1108, so long as the home is not located within seven hundred (700') feet of Grassy Branch.
- E. Permitted Uses for The Villas: All uses provided as a permitted use in the Use Table of Chapter 13 of the UDO in the SF-4 category and those specifically provided below shall be permitted in The Villas.
1. Two-unit thru four-unit single family attached dwellings (n/k/a Duplex or Quadraplex Dwellings).
 2. Temporary buildings and job site trailers for construction purposes for a period not to exceed such construction.
 3. Single-family Dwellings. Maintenance of outside lawn and landscaping areas by the homeowner's association shall be offered as an option to buyers.

Section 6. General Regulations. The standards of Chapter 4 Zoning Districts, as applicable to the Underlying Zoning District, shall apply to the development of the District, except as otherwise modified below.

- A. Lot Standards for Business Parke:
1. Minimum Lot Size.
 - a. Lots abutting U.S. Highway 31 - 5 acres
 - b. All other lots - 2 acres
 2. Build-To Lines.
 - a. Lots abutting U.S. Highway 31 - 90 feet
 - b. All other lots - None
 - c. All principal buildings on lots with Meridian Corridor frontage shall be located on the Build-To Line.
 - d. Dimensional requirements for the Build-To Line shall be measured from the road right-of-way line.
 3. Minimum Front Yard - 60 feet
 4. Minimum Side Yard.

- a. Adjacent to any residential use or zone 45 feet
 - b. Adjacent to any non-residential use or zone - 15 feet
5. Minimum Aggregate Side Yard.
 - a. Adjacent to any residential use or zone - 90 feet
 - b. Adjacent to any non-residential use or zone - 30 feet
6. Minimum Rear Yard.
 - a. Adjacent to any residential use or zone - 45 feet
 - b. Adjacent to any non-residential use or zone - 15 feet
7. Minimum Lot Width. Shall equal or exceed that amount which is one-half (1/2) the depth of the lot.
8. Minimum Gross Floor Area.
 - a. 15,000 square feet per building (exclusive of parking garages, basements or accessory buildings).
 - b. Permitted accessory buildings need not meet this minimum floor area requirement. The intent of this minimum gross floor area requirement is to preclude small, freestanding buildings and uses not in character with the Business Parke.
9. Maximum Lot Coverage. - 65%
10. Minimum Lot Frontage on Road. - 50 feet
11. Minimum Lot Width at Building Line. – No Minimum

B. Lot Standards for Commerce Parke:

Minimum Lot Area:	1 acre
Minimum Lot Frontage:	70 feet
Minimum Lot Width At Setback Line:	100 feet
Minimum Front Yard Setbacks:	30 feet
Minimum Parking Lot Setback:	20 feet from the property line abutting any street
Minimum Side Yard:	10 feet
Minimum Rear Yard:	10 feet
Maximum gross square feet per a single building in District 3:	65,000 gross square feet

C. Lot Standards for The Shoppes:

1. No single occupancy may exceed 65,000 gross square feet..
2. Bulk and Density Standards.
 - a. Setbacks.
 - i. Front - 50 feet
 - ii. Side - 10 feet
 - iii. Rear - 20 feet
 - b. Lot coverage. Lot coverage shall not exceed seventy five (75) percent and is inclusive of buildings, parking areas and all

other impervious surfaces which results in a minimum open space requirement of twenty five (25) percent of the land area.

D. Lot Standards for The Townes:

1. Minimum lot area for Attached Multi-Family Dwellings. - None
2. Minimum lot frontage on road for Attached Multi-Family Dwellings. - None
3. Minimum setback lines - for Attached Multi-Family Dwellings.
 - a. Front yard -(corner lots are required two front yard setbacks)
 - i. 10 feet alley load
 - ii. 22 feet front load
 - b. Side yard - minimum 15' between buildings
 - c. Rear yard - None
4. Minimum lot width at building line for Attached Multi-Family Dwellings. - None
5. Minimum total square footage per dwelling unit, exclusive of porches, terraces, and garages) for Attached Multi-Family Dwellings. – 1,200 square feet per dwelling unit
6. Maximum parcel coverage for Attached Multi-Family Dwellings. – None
7. Minimum Open Space for Attached Multi-Family Dwellings. - 15% of the District
8. Minimum lot area for permitted Single-family dwellings – 6,000 square feet.
9. Minimum lot frontage on road for permitted Single-family dwellings – 40'.
10. Minimum setback lines for permitted Single-family dwellings
 - a. Front Yard – 20'
 - b. Side Yard – 5'
 - c. Rear Yard – 20'
11. Minimum Lot Width for permitted Single-family dwellings – 50'
12. Minimum square footage per dwelling unit, exclusive of porches, terraces and garages for permitted Single-family dwellings:
 - a. One story dwelling – 1,400 square feet
 - b. Two story dwelling – 1,800 square feet

E. Lot Standards for The Villas:

1. Minimum lot area for Duplex or Quadraplex Dwellings. - None
2. Minimum lot frontage on road for Duplex or Quadraplex Dwellings. - None
3. Minimum setback lines for Duplex or Quadraplex Dwellings.
 - a. 30 feet from arterials
 - b. 20 feet from collectors and local streets
4. Minimum distance between structures for Duplex or Quadraplex Dwellings.

- a. Two-unit single family attached - 15'
 - b. Four-unit single family attached - 25'
5. Minimum square footage per dwelling unit, exclusive of porches, terraces, and garages for Duplex or Quadraplex Dwellings.
 - a. Single story - 1,300 square feet
 - b. Two story - 1,600 square feet
6. Minimum Open Space for Duplex or Quadraplex Dwellings. - 15% of the District
7. Minimum lot area for permitted Single-family Dwellings – 7,200 square feet.
8. Minimum lot frontage on road for permitted Single-family Dwellings – 40'.
9. Minimum setback lines for permitted Single-family Dwellings
 - a. Front Yard – 20'
 - b. Side Yard – 5'
 - c. Rear Yard – 20'
10. Minimum Lot Width for permitted Single-family Dwellings – 60'
11. Minimum square footage per dwelling unit, exclusive of porches, terraces and garages for permitted Single-family Dwellings:
 - a. One story single-family dwelling – 1,400 square feet
 - b. One and one half store single family dwelling – 1,500 square feet

Section 7. **Development Standards.** The standards of Chapter 6 Development Standards shall apply to the development of the District, except as otherwise modified below.

7.1 Article 6.3 Architectural Standards:

- A. Character Exhibit. The Character Exhibits, attached hereto as **Exhibit E** (As to the Townes), **Exhibit F** (as to Quadraplex Dwellings in the Villas) **Exhibit G** (as to the Villas), **Exhibit H** (as to the Business Parke), **Exhibit I** (as to the Commerce Parke) and **Exhibit J** (as to The Shoppes), are hereby incorporated as a compilation of images designed to capture the intended quality of structures to be constructed in the District. Buildings shall be constructed substantially similar to those in the Character Exhibit.
- B. Architectural Standards for Business Parke.
 1. All buildings shall be designed with respect to the general character of the Business Parke, and particularly, with due consideration to buildings located on lots that abut the project site.
 2. A minimum of three (3) materials shall be used for building exteriors, from the following list: stone, brick, architectural pre-cast (panels or detailing), architectural metal panels, glass, or ornamental metal. One (1) of the materials shall be either stone or brick.
 3. Large expanses of glass are allowed, up to seventy percent (70%) of the facade area.
 4. The building shall not be constructed entirely of a metal and glass

curtain wall.

5. Concrete block is not allowed as an exterior finish material.

6. All front and side facades visible from U.S. Highway 31 shall comply with the architecture requirements of Article 5.3(K)(2)(a)-(i) and (M)(2) of the UDO with references to State Road 32 therein interpreted to apply to the right of way of U.S. Highway 31.

C. Architectural Standards for Commerce Parke:

1. District 3 Architecture for Primary and Secondary Facades fronting on a public right of way, or which are visible from adjoining residential uses, shall comply with the Architectural Requirements of Article 5.3(K) of the UDO. Any references in Article 5.3(K) to State Road 32 shall be interpreted to apply to the public right of way upon which the structure fronts. The facades of structures within District 3 which do not front on a public right of way, or which are not visible from adjoining residential uses, shall comply with the requirements provided below.

2. Roof Design.

a. Roofs may be either residential character or Low Slope. Roofing material shall be a minimum of commercial grade dimensional asphalt shingle, cedar shake, slate, metal roofing or rubber roofing.

b. All roofs must incorporate appropriately sloped roofs, tall parapets or screen walls to architecturally conceal roof-mounted equipment.

c. Rooftop equipment screens and rooftop penetrations (i.e., vents) shall be of a color compatible with the overall building or roof color (not an accent color).

d. Where pitched roofs are used, the main pitch of the roof shall be not less the 6:12.

3. Facade Rule. - All building elevations shall either be considered a Primary or Secondary Facade. All Facades facing Grassy Branch Road or East Street shall meet the Primary Façade requirements contained herein.

4. Facade Materials.

a. Primary Façade Materials.

i. Permitted building finish materials for the Primary Façade include: Brick (clay), natural stone, simulated cut stone, finished (textured and painted) concrete, finished (textured) pre-cast concrete panels, tile (ceramic or porcelain) architectural block (textured) and EFIS (Dryvit) wall systems (if used for a maximum of 50% of the façade and only if it is used at least eight feet (8') above grade), steel or architecturally insulated metal panel systems (if used for a maximum of 50% of the façade).

ii. Prohibited building finish materials on the Primary Facades include: wood, plywood, unfinished concrete or unfinished concrete panels, plastics, reflective glass, vinyl siding.

iii. Primary Facades may have window glazing or glass

storefronts.

iv. Permitted building trim materials include: brick (clay), stone, simulated cut stone, tile (ceramic or porcelain), wood, glass, painted aluminum, formed polymers and EIFS (Drive).

v. Colors used on building facades must be complementary. Natural, muted colors should serve as the Primary Facade color, with brighter colors used as limited accents.

vi. Decorative architectural lighting is required at a minimum of one fixture every 40 feet on primary facades.

vii. On Primary Facades which do not face a primary arterial, overhead doors may be permitted on the Primary Facade elevations.

b. Secondary Façades Materials.

i. In addition to those materials permitted for the Primary Façade, the Secondary Facade may include architectural metal wall panels.

ii. Prohibited building finish materials on the Secondary Facades include: wood, plywood, unfinished concrete or unfinished concrete panels, plastics, reflective glass.

iii. Overhead doors are permitted on Secondary Facade elevations, but shall not be orientated towards a public right-of-way.

D. Architectural Standards for The Shoppes:

1. General Architectural Standards The Shoppes shall comply with the Architectural Requirements of Article 5.3(K) of the UDO. Any references in Article 5.3(K) to State Road 32 shall be interpreted to apply to State Road 38 for this Ordinance.

E. Architectural Standards for The Townes:

1. Architectural Standards for Attached Multi-Family Dwellings.

a. Elevations.

i. The front elevation of a building shall be the facade containing a front door to the building.

ii. Fifty percent (50%) of the front facade of each building, excluding openings such as doors and windows, roofs, and any area within a dormer projecting from a roof, shall have masonry as the exterior building material.

iii. The surface area of all remaining elevations shall have masonry or natural materials as the exterior building material. A masonry water table shall be located on all elevations except the front façade.

b. A townhome building shall have a minimum of five (5) ridge lines.

c. Windows.

- i. A building shall have a minimum of three (3) windows on the front facade of the structure per unit.
 - ii. A building shall have two (2) windows on each of the two (2) side facades.
 - iii. Building shall have three (3) windows per unit on the rear facade of the structure.
 - iv. A double window will count as two (2) windows.
 - v. All windows shall have either shutters and/or architectural treatment. For windows in brick facade, the treatment shall be of natural or masonry materials and be applied to the sill and header at a minimum. For windows in a non-brick facade, the treatment shall be of natural materials and be applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of 1/2 the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.
 - d. Garages shall be attached to the primary structure.
 - e. Garage doors shall not be oriented towards East Street.
 - f. Carports shall be prohibited.
 - g. A landing, stoop or porch is required on all homes. The minimum size shall be no less than four (4) feet in width and depth.
 - h. The minimum roof pitch of the main roof of the residence shall be 6:12. Secondary elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch.
 - i. Roof overhangs shall be a minimum of 8". Secondary elements such as porches, bays, walkways, etc., may be covered with fewer inches of overhang.
 - j. Roof vents shall be located to the rear half of the home/structure when possible. All vents will be positioned to be minimally visible from the street and shall be painted to match the roofing material, black, or for those made of metal, left natural.
 - k. The Director has the authority to determine if a specific house plan meets these architectural building requirements and may allow deviations from the above standards so long as the deviations are in conformance with the intent of the established architectural requirements.
2. Streetscape Diversity. Article 6.3(C)(2) of the UDO shall apply to the Townes, and The Townes Character Exhibit, attached hereto as **Exhibit E**, is hereby incorporated as a compilation of images designed to capture the intended architecture of Dwellings to be constructed in the District. It is not the intent to limit the architecture shown in the Townes Character Exhibit, but encourage a diversity in architecture of Dwellings in the District.

3. Additional Architectural Standards for permitted Single-family dwellings

a. Minimum Overhang: The roof overhang or eaves shall be a minimum of eleven (11) inches, as measured prior to the installation of Masonry Materials.

b. Garage Composition and Orientation:

i. All Dwellings shall have a minimum two (2) car attached garage.

ii. Garage elevations shall include a variety of design elements to vary the appearance of the garage façade. Design elements shall include, but not be limited to, the garage door, the garage door windows and/or hardware, garage door header, roof gable brackets, multiple building materials, gable accent windows and gable decorative louver.

c. Building Materials: In addition the prohibited materials included under Article 6.3(C)(3) of the UDO, vinyl and aluminum siding shall be prohibited.

d. Front Building Façade Requirements: At a minimum each Dwelling shall utilize the following architectural elements on the Front Building Façade:

i. Wood, Fiber Cement Siding, or equivalent trim at corners (at least five (5) inches in width), frieze boards, window and door wraps, and as transitional material between two different Exterior Materials.

ii. Architecturally enhanced/decorative trim or masonry detailing (i.e. arches, cornices, crossheads, ornate moldings, pediments, or shutters).

iii. Roof design featuring a hip roof; dormers (a minimum of two (2) dormers); a reverse gable; a shed roof accent; or two (2) or more roof planes.

e. Side Building Façade Requirements (Corner Lots only): Side Building Façades that face Internal Streets shall contain the following architectural requirements on the Side Building Façade:

i. A minimum of three (3) windows with an aggregate minimum of forty (40) square feet in size.

ii. All windows shall have either shutters and/or architectural treatment. For windows in a masonry façade, the treatment shall be of natural or masonry materials and be applied to the sill and header and a minimum. For windows in a non-masonry façade, the treatment shall be of natural materials and applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of half ($\frac{1}{2}$) the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

f. Article 6.3(c)(1)(b) of the UDO shall not apply to Single-Family Dwellings. However, any Single-family Dwelling denoted with a star on **Exhibit D** hereto shall only be constructed as a one story or one and one half story dwelling. The Side Building Façade nearest the public right of way on these lots shall also comply with Section 7.1(E)(3)(e) of this Ordinance.

F. Architectural Standards for The Villas:

1. Architectural Standards for Duplex or Quadraplex Dwellings.

a. Elevations.

i. Masonry shall be the exterior building material on at least thirty percent (30%) of the surface of all buildings, excluding openings, such as doors and windows, roofs, and the area within any dormer projecting from a roof.

ii. Masonry or natural materials shall be the exterior building material on the remaining exterior surfaces of the building, excluding openings, such as doors and windows, roofs, and any facade area within a dormer projecting from a roof.

b. Windows.

i. Each unit shall have a minimum of three (3) windows on each facade.

ii. A double window will count as two (2) windows.

iii. All windows shall have either shutters and/or architectural treatment. For windows in brick facade, the treatment shall be of natural or masonry materials and be applied to the sill and header at a minimum. For windows in a non-brick facade, the treatment shall be of natural materials and be applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of one half (1/2) the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

c. Garage doors shall not be oriented towards East Street

d. A landing, stoop or porch is required on all homes. The minimum size shall be no less than four (4) feet in width and depth.

e. The minimum roof pitch of the main roof of the residence shall be 6/12. Secondary elements such as porches, bays, walkways, etc., may be covered with a lower roof pitch.

f. Roof overhangs shall, be a minimum of 8". Secondary elements such as porches, bays, walkways, etc., may be covered with fewer inches of overhang.

g. Roof vents will be positioned to be minimally visible from the street and shall be painted to match the roofing material, black, or for those made of metal, left natural.

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iii. Roof design featuring a hip roof; dormers (a minimum of two (2) dormers); a reverse gable; a shed roof accent; or two (2) or more roof planes.

f. Side Building Façade Requirements (Corner Lots only): Side Building Façades that face Internal Streets shall contain the following architectural requirements on the Side Building Façade:

i. A minimum of three (3) windows with an aggregate minimum of forty (40) feet in size.

ii. All windows shall have either shutters and/or architectural treatment. For windows in a masonry façade, the treatment shall be of natural or masonry materials and be applied to the sill and header and a minimum. For windows in a non-masonry façade, the treatment shall be of natural materials and applied to the sill, header and jams. The width of the architectural treatment shall be a minimum of ½ the vertical reveal dimension of the base siding material in no cases no less than five (5) inches in width.

g. Article 6.3(c)(1)(b) of the UDO shall not apply to Single-Family Dwellings. However, any Single-Family Dwelling denoted with a star on **Exhibit D** hereto shall only be constructed as a one story or one and one half story dwelling. The Side Building Façade nearest the public right of way on these lots shall also comply with Section 7.1(F)(3)(f) of this Ordinance.

7.2 Article 6.6 Height Standards: Shall apply unless otherwise amended hereby for each of the following shall apply to the various Districts:

A. Business Parke:

1. Minimum Building Height.

- a. Lots abutting U.S. Highway 31 - Thirty-eight (38) feet and three (3) occupiable floors
- b. All other lots - Fourteen (14) feet

2. Maximum Building Height.

- a. One Hundred Fifty (150) feet, except that the maximum height may not exceed forty percent (40%) of the distance from any residential use or structure.

B. Commerce Parke:

1. Maximum Building Height:

- a. District 1 and 2: Forty five (45) feet.
- b. District 3: Thirty five (35) feet.

2. The limitations herein shall not apply to steeples, silos, chimneys, antennas or appurtenances which are located on structures within the district.

3. Any new structure within two hundred fifty (250) feet of the residential structure/home at 2429 E. 202nd Street, 2502 E. 202nd

Street, 1910 E. 202nd Street, shall be limited to a height of thirty five (35) feet so long as those properties are utilized residentially.

C. The Shoppes:

1. Maximum Building Height. Buildings are restricted to 35 feet maximum height or a maximum of two stories

D. The Townes:

1. Maximum building height for Attached Multi-Family Dwellings. - 45 feet.
2. Lots marked with a star on **Exhibit D** shall be subject to restrictions included in Section 7.1(E)(3)(f) hereof.

E. The Villas:

1. Detached Single-family Dwellings in The Villas shall be no taller than one and one half story.

7.3 Article 6.8 Landscaping Standard: Shall apply, except as follows:

- A. Article 6.8 N of the UDO shall be replaced by this section.
- B. Plantings in buffer yards should physically separate and visually screen different land uses and/or zoning districts from one another without precluding connectivity between uses. Plants (inclusive of bushes/shrubs) used for screening must be at least eighteen (18) to twenty four (24) inches tall when planted. Evergreen trees required for screening must be between six (6) and eight (8) feet in height at the time of planting. Plantings in buffer yards shall consist of two (2) or more species of both trees and shrubs.
- C. A twenty foot (20') buffer yard shall be required around the perimeter of each District except as follows:
 1. No buffer yards shall be required:
 - a. internal to the Aurora PUD, except as provided in Subsections C(2)(c)) and C(3) below;
 - b. adjacent to proposed greenways and park areas; and
 - c. within easements prohibiting landscaping.
 2. A fifty foot (50') buffer yard shall be required along the existing home sites on Grassy Branch Road (as shown on the Buffer Exhibit, **Exhibit D**). The buffer yard shall be improved as follows:
 - a. The buffer yard shall have a six foot (6') mound that runs the entire length of the buffer yard (in addition to the mounding, the median of 203rd street shall maintain fifty percent (50%) of the existing treeline, and no additional plantings shall be required in this median). The mound shall be designed in order to protect the root system and drip lines of existing trees on adjacent properties.
 - b. The buffer yard shall be landscaped per this Ordinance.
 - c. A fifty foot (50') buffer yard shall be required along the existing homestead parcel of the Heitman property (as shown on the Buffer Exhibit, **Exhibit D**). If any portion of the Real Estate is added to the Heitman

property, it shall be buffered in accordance with this provision. If the Heitman property is no longer utilized as a residential use, the requirements of this section 7.3 (C)(2)(c) shall no longer apply to the Heitman property:

- d. A thirty foot (30') buffer yard shall be required along the eastern and western borders of the driveway parcel of the Heitman property (as shown on the Buffer Exhibit, **Exhibit D**). The buffer yard shall have a six foot (6') mound that runs the entire length of the buffer yard.
 - e. The buffer yard shall be landscaped per this Ordinance.
3. Buffer between The Shoppes and adjoining Residential District (to the west) (as shown on the Buffer Exhibit, **Exhibit D**)
 - a. A thirty foot (30') buffer yard shall be required and shall be landscaped per this Ordinance:
 4. Buffer along the northern, western southern and eastern borders of the Commerce Parke
 - a. A forty foot (40') buffer yard shall be required and shall be improved as follows:
 - b. The buffer yard shall have a six foot (6') mound.
 - c. Shall be landscaped per this Ordinance.
 - d. Evergreen trees shall be planted on or near the top of the mound.
 - e. Buffer yard planting requirements shall be included with the Development Plan Review of each parcel.
 5. Buffer yards that are not additionally road frontage shall be landscaped per this subsection, with the exception of areas encompassed by easements prohibiting landscaping, where no landscaping shall be required. Buffer yards that are additionally road frontage shall be landscaped per the buffer yard requirements and not per this Ordinance's Road Frontage landscaping requirements.
- D. Within buffer yards at least eight (8) evergreen trees per one hundred (100) linear feet and five (5) evergreen shrubs per one (100) hundred linear feet shall be planted. Such plantings should be arranged in a manner that creates a visual barrier between uses without precluding connectivity between uses. Staggering evergreen trees on alternating sides of the mound shall be utilized when feasible.
- E. If woodlands are located within buffer yards, preserved trees may be substituted for required plants in buffer yards with the requirement for mounding/fencing eliminated. In the NW corner of the property located north of the 203rd Street extension (as shown on the Concept Plan) a forty (40) foot tree preservation area shall be utilized as the buffering requirement without any mounding or fencing. Prior to development adjacent to this tree preservation area, a tree preservation plan prepared in accordance with Article 6.8(E)(4) of the UDO shall be approved by the Director.

- F. In residential districts, plantings required to be placed in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.
- G. In non-residential districts, trees required to be planted in buffer yards shall be credited toward total on-site landscaping requirements set forth in the UDO.
- H. Buffer yards shall not be required between uses within the same districts or within subdivisions.

7.4 Article 6.12 Outdoor Storage and Display shall apply except as specifically modified to the various Districts:

A. Commerce Parke:

- 1. Uses in the Commerce Parke shall be permitted to have outside storage subject to the screening/buffering requirements as set forth in this Ordinance.
- 2. Outside storage shall be permitted in District 2 in accordance with Article 6.12(D) of the UDO.
- 3. No outside storage shall be permitted within District 1 or District 3, or within one hundred feet (100') of the right-of-way of the new East Street extension or US 31 within District 2.
- 4. Service/Material Yard and Storage Areas.
 - a. Article 6.12(D)(2) of the UDO shall apply with the following addition: Must be completely screened as follows:
 - i. The fence required under Article 6.12(D)(2)(b) of the UDO shall be an opaque wood privacy fence, the style of which shall be consistent throughout the Commerce Parke.

B. The Shoppes:

- 1. No outdoor sales areas or permanent outdoor display areas are permitted unless surrounded by a permanent structure consistent with material of the building.

7.5 Article 6.14 Parking and Loading Standards shall apply except as specifically modified to the various Districts:

A. Business District:

- 1. Loading and Unloading Areas.
 - a. Loading and Unloading Berth shall not be oriented to or visible from U.S. Highway 31.
 - b. Loading and Unloading Berths oriented toward any other public right-of-way, shall be landscaped/screened using Masonry wall(s), plant material, or a combination thereof.
- 2. For buildings fronting on US Highway 31, no more than one (1) row of parking shall be located between the building's Primary Façade and the right of way for US Highway 31.

B. Commerce Parke:

1. Loading Docks. Any loading dock shall be designed to be visually obscured from public right-of-way by buildings, a screening wall, topography, vegetation and/or landscaping.

7.6 Article 6.15 Performance Standards shall apply except as specifically modified to the various districts:

A. Commerce Parke:

In addition to the requirements of Article 6.15, B (4) of the UDO, the following shall apply:

No outdoor speakers shall be used in conjunction with any uses between the hours of 11 P.M. and 6 A.M.

7.7 Article 6.17 Sign Standards shall apply except as specifically modified to the various districts:

A. The Shoppes:

So long as the uses abutting State Road 38 immediately north of the Shoppes remain residentially utilized, the following restrictions shall apply to signage immediately adjacent to State Road 38:

All sign materials shall be architecturally complimentary to the materials utilized in The Shoppes.

No Pole Signs shall be permitted.

No Electronic Signage shall be permitted.

Reverse channel lighting shall be utilized for all Wall Signs on the facades of buildings facing and visible from State Road 38.

The lighting of all signs in The Shoppes shall comply with Article 6.9(G)(3) of the UDO, regardless of the source of the signs lighting.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(i) shall be reduced to six (6) feet.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(ii) shall be reduced to nine (9) feet.

The maximum allowable Sign Height in Article 6.17(J)(2)(a)(iii) shall be reduced to twelve (12) feet.

Section 8. **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 preservation of the natural topography and environment and in consideration to the unique design intent of the District.

Section 9. **Design Standards.** The standards of Chapter 8 Design Standards shall apply to the development of the District, except as otherwise modified below.

9.1 Article 8.7, Pedestrian Network Standards, shall apply except as follows:

A. **The Shoppes:**

1. Pedestrian Circulation.

a. Continuous internal pedestrian walkways, no less than eight (8) feet in width, shall be provided from the public sidewalk or right-of-way to the principal customer entrance of all structures on the site. At a minimum, walkways shall connect focal points of pedestrian activity such as, but not limited to, street crossings, building and store entry points, and shall feature adjoining landscaped areas that include trees, shrubs, benches, flower beds and ground cover.

b. Sidewalks, no less than eight (8) feet in width, shall be provided along the full length of the building along any facade featuring a customer entrance, and along any facade abutting public parking areas. Such sidewalks shall be located at least six feet from the facade of the building to provide planting facade.

d. Internal pedestrian walkways provided in conformance with part b above shall provide weather protection features such as awnings or arcades within 30 feet of customer entrances.

e. All internal pedestrian walkways shall be distinguished from driving surfaces through the use of durable, low maintenance surface materials such as pavers, bricks or scored concrete to enhance pedestrian safety and comfort, as well as the attractiveness of the walkways.

Section 10. **Amenities.** In accordance with Article 10.9(F)(4) of the UDO, the following Amenities will be distributed throughout the Residential Districts, for use by residents of districts designated by the Developer within the Real Estate:

A. A minimum of two (2) small parks. One small park shall be installed with the first section of The Townes and one small park shall be installed with the first section of The Villas.

B. A minimum of one (1) swimming pool and swimming pool area and a Bathhouse. This shall be installed no later than the completion of seventy (70%) percent of the total lots comprising the Townes and the Villas.

C. A minimum of one (1) 3,000 square foot playground to be installed no later than the completion of seventy (70%) percent of the total lots comprising the Townes and Villas.

D. Integrated trail system of a minimum eight (8') foot asphalt path connecting all districts as shown on the Pedestrian Network Exhibit (**Exhibit C**).

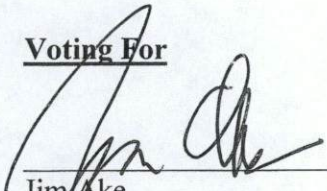
E. The swimming pool and playground amenities shall not be located adjacent to the perimeter buffer yard for the existing home sites on Grassy Branch Road.

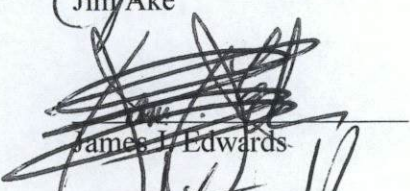
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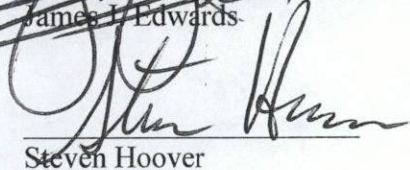
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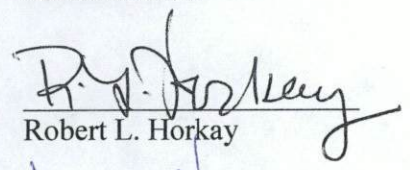
WESTFIELD CITY COUNCIL

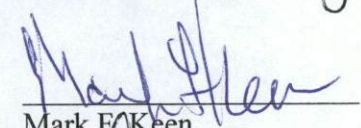
Voting For

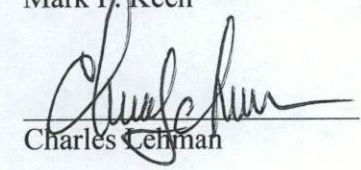

Jim Ake

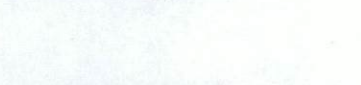

James J. Edwards


Steven Hoover


Robert L. Horkay

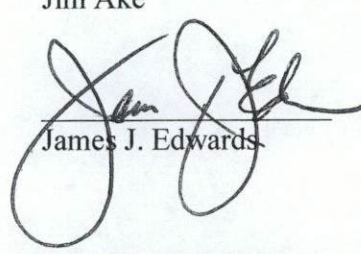

Mark F. Keen


Charles Lehman


Cindy L. Spoljaric

Voting Against

Jim Ake

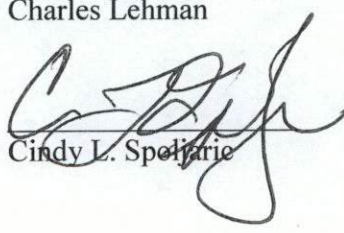

James J. Edwards

Steven Hoover

Robert L. Horkay

Mark F. Keen

Charles Lehman


Cindy L. Spoljaric

Abstain

Jim Ake

James J. Edwards

Steven Hoover

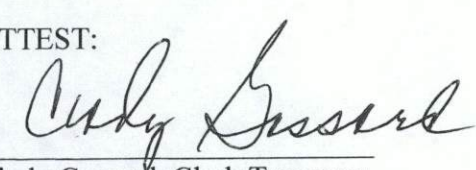
Robert L. Horkay

Mark F. Keen

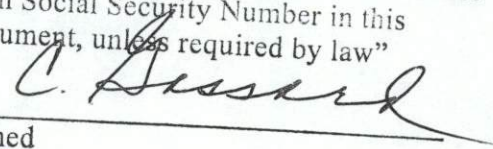
Charles Lehman

Cindy L. Spoljaric

ATTEST:

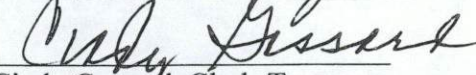

Cindy Gossard, Clerk Treasurer

"I affirm, under the penalties of perjury,
that I have taken reasonable care to redact
each Social Security Number in this
document, unless required by law"


Signed

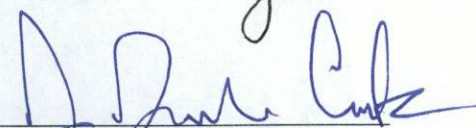
I hereby certify that **ORDINANCE 16-35** was delivered to the Mayor of Westfield

on the 10 day of Jan, 2017, at 9:30A m.


Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 16-35**

this 11 day of Jan, 2017.


J. Andrew Cook, Mayor

I hereby VETO **ORDINANCE 16-35**

this _____ day of _____, 2017.

J. Andrew Cook, Mayor

This document prepared by:

Russell L. Brown, Clark, Quinn, Moses, Scott & Grahn, LLP, 320 N. Meridian Street, Suite 1100, Indianapolis, Indiana 46204

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. Russell L. Brown

SCHEDULE OF EXHIBITS

Exhibit A	Real Estate (Legal Description)
Exhibit B	Concept Plan
Exhibit C	Pedestrian Network
Exhibit D	Buffer Plan
Exhibit E	Townes Character Exhibit
Exhibit F	Four Family Attached Illustrative Elevations
Exhibit G	Villas Character Exhibit
Exhibit H	Business Parke Character Exhibit
Exhibit I	Commerce Parke Character Exhibit
Exhibit J	The Shoppes Character Exhibit

EXHIBIT A
REAL ESTATE

PART OF THE NORTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST (INDIANA STATE PLANE COORDINATE SYSTEM-EAST ZONE NAD83) A DISTANCE OF 237.40 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE REAL ESTATE DESCRIBED IN DEED BOOK 310, PAGE 449 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST 254.67 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 2761.71 FEET PARALLEL WITH THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER TO A WEST LINE OF THE REAL ESTATE DESCRIBED IN DEED BOOK 345, PAGE 360, IN SAID RECORDER'S OFFICE; THE FOLLOWING TEN (10) COURSES ARE ON THE PERIMETER OF THE REAL ESTATE DESCRIBED IN SAID DEED BOOK 345, PAGE 360; 1) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 208.21 FEET; 2) THENCE SOUTH 89 DEGREES 54 MINUTES 43 SECONDS EAST 238.00 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 284.87 FEET; 4) THENCE NORTH 89 DEGREES 51 MINUTES 38 SECONDS WEST 147.25 FEET; 5) THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET; 6) THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 2079.90 FEET; 7) THENCE SOUTH 01 DEGREE 28 MINUTES 38 SECONDS WEST 1336.02 FEET; 8) THENCE SOUTH 89 DEGREES 51 MINUTES 38 SECONDS EAST 129.97 FEET; 9) THENCE SOUTH 00 DEGREES 06 MINUTES 14 SECONDS EAST 233.82 FEET; 10) THENCE SOUTH 89 DEGREES 26 MINUTES 46 SECONDS EAST 495.09 FEET TO THE POINT OF BEGINNING, CONTAINING 90.22 ACRES, MORE OR LESS.

AND ALSO:

PART OF THE NORTHEAST QUARTER, PART OF THE SOUTHWEST QUARTER AND PART OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS;

COMMENCING AT THE NORTHEAST CORNER OF IF E SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA;

THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST (INDIANA STATE PLANE COORDINATE SYSTEM-EAST ZONE NAD 83) A DISTANCE OF 237.40 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE REAL ESTATE DESCRIBED IN DEED BOOK 310, PAGE 449 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY , INDIANA, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST 1101.42 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER

OF THE NORTH HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 50 MINUTES 20 SECONDS WEST 2671.16 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID SOUTHEAST QUARTER TO THE SOUTHWEST CORNER OF THE NORTH HALF OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 54 MINUTES 35 SECONDS WEST 825.00 FEET ON THE SOUTH LINE OF THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 19 TO THE SOUTHWEST CORNER OF TRACT "C" AS RECORDED IN DEED BOOK 345, PAGE 360 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA; THE FOLLOWING TWELVE (12) COURSES ARE ON THE PERIMETER OF THE REAL ESTATE DESCRIBED IN SAID DEED BOOK 345, PAGE 360; 1) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 635.25 FEET; 2) THENCE SOUTH 89 DEGREES 54 MINUTES 35 SECONDS EAST 734.25 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 417.56 FEET; 4) THENCE SOUTH 89 DEGREES 54 MINUTES 43 SECONDS EAST 238.00 FEET; 5) THENCE NORTH 00 DEGREES (10 MINUTES 29 SECONDS EAST 284.87 FEET; 6) THENCE NORTH 89 DEGREES 51 MINUTES 38 SECONDS WEST 147.25 FEET; 7) THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET; 8) THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 2079.90 FEET; 9) THENCE SOUTH 01 DEGREES 28 MINUTES SECONDS WEST 1336.02 FEET; 10) THENCE SOUTH 89 DEGREES 51 MINUTES 38 SECONDS EAST 129.97 FEET; 11) THENCE SOUTH 00 DEGREES 06 MINUTES 14 SECONDS EAST 233.82 FEET; 12) THENCE SOUTH 89 DEGREES 26 MINUTES 46 SECONDS EAST 495.09 FEET TO THE POINT OF BEGINNING, CONTAINING 154.55 ACRES, MORE OR LESS.

EXCEPT:

PART OF THE NORTHEAST QUARTER AND PART OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST (INDIANA STATE PLANE COORDINATE SYSTEM-EAST ZONE NAD83) A DISTANCE OF 237.40 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE REAL ESTATE DESCRIBED IN DEED BOOK 310, PAGE 449 IN THE OFFICE OF THE RECORDER, HAMILTON COUNTY, INDIANA, SAID CORNER BEING THE POINT OF BEGINNING; THENCE CONTINUING SOUTH 00 DEGREES 00 MINUTES 19 SECONDS EAST 254.67 FEET ON THE EAST LINE OF SAID SOUTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 2761.71 FEET PARALLEL WITH THE SOUTH LINE OF THE NORTH HALF OF THE NORTHEAST QUARTER OF SAID NORTHEAST QUARTER TO A WEST LINE OF THE REAL ESTATE DESCRIBED IN DEED BOOK 345, PAGE 360, IN SAID RECORDER'S OFFICE; THE FOLLOWING TEN (10) COURSES ARE ON THE PERIMETER OF THE REAL ESTATE DESCRIBED IN SAID DEED BOOK 345, PAGE 360; 1) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 208.21 FEET; 2) THENCE SOUTH 89 DEGREES 54 MINUTES 43 SECONDS EAST 2,8.00 FEET; 3) THENCE NORTH 00 DEGREES 00 MINUTES 29 SECONDS EAST 284.87 FEET; 4) THENCE NORTH 89 DEGREES 51 MINUTES 38 SECONDS WEST 147.25 FEET; 5) THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET; 6) THENCE SOUTH 89 DEGREES 53 MINUTES 10 SECONDS EAST 2079.90 FEET; 7) THENCE SOUTH 01 DEGREE 28 MINUTES 38 SECONDS

WEST 1336.02 FEET; 8) THENCE SOUTH 89 DEGREES 51 MINUTES 38 SECONDS EAST 129.97 FEET; 9) THENCE SOUTH 00 DEGREES 06 MINUTES 14 SECONDS EAST 2 82 FEET; 10) THENCE SOUTH 89 DEGREES 26 MINUTES 46 SECONDS EAST 495.09 FEET TO THE POINT OF BEGINNING, CONTAINING 90.22 ACRES, MORE OR LESS.

AND ALSO:

PART OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (ASSUMED BEARING) 978.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 08 SECONDS EAST 1335.19 FEET PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER TO THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 978.90 FEET ON THE SOUTH LINE TO THE NORTH HALF OF SAID NORTHEAST QUARTER TO A 5/8 INCH DIAMETER REBAR WITH CAP MARKED "WEIHE ENGR 0012" AT THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 30.00 ACRES, MORE OR LESS.

AND ALSO:

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4, EAST, 2ND P.M., WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST. CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19, NORTH, RANGE 4 EAST, 2ND P.M., WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (INDIANA STATE PLANE COORDINATES-EAST ZONE NAD 83) A DISTANCE OF 2248.54 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER TO THE CENTERLINE OF STATE HIGHWAY 38; THENCE SOUTH 60 DEGREES 52 MINUTES 07 SECONDS EAST 481.49 FEET TO THE EAST LINE OF SAID NORTHEAST QUARTER, THENCE SOUTH 00 DEGREES 02 MINUTES 34 SECONDS EAST 1102.19 FEET ON THE EAST LINE OF SAID NORTHEAST QUARTER TO THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 20 SECONDS WEST 2669.90 FEET ON THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER TO THE SOUTHWEST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER, THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 80.70 ACRES, MORE OR LESS.

EXCEPT

PART OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SECTION 19, TOWNSHIP 19 NORTH, RANGE 4 EAST, SECOND PRINCIPAL MERIDIAN, WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 54 MINUTES 41 SECONDS EAST (ASSUMED BEARING) 978.90 FEET ON THE NORTH LINE OF SAID NORTHEAST QUARTER; THENCE SOUTH 00 DEGREES 00 MINUTES 08 SECONDS EAST 1335.19 FEET PARALLEL WITH THE WEST LINE OF SAID NORTHEAST QUARTER TO THE SOUTH LINE OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 89 DEGREES 53 MINUTES 10 SECONDS WEST 978.90 FEET ON THE SOUTH LINE TO THE NORTH HALF OF SAID NORTHEAST QUARTER TO A 5/8 INCH DIAMETER REBAR WITH CAP MARKED "WEIHE ENGR 0012" AT THE SOUTHEAST CORNER OF THE NORTH HALF OF SAID NORTHEAST QUARTER; THENCE NORTH 00 DEGREES 00 MINUTES 08 SECONDS WEST 1334.75 FEET ON THE WEST LINE OF SAID NORTHEAST QUARTER TO THE BEGINNING POINT, CONTAINING 30.00 ACRES, MORE OR LESS.

AND ALSO:

A PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST, DESCRIBED AS FOLLOWS: BEGIN AT A POINT ON SOUTH LINE OF SAID SOUTHEAST QUARTER 409.0 FEET EAST OF THE SOUTHWEST CORNER OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST, THENCE NORTH PARALLEL WITH WEST LINE OF SAID EAST 242.0 FEET TO A POINT R/W OF STATE ROAD #38. THENCE SOUTHEASTERLY R/W OF SAID STATE ROAD WHERE IT INTERSECTS THE SOUTH LINE OF SAID QUARTER SECTION 858.0 FEET EAST OF THE SOUTHWEST CORNER OF SAID EAST HALF. THENCE WEST ON SAID SOUTH LINE 449.0 FEET TO IRON STAKE OR PLACE OF BEGINNING, IN HAMILTON COUNTY, INDIANA, EXCEPT: A PART OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST IN HAMILTON COUNTY, STATE OF INDIANA, DESCRIBED AS FOLLOWS: BEGIN AT A POINT ON THE SOUTH LINE OF SAID SOUTHEAST QUARTER 409.00 FEET EAST OF THE SOUTHWEST CORNER OF THE EAST HALF OF THE SOUTHEAST QUARTER OF SECTION 18, TOWNSHIP 19 NORTH, RANGE 4 EAST IN SAID COUNTY AND STATE, THENCE NORTH PARALLEL WITH THE WEST LINE OF SAID EAST HALF 242.6 FEET TO A POINT IN THE RIGHT OF WAY OF STATE ROAD NUMBER 38, THENCE SOUTHEASTERLY IN SAID RIGHT OF WAY 66.0 FEET TO A POINT, THENCE DIVERT TO THE RIGHT OF SOUTHWESTERLY 223.0 FEET TO THE PLACE OF BEGINNING.

AND ALSO:

FORTY-SEVEN AND THREE-FOURTHS (47%) ACRES OFF THE SOUTH SIDE OF THE NORTHWEST QUARTER OF SECTION NINETEEN (19), TOWNSHIP NINETEEN (19) NORTH, RANGE FOUR (4) EAST. ALSO, THE NORTH HALF OF THE SOUTHWEST QUARTER OF SAID SECTION 19, CONTAINING 74.3 ACRES, MORE OR LESS, EXCEPT BEGINNING AT THE SOUTHWEST CORNER OF SAID NORTH HALF OF SAID SOUTHWEST QUARTER AND RUN NORTH 659 FEET, THENCE EAST 148.75 RODS, THENCE SOUTH 38 1/2 RODS, THENCE WEST 148.62 RODS TO THE PLACE OF BEGINNING, CONTAINING 36.74 ACRES,

MORE OR LESS. ALSO, EXCEPT A STRIP OF LAND FIVE AND ONE-HALF ($5\frac{1}{2}$) RODS WIDE OFF THE ENTIRE EAST END OF THE ABOVE TWO TRACTS, REMAINING AFTER THE AFORESAID EXCEPTION, CONTAINING 3.2 ACRES, MORE OR LESS. ALSO, EXCEPT A CEMETERY LOT DESCRIBED AS FOLLOWS: BEGINNING 78 RODS EAST OF THE NORTHWEST CORNER OF THE FIRST DESCRIBED TRACT AND RUN SOUTH $9\frac{3}{4}$ RODS; EAST 10 RODS; NORTH $9\frac{3}{4}$ RODS; WEST 10 RODS TO THE PLACE OF BEGINNING, CONTAINING 0.61 ACRES, MORE OR LESS. CONTAINING AFTER SAID EXCEPTIONS EIGHTY-ONE AND ONE-HALF ($81\frac{1}{2}$) ACRES, MORE OR LESS.

Exhibit B-11

Aurora

Concept Plan

2016

Grassy Branch Road

The Shoppes

Commerce Park Area 1

Commerce Park Area 2

Commerce Park Area 3

Commerce Park Area 4

Commerce Park Area 5

The Villas

The Towns

Business Park

203rd

Stoeppelwerth

7900 East 100th Street
 Aurora, Colorado 80018-2505
 Tel: 317.848.0325
 Fax: 317.848.1542

STOEPPELWERTH

EXHIBIT B-2 CONCEPT PLAN



STOEPPELWERTH
 1700 N. 10th Street
 Aurora, Illinois 60002-2005
 Tel: 312.484.3442
 Fax: 312.484.3442
 www.stoeppelwerth.com



Exhibit B-2
Aurora
 Concept Plan
 2016

EXHIBIT C PEDESTRIAN NETWORK



STOEPPELWERTH
 7905 East 126th Street
 Overland Park, KS 66213
 Tel: 913.486.5395
 Fax: 913.486.5392
 www.stoeppelwerth.com



EXHIBIT D BUFFER PLAN



STOEPPELWERTH
 11111 1st Avenue
 Aurora, Indiana 46003-2292
 Tel: 317.840.5400
 Fax: 317.840.5402
 www.stoeppelwerth.com

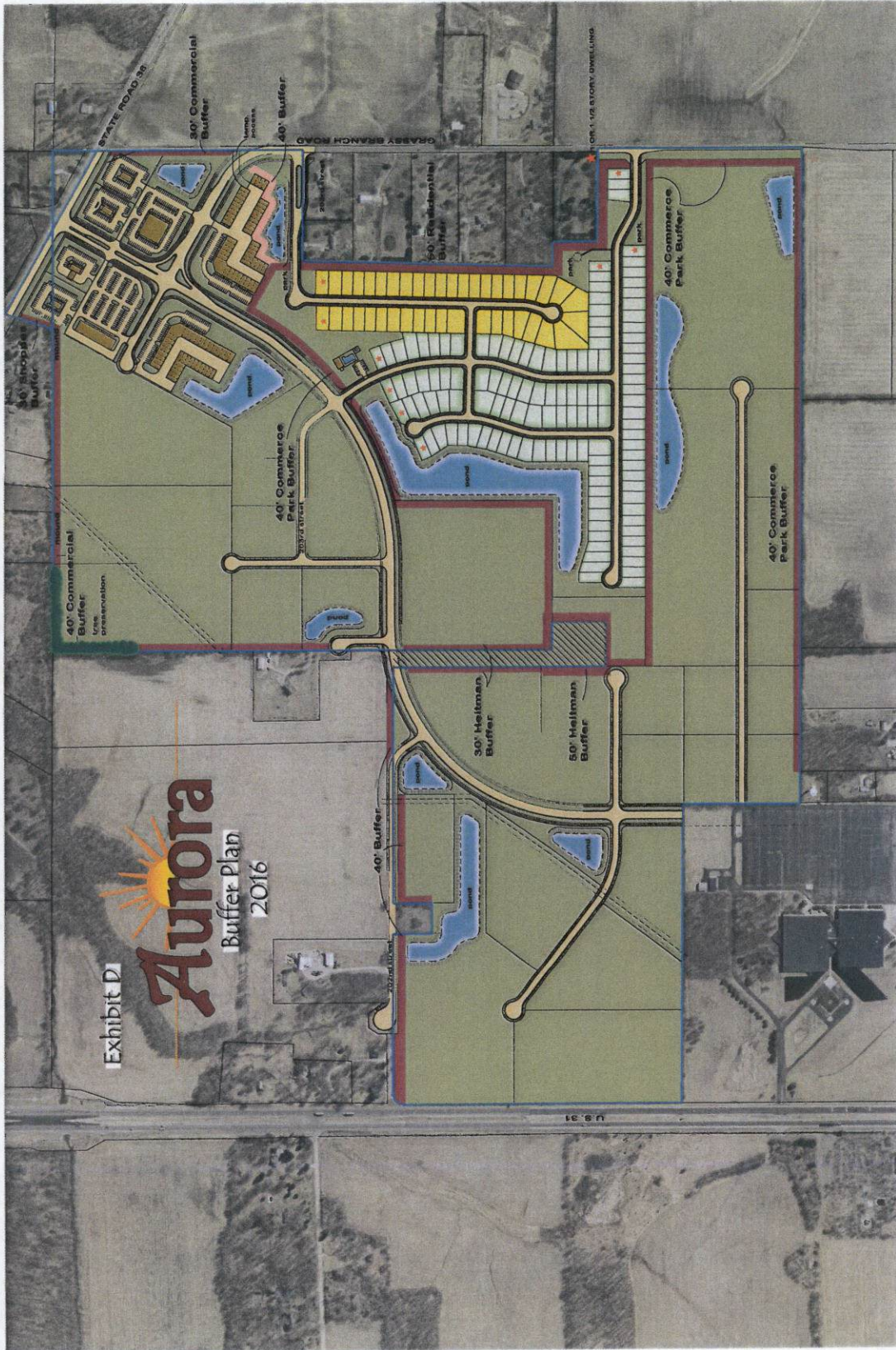


EXHIBIT E
TOWNES CHARACTER EXHIBIT

CALATLANTIC HOMESSM
Stratford



CALATLANTIC HOMESSM
McKinley



CALATLANTIC HOMESSM
Providence



CALATLANTIC HOMESSM
Jackson



CALATLANTIC HOMESSM
Wilmington



CALATLANTIC HOMESSM
McHenry



EXHIBIT F
FOUR FAMILY ATTACHED ILLUSTRATIVE ELEVATIONS



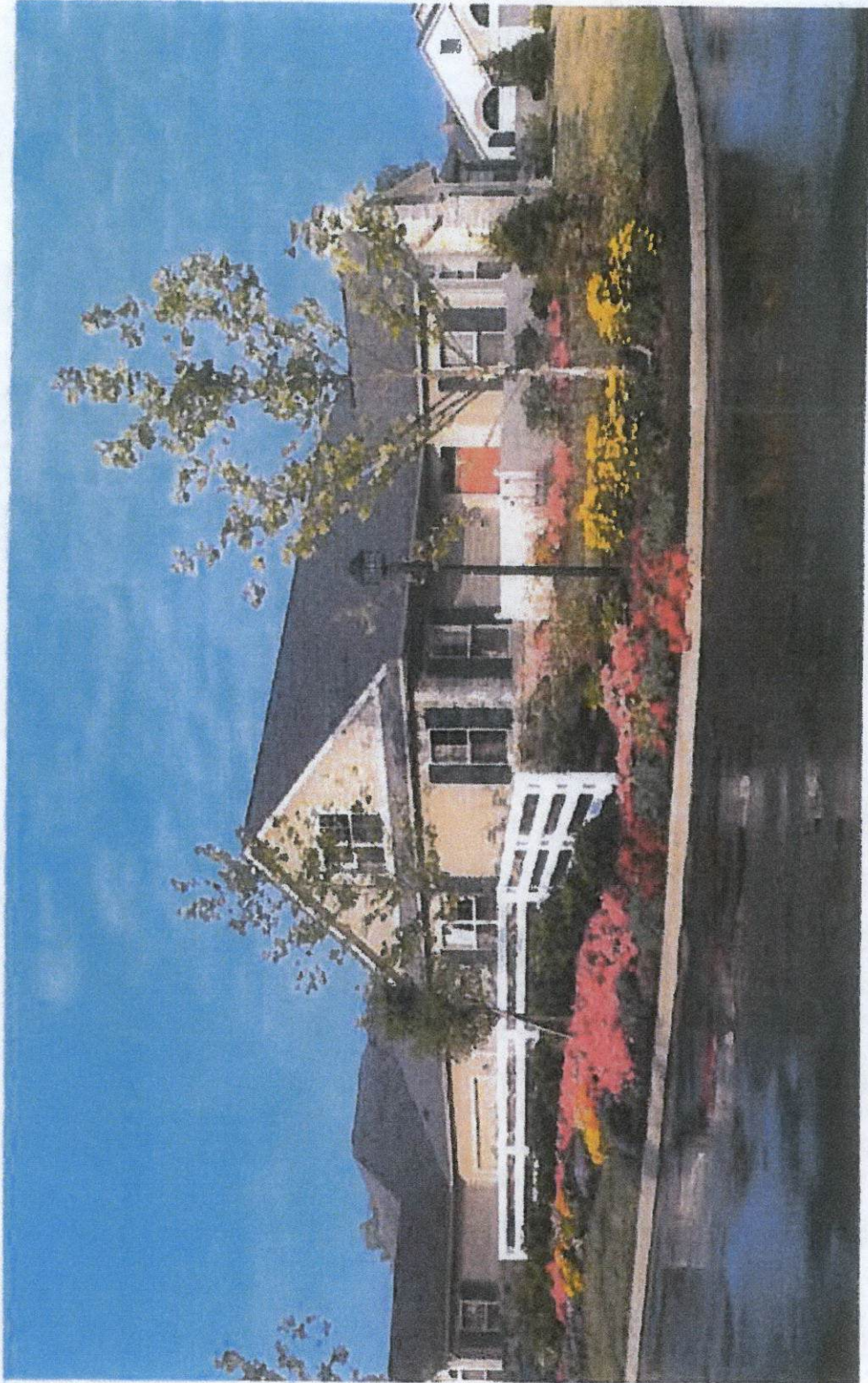
**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**



**Four Family Attached
Illustrative Elevations**

EXHIBIT G
VILLAS CHARACTER EXHIBIT

Wilmington



CLASSIC



CRAFTSMAN



TRADITIONAL

RYLAND HOMES®
ryland.com



Chesapeake



CLASSIC



CRAFTSMAN



TRADITIONAL

RYLAND HOMES
ryland.com

McHenry

"Americana Collection"



CLASSIC



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TRADITIONAL

RYLAND HOMES®
ryland.com



Potomac

"Americana Collection"



CLASSIC



CRAFTSMAN



TRADITIONAL

RYLAND HOMES®
ryland.com

Hatteras



CLASSIC



CRAFTSMAN



TRADITIONAL

RYLAND HOMES®
ryland.com

EXHIBIT H

BUSINESS PARKE CHARACTER EXHIBIT



BUSINESS PARKE

EXHIBIT I

COMMERCE PARKE CHARACTER EXHIBIT

AREA 1

COMMERCE PARKE



ENCLOSED OFFICE WAREHOUSE





DESIGN



COMMERCE PARKE



AREA 2



**GENERAL CONTRACTORS
SCREENED OUTSIDE STORAGE BEHIND**



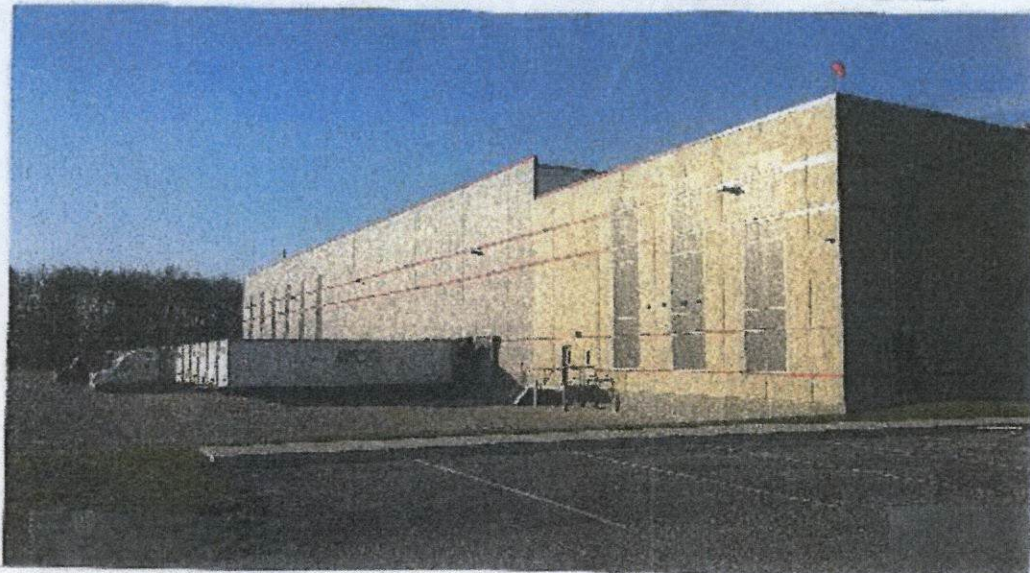
COMMERCE PARKE



AREA 2



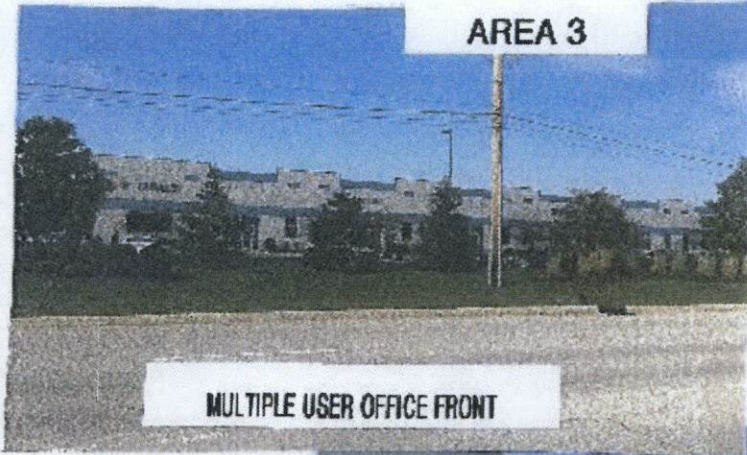
FOOD PROCESSING DISTRIBUTION AMERIPLEX



COMMERCE PARKE

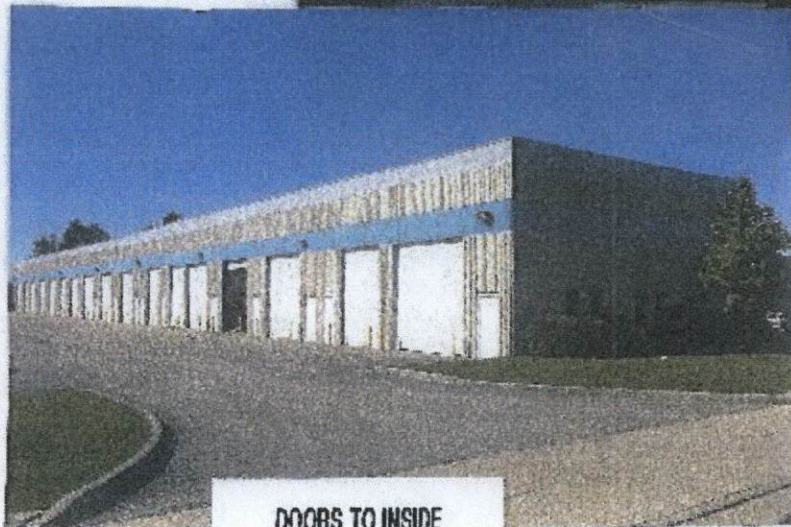
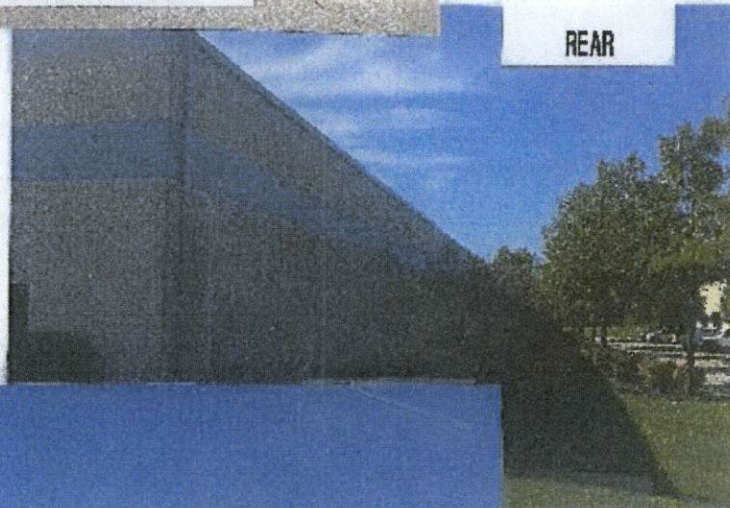


AREA 3



MULTIPLE USER OFFICE FRONT

REAR



DOORS TO INSIDE

EXHIBIT J

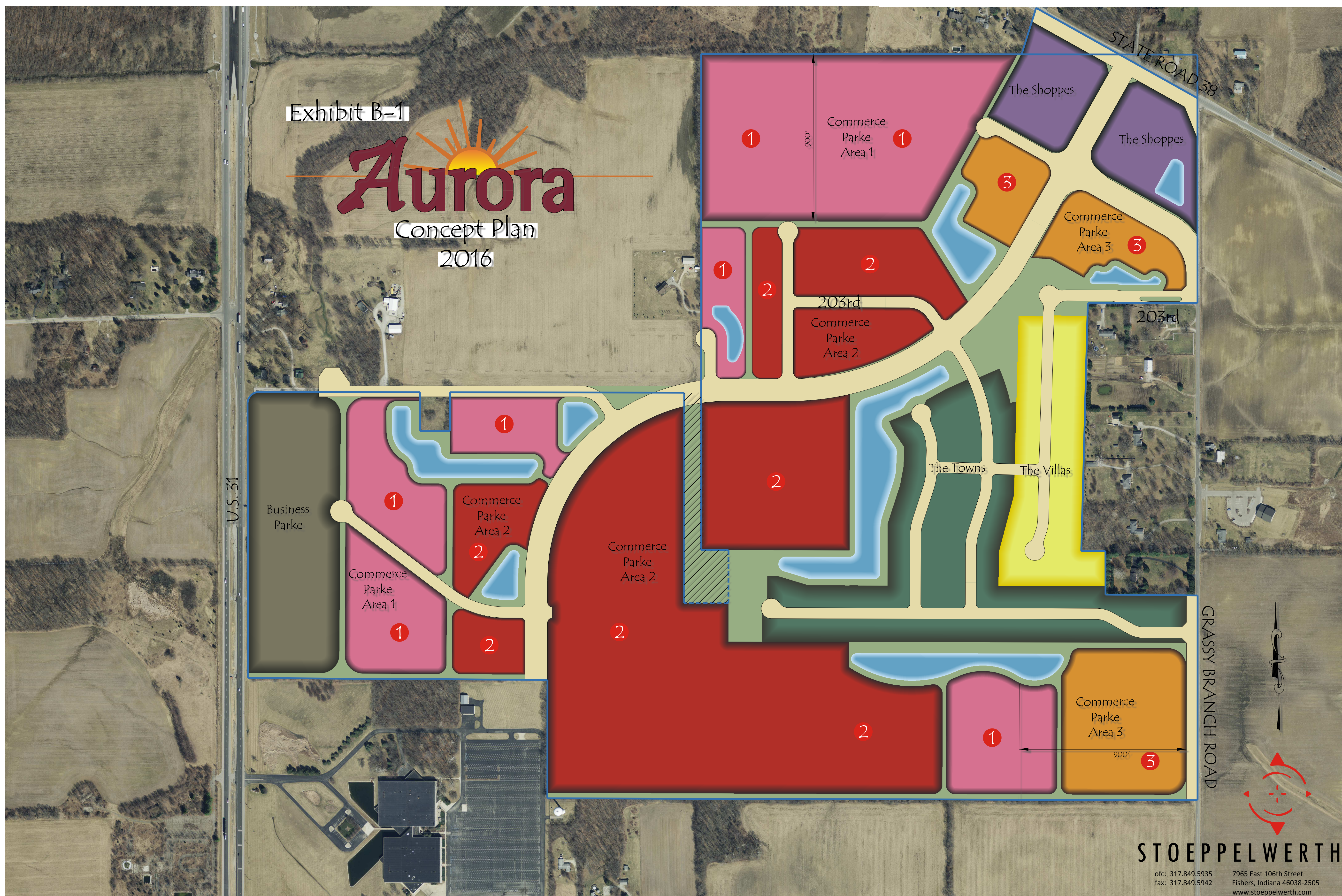
THE SHOPPES CHARACTER EXHIBIT

THE SHOPPES



EXHIBIT B-1

ZONING BUBBLE PLAN





ofc: 317.849.5935 7965 East 106th Street
fax: 317.849.5942 Fishers, Indiana 46038-2505
www.stoennelwerth.com



**WESTFIELD-WASHINGTON TOWNSHIP ADVISORY
PLAN COMMISSION CERTIFICATION**

The Westfield-Washington Township Advisory Plan Commission held a public hearing on Monday, October 2, 2017, to consider an amendment to the Zoning Map and Westfield-Washington Township Unified Development Ordinance. Notice of the public hearing was advertised and noticed in accordance with Indiana law and the Advisory Plan Commission's Rules of Procedure. Notice was shown to have been published in a newspaper of general circulation in Hamilton County, Indiana. The petition is as follows:

Docket No.	1710-PUD-19
Ordinance No.	17-30
Petitioner	Bastian Solutions, LLC by American Structurepoint, Inc.
Description	Petitioner requests an amendment to the Northpoint (Aurora) Planned Unit Development (PUD) District to accommodate the construction of an approximately 92,000 SF office/warehouse building on approximately 12.3 acres +/-.

On October 16, 2017, a motion was made and passed to send a favorable recommendation (Vote: 6 in favor, 0 opposed) to the City Council.

The above-mentioned proposal and the Advisory Plan Commission's recommendation thereof are hereby certified.


Matthew S. Skelton, Secretary

October 17, 2017
Date

PROCLAMATION

Mayor for an Evening

October 23, 2017

WHEREAS, Evie Jane Mayer is a student at Oak Trace Elementary, Westfield, Indiana; and

WHEREAS, Evie is the winner of the silent auction fundraiser certificate to be “Mayor for an Evening”.

NOW, THEREFORE, I, J. Andrew Cook, Mayor of the City of Westfield, do hereby proclaim Evie Jane Mayer as Mayor for the evening of October 23, 2017 in the county of Hamilton, city of Westfield, IN and call upon all citizens to welcome Evie as she honorably serves the city of Westfield as Mayor at the Westfield City Council Meeting on October 23, 2017.

IN WITNESS WHEREOF, I, J. Andrew Cook, have hereunto set my hand and caused to be affixed the great seal of the City of Westfield, Indiana, on this 23rd day of October, 2017.



(City Seal)

J. Andrew Cook, Mayor
City of Westfield

I hereby certify that each of the above listed vouchers and invoices, or bills attached there to, are true and correct and I have audited same in accordance with IC5-11-10-1.6.

October 23, 2017

Fiscal Officer

ALLOWANCE OF ACCOUNTS PAYABLE VOUCHERS

CITY OF WESTFIELD

We have examined the Accounts Payable Vouchers listed on the foregoing Register of Accounts Payable Vouchers consisting of 23 pages and except for accounts payables not allowed as shown on the Register such account payables are hereby allowed in the total amount of \$0 and pending director approval such accounts payables are hereby allowed in the total amount of \$0.

Dated this 23 day of October, 2017

Signatures of Governing Board

Approved by State Board of Accounts for the City of Westfield, 2013

Purchase Invoice Register

City of Westfield

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WESTFIELD\kgagnon

Buy-From Vendor No. Buy-From Vendor Name		Invoice No.	Date	G/L Acct.	G/L Account Name	Description	Amount	Check No.	Check Date
Fund No.	Fund Name								
101	General								
	Administration								
	VEN001537 Payroll	APP046648	10/4/2017	101001111	ADM-SALARY	sal			
	VEN001537 Payroll	APP046648	10/4/2017	101001120	ADM-FICA AND MEDICARE	fica	8,235.99	500000251	10/4/2017
	VEN001537 Payroll	APP046648	10/4/2017	101001120	ADM-FICA AND MEDICARE	med	489.72	500000251	10/4/2017
	VEN001537 Payroll	APP046648	10/4/2017	101001121	ADM-PERF	perf	114.54	500000251	10/4/2017
	VEN000962 Indiana Dept Of Workforce	APP046661	10/5/2017	101001349	ADM-SERVICES	fee	929.07	500000251	10/4/2017
	VEN000589 Duke Energy	APP046669	10/5/2017	101001341	ADM-ELECTRICITY	Farmers market parking lot	13.51	63221	10/9/2017
	VEN000589 Duke Energy	APP046669	10/5/2017	101001341	ADM-ELECTRICITY	Red Man parking lot	10.83	63209	10/9/2017
	VEN000589 Duke Energy	APP046669	10/5/2017	101001341	ADM-ELECTRICITY	Clinic House	9.40	63209	10/9/2017
	VEN002336 Citizens Westfield	APP046726	10/10/2017	101001342	ADM-WATER/SEWER	Historical Society old bldg	181.84	63209	10/9/2017
	VEN002336 Citizens Westfield	APP046726	10/10/2017	101001342	ADM-WATER/SEWER	Clinic House	69.86	63263	10/10/2017
	VEN002336 Citizens Westfield	APP046726	10/10/2017	101001342	ADM-WATER/SEWER	City Hall	73.34	63263	10/10/2017
	VEN002336 Citizens Westfield	APP046727	10/10/2017	101001328	ADM-HEAT/GAS	Clinic House	175.74	63263	10/10/2017
	VEN002336 Citizens Westfield	APP046727	10/10/2017	101001328	ADM-HEAT/GAS	DWA	38.14	63263	10/10/2017
	VEN005403 BrightView Landscapes LLC	APP046733	10/10/2017	101001349	ADM-SERVICES	201 Mill St Mowing	109.84	63263	10/10/2017
	VEN000695 Financial Solutions Group	APP046735	10/10/2017	101001331	ADM-CONSULTING	Sustainability Ananlysis	90.00		
	VEN000695 Financial Solutions Group	APP046735	10/10/2017	101001331	ADM-CONSULTING	Resolution 17-127 Annexation	5,561.00		
	VEN002017 Unifirst Corporation	APP046737	10/6/2017	101001343	ADM-BUILDING	Mats	2,260.00		
	VEN002017 Unifirst Corporation	APP046738	10/6/2017	101001343	ADM-BUILDING	Mats	103.30	63271	10/10/2017
	VEN000103 American Structurepoint Inc	APP046740	10/6/2017	101001331	ADM-CONSULTING	Grand Park	103.30	63271	10/10/2017
	VEN000103 American Structurepoint Inc	APP046740	10/6/2017	101001331	ADM-CONSULTING	Grand Park	580.00	63261	10/10/2017
	VEN006328 First Person	APP046741	10/6/2017	101001331	ADM-CONSULTING	Results Builder	1,851.20	63261	10/10/2017
	VEN004872 Officeworks	APP046742	10/10/2017	101001223	ADM-OFFICE SUPPLIES	Office equipment	7,000.00	63265	10/10/2017
	VEN005845 Kinetrex Energy	APP046743	10/6/2017	101001328	ADM-HEAT/GAS	Natural Gas	293.73	63273	10/10/2017
	VEN006043 ReadyRefresh by Nestle	APP046744	10/6/2017	101001223	ADM-OFFICE SUPPLIES	Water City Services	64.66	63267	10/10/2017
	VEN000263 Bose Public Affairs Group LLC	APP046746	10/6/2017	101001331	ADM-CONSULTING	August services	169.87	63269	10/10/2017
	VEN001953 Thomson West	APP046747	10/6/2017	101001330	ADM-ATTORNEY/CONSULT	West Information charges	3,500.00	63262	10/10/2017
	VEN002017 Unifirst Corporation	APP046748	10/6/2017	101001343	ADM-BUILDING	Mats	170.41	63270	10/10/2017
	VEN000695 Financial Solutions Group	APP046749	10/6/2017	101001331	ADM-CONSULTING	2018 Budget	309.90	63271	10/10/2017
	VEN000513 DavisVision	APP046858	10/16/2017	101001119	ADM-HEALTH AND DENTAL	Vision Ins Prem	7,297.00	63264	10/10/2017
	VEN001537 Payroll	APP046892	10/16/2017	101001111	ADM-SALARY	Payroll	24.28	63282	10/16/2017
	VEN001537 Payroll	APP046892	10/16/2017	101001120	ADM-FICA AND MEDICARE	FICA	9,024.39	500000252	10/16/2017
	VEN001537 Payroll	APP046892	10/16/2017	101001120	ADM-FICA AND MEDICARE	Medicare	538.60	500000252	10/16/2017
							125.96	500000252	10/16/2017

Purchase Invoice Register

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Buy-From Vendor No.	Buy-From Vendor Name	Invoice No.	Date	G/L Acct.	G/L Account Name	Description	Amount	Check No.	Check Date
Fund No.	Fund Name								
101	General								
	Administration								
VEN001537	Payroll	APP046892	10/16/2017	101001121	ADM-PERF	PERF			
VEN000589	Duke Energy	APP046901	10/16/2017	101001341	ADM-ELECTRICITY	Electric	929.07	500000252	10/16/2017
VEN002336	Citizens Westfield	APP046916	10/17/2017	101001328	ADM-HEAT/GAS	Heat	717.01	63288	10/17/2017
VEN002336	Citizens Westfield	APP046916	10/17/2017	101001328	ADM-HEAT/GAS	Heat	21.01	63286	10/17/2017
	Subtotal for Administration						114.70	63286	10/17/2017
	Police						51,301.21		
VEN001537	Payroll	APP046648	10/4/2017	101002111	POLICE-SALARY	sal			
VEN001537	Payroll	APP046648	10/4/2017	101002120	POLICE-FICA AND MEDICAR	fica	137,123.36	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101002120	POLICE-FICA AND MEDICAR	med	8,201.19	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101002121	POLICE-PERF	perf	1,918.01	500000251	10/4/2017
VEN002336	Citizens Westfield	APP046714	10/10/2017	101002342	POLICE-WATER/SEWER	water/sewer	20,692.80	500000251	10/4/2017
VEN005845	Kinetrex Energy	APP046743	10/6/2017	101002328	POLICE-HEAT/GAS	Natural Gas	208.34	63259	10/10/2017
VEN000434	Comcast Cable	APP046773	10/11/2017	101002349	POLICE-SERVICES	Monthly Statement	307.00	63267	10/10/2017
VEN001062	Jack Laurie Floors LLC	APP046778	10/11/2017	101002343	POLICE-BUILDING MAINTEN	Carpet Cleaning	132.39	63275	10/11/2017
VEN002017	Unifirst Corporation	APP046779	10/11/2017	101002343	POLICE-BUILDING MAINTEN	Mat Rental	480.00		
VEN001251	Lind Electronics	APP046780	10/11/2017	101002360	POLICE-VEHICLE REPAIR	Low Profile Shutdown Timers	101.90		
VEN006196	Yellow Dog Veterinary Clinic	APP046781	10/11/2017	101002355	POLICE-K-9 MAINT	Vaccinations	813.50		
VEN000080	Almost Home Boarding Kennel	APP046782	10/11/2017	101002355	POLICE-K-9 MAINT	K9 Boarding - Lopez	54.00		
VEN004234	Agency360	APP046783	10/11/2017	101002349	POLICE-SERVICES	FTO Tracker Yearly Service	78.00		
VEN001599	Proforma	APP046784	10/11/2017	101002224	POLICE-OPERATING SUPPLI	Batteries	597.00		
VEN006333	Axon Enterprise Inc	APP046786	10/11/2017	101002472	POLICE-LEASE EQUIP	DPM battery	135.26		
VEN000688	Fed Ex	APP046790	10/11/2017	101002333	POLICE-POSTAGE	Shipping	1,182.60		
VEN000314	C.A.R. Clinic	APP046791	10/11/2017	101002360	POLICE-VEHICLE REPAIR	Vehicle Repairs	77.41		
VEN001178	Kiesler's Police Supply	APP046792	10/11/2017	101002472	POLICE-LEASE EQUIP	AIMPOINT PRO Patrol Rifle	215.31		
VEN002017	Unifirst Corporation	APP046793	10/11/2017	101002343	POLICE-BUILDING MAINTEN	Mat Rental	1,169.00		
VEN005572	Testing for Public Safety	APP046794	10/11/2017	101002349	POLICE-SERVICES	Applicant Testing	50.95		
VEN001245	Lexisnexis Risk Managment	APP046795	10/11/2017	101002349	POLICE-SERVICES	Monthly Statement	3,900.00		
VEN000294	Brodie Houston	APP046810	10/4/2017	101002334	POLICE-TRAVEL/TRAINING/	Meal Reimbursement - Traini	82.50		
VEN000281	Brett Bays	APP046811	10/4/2017	101002334	POLICE-TRAVEL/TRAINING/	Meal Reimbursement - Traini	34.12	63281	10/13/2017
VEN002336	Citizens Westfield	APP046812	10/13/2017	101002342	POLICE-WATER/SEWER	Fire Service Charges	63.70	63277	10/13/2017
VEN000644	Enviro-max Inc	APP046824	10/13/2017	101002343	POLICE-BUILDING MAINTEN	hotwater boiler repair	92.77	63278	10/13/2017
VEN000513	DavisVision	APP046858	10/16/2017	101002119	POLICE-HEALTH AND DENT	Vision Ins Prem	186.05		
							472.96	63282	10/16/2017

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Buy-From Vendor No.		Buy-From Vendor Name	Invoice No.	Date	G/L Acct.	G/L Account Name	Description	Amount	Check No.	Check Date
Fund No.	Fund Name									
101	General									
	Police									
	VEN001537	Payroll	APP046892	10/16/2017	101002111	POLICE-SALARY	Payroll	132,386.19	500000252	10/16/2017
	VEN001537	Payroll	APP046892	10/16/2017	101002120	POLICE-FICA AND MEDICAR	FICA	7,910.58	500000252	10/16/2017
	VEN001537	Payroll	APP046892	10/16/2017	101002120	POLICE-FICA AND MEDICAR	Medicare	1,850.06	500000252	10/16/2017
	VEN001537	Payroll	APP046892	10/16/2017	101002121	POLICE-PERF	PERF	20,492.69	500000252	10/16/2017
	VEN000589	Duke Energy	APP046901	10/16/2017	101002341	POLICE-ELECTRICITY	Electric	3,390.95	63288	10/17/2017
	VEN002336	Citizens Westfield	APP046916	10/17/2017	101002328	POLICE-HEAT/GAS	Heat	286.80	63286	10/17/2017
	VEN000685	FBINAA Of Indiana	APP046986	10/20/2017	101002334	POLICE-TRAVEL/TRAINING/	2017 Fall Buisness Meeting a	30.00	63298	10/20/2017
	VEN000083	Amanda Aiyar	APP047024	10/20/2017	101002334	POLICE-TRAVEL/TRAINING/	Reimbursement for School Bo	60.98		
	VEN002035	US Uniform and Supply	APP047025	10/20/2017	101002229	POLICE-UNIFORMS	Uniforms - Gehlhausen	530.70		
	VEN006356	Hamilton Crossing Animal Hosp	APP047027	10/20/2017	101002355	POLICE-K-9 MAINT	K9 Boarding - Lopez	78.00		
	VEN000747	Galls	APP047028	10/20/2017	101002229	POLICE-UNIFORMS	TRU-Spec Pants - Rushfoth	148.83		
	VEN000747	Galls	APP047028	10/20/2017	101002229	POLICE-UNIFORMS	Leather Resister Gloves	73.96		
	VEN001728	Safety Kleen	APP047029	10/20/2017	101002349	POLICE-SERVICES	5G Washer Parts - Solvent	166.00		
	Subtotal for Police							345,775.86		

Purchase Invoice Register

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Buy-From Vendor No.	Buy-From Vendor Name	Invoice No.	Date	G/L Acct.	G/L Account Name	Description	Amount	Check No.	Check Date
Fund No.	Fund Name								
101	General								
	Economic and Community Development								
VEN001537	Payroll	APP046648	10/4/2017	101003111	ECD-SALARY	sal	22,341.19	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003111	ECD-SALARY	sal	4,134.49	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003120	ECD-FICA AND MEDICARE	fica	1,339.32	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003120	ECD-FICA AND MEDICARE	fica	248.30	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003120	ECD-FICA AND MEDICARE	med	313.23	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003120	ECD-FICA AND MEDICARE	med	58.06	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003121	ECD-PERF	perf	3,172.44	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101003121	ECD-PERF	perf	587.10	500000251	10/4/2017
VEN000513	DavisVision	APP046858	10/16/2017	101003119	ECD-HEALTH AND DENTAL	Vision Ins Prem	123.52	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003111	ECD-SALARY	Payroll	22,341.19	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003111	ECD-SALARY	Payroll	3,346.09	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003120	ECD-FICA AND MEDICARE	FICA	1,339.32	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003120	ECD-FICA AND MEDICARE	FICA	199.41	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003120	ECD-FICA AND MEDICARE	Medicare	313.22	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003120	ECD-FICA AND MEDICARE	Medicare	46.64	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003121	ECD-PERF	PERF	3,172.44	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101003121	ECD-PERF	PERF	587.09	500000252	10/16/2017
	Subtotal for Economic and Community Development						63,663.05		
	Parks								
VEN001537	Payroll	APP046648	10/4/2017	101005111	PARKS-SALARY	sal	7,803.49	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101005120	PARKS-FICA AND MEDICAR	fica	463.70	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101005120	PARKS-FICA AND MEDICAR	med	108.44	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101005121	PARKS-PERF	perf	1,108.09	500000251	10/4/2017
VEN000513	DavisVision	APP046858	10/16/2017	101005119	PARKS-HEALTH AND DENT	Vision Ins Prem	29.56	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101005111	PARKS-SALARY	Payroll	7,803.49	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101005120	PARKS-FICA AND MEDICAR	FICA	463.70	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101005120	PARKS-FICA AND MEDICAR	Medicare	108.45	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101005121	PARKS-PERF	PERF	1,108.09	500000252	10/16/2017
VEN000589	Duke Energy	APP046901	10/16/2017	101005341	PARKS-ELECTRIC	Electric	592.70	63288	10/17/2017
	Subtotal for Parks						19,589.71		

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Fund No. Fund Name									
101 General									
Informatics									
VEN001537	Payroll	APP046648	10/4/2017	101007111	IT-SALARY	sal	18,970.84	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101007120	IT-FICA AND MEDICARE	fica	1,132.00	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101007120	IT-FICA AND MEDICARE	med	264.73	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101007121	IT-PERF	perf	2,029.81	500000251	10/4/2017
VEN000513	DavisVision	APP046858	10/16/2017	101007119	IT-HEALTH AND DENTAL	Vision Ins Prem	59.12	63282	10/16/2017
VEN002050	Verizon Wireless	APP046859	10/9/2017	101007332	IT-CELLULAR/PAGERS/MOBI	Cell phones and air cards	9,397.60	63283	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101007111	IT-SALARY	Payroll	9,617.44	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101007120	IT-FICA AND MEDICARE	FICA	552.09	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101007120	IT-FICA AND MEDICARE	Medicare	129.14	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101007121	IT-PERF	PERF	2,029.77	500000252	10/16/2017
VEN002050	Verizon Wireless	APP046898	10/12/2017	101007332	IT-CELLULAR/PAGERS/MOBI	EMS	41.38	63296	10/17/2017
VEN005146	Konica Minolta Business	APP046906	10/12/2017	101007337	IT-PRINTING	Click Charges	1,383.53	63289	10/17/2017
VEN005146	Konica Minolta Business	APP046907	10/17/2017	101007337	IT-PRINTING	Click charges	38.07	63290	10/17/2017
VEN004591	Virtusa Corporation	APP046910	10/4/2017	101007389	IT-SOFTWARE LICENSING	Sept services	4,027.00		
VEN005134	Lifeline Data Centers	APP046911	10/5/2017	101007349	IT-SERVICES	Services for Sept	1,065.70		
VEN006331	enVista llc	APP046912	10/9/2017	101007331	IT-CONSULTING	Managed services	4,100.00		
Subtotal for Informatics							54,838.22		

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Fund No.	Fund Name									
101	General									
Clerk Treasurer										
VEN001537	Payroll	APP046648	10/4/2017	101008111	CT-SALARY	sal		15,769.55	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101008120	CT-FICA AND MEDICARE	fica		920.96	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101008120	CT-FICA AND MEDICARE	med		215.37	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101008121	CT-PERF	perf		1,852.04	500000251	10/4/2017
VEN000847	Hamilton County Recorder	APP046678	10/6/2017	101008338	CT-LEGAL NOTICES	ordinance		25.00	63184	10/6/2017
VEN004297	ADP-Payroll	APP046699	10/9/2017	101008331	CT-CONSULTING	Processing charges		835.77	500000247	10/9/2017
VEN000513	DavisVision	APP046855	10/16/2017	101008331	CT-CONSULTING	Workforce and eTime		4,397.63		
VEN001537	Payroll	APP046858	10/16/2017	101008119	CT-HEALTH AND DENTAL	Vision Ins Prem		65.98	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101008111	CT-SALARY	Payroll		15,769.56	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101008120	CT-FICA AND MEDICARE	FICA		920.97	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101008120	CT-FICA AND MEDICARE	Medicare		215.39	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101008121	CT-PERF	PERF		1,852.03	500000252	10/16/2017
VEN000837	Hamilton County Auditor Courthouse	APP046922	10/17/2017	101008338	CT-LEGAL NOTICES	Transfer		5.00	63284	10/17/2017
VEN000847	Hamilton County Recorder	APP046923	10/17/2017	101008338	CT-LEGAL NOTICES	Ordinances and Warranty De		300.00	63285	10/17/2017
Subtotal for Clerk Treasurer								43,145.25		
Mayor										
VEN001537	Payroll	APP046648	10/4/2017	101009111	MAYOR-SALARY	sal		4,244.77	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101009120	MAYOR- FICA AND MEDICA	fica		258.34	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101009120	MAYOR- FICA AND MEDICA	med		60.42	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101009121	MAYOR-PERF	perf		602.76	500000251	10/4/2017
VEN001913	The Bridgewater Club LLC	APP046734	10/10/2017	101009347	MAYOR-PROMOTIONS	Business meetings		162.26		
VEN002097	Westfield Chamber Of Commerce	APP046739	10/6/2017	101009347	MAYOR-PROMOTIONS	Chamber		60.00	63274	10/10/2017
VEN002123	Westfield-Washington Schools	APP046745	10/6/2017	101009347	MAYOR-PROMOTIONS	White Level Sponsorship		500.00	63272	10/10/2017
VEN000513	DavisVision	APP046858	10/16/2017	101009119	MAYOR-HEALTH AND DENT	Vision Ins Prem		12.14	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101009111	MAYOR-SALARY	Payroll		4,244.77	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101009120	MAYOR- FICA AND MEDICA	FICA		258.34	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101009120	MAYOR- FICA AND MEDICA	Medicare		60.42	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101009121	MAYOR-PERF	PERF		602.76	500000252	10/16/2017
Subtotal for Mayor								11,066.98		

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Fund No.	Fund Name								
101	General								
	Public Works								
VEN001537	Payroll	APP046648	10/4/2017	101013111	PW-SALARY	sal	62,318.62	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101013120	PW-FICA AND MEDICARE	fica	3,672.15	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101013120	PW-FICA AND MEDICARE	med	858.80	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101013121	PW-PERF	perf	8,807.81	500000251	10/4/2017
VEN002336	Citizens Westfield	APP046679	10/6/2017	101013342	PW-WATER/SEWER	Water PW	662.02	63199	10/9/2017
VEN002336	Citizens Westfield	APP046728	10/10/2017	101013342	PW-WATER/SEWER	PW water	1,579.52	63263	10/10/2017
VEN005845	Kinetrex Energy	APP046743	10/6/2017	101013349	PW-CONTRACTUAL SERVIC	Natural Gas	5.00	63267	10/10/2017
VEN006043	ReadyRefresh by Nestle	APP046744	10/6/2017	101013223	PW-OFFICE SUPPLIES	Water City Services	169.86	63269	10/10/2017
VEN000513	DavisVision	APP046858	10/16/2017	101013119	PW-HEALTH AND DENTAL	Vision Ins Prem	321.46	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101013111	PW-SALARY	Payroll	62,449.24	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101013120	PW-FICA AND MEDICARE	FICA	3,680.25	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101013120	PW-FICA AND MEDICARE	Medicare	860.69	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101013121	PW-PERF	PERF	8,849.87	500000252	10/16/2017
VEN000589	Duke Energy	APP046895	10/17/2017	101013341	PW-ELECTRIC	151st	94.69	63287	10/17/2017
VEN000589	Duke Energy	APP046901	10/16/2017	101013341	PW-ELECTRIC	Electric	3,245.82	63288	10/17/2017
VEN002048	Vectren	APP046918	10/17/2017	101013349	PW-CONTRACTUAL SERVIC	151st	16.95	63295	10/17/2017
VEN005590	Filter Services of Indiana	APP047017	10/20/2017	101013224	PW-OPERATING SUPPLIES	Filters	1,421.06		
VEN005590	Filter Services of Indiana	APP047017	10/20/2017	101013224	PW-OPERATING SUPPLIES	Filters	39.27		
VEN000030	Ace-Pak Products	APP047020	10/20/2017	101013224	PW-OPERATING SUPPLIES	Filters	243.98		
VEN000382	Cheyene Riley	APP047021	10/20/2017	101013334	PW-TRAVEL/TRAINING/SEMI	CDL licnese	54.00		
	Subtotal for Public Works						159,351.06		

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Fund No.	Fund Name									
101	General									
Communications										
VEN001537	Payroll	APP046648	10/4/2017	101020111	COMM-SALARY	sal	6,085.97	500000251	10/4/2017	
VEN001537	Payroll	APP046648	10/4/2017	101020120	COMM-FICA	fica	365.66	500000251	10/4/2017	
VEN001537	Payroll	APP046648	10/4/2017	101020120	COMM-FICA	med	85.52	500000251	10/4/2017	
VEN001537	Payroll	APP046648	10/4/2017	101020121	COMM-PERF	perf	864.21	500000251	10/4/2017	
VEN000513	DavisVision	APP046858	10/16/2017	101020119	COMM-INSURANCE	Vision Ins Prem	22.70	63282	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101020111	COMM-SALARY	Payroll	6,085.97	500000252	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101020120	COMM-FICA	FICA	365.67	500000252	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101020120	COMM-FICA	Medicare	85.52	500000252	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101020121	COMM-PERF	PERF	864.21	500000252	10/16/2017	
VEN000942	Imagery LLC	APP046903	10/4/2017	101020347	COMM-PROMOTIONS	Wearables	164.77			
VEN004767	Triple R Marketing and Sales	APP046904	10/5/2017	101020347	COMM-PROMOTIONS	Ceremonial Scissors	179.00			
VEN000345	Cave and Company Printing	APP046937	10/17/2017	101020337	COMM-PRINTING	GP Map rack cards	223.79			
VEN004588	Big League Creative	APP046938	10/17/2017	101020331	COMM- CONSULT	Web Projects	450.00			
VEN001523	Party Time Rental	APP046941	10/17/2017	101020347	COMM-PROMOTIONS	Carrinton Mort	1,364.48			
Subtotal for Communications							17,207.47			
Customer Service										
VEN001537	Payroll	APP046648	10/4/2017	101021111	CUST SERVICE- SAL	sal	7,439.59	500000251	10/4/2017	
VEN001537	Payroll	APP046648	10/4/2017	101021120	CUSTOMER SERV- FICA ME	fica	448.79	500000251	10/4/2017	
VEN001537	Payroll	APP046648	10/4/2017	101021120	CUSTOMER SERV- FICA ME	med	104.96	500000251	10/4/2017	
VEN001537	Payroll	APP046648	10/4/2017	101021121	CUSTOMER SERV- PERF	perf	1,056.41	500000251	10/4/2017	
VEN000513	DavisVision	APP046858	10/16/2017	101021119	CUST SERVICE- INSURANC	Vision Ins Prem	17.42	63282	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101021111	CUST SERVICE- SAL	Payroll	7,439.59	500000252	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101021120	CUSTOMER SERV- FICA ME	FICA	448.79	500000252	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101021120	CUSTOMER SERV- FICA ME	Medicare	104.96	500000252	10/16/2017	
VEN001537	Payroll	APP046892	10/16/2017	101021121	CUSTOMER SERV- PERF	PERF	1,056.41	500000252	10/16/2017	
Subtotal for Customer Service							18,116.92			

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Fund No. Fund Name									
101 General									
Human Resources									
VEN001537	Payroll	APP046648	10/4/2017	101022111	HR - SAL	sal	4,574.83	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101022120	HR- FICA MED	fica	269.66	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101022120	HR- FICA MED	med	63.07	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	101022121	HR - PERF	perf	649.63	500000251	10/4/2017
VEN000513	DavisVision	APP046858	10/16/2017	101022119	HR- INSURANCE	Vision Ins Prem	24.28	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101022111	HR - SAL	Payroll	4,574.83	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101022120	HR- FICA MED	FICA	269.66	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101022120	HR- FICA MED	Medicare	63.07	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	101022121	HR - PERF	PERF	649.63	500000252	10/16/2017
Subtotal for Human Resources							11,138.66		
Subtotal for Fund 101 General							795,194.39		
Fund No. Fund Name									
201 Motor Vehicle Highway (MVH)									
Public Works									
VEN000589	Duke Energy	APP046607	10/4/2017	201013341	MVH-ELECTRIC	Street lights	200.59	63209	10/9/2017
VEN005660	Morphey Construction	APP046610	10/4/2017	201013472	MVH-EQUIP	Pole knockdown	8,967.50	63234	10/9/2017
VEN001992	Traynor and Assoc	APP046706	10/10/2017	201013349	MVH-SERVICES	Roundabout 186th and GP Blv	1,800.00		
VEN001716	Runyon Equipment Rental	APP046710	10/10/2017	201013349	MVH-SERVICES	Gravel path	1,395.54		
VEN003839	Harding Materials Inc	APP046711	10/10/2017	201013349	MVH-SERVICES	Patching	100.00		
VEN000589	Duke Energy	APP046901	10/16/2017	201013341	MVH-ELECTRIC	Electric	2,464.10	63288	10/17/2017
VEN002706	KJM Trucking Inc	APP047011	10/20/2017	201013231	MVH-SUBGRADE MATERIAL	Maint	3,529.87		
VEN001384	Milestone Contractors LLP	APP047013	10/20/2017	201013349	MVH-SERVICES	Surface	131.15		
VEN003838	Harding Group Inc	APP047015	10/20/2017	201013378	MVH-STREET STRIPING	Parking Lot Striping of City Lot	2,593.00		
VEN001731	Sagamore Ready Mix LLC	APP047016	10/20/2017	201013231	MVH-SUBGRADE MATERIAL	Cure Wax	44.19		
VEN000975	Indiana Oxygen Company	APP047022	10/20/2017	201013345	MVH-EQUIP REPAIR	Acetylene and Oxygen	31.14		
VEN006285	Ceres Solutions Cooperative	APP047023	10/20/2017	201013226	MVH-VEHICLE GAS/ SUPPLI	Streets equipment	491.78		
Subtotal for Public Works							21,748.86		
Subtotal for Fund 201 Motor Vehicle Highway (MVH)							21,748.86		

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Fund No. Fund Name									
202	Local Road and Street (LRS)								
Public Works									
VEN002842	Precision Concrete Inc	APP046707	10/10/2017	202013432	LRS-SIDEWALK	Sidewalk repair	1,116.60		
VEN001778	Shelby Materials	APP046708	10/10/2017	202013432	LRS-SIDEWALK	169th and Ditch and Corsican	815.00		
VEN005917	The Etica Group Inc	APP046713	10/10/2017	202013349	LRS-SERVICES	161st and Union	2,933.80		
VEN002019	United Consulting Engineers	APP046860	10/16/2017	202013432	LRS-SIDEWALK	Monon at 161st - Over/Under	8,000.00		
Subtotal for Public Works							12,865.40		
Subtotal for Fund 202 Local Road and Street (LRS)							12,865.40		
Fund No. Fund Name									
203	Fire Operating								
Fire									
VEN001537	Payroll	APP046648	10/4/2017	203012111	FIRE-SALARY	sal	194,430.18	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	203012120	FIRE-FICA AND MEDICARE	fica	11,513.35	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	203012120	FIRE-FICA AND MEDICARE	med	2,692.68	500000251	10/4/2017
VEN001537	Payroll	APP046648	10/4/2017	203012121	FIRE-PERF	perf	31,078.62	500000251	10/4/2017
VEN005587	Kronos Inc	APP046705	10/10/2017	203012349	FIRE-SERVICES	Telestaff Development	1,871.40		
VEN002336	Citizens Westfield	APP046714	10/10/2017	203012342	FIRE-WATER/SEWER	water/sewer	312.50	63259	10/10/2017
VEN002336	Citizens Westfield	APP046729	10/10/2017	203012328	FIRE-GAS/HEAT	Sta 83	83.20	63263	10/10/2017
VEN002336	Citizens Westfield	APP046730	10/10/2017	203012342	FIRE-WATER/SEWER	Sta 83	441.19	63263	10/10/2017
VEN005845	Kinetrex Energy	APP046743	10/6/2017	203012328	FIRE-GAS/HEAT	Sta83 Natural Gas	7.54	63267	10/10/2017
VEN005845	Kinetrex Energy	APP046743	10/6/2017	203012328	FIRE-GAS/HEAT	Sta82 Natural Gas	34.30	63267	10/10/2017
VEN005845	Kinetrex Energy	APP046743	10/6/2017	203012328	FIRE-GAS/HEAT	Sta81 Natural Gas	306.99	63267	10/10/2017
VEN002336	Citizens Westfield	APP046812	10/13/2017	203012342	FIRE-WATER/SEWER	Water for Station 81	92.00	63278	10/13/2017
VEN000483	Cummins Crosspoint LLC	APP046822	10/13/2017	203012360	FIRE-VEHICLE MAINT	L81 sensors and filters	185.22		
VEN000644	Enviro-max Inc	APP046823	10/13/2017	203012343	FIRE-BUILDING MAINTENAN	AC repair- Sta 82	257.95		
VEN000644	Enviro-max Inc	APP046824	10/13/2017	203012343	FIRE-BUILDING MAINTENAN	hotwater boiler repair	186.06		
VEN005980	Fire Services Inc	APP046828	10/13/2017	203012360	FIRE-VEHICLE MAINT	pump testing for E82	250.00		
VEN001062	Jack Laurie Floors LLC	APP046829	10/13/2017	203012343	FIRE-BUILDING MAINTENAN	carpet cleaning	375.00		
VEN000903	Hoosier Fire Equipment	APP046830	10/13/2017	203012472	FIRE-EQUIP	SCBA cylinders	96.00		
VEN000488	Custom Truck and Auto	APP046831	10/13/2017	203012360	FIRE-VEHICLE MAINT	L81 A/C compressor	306.84		
VEN000903	Hoosier Fire Equipment	APP046832	10/13/2017	203012472	FIRE-EQUIP	hose extension	112.75		
VEN001417	Napa Auto Parts	APP046835	10/13/2017	203012360	FIRE-VEHICLE MAINT	L81, G81, supply	414.40		
VEN002171	Zesco	APP046836	10/13/2017	203012343	FIRE-BUILDING MAINTENAN	Refrigerator for Station 83	2,116.80		

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Fund No.	Fund Name								
203	Fire Operating								
	Fire								
VEN000644	Enviro-max Inc	APP046841	10/13/2017	203012343	FIRE-BUILDING MAINTENAN	AC maint at Station 82	281.45		
VEN002622	Fire Department Training Network	APP046842	10/13/2017	203012350	FIRE-SUBSCRIPTIONS/DUE	Annual membership for Chief	48.00		
VEN000513	DavisVision	APP046858	10/16/2017	203012119	FIRE-HEALTH AND DENTAL	Vision Ins Prem	738.46	63282	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	203012111	FIRE-SALARY	Payroll	190,225.01	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	203012120	FIRE-FICA AND MEDICARE	FICA	11,251.46	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	203012120	FIRE-FICA AND MEDICARE	Medicare	2,631.36	500000252	10/16/2017
VEN001537	Payroll	APP046892	10/16/2017	203012121	FIRE-PERF	PERF	30,934.46	500000252	10/16/2017
VEN000589	Duke Energy	APP046901	10/16/2017	203012341	FIRE-ELECTRIC	Electric	883.42	63288	10/17/2017
VEN000589	Duke Energy	APP046901	10/16/2017	203012341	FIRE-ELECTRIC	Electric	876.46	63288	10/17/2017
VEN000589	Duke Energy	APP046901	10/16/2017	203012341	FIRE-ELECTRIC	Electric	3,390.96	63288	10/17/2017
VEN000589	Duke Energy	APP046901	10/16/2017	203012346	FIRE-TORNADO SIREN	Sirens	65.80	63288	10/17/2017
VEN002336	Citizens Westfield	APP046916	10/17/2017	203012328	FIRE-GAS/HEAT	Heat	286.80	63286	10/17/2017
VEN002048	Vectren	APP046917	10/17/2017	203012328	FIRE-GAS/HEAT	Sta 82	65.05	63294	10/17/2017
	Subtotal for Fire						488,843.66		
	Subtotal for Fund 203 Fire Operating						488,843.66		
Fund No.	Fund Name								
239	Law Enforcement								
	Police								
VEN000083	Amanda Aiyar	APP046777	10/11/2017	239002334	LAW ENFORCE-TRAVEL/TR	Meal Reimbursement - Traini	30.97	63276	10/13/2017
VEN006332	Imprimus Forensic Services	APP046796	10/11/2017	239002334	LAW ENFORCE-TRAVEL/TR	Advanced Evidence Photgrap	399.00		
VEN004874	Jerry W baker	APP047026	10/20/2017	239002334	LAW ENFORCE-TRAVEL/TR	State Mandate Training for De	900.00		
	Subtotal for Police						1,329.97		
	Subtotal for Fund 239 Law Enforcement						1,329.97		

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Fund No. Fund Name									
264	Road and Street Improvement (Road Impact)								
Public Works									
VEN006044	Global Tech	APP046716	10/10/2017	264013349	ROAD IMPACT-SERVICES	181 Hoover	3,800.00	63260	10/10/2017
VEN002303	D2 Land and Water Resource Inc	APP047018	10/20/2017	264013349	ROAD IMPACT-SERVICES	Geogrid for Pavement Subgra	1,524.05		
VEN001657	Renascent Inc	APP047030	10/20/2017	264013349	ROAD IMPACT-SERVICES	Addition of 141 S. Union Stree	2,655.00		
VEN001657	Renascent Inc	APP047030	10/20/2017	264013349	ROAD IMPACT-SERVICES	Asbestos Removal for 217 an	3,720.00		
VEN001657	Renascent Inc	APP047030	10/20/2017	264013349	ROAD IMPACT-SERVICES	Underground storage tank re	5,370.00		
VEN005764	Central Systems and Controls	APP047031	10/20/2017	264013349	ROAD IMPACT-SERVICES	Lighting Service Points - 169t	11,720.00		
Subtotal for Public Works							28,789.05		
Subtotal for Fund 264 Road and Street Improvement (Road Impact)							28,789.05		
Fund No. Fund Name									
268	Emergency Medical and Equip								
Fire									
VEN000266	Bound Tree Medical	APP046825	10/13/2017	268012224	EMS-OPERATING SUPPLIES	fasplint vacuum	84.87		
VEN000266	Bound Tree Medical	APP046826	10/13/2017	268012224	EMS-OPERATING SUPPLIES	dextrose, furosemide	28.50		
VEN000266	Bound Tree Medical	APP046827	10/13/2017	268012224	EMS-OPERATING SUPPLIES	oxygen tubing	121.20		
VEN000266	Bound Tree Medical	APP046833	10/13/2017	268012224	EMS-OPERATING SUPPLIES	EMS supplies	1,281.17		
VEN005584	The Accumed Group	APP046834	10/13/2017	268012349	EMS-SERVICES	Billing service fee	2,665.16		
VEN000065	Airgas Mid America	APP046838	10/13/2017	268012224	EMS-OPERATING SUPPLIES	Cylinder rental	67.20		
VEN000065	Airgas Mid America	APP046838	10/13/2017	268012224	EMS-OPERATING SUPPLIES	Cylinder rental	193.20		
VEN000065	Airgas Mid America	APP046838	10/13/2017	268012224	EMS-OPERATING SUPPLIES	Cylinder rental	148.40		
VEN001050	IU Health Ball Memorial Hospital	APP046840	10/13/2017	268012224	EMS-OPERATING SUPPLIES	September 2017 Pharmacy c	612.02		
VEN000266	Bound Tree Medical	APP046844	10/13/2017	268012224	EMS-OPERATING SUPPLIES	blood pressure cuffs	69.16		
Subtotal for Fire							5,270.88		
Subtotal for Fund 268 Emergency Medical and Equip							5,270.88		

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Fund No. Fund Name									
269 Training Facility Center									
Public Safety (Police and Fire)									
VEN002191	City of Noblesville Utilities	APP046680	10/6/2017	269014342	TRAINING FAC-WATER/SE	Training Facility	18.91	63200	10/9/2017
VEN005845	Kinetrex Energy	APP046743	10/6/2017	269014328	TRAINING FAC-HEAT/GAS	Natural Gas	5.00	63267	10/10/2017
VEN002048	Vectren	APP046817	10/13/2017	269014328	TRAINING FAC-HEAT/GAS	Training Facility	17.00	63280	10/13/2017
VEN000434	Comcast Cable	APP046818	10/13/2017	269014350	TRAINING FAC-SUBSCRIPTI	Training Facility	240.90	63279	10/13/2017
VEN000905	Hoosier Portable Restroom	APP046839	10/13/2017	269014349	TRAINING FAC-SERVICES	Service 8/12/17-10/7/17	160.00		
Subtotal for Public Safety (Police and Fire)							441.81		
Subtotal for Fund 269 Training Facility Center							441.81		
Fund No. Fund Name									
301 Eastside TIF									
RDC									
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	301018349	EASTSIDE TIF SERVICES	Jan services	115.00	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	301018349	EASTSIDE TIF SERVICES	Jan services	105.00	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	301018349	EASTSIDE TIF SERVICES	Jan services	2,607.50	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	301018349	EASTSIDE TIF SERVICES	Jan services	105.00	63268	10/10/2017
VEN000961	Indiana Dept Of Transportation	APP046750	10/6/2017	301018380	EASTSIDE TIF PRINCIPAL P	Principal	223,383.49	63266	10/10/2017
VEN000961	Indiana Dept Of Transportation	APP046750	10/6/2017	301018381	EASTSIDE TIF INTEREST P	Interest	12,907.41	63266	10/10/2017
Subtotal for RDC							239,223.40		
Subtotal for Fund 301 Eastside TIF							239,223.40		
Fund No. Fund Name									
302 Aurora TIF									
RDC									
VEN001489	O W Krohn and Associates	APP046736	10/6/2017	302018349	AURORA TIF-SERVICES	Jan services	500.00	63268	10/10/2017
Subtotal for RDC							500.00		
Subtotal for Fund 302 Aurora TIF							500.00		

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Fund No. Fund Name									
305	Grand Junction TIF								
RDC									
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	305018349	GRAND JUNCTION TIF-SER	Jan services	547.50	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	305018349	GRAND JUNCTION TIF-SER	Jan services	525.00	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	305018349	GRAND JUNCTION TIF-SER	Jan services	396.25	63268	10/10/2017
Subtotal for RDC							1,468.75		
Subtotal for Fund 305 Grand Junction TIF							1,468.75		
Fund No. Fund Name									
309	Eagletown TIF								
RDC									
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	309018349	EAGLETOWN TIF SERVICES	Jan services	115.00	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	309018349	EAGLETOWN TIF SERVICES	Jan services	50.00	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	309018349	EAGLETOWN TIF SERVICES	Jan services	55.00	63268	10/10/2017
Subtotal for RDC							220.00		
Subtotal for Fund 309 Eagletown TIF							220.00		
Fund No. Fund Name									
316	Main St TIF 2011B								
RDC									
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	316018349	MAINSTREET TIF SERVICE	Jan services	525.00	63268	10/10/2017
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	316018349	MAINSTREET TIF SERVICE	Jan services	50.00	63268	10/10/2017
Subtotal for RDC							575.00		
Subtotal for Fund 316 Main St TIF 2011B							575.00		
Fund No. Fund Name									
317	146th St TIF								
RDC									
VEN001469	O W Krohn and Associates	APP046736	10/6/2017	317018349	146TH ST TIF SERVICE	Jan services	500.00	63268	10/10/2017
Subtotal for RDC							500.00		
Subtotal for Fund 317 146th St TIF							500.00		

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Fund No.	Fund Name									
319	Spring Mill Sta TIF									
	RDC									
VEN001469	O W Krohn and Associates		APP046736	10/6/2017	319018349	SPRING MILL STA TIF SERVI	Jan services	600.00	63268	10/10/2017
Subtotal for RDC								600.00		
Subtotal for Fund 319 Spring Mill Sta TIF								600.00		

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Fund No.	Fund Name								
640	Sports Campus Operating								
	Grand Park								
VEN002336	Citizens Westfield	APP046813	10/13/2017	640015342	SPORTS CAMPUS-WAT SE	General	131.48	1717	10/13/2017
VEN002336	Citizens Westfield	APP046813	10/13/2017	640015342	SPORTS CAMPUS-WAT SE	General	222.04	1717	10/13/2017
VEN002336	Citizens Westfield	APP046813	10/13/2017	640015342	SPORTS CAMPUS-WAT SE	Field	445.20	1717	10/13/2017
VEN002336	Citizens Westfield	APP046813	10/13/2017	640015342	SPORTS CAMPUS-WAT SE	Diam	542.64	1717	10/13/2017
VEN002336	Citizens Westfield	APP046813	10/13/2017	640015342	SPORTS CAMPUS-WAT SE	Field	485.71	1717	10/13/2017
VEN002336	Citizens Westfield	APP046813	10/13/2017	640015342	SPORTS CAMPUS-WAT SE	Diam	545.67	1717	10/13/2017
VEN000739	Frontier	APP046815	10/13/2017	640015224	SPORTS CAMPUS-OPERATI	Grand Park	220.83	1719	10/13/2017
VEN000739	Frontier	APP046815	10/13/2017	640015224	SPORTS CAMPUS-OPERATI	Grand Park	232.57	1719	10/13/2017
VEN000589	Duke Energy	APP046816	10/13/2017	640015341	SPORTS CAMPUS-ELECTRI	GP General	6,454.76	1718	10/13/2017
VEN000589	Duke Energy	APP046816	10/13/2017	640015341	SPORTS CAMPUS-ELECTRI	GP Diam	3,220.55	1718	10/13/2017
VEN000589	Duke Energy	APP046816	10/13/2017	640015341	SPORTS CAMPUS-ELECTRI	GP Field	3,270.03	1718	10/13/2017
VEN001637	Ray's Trash Service	APP046927	10/4/2017	640015349	SPORTS CAMPUS-SERVICE	Sept 25 services	127.73		
VEN006330	American Solutions for Business	APP046929	10/5/2017	640015337	SPORTS CAMPUS-PRINTIN	Brochure Holder	349.18		
VEN005403	BrightView Landscapes LLC	APP046930	10/5/2017	640015349	SPORTS CAMPUS-SERVICE	CAI field	930.09		
VEN005403	BrightView Landscapes LLC	APP046930	10/5/2017	640015349	SPORTS CAMPUS-SERVICE	CAI field	968.04		
VEN005403	BrightView Landscapes LLC	APP046930	10/5/2017	640015349	SPORTS CAMPUS-SERVICE	CAM field	3,528.11		
VEN005403	BrightView Landscapes LLC	APP046930	10/5/2017	640015349	SPORTS CAMPUS-SERVICE	CAM diam	3,672.10		
VEN005403	BrightView Landscapes LLC	APP046930	10/5/2017	640015349	SPORTS CAMPUS-SERVICE	Cleaning field	10,525.60		
VEN005403	BrightView Landscapes LLC	APP046930	10/5/2017	640015349	SPORTS CAMPUS-SERVICE	Cleaning field	13,952.54		
VEN001548	Pepsi	APP046932	10/9/2017	640015224	SPORTS CAMPUS-OPERATI	Water	62.20		
VEN002517	Urick Concessions	APP046933	10/9/2017	640015347	SPORTS CAMPUS-PROMOTI	Meal Vouchers	320.00		
VEN000733	Freije Engineered Solutions Co	APP046934	10/13/2017	640015349	SPORTS CAMPUS-SERVICE	Faucets and kitchen drain lea	395.00		
VEN000733	Freije Engineered Solutions Co	APP046934	10/13/2017	640015349	SPORTS CAMPUS-SERVICE	Install dipper well faucet	783.31		
VEN000733	Freije Engineered Solutions Co	APP046934	10/13/2017	640015349	SPORTS CAMPUS-SERVICE	AC not working soccer admin	3,164.53		
VEN002228	Indiana Sports Properties	APP046935	10/17/2017	640015349	SPORTS CAMPUS-SERVICE	Sales Commission for Sept	15,777.49		
VEN002228	Indiana Sports Properties	APP046936	10/17/2017	640015349	SPORTS CAMPUS-SERVICE	Management fee	21,500.00		
VEN000733	Freije Engineered Solutions Co	APP046939	10/17/2017	640015349	SPORTS CAMPUS-SERVICE	Added water line	2,383.00		
	Subtotal for Grand Park						94,210.40		

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Fund No. Fund Name									
640	Sports Campus Operating								
	Sport Campus Indoor Event Ctr								
VEN002336	Citizens Westfield	APP046731	10/10/2017	640023342	GP INDOOR-WAT AND SEW	Water	588.40	1716	10/10/2017
VEN002336	Citizens Westfield	APP046731	10/10/2017	640023342	GP INDOOR-WAT AND SEW	Sewer	135.66	1716	10/10/2017
VEN002336	Citizens Westfield	APP046732	10/10/2017	640023328	GP INDOOR-NATURAL GAS	GP Indoor	42.10	1716	10/10/2017
VEN000589	Duke Energy	APP046814	10/13/2017	640023341	GP INDOOR-ELECTRIC	GP Indoor	13,083.16	1718	10/13/2017
VEN001637	Ray's Trash Service	APP046927	10/4/2017	640023349	GP INDOOR-SERVICES	Sept 25 services	31.94		
VEN001637	Ray's Trash Service	APP046927	10/4/2017	640023349	GP INDOOR-SERVICES	Sept 25 services	159.65		
VEN005403	BrightView Landscapes LLC	APP046931	10/5/2017	640023349	GP INDOOR-SERVICES	Interior Event Center	9,607.67		
VEN005403	BrightView Landscapes LLC	APP046931	10/5/2017	640023349	GP INDOOR-SERVICES	Exterior Event Center	1,649.00		
VEN000345	Cave and Company Printing	APP046940	10/17/2017	640023223	GP INDOOR-OFFICE SUPPL	Business cards	26.68		
	Subtotal for Sport Campus Indoor Event Ctr						25,324.26		
	Subtotal for Fund 640 Sports Campus Operating						119,534.66		
Fund No. Fund Name									
651	Infrastructure Improv								
	Public Works								
VEN002019	United Consulting Engineers	APP046915	10/17/2017	651013474	INFRASTRUCTURE IMPRO	Monon Trail over SR 32 and T	3,444.74		
	Subtotal for Public Works						3,444.74		
	Subtotal for Fund 651 Infrastructure Improv						3,444.74		
Fund No. Fund Name									
701	Payroll								
	Clerk Treasurer								
VEN002177	Indiana Members Credit Union	APP046605	10/4/2017	701008930	PAYROLL-INS. DED	HSA	113.06	18813	10/4/2017
VEN001737	Sam Rivard	APP046606	10/4/2017	701008110	PAYROLL-NET SALARIES	Pay correction	1,773.28	16816	10/4/2017
VEN000163	Aul Retirement	APP046617	10/4/2017	701008931	PAYROLL-401A MATCHING-	Contributions and loan pmts	20,654.54	700000317	10/4/2017
VEN001537	Payroll	APP046644	10/4/2017	701008110	PAYROLL-NET SALARIES	net	346,475.53	700000321	10/4/2017
VEN000920	Huntington National Bank	APP046646	10/4/2017	701008131	PAYROLL-EMPLOYER'S FIC	fica	30,251.08	700000319	10/4/2017
VEN000920	Huntington National Bank	APP046646	10/4/2017	701008132	PAYROLL-EMPLOYER'S ME	med	7,074.85	700000319	10/4/2017
VEN000920	Huntington National Bank	APP046646	10/4/2017	701008132	PAYROLL-EMPLOYER'S ME	fica	30,251.03	700000319	10/4/2017
VEN000920	Huntington National Bank	APP046646	10/4/2017	701008921	PAYROLL-FEDERAL WITHH	fed	59,878.33	700000319	10/4/2017
VEN000920	Huntington National Bank	APP046646	10/4/2017	701008922	PAYROLL-EMPLOYEE FICA	med	7,074.84	700000319	10/4/2017
VEN000959	Indiana Dept Of Revenue	APP046647	10/4/2017	701008923	PAYROLL-STATE WITHHOL	state	14,981.57	700000320	10/4/2017

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Fund No. Fund Name									
701 Payroll									
Clerk Treasurer									
VEN000959	Indiana Dept Of Revenue	APP046647	10/4/2017	701008923	PAYROLL-STATE WITHHOL	coit	5,504.10	700000320	10/4/2017
VEN000008	77 Police and Fire Fund	APP046695	10/9/2017	701008133	PAYROLL-PERF	Non Civilian PERF	48,604.98	700000322	10/9/2017
VEN001550	PERF	APP046697	10/9/2017	701008133	PAYROLL-PERF	Civilian PERF	38,984.22	700000323	10/9/2017
VEN000513	DavisVision	APP046856	10/16/2017	701008930	PAYROLL-INS. DED	Vision Ins Prem	22.70	16818	10/16/2017
VEN000163	Aul Retirement	APP046889	10/17/2017	701008931	PAYROLL-401A MATCHING-	Contributions and loans	21,634.54	700000324	10/17/2017
VEN000163	Aul Retirement	APP046890	10/17/2017	701008931	PAYROLL-401A MATCHING-	Loan payoff	1,131.39	700000325	10/17/2017
VEN000920	Huntington National Bank	APP046893	10/16/2017	701008131	PAYROLL-EMPLOYER'S FIC	FICA	29,184.32	700000326	10/17/2017
VEN000920	Huntington National Bank	APP046893	10/16/2017	701008132	PAYROLL-EMPLOYER'S ME	Medicare	6,825.36	700000326	10/17/2017
VEN000920	Huntington National Bank	APP046893	10/16/2017	701008921	PAYROLL-FEDERAL WITHH	Federal	56,308.61	700000326	10/17/2017
VEN000920	Huntington National Bank	APP046893	10/16/2017	701008922	PAYROLL-EMPLOYEE FICA	FICA	29,184.40	700000326	10/17/2017
VEN000920	Huntington National Bank	APP046893	10/16/2017	701008922	PAYROLL-EMPLOYEE FICA	Medicare	6,825.36	700000326	10/17/2017
VEN000959	Indiana Dept Of Revenue	APP046913	10/16/2017	701008923	PAYROLL-STATE WITHHOL	State	14,394.80	700000327	10/17/2017
VEN000959	Indiana Dept Of Revenue	APP046913	10/16/2017	701008923	PAYROLL-STATE WITHHOL	COIT	5,383.25	700000327	10/17/2017
VEN000948	IN Family and Social Services Admin	APP046924	10/17/2017	701008140	PAYROLL-SUPPORT WITHH	Child Support	1,704.24	700000328	10/17/2017
VEN001864	Supporting Heroes	APP046944	10/18/2017	701008991	PAYROLL-MISC	Supporting Heroes	116.26	16826	10/18/2017
VEN000703	Fire Fighters Credit Union	APP046945	10/18/2017	701008141	PAYROLL-UNION DUES	Union Dues	2,025.07	16823	10/18/2017
VEN004836	Nationwide Retirement Solutions	APP046946	10/18/2017	701008931	PAYROLL-401A MATCHING-	Contributions and loan pmts	1,295.13	16824	10/18/2017
VEN001583	Police and Firemens Insurance	APP046947	10/18/2017	701008930	PAYROLL-INS. DED	Police and Fire Ins	81.26	16825	10/18/2017
VEN005844	Dennis Hays	APP046955	10/18/2017	701008931	PAYROLL-401A MATCHING-	Reim overpmt on loan	116.89	16827	10/18/2017
VEN000163	Aul Retirement	APP046956	10/18/2017	701008931	PAYROLL-401A MATCHING-	Loan payoff	7,049.78		
VEN001537	Payroll	APP046963	10/18/2017	701008110	PAYROLL-NET SALARIES	net sal	338,881.29		
Subtotal for Clerk Treasurer							1,133,786.06		
Subtotal for Fund 701 Payroll							1,133,786.06		
Fund No. Fund Name									
900 Stormwater									
Stormwater									
VEN001537	Payroll	APP046645	10/4/2017	900016111	STORM-SALARY	sal	15,786.86	900000105	10/4/2017
VEN001537	Payroll	APP046645	10/4/2017	900016120	STORM-FICA AND MEDICAR	fica	927.94	900000105	10/4/2017
VEN001537	Payroll	APP046645	10/4/2017	900016120	STORM-FICA AND MEDICAR	med	217.02	900000105	10/4/2017
VEN001537	Payroll	APP046645	10/4/2017	900016121	STORM-PERF	perf	1,748.46	900000105	10/4/2017
VEN002303	D2 Land and Water Resource Inc	APP046709	10/10/2017	900016231	STORM-SUBGRADE MATERI	Straw	200.00		

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Fund No. Fund Name									
900 Stormwater									
Stormwater									
VEN002138	Williams Creek Consulting Inc	APP046712	10/10/2017	900016309	STORM-CONSULTING FEES	Modeling/Permitting for Jerse	3,040.00		
VEN000513	DavisVision	APP046857	10/16/2017	900016119	STORM-HEALTHDENTAL	Vision Ins	97.12	37871	10/16/2017
VEN002193	Christopher Burke	APP046861	10/16/2017	900016309	STORM-CONSULTING FEES	Stormwater Master Plan	5,201.16		
VEN001537	Payroll	APP046891	10/16/2017	900016111	STORM-SALARY	Storm Payroll	16,766.77	900000106	10/16/2017
VEN001537	Payroll	APP046891	10/16/2017	900016120	STORM-FICA AND MEDICAR	Storm Payroll	985.48	900000106	10/16/2017
VEN001537	Payroll	APP046891	10/16/2017	900016120	STORM-FICA AND MEDICAR	Storm Payroll	230.48	900000106	10/16/2017
VEN001537	Payroll	APP046891	10/16/2017	900016121	STORM-PERF	Storm Payroll	1,887.64	900000106	10/16/2017
VEN000517	Daystar Directional Drilling	APP046914	10/17/2017	900016433	STORM-INFRASTRUCTURE	Summer Centennial sump rep	8,683.52		
VEN000517	Daystar Directional Drilling	APP046948	10/18/2017	900016433	STORM-INFRASTRUCTURE	2 permanent repairs in Cente	2,815.65		
VEN006335	Jeffrey Tharp	APP046987	10/20/2017	900016370	STORMWATER-REFUND		5.62		
VEN006336	Cynthia Balyeat	APP046988	10/20/2017	900016370	STORMWATER-REFUND		12.34		
VEN006337	Jason Sweet	APP046989	10/20/2017	900016370	STORMWATER-REFUND		12.75		
VEN006337	Jason Sweet	APP046989	10/20/2017	900016370	STORMWATER-REFUND	OP	9.74		
VEN006338	Jonathan Hersey	APP046990	10/20/2017	900016370	STORMWATER-REFUND		4.34		
VEN006339	Thomas West	APP046991	10/20/2017	900016370	STORMWATER-REFUND		9.90		
VEN006339	Thomas West	APP046991	10/20/2017	900016370	STORMWATER-REFUND	OP	35.59		
VEN006340	Scott Armour	APP046992	10/20/2017	900016370	STORMWATER-REFUND		11.80		
VEN006341	Max Nottingham	APP046993	10/20/2017	900016370	STORMWATER-REFUND		10.85		
VEN006220	Steve Douglas Gunn	APP046994	10/20/2017	900016370	STORMWATER-REFUND		6.78		
VEN006342	Shelly Wechsler	APP046995	10/20/2017	900016370	STORMWATER-REFUND		24.96		
VEN006343	James Tilford	APP046996	10/20/2017	900016370	STORMWATER-REFUND		12.21		
VEN005685	Lion's Club	APP046997	10/20/2017	900016370	STORMWATER-REFUND	OP	42.23		
VEN006344	Robert McCall	APP046998	10/20/2017	900016370	STORMWATER-REFUND		10.99		
VEN006345	Thomas Keller	APP046999	10/20/2017	900016370	STORMWATER-REFUND		12.75		
VEN006346	Drema George	APP047000	10/20/2017	900016370	STORMWATER-REFUND		12.34		
VEN006347	Jennifer Price	APP047001	10/20/2017	900016370	STORMWATER-REFUND		11.26		
VEN006348	Lori Lavalie	APP047002	10/20/2017	900016370	STORMWATER-REFUND		10.45		
VEN006349	John and Nancy Reichmann	APP047003	10/20/2017	900016370	STORMWATER-REFUND		11.26		
VEN006350	Mark Long	APP047004	10/20/2017	900016370	STORMWATER-REFUND		10.17		
VEN006351	Julie Quigley	APP047005	10/20/2017	900016370	STORMWATER-REFUND		21.30		
VEN006352	Bart Stimac	APP047006	10/20/2017	900016370	STORMWATER-REFUND		9.22		
VEN006352	Bart Stimac	APP047006	10/20/2017	900016370	STORMWATER-REFUND	OP	5.00		

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Fund No. Fund Name									
900	Stormwater								
Stormwater									
VEN006353	Beemco Holding LLC	APP047007	10/20/2017	900016370	STORMWATER-REFUND		51.52		
VEN006354	Kori Potoczky	APP047008	10/20/2017	900016370	STORMWATER-REFUND		1.76		
VEN006355	Games Property LLC	APP047009	10/20/2017	900016370	STORMWATER-REFUND		16.82		
VEN006334	Cathy Hoberty	APP047010	10/20/2017	900016370	STORMWATER-REFUND	OP	773.07		
VEN002303	D2 Land and Water Resource Inc	APP047012	10/20/2017	900016345	STORM-EQUIPMENT REPAI	Material	837.50		
VEN001044	Irving Materials	APP047014	10/20/2017	900016231	STORM-SUBGRADE MATERI	Riprap	604.99		
VEN002424	IUPPS	APP047019	10/20/2017	900016309	STORM-CONSULTING FEES	Tickets for Aug	1,567.50		
VEN006285	Ceres Solutions Cooperative	APP047032	10/20/2017	900016226	STORM-VEHICLE GAS	Unleaded fuel	330.43		
Subtotal for Stormwater							63,085.54		
Subtotal for Fund 900 Stormwater							63,085.54		
Fund No. Fund Name									
950	Trash								
Trash									
VEN003986	Accela Inc	APP046609	10/4/2017	950017349	TRASH-ADM SERVICES	Web pmt online bills	813.00	37825	10/9/2017
VEN003986	Accela Inc	APP046843	10/13/2017	950017349	TRASH-ADM SERVICES	Web pmt online bills	278.00		
VEN004882	Technology Recyclers	APP046905	10/16/2017	950017349	TRASH-ADM SERVICES	CRT TV and Monitor recycling	1,260.00		
VEN006335	Jeffrey Tharp	APP046987	10/20/2017	950017370	TRASH-REFUND		36.16		
VEN006336	Cynthia Balyeat	APP046988	10/20/2017	950017370	TRASH-REFUND		2.97		
VEN006336	Cynthia Balyeat	APP046988	10/20/2017	950017370	TRASH-REFUND		34.28		
VEN006337	Jason Sweet	APP046989	10/20/2017	950017370	TRASH-REFUND		3.07		
VEN006337	Jason Sweet	APP046989	10/20/2017	950017370	TRASH-REFUND		35.41		
VEN006338	jonathan Hersey	APP046990	10/20/2017	950017370	TRASH-REFUND		1.04		
VEN006338	jonathan Hersey	APP046990	10/20/2017	950017370	TRASH-REFUND		12.06		
VEN006339	Thomas West	APP046991	10/20/2017	950017370	TRASH-REFUND		2.38		
VEN006339	Thomas West	APP046991	10/20/2017	950017370	TRASH-REFUND		27.50		
VEN006340	Scott Armour	APP046992	10/20/2017	950017370	TRASH-REFUND		2.84		
VEN006340	Scott Armour	APP046992	10/20/2017	950017370	TRASH-REFUND		32.78		
VEN006341	Max Nottingham	APP046993	10/20/2017	950017370	TRASH-REFUND		2.61		
VEN006341	Max Nottingham	APP046993	10/20/2017	950017370	TRASH-REFUND		30.13		
VEN006342	Shelly Wechsler	APP046995	10/20/2017	950017370	TRASH-REFUND		6.00		
VEN006342	Shelly Wechsler	APP046995	10/20/2017	950017370	TRASH-REFUND		69.31		

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Fund No.	Fund Name								
950	Trash								
	Trash								
VEN006343	James Tilford	APP046996	10/20/2017	950017370	TRASH-REFUND		2.93		
VEN006343	James Tilford	APP046996	10/20/2017	950017370	TRASH-REFUND		33.91		
VEN006344	Robert McCall	APP046998	10/20/2017	950017370	TRASH-REFUND		2.64		
VEN006344	Robert McCall	APP046998	10/20/2017	950017370	TRASH-REFUND		30.51		
VEN006345	Thomas Keller	APP046999	10/20/2017	950017370	TRASH-REFUND		3.07		
VEN006345	Thomas Keller	APP046999	10/20/2017	950017370	TRASH-REFUND		35.41		
VEN006346	Drema George	APP047000	10/20/2017	950017370	TRASH-REFUND		2.97		
VEN006346	Drema George	APP047000	10/20/2017	950017370	TRASH-REFUND		34.28		
VEN006347	Jennifer Price	APP047001	10/20/2017	950017370	TRASH-REFUND		2.71		
VEN006347	Jennifer Price	APP047001	10/20/2017	950017370	TRASH-REFUND		31.27		
VEN006348	Lori Lavallo	APP047002	10/20/2017	950017370	TRASH-REFUND		2.51		
VEN006348	Lori Lavallo	APP047002	10/20/2017	950017370	TRASH-REFUND		29.00		
VEN006349	John and Nancy Reichmann	APP047003	10/20/2017	950017370	TRASH-REFUND		2.71		
VEN006349	John and Nancy Reichmann	APP047003	10/20/2017	950017370	TRASH-REFUND		31.27		
VEN006350	Mark Long	APP047004	10/20/2017	950017370	TRASH-REFUND		2.45		
VEN006350	Mark Long	APP047004	10/20/2017	950017370	TRASH-REFUND		28.25		
VEN006351	Julie Quigley	APP047005	10/20/2017	950017370	TRASH-REFUND		5.12		
VEN006351	Julie Quigley	APP047005	10/20/2017	950017370	TRASH-REFUND		59.14		
VEN006352	Bart Stimac	APP047006	10/20/2017	950017370	TRASH-REFUND		2.22		
VEN006352	Bart Stimac	APP047006	10/20/2017	950017370	TRASH-REFUND		25.61		
VEN006353	Beemco Holding LLC	APP047007	10/20/2017	950017370	TRASH-REFUND		12.38		
VEN006353	Beemco Holding LLC	APP047007	10/20/2017	950017370	TRASH-REFUND		141.90		
VEN006354	Kori Potoczky	APP047008	10/20/2017	950017370	TRASH-REFUND		0.42		
VEN006354	Kori Potoczky	APP047008	10/20/2017	950017370	TRASH-REFUND		4.91		
VEN006355	Games Property LLC	APP047009	10/20/2017	950017370	TRASH-REFUND		4.04		
VEN006355	Games Property LLC	APP047009	10/20/2017	950017370	TRASH-REFUND		46.71		
Subtotal for Trash							3,227.88		
Subtotal for Fund 950 Trash							3,227.88		
Posted Invoices Total							2,920,650.05		

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Vendor No.	Vendor Name	Invoice No.	Date	GL Account	GL Account Description	Description	Amount	Status
Fund No.	Fund Name							
101	General							
	Parks							
VEN005403	BrightView Landscapes LLC	API0003186	8/10/2017	101005347	Parks-Promotion	Parks-Promotion	725.00	Approval Pending
VEN005403	BrightView Landscapes LLC	API0003250	10/3/2017	101005349	Parks-Services	Parks-Services	1,731.25	Approval Pending
VEN005403	BrightView Landscapes LLC	API0003250	10/3/2017	101005349	Parks-Services	Parks-Services	1,128.33	Approval Pending
VEN005403	BrightView Landscapes LLC	API0003250	10/3/2017	101005349	Parks-Services	Parks-Services	40,847.22	Approval Pending
VEN005403	BrightView Landscapes LLC	API0003250	10/3/2017	101005349	Parks-Services	Parks-Services	8,986.11	Approval Pending
VEN005403	BrightView Landscapes LLC	API0003250	10/3/2017	101005349	Parks-Services	Parks-Services	10,251.67	Approval Pending
	Subtotal for Parks						63,669.58	
	Subtotal by Fund 101 General						63,669.58	
Fund No.	Fund Name							
203	Fire Operating							
	Fire							
VEN005984	Franciscan Health Indianapolis	API0003270	10/19/2017	203012334	Fire-Travel/Training/Seminars	Fire-Travel/Training/Seminars	2,500.00	Approval Pending
VEN002595	Macdesigns	API0003271	10/19/2017	203012229	Fire-Uniforms	Fire-Uniforms	397.00	Approval Pending
VEN000903	Hoosier Fire Equipment	API0003271	10/19/2017	203012229	Fire-Uniforms	Fire-Uniforms	44.35	Approval Pending
VEN006285	Ceres Solutions Cooperative	API0003271	10/19/2017	203012226	Fire-Vehicle Gas/Supplies	Fire-Vehicle Gas/Supplies	3,420.56	Approval Pending
VEN002028	UPS	API0003271	10/19/2017	203012333	Fire-Postage	Fire-Postage	8.66	Approval Pending
VEN005006	Team Pride Athletic Apparel	API0003271	10/19/2017	203012229	Fire-Uniforms	Fire-Uniforms	62.51	Approval Pending
	Subtotal for Fire						6,433.08	
	Subtotal by Fund 203 Fire Operating						6,433.08	
Fund No.	Fund Name							
268	Emergency Medical and Equip							
	Fire							
VEN000266	Bound Tree Medical	API0003270	10/19/2017	268012224	EMS-Operating Supplies	EMS-Operating Supplies	635.44	Approval Pending
VEN000266	Bound Tree Medical	API0003270	10/19/2017	268012224	EMS-Operating Supplies	EMS-Operating Supplies	1.84	Approval Pending
VEN000266	Bound Tree Medical	API0003271	10/19/2017	268012224	EMS-Operating Supplies	EMS-Operating Supplies	32.60	Approval Pending
VEN000065	Airgas Mid America	API0003271	10/19/2017	268012224	EMS-Operating Supplies	EMS-Operating Supplies	14.64	Approval Pending
VEN000065	Airgas Mid America	API0003271	10/19/2017	268012224	EMS-Operating Supplies	EMS-Operating Supplies	4.88	Approval Pending
	Subtotal for Fire						689.40	
	Subtotal by Fund 268 Emergency Medical and Equip						689.40	

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Vendor No.	Vendor Name	Invoice No.	Date	GL Account	GL Account Description	Description	Amount	Status
Fund No.	Fund Name							
305	Grand Junction TIF							
	RDC							
	VEN004676 Hamilton National Title LLC	API0003257	10/9/2017	305018400	Grand Junction Land Purchas	Grand Junction Land Purchas	249,963.13	Approval Pending
	Subtotal for RDC						249,963.13	
	Subtotal by Fund 305 Grand Junction TIF						249,963.13	
	Un-Posted Invoices Total						320,755.19	

Vendor No.	Vendor Name	Cr. Memo No.	Date	GL Acct.	GL Account Name	Description	Amount
Credit Memo Total							



WESTFIELD ROAD IMPACT FEE ZONE IMPROVEMENT PLAN

CITY OF WESTFIELD



OCTOBER 2017

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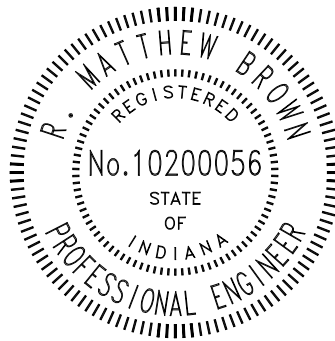
CERTIFICATION

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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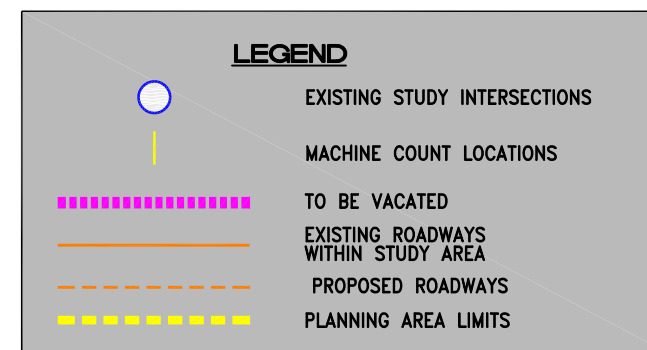
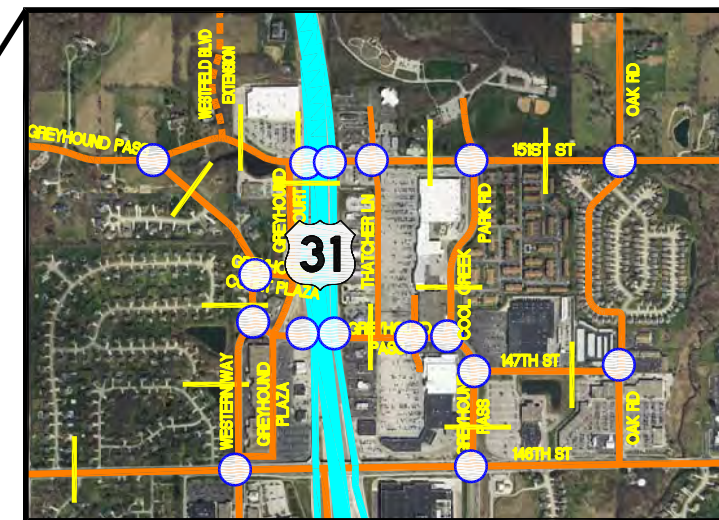
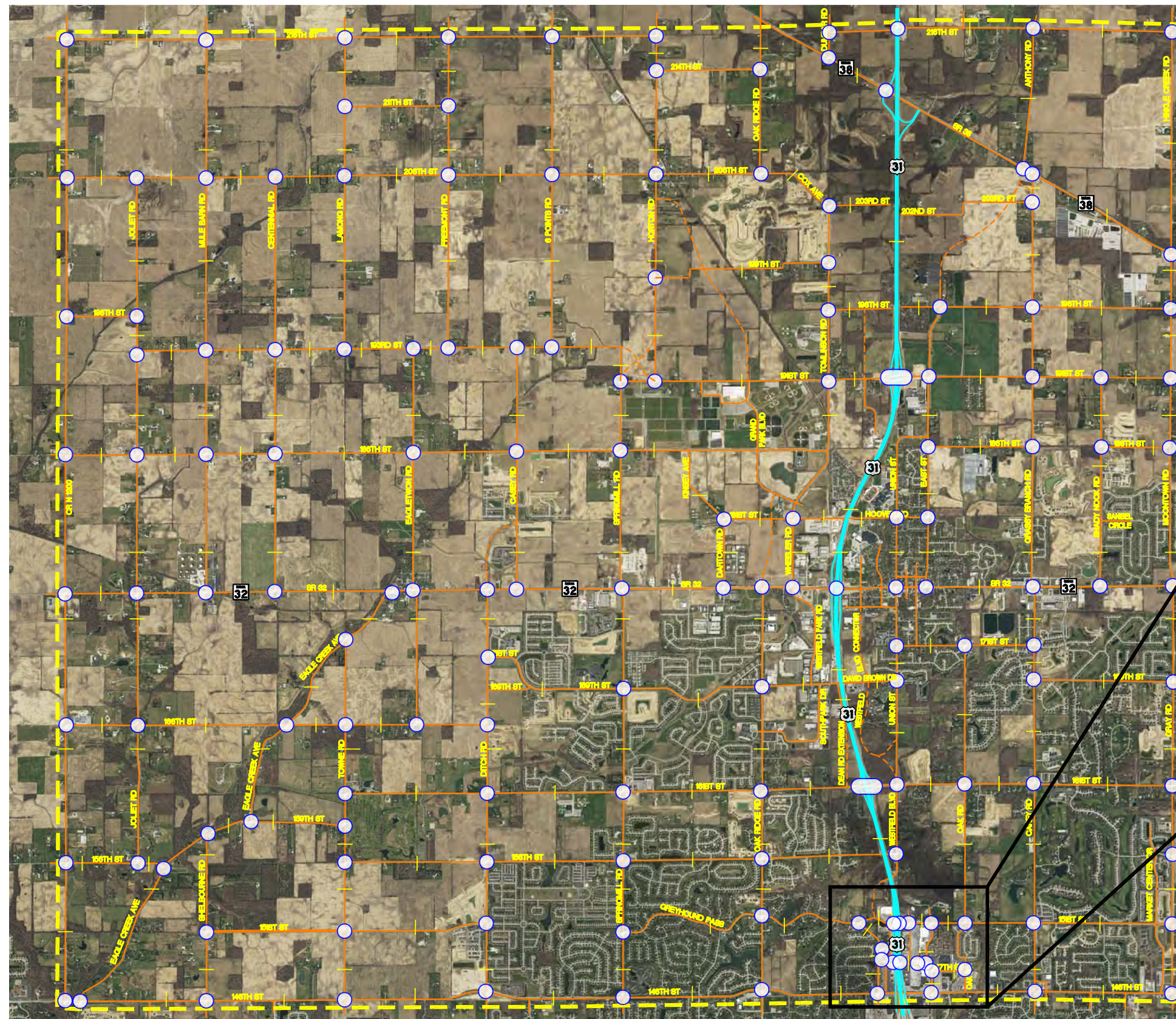
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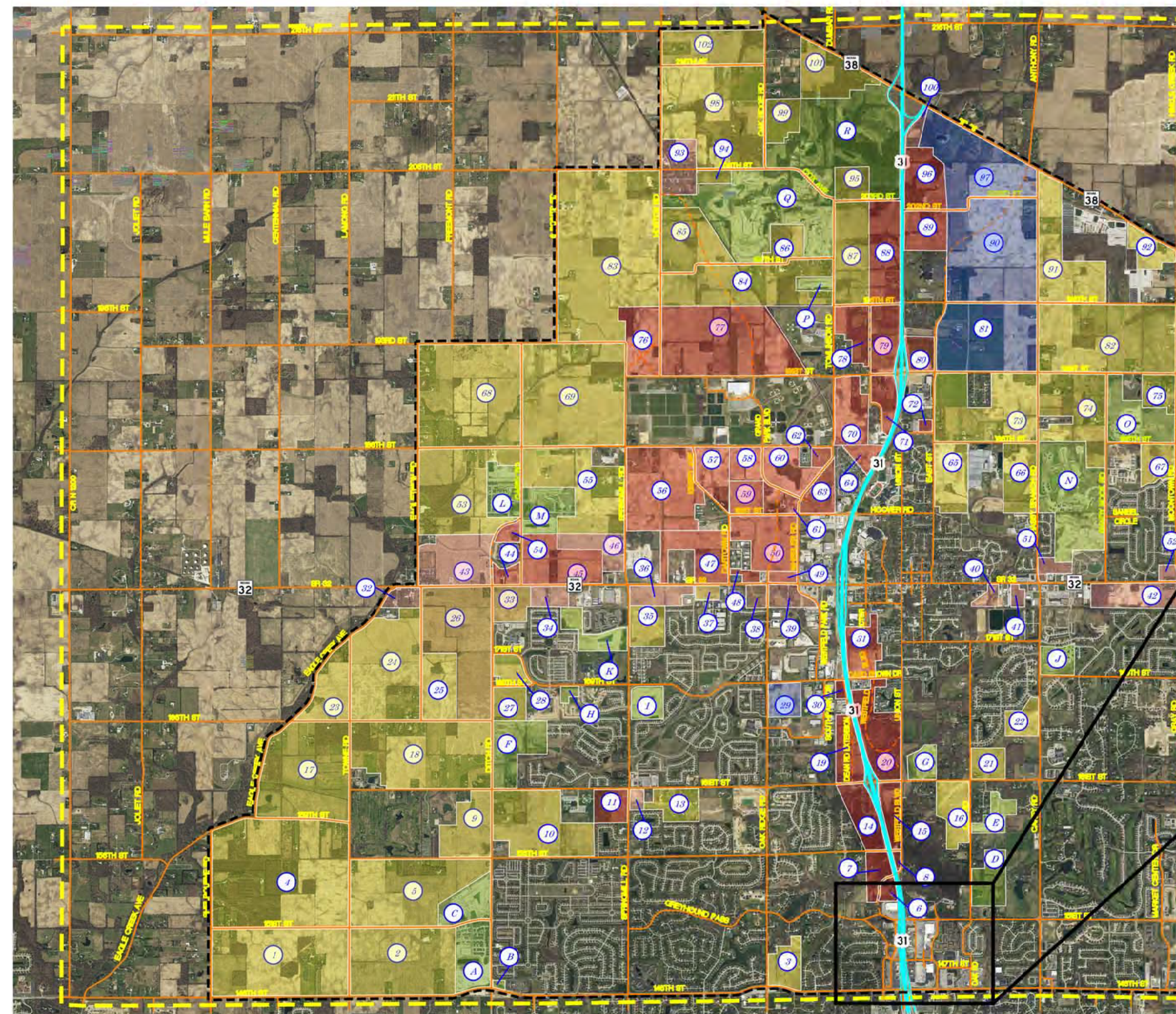
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TRAFFIC IMPACT PLAN WESTFIELD, INDIANA

FIGURE 1
ROADWAY COUNT LOCATIONS



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

TRAFFIC IMPACT ANALYSIS WESTFIELD, INDIANA

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:

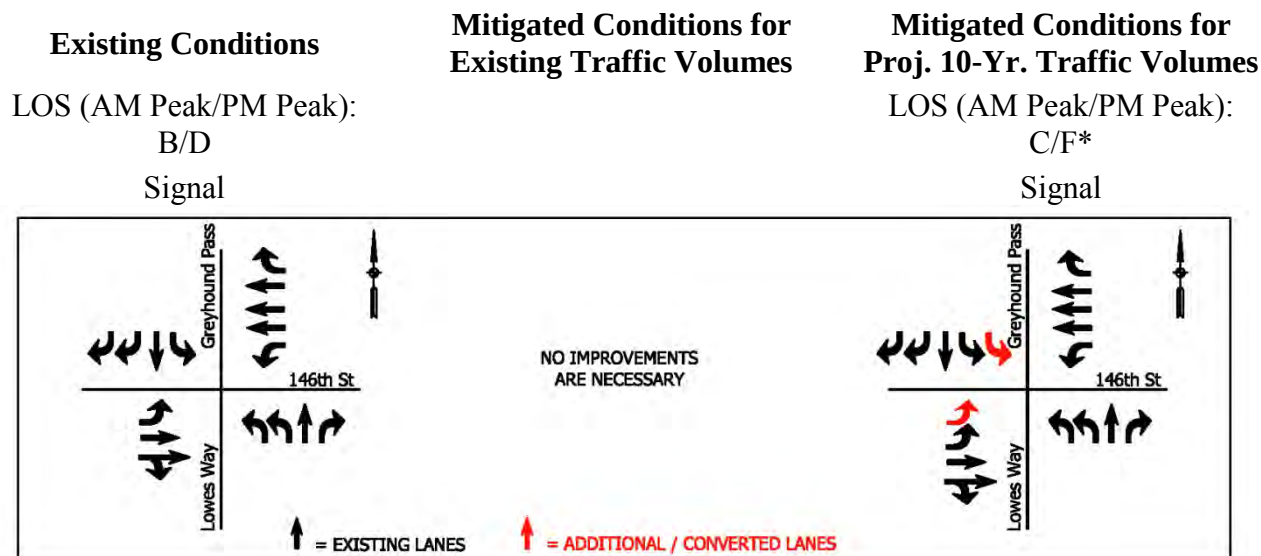
- No improvements are necessary.

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

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

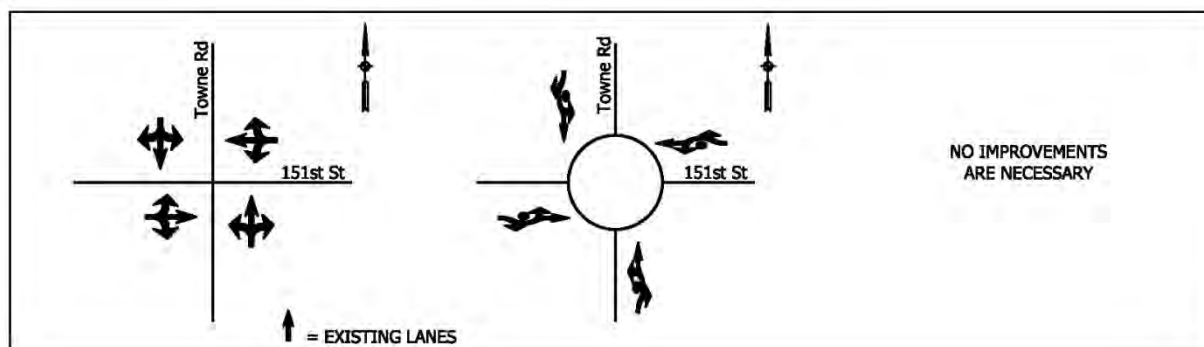
Additional Estimated Construction Cost to Mitigate

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:

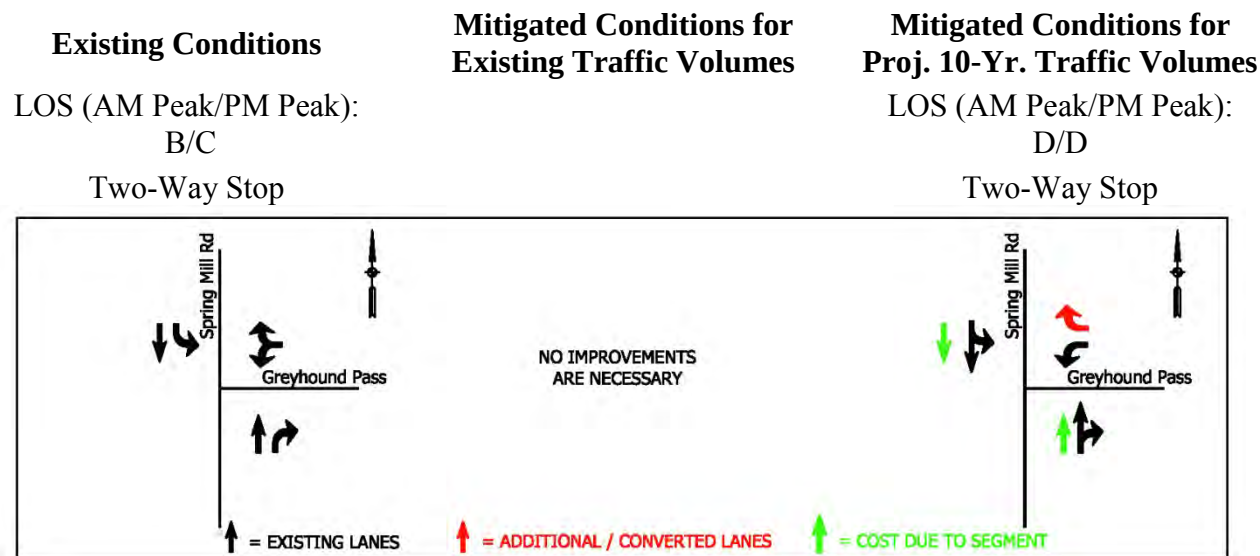
- Construction of a double-lane Roundabout

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

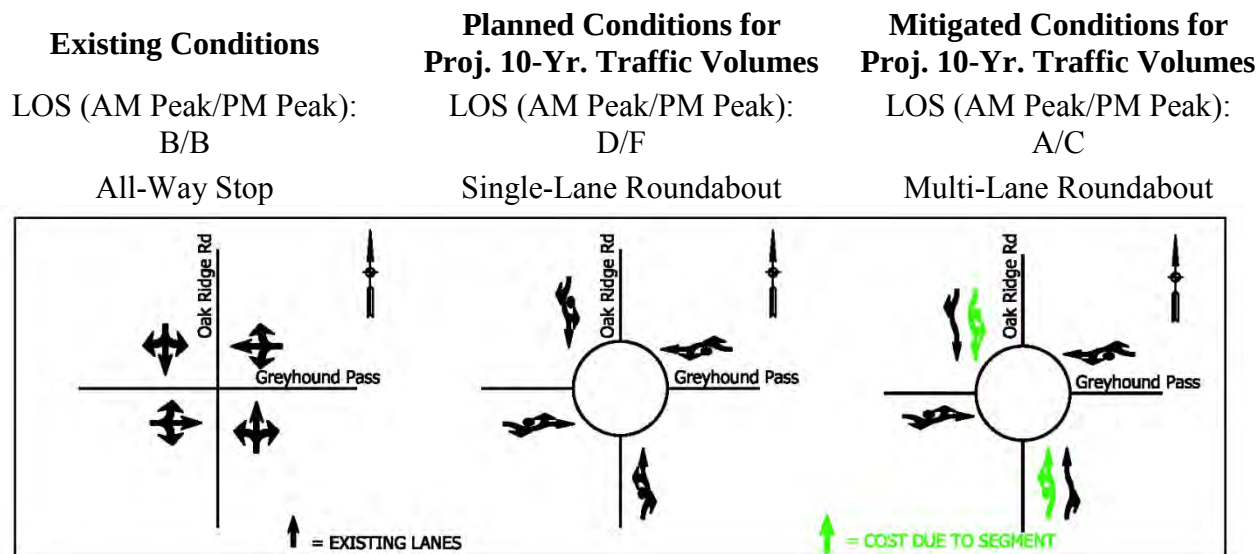
Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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

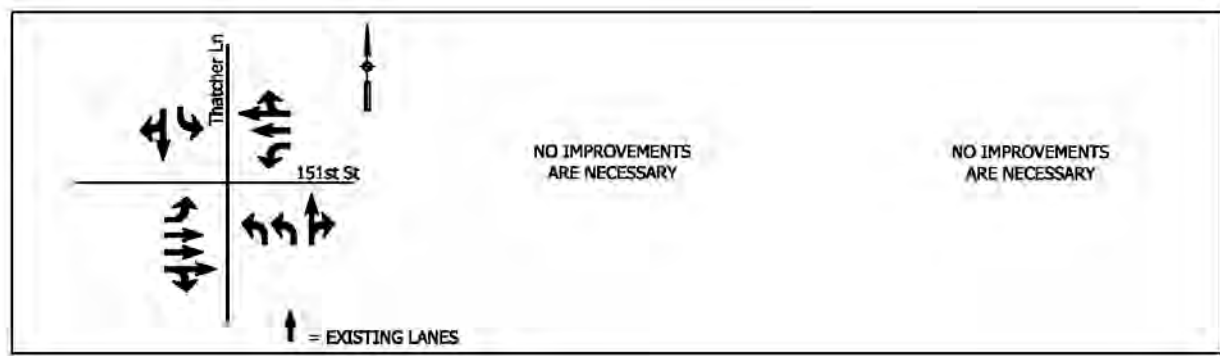
Mitigated Conditions for Existing Traffic Volumes

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

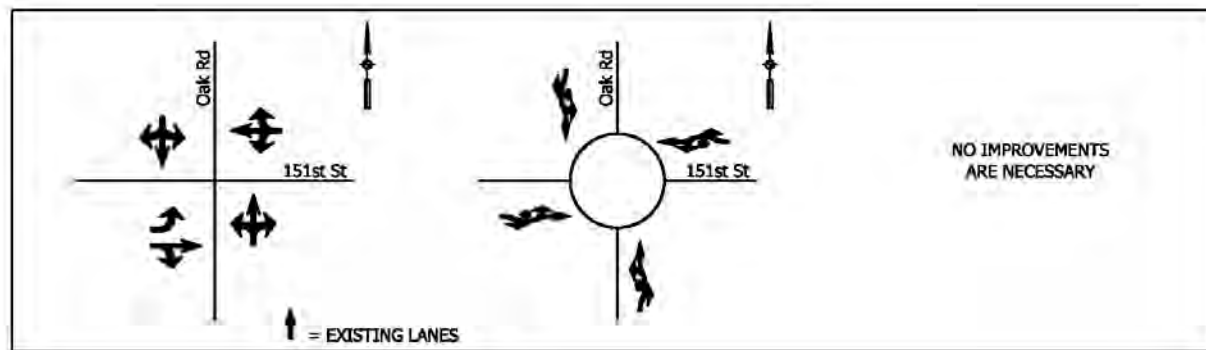
Single-Lane Roundabout

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	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/B
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

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:

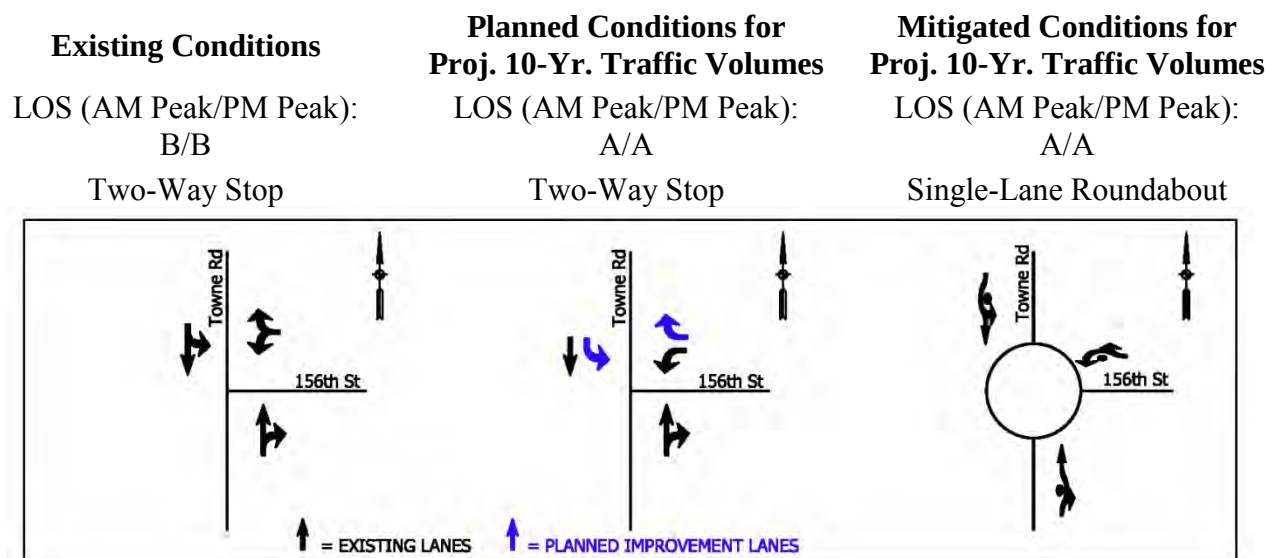
- No improvements are necessary.

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:

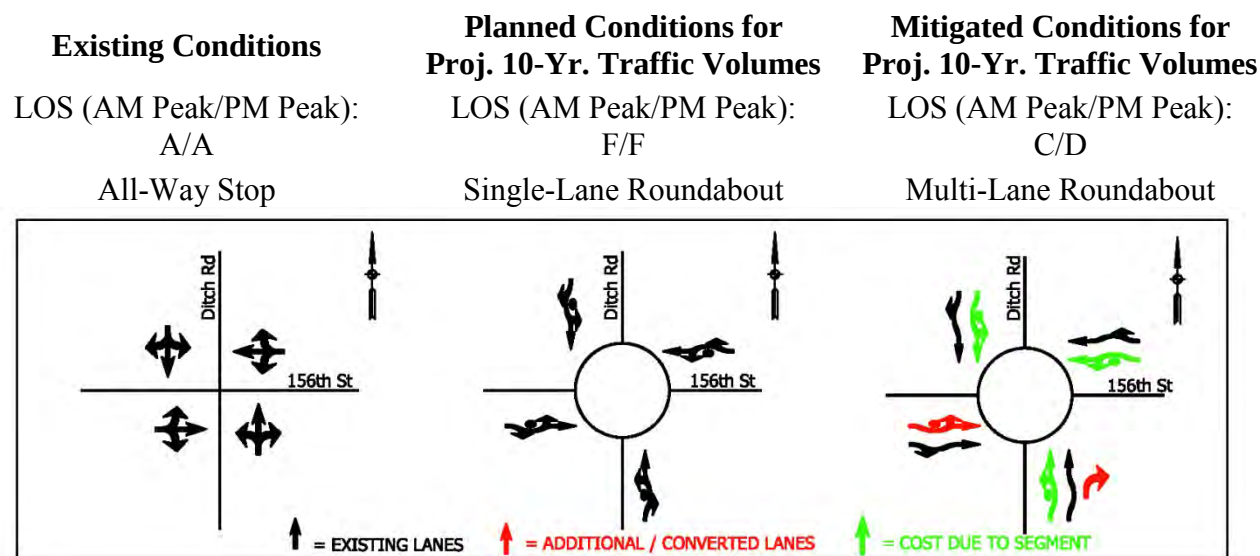
- Construction of a single-lane roundabout

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

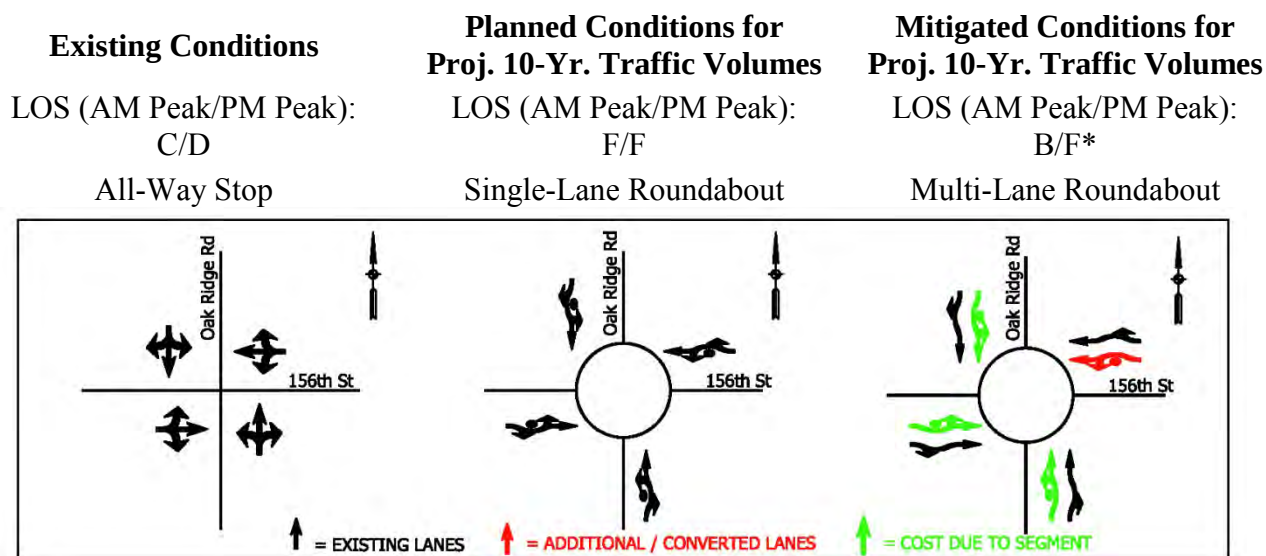
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:

- 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:

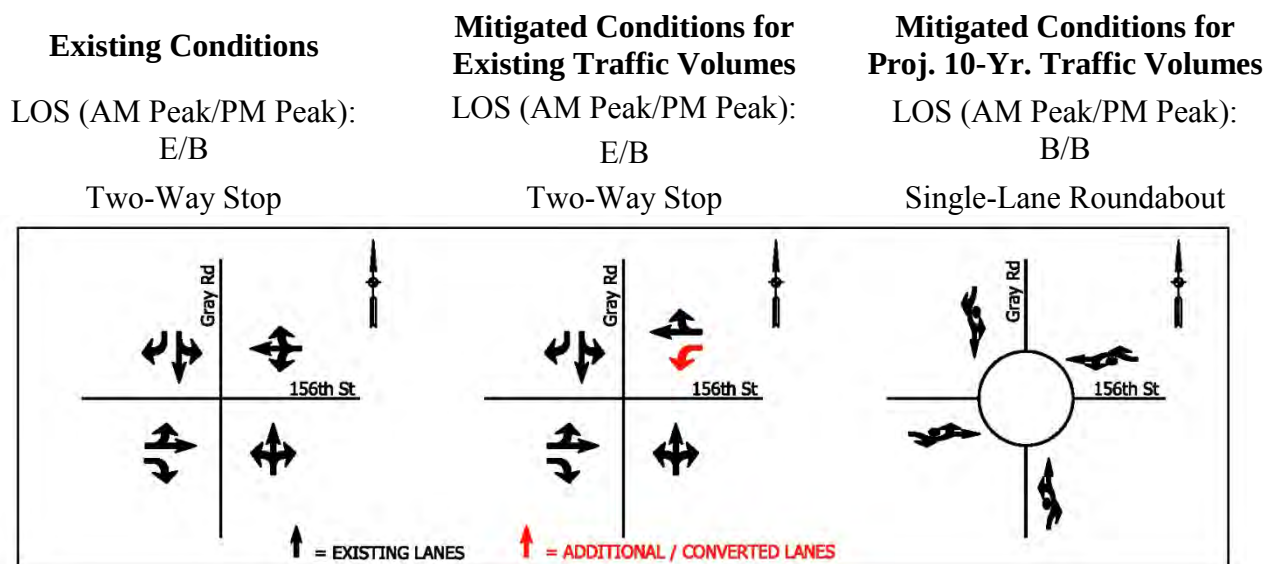
- Construction of single-lane roundabout.

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

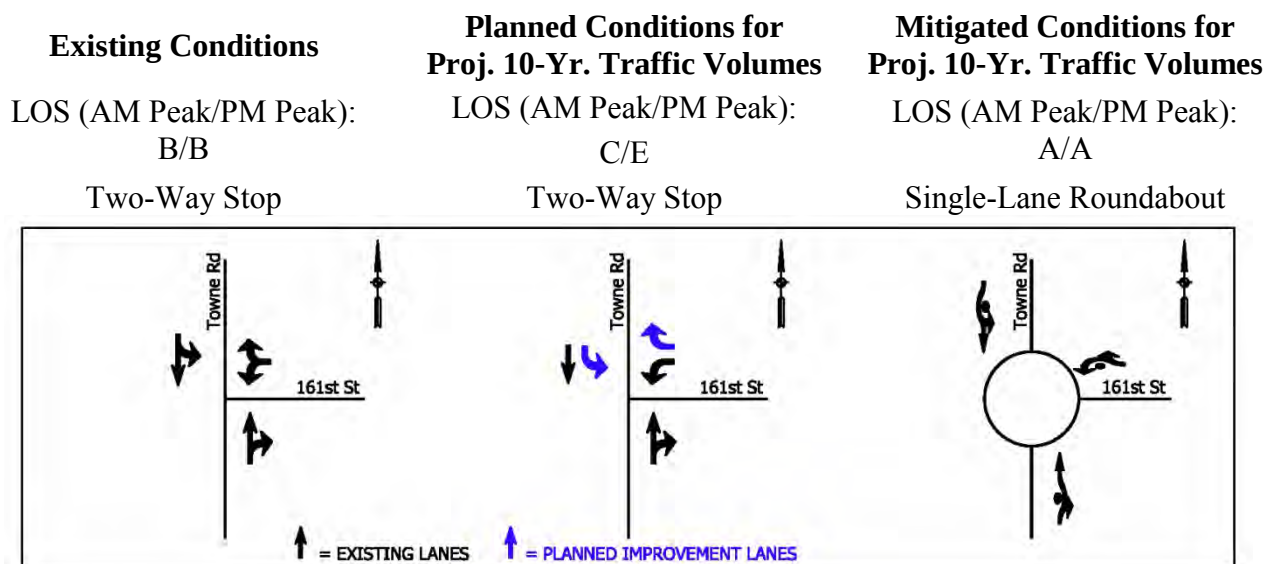
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- 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

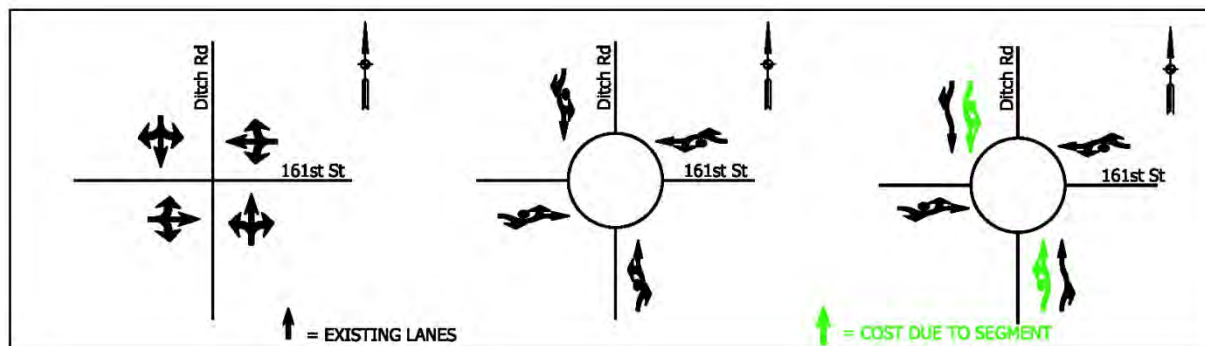
Single-Lane Roundabout

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:

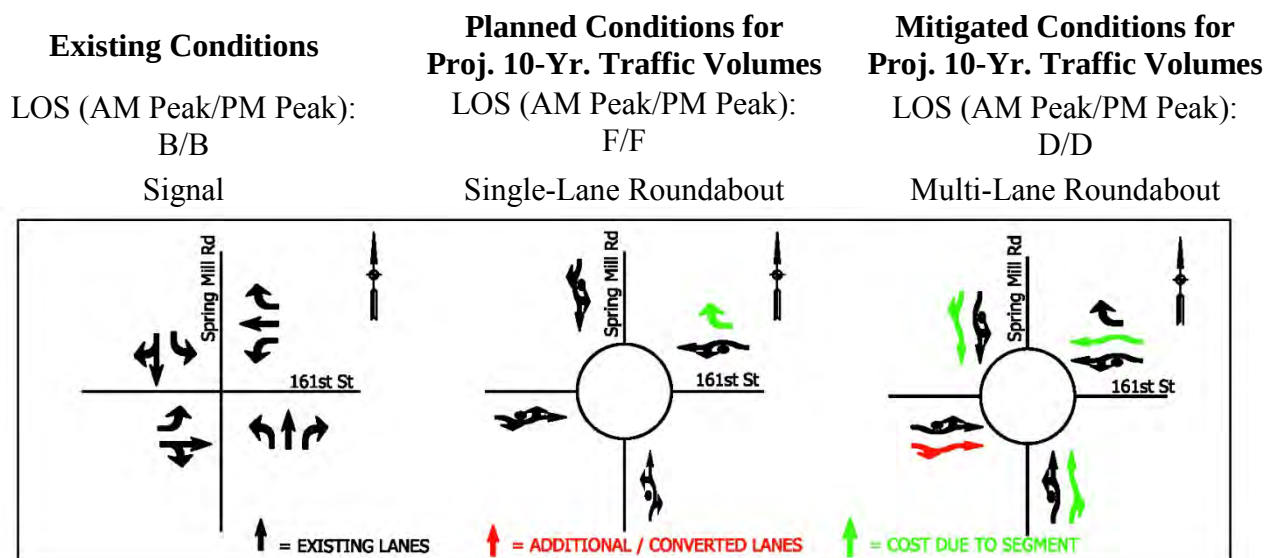
- Upgrade from a single-lane roundabout to a double-lane roundabout.

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.

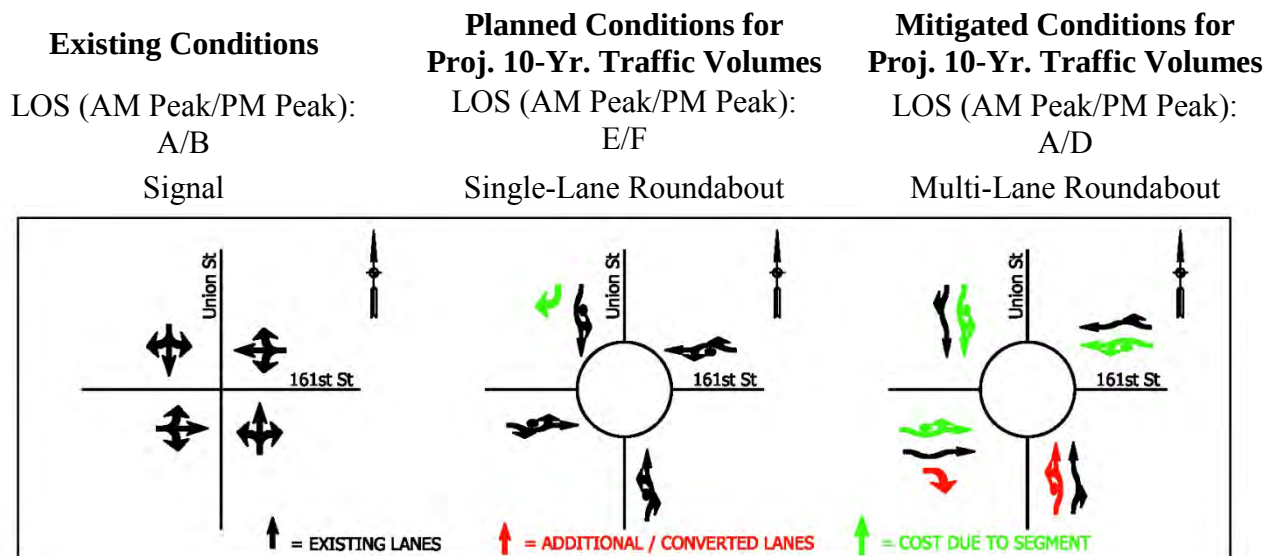
Additional Estimated Construction Cost to Mitigate

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

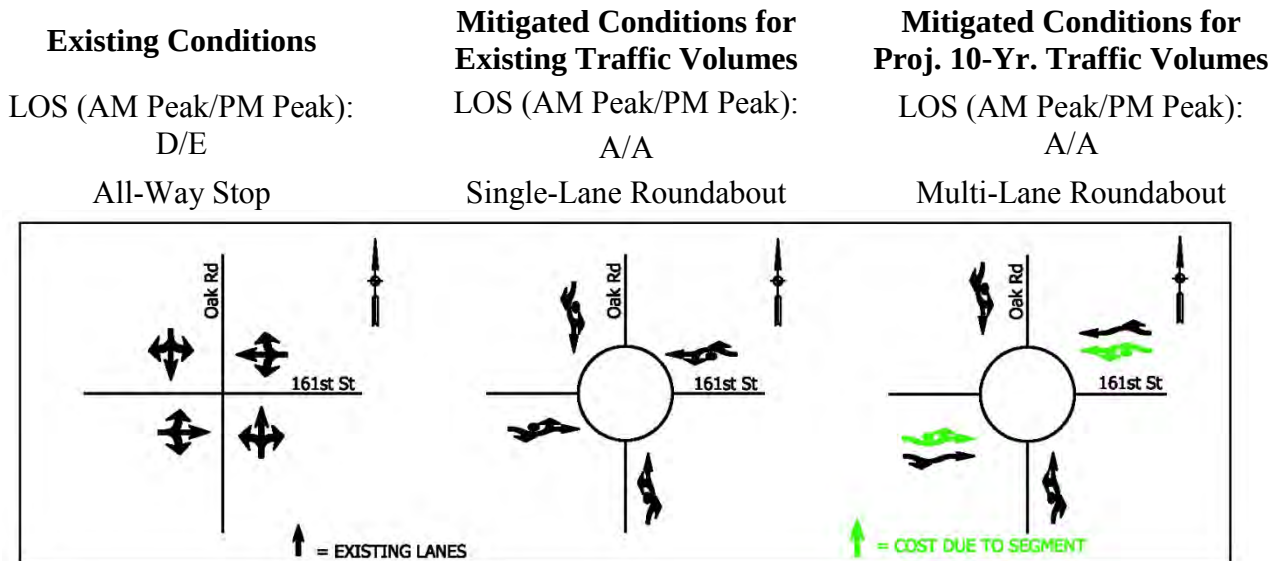
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- 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.

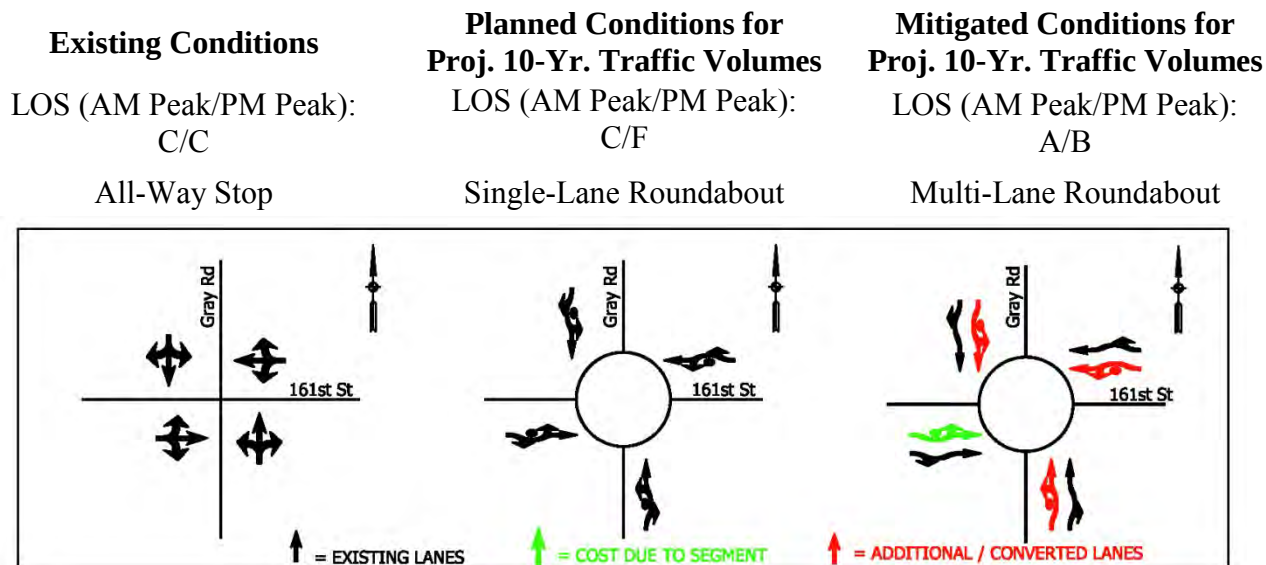
Additional Estimated Construction Cost to Mitigate

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.

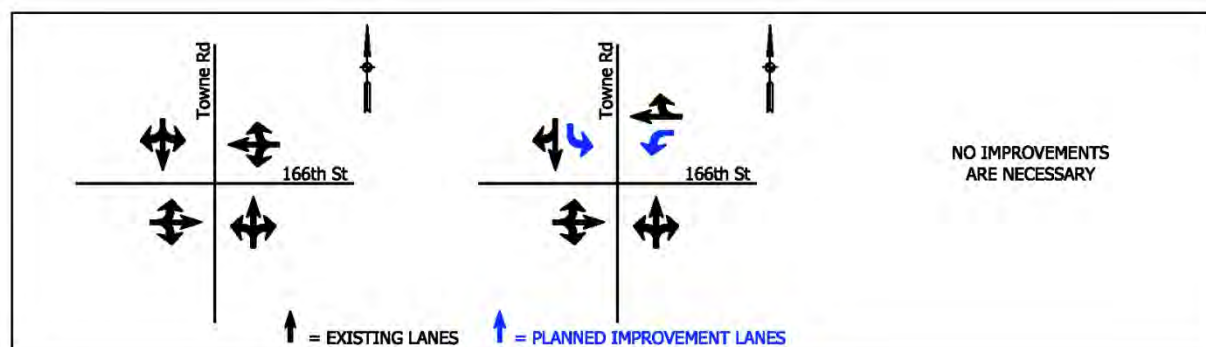
Additional Estimated Construction Cost to Mitigate

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:

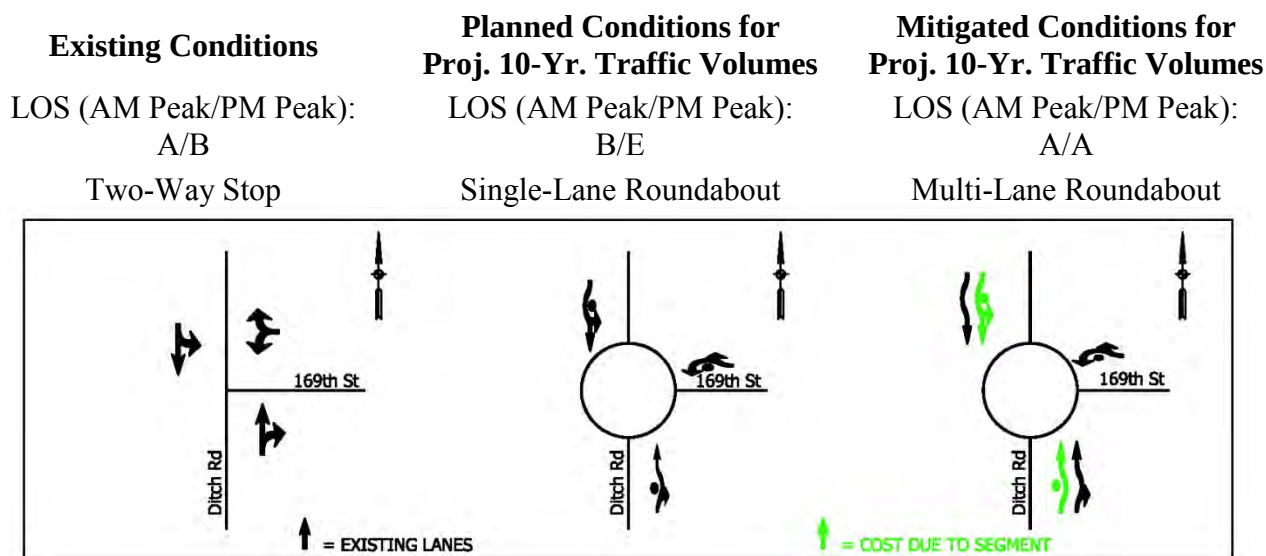
- No improvements are necessary.

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:

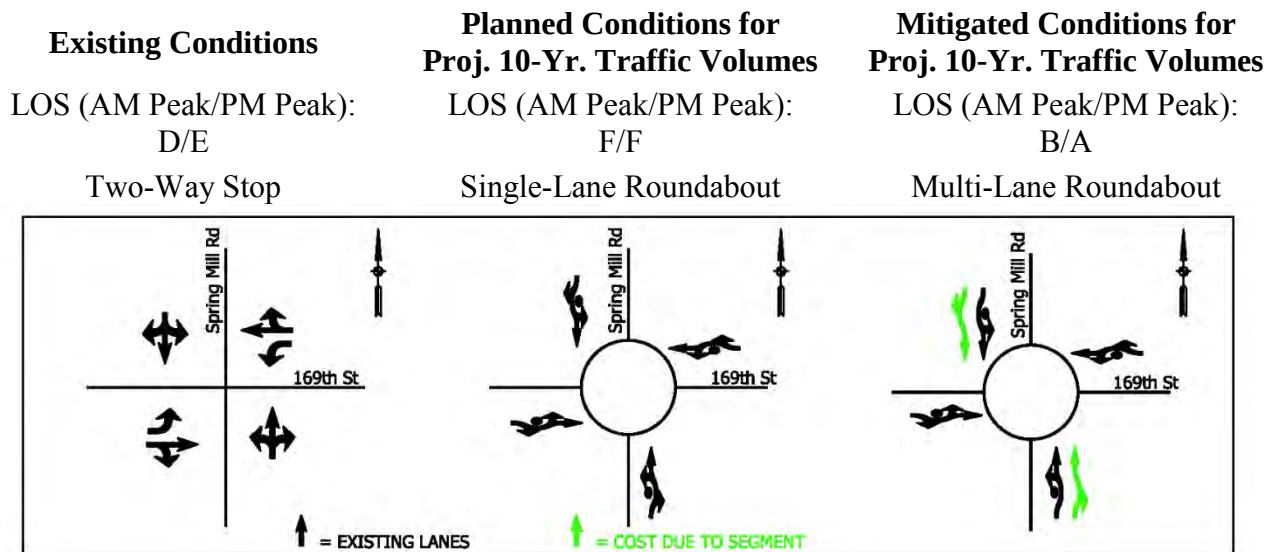
- Upgrade from a single-lane roundabout to a double-lane roundabout.

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:

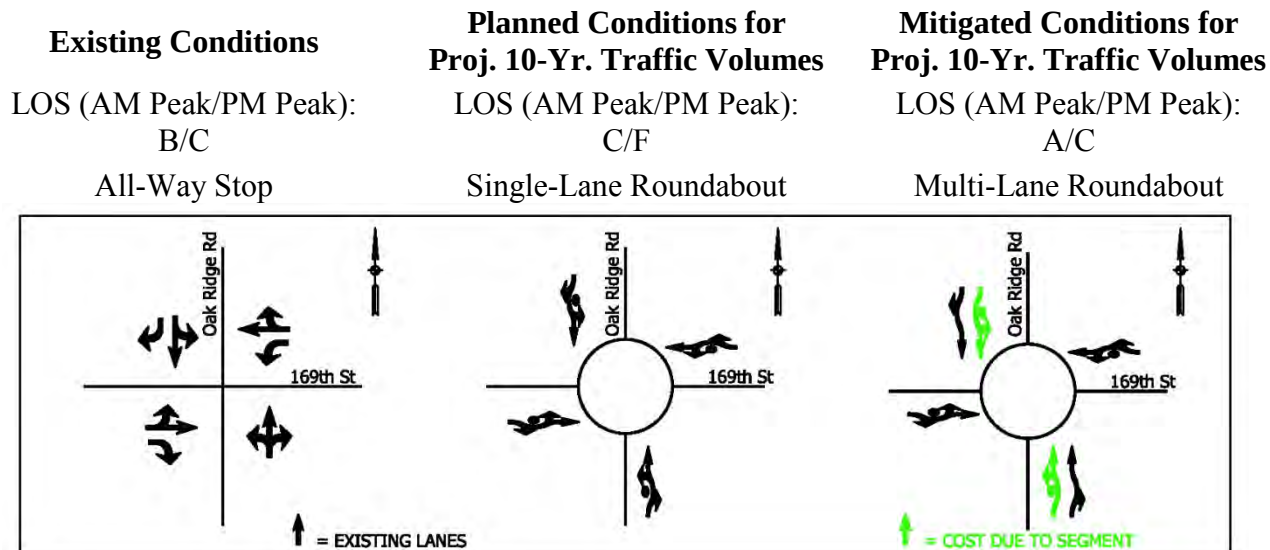
- Upgrade from a single-lane roundabout to a double-lane roundabout.

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.

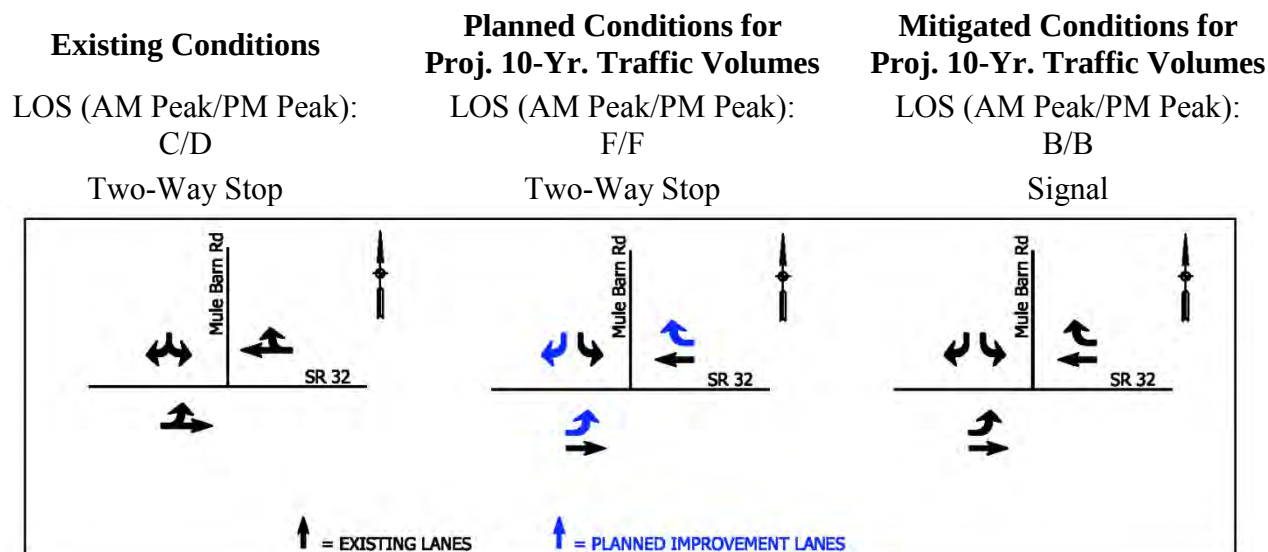
Additional Estimated Construction Cost to Mitigate

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

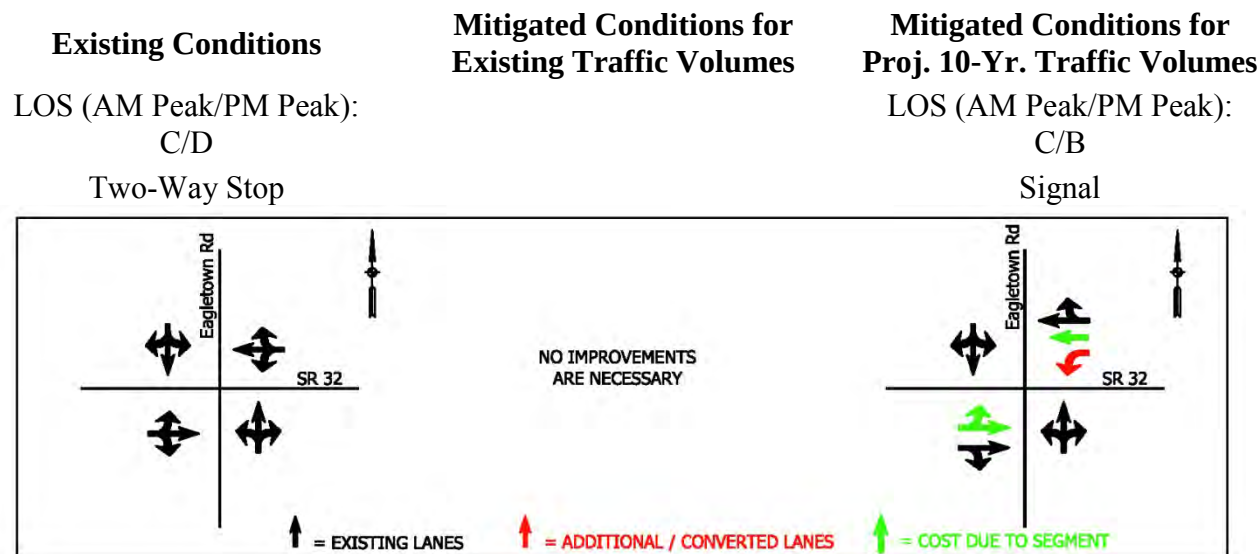
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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

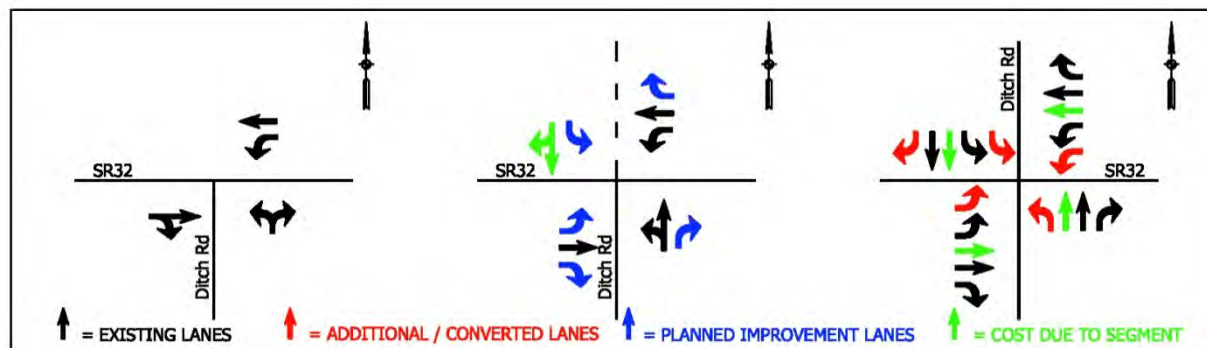
LOS (AM Peak/PM Peak):
C/D
Two-Way Stop

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

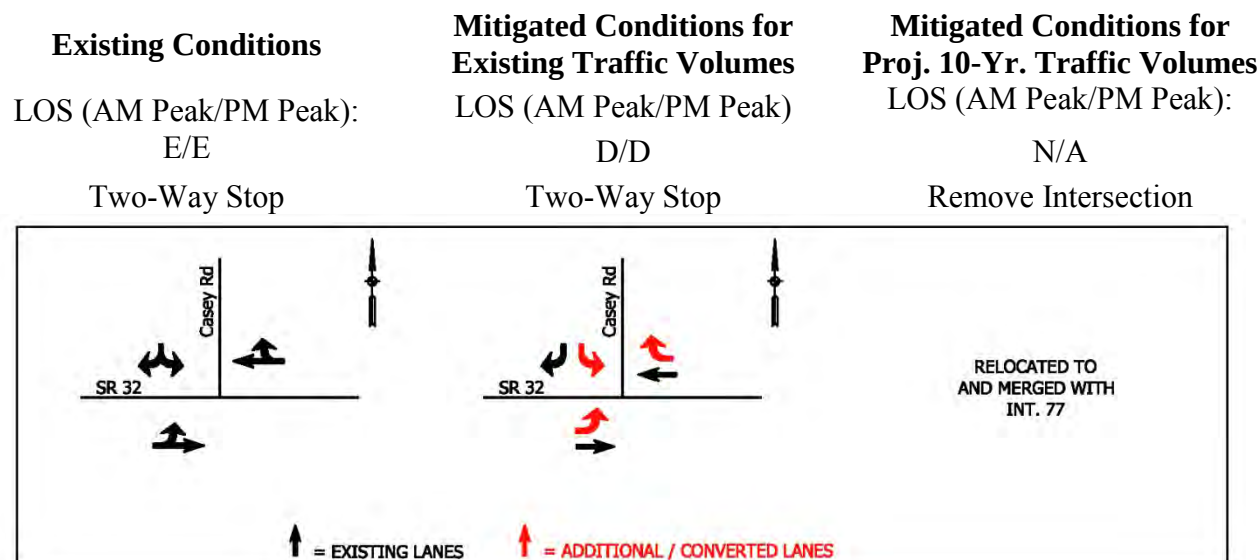
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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

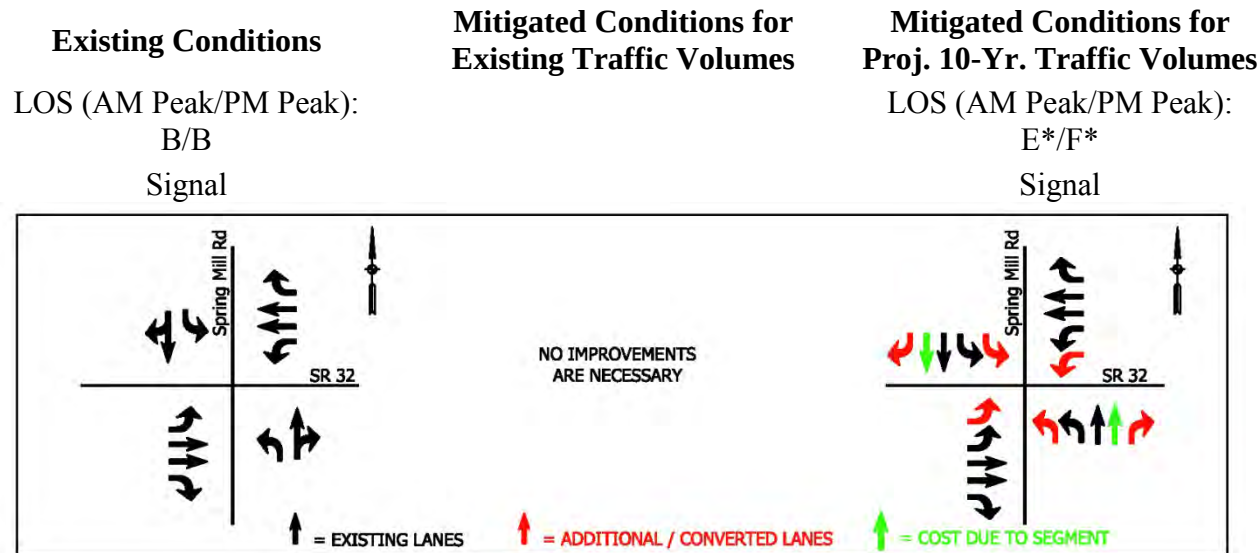
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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):

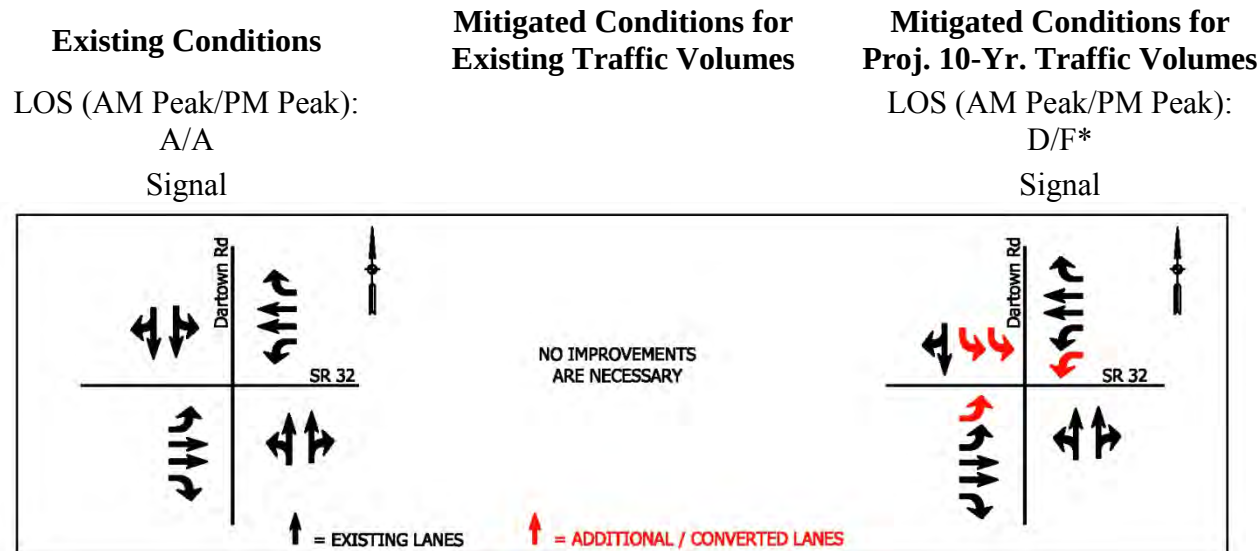
\$800,000

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):

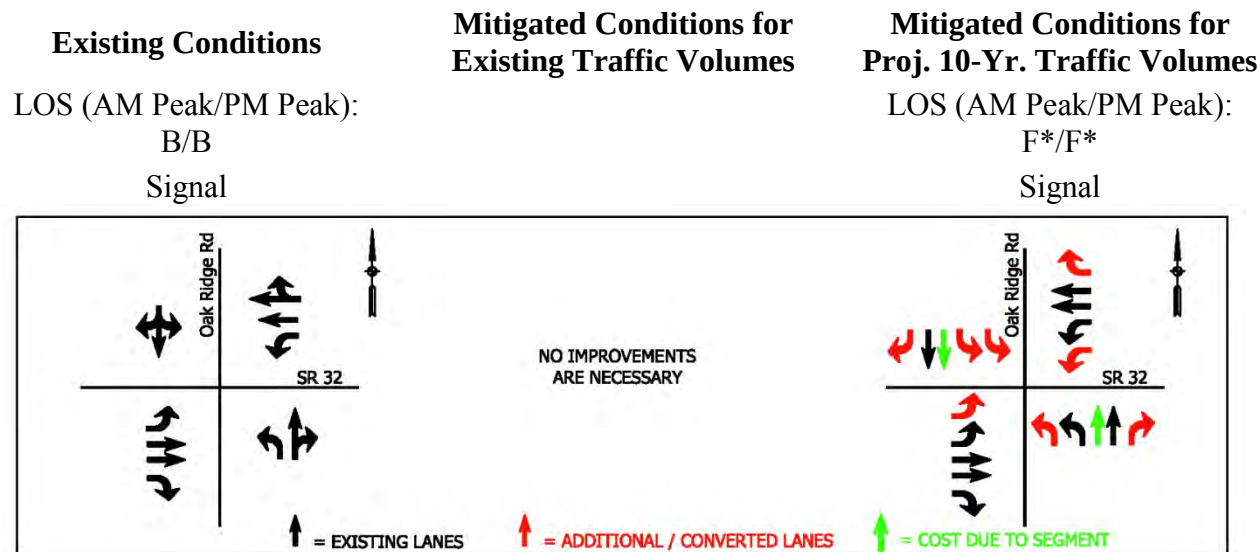
\$200,000

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):

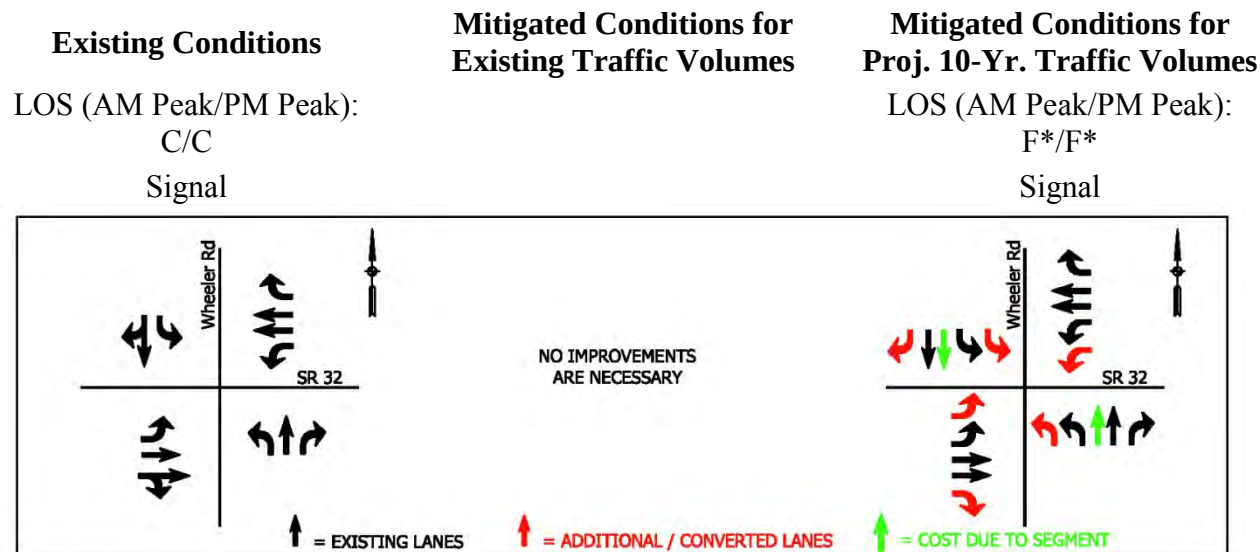
\$1,000,000

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



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

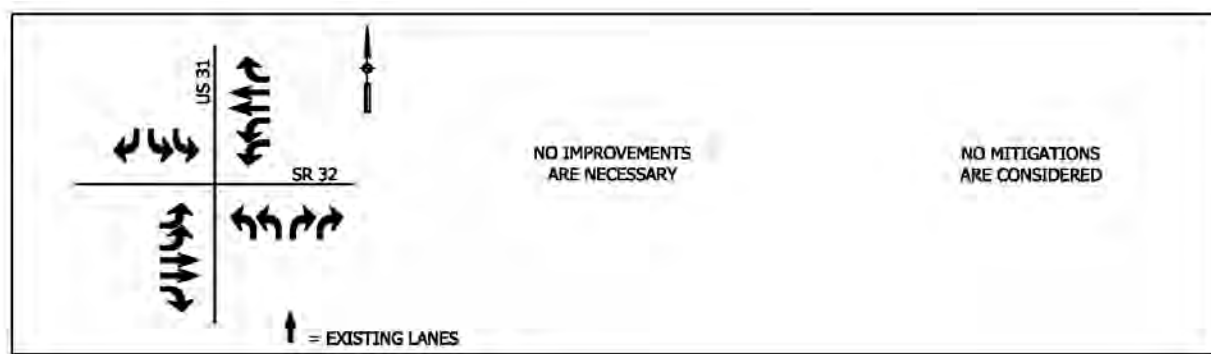
Mitigated Conditions for Existing Traffic Volumes

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.

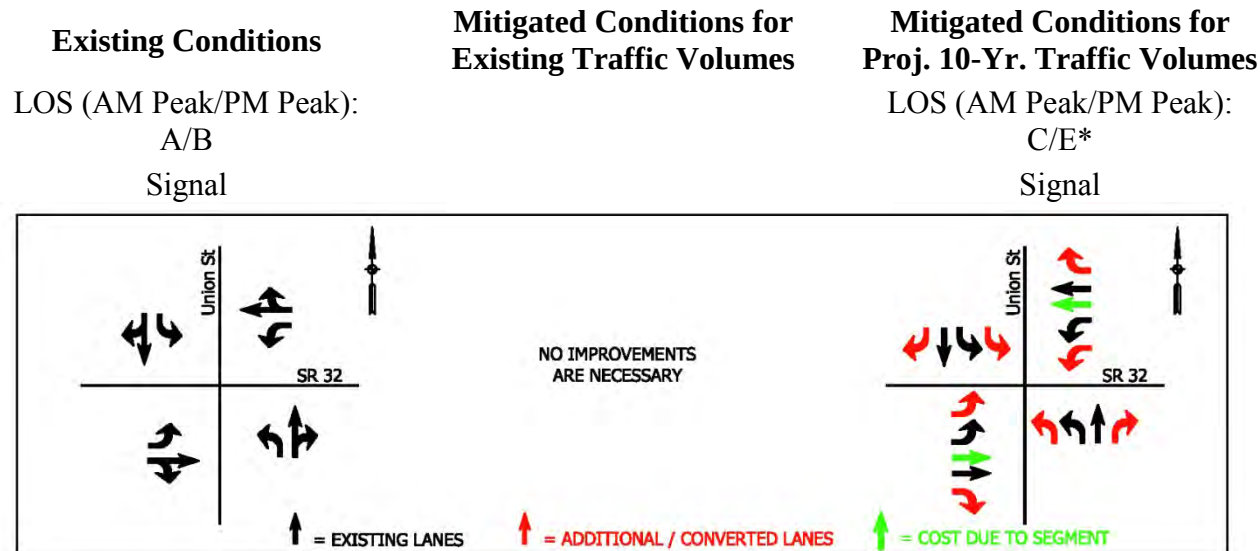
Additional Estimated Construction Cost to Mitigate

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):

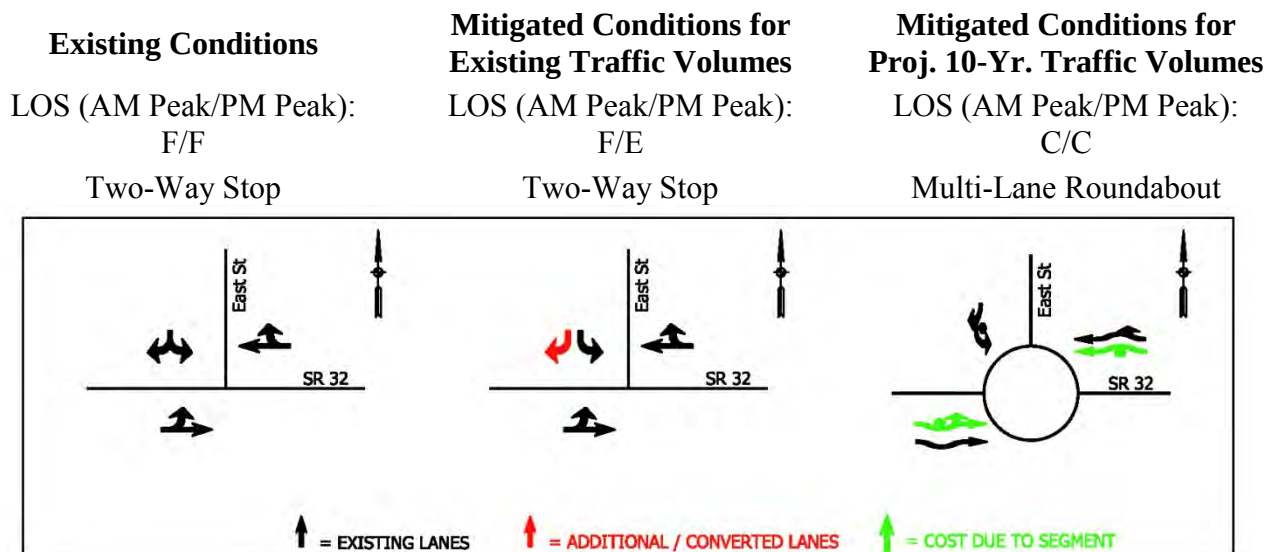
\$800,000

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.

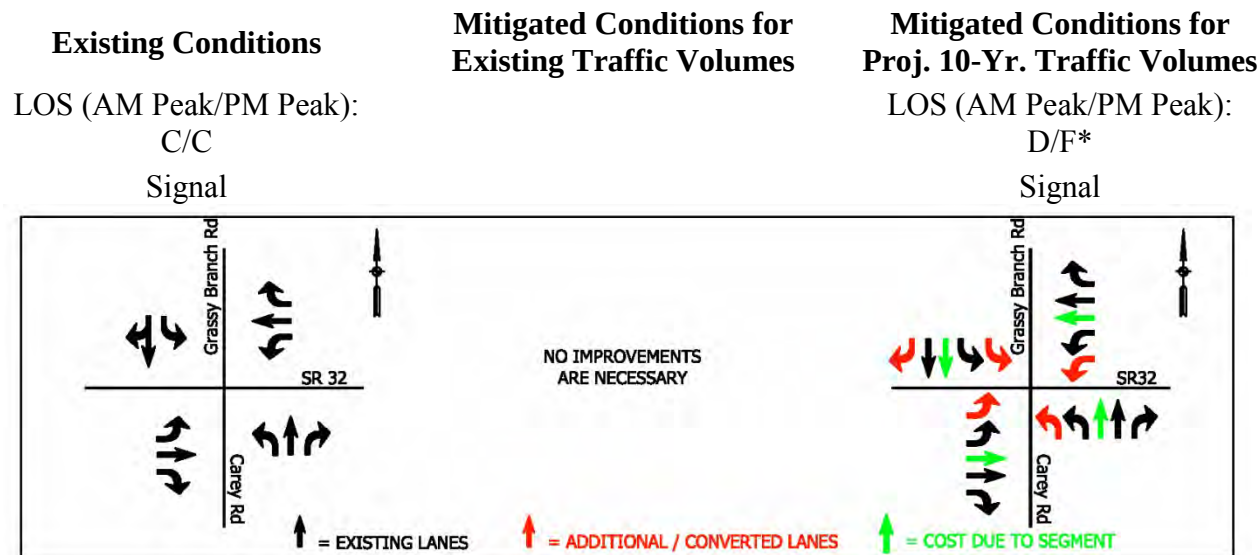
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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):

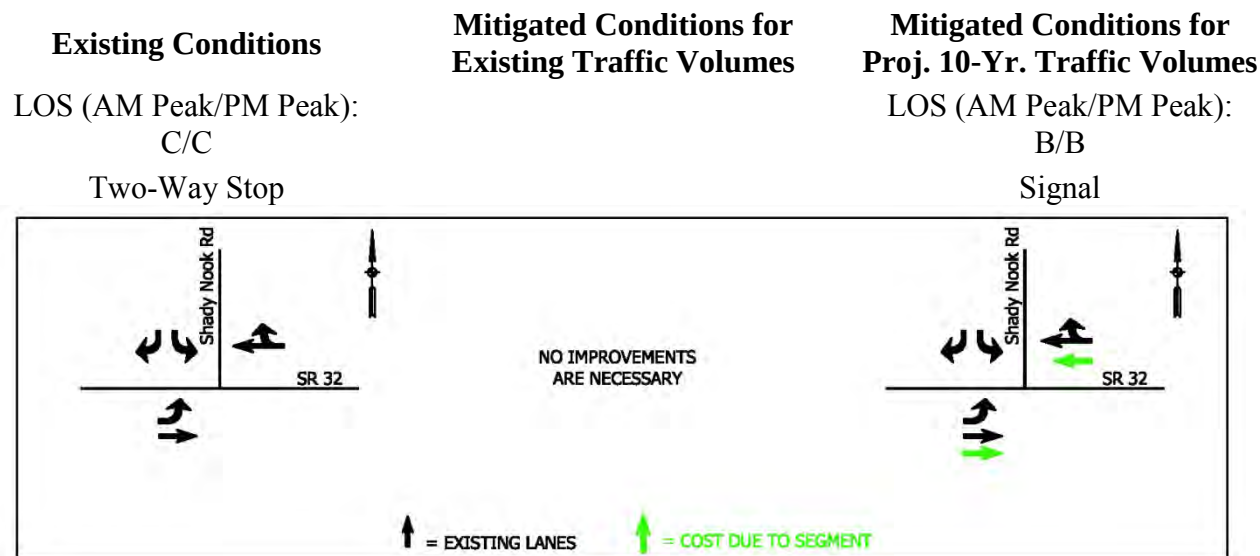
\$600,000

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:

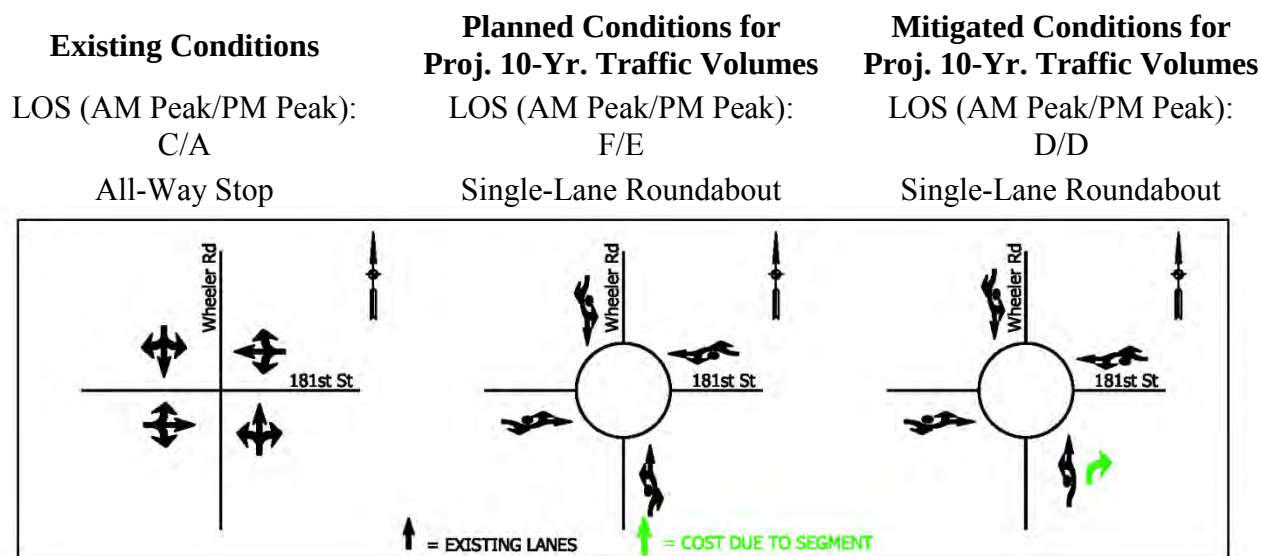
- Add a NB right-turn lane along Dartown Road.

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:

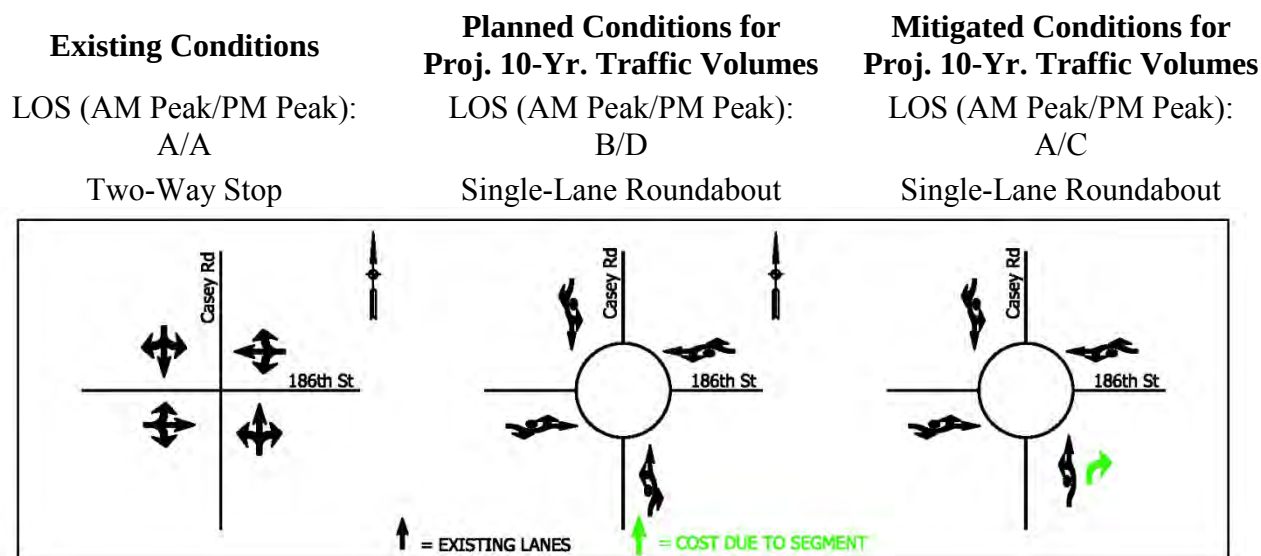
- No improvements are necessary.

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

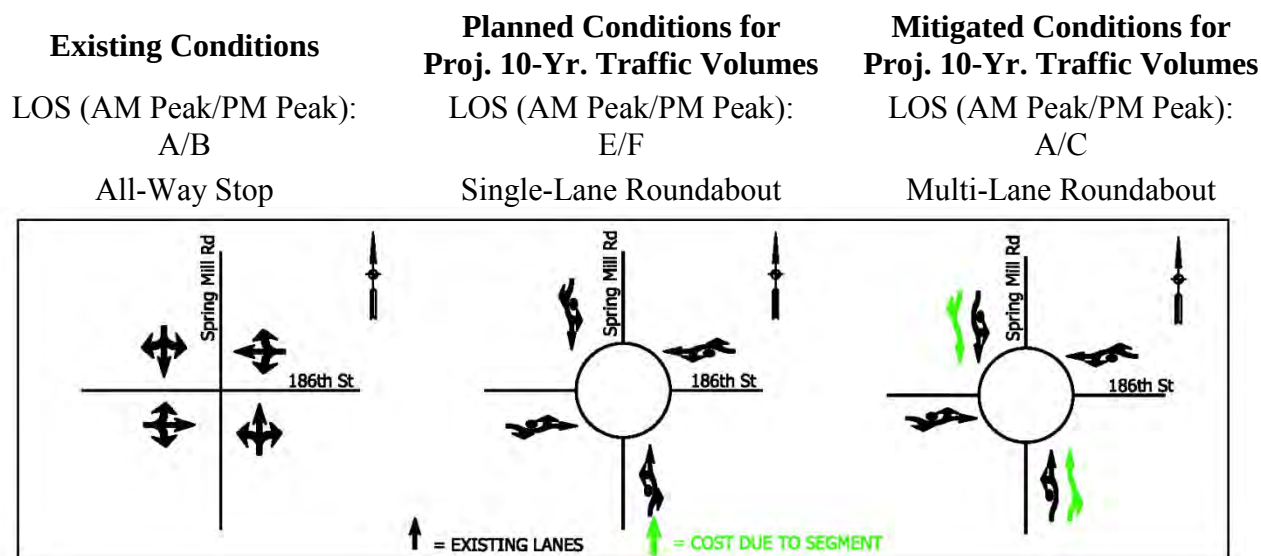
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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:

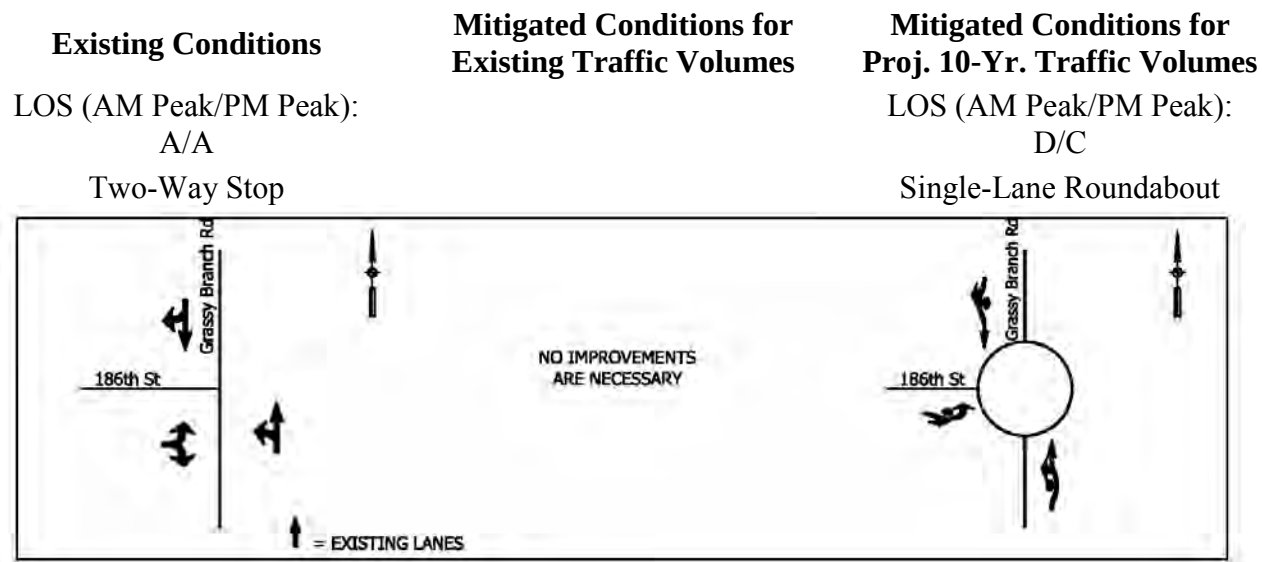
- No improvements are necessary

Additional Estimated Construction Cost to Mitigate

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

\$0

GRASSY BRANCH ROAD & 186TH STREET



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.

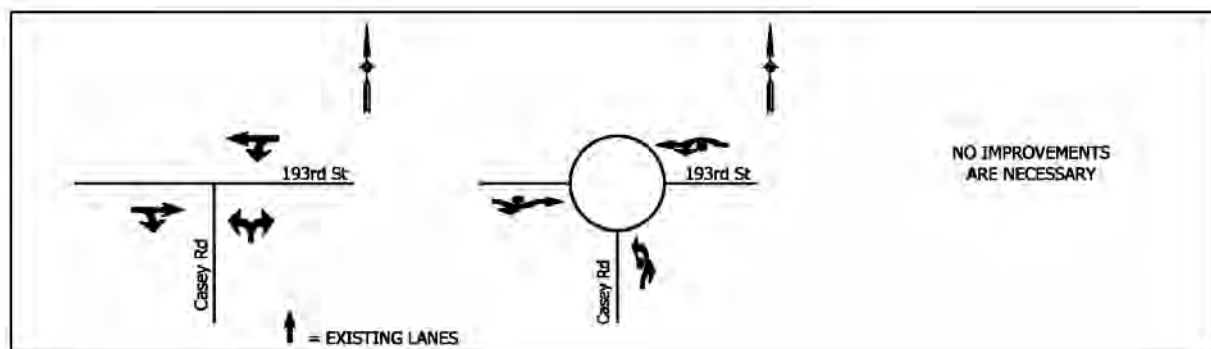
Additional Estimated Construction Cost to Mitigate

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

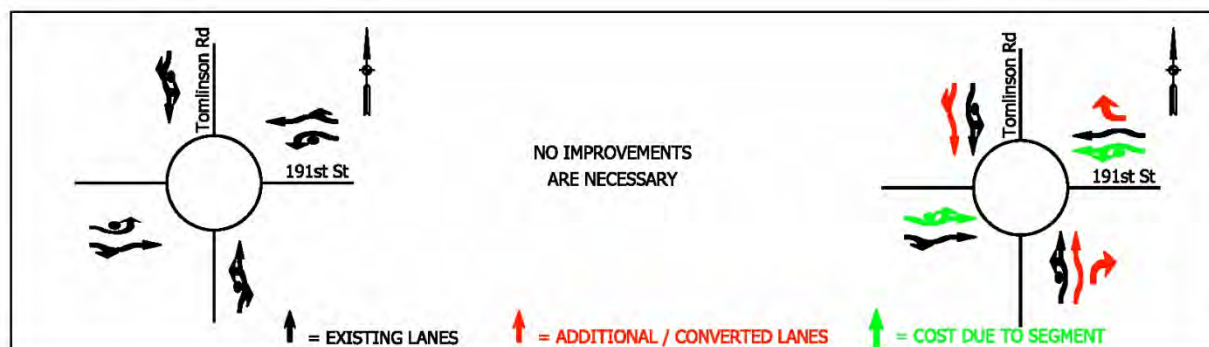
- Removed Intersection.

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

\$0

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.

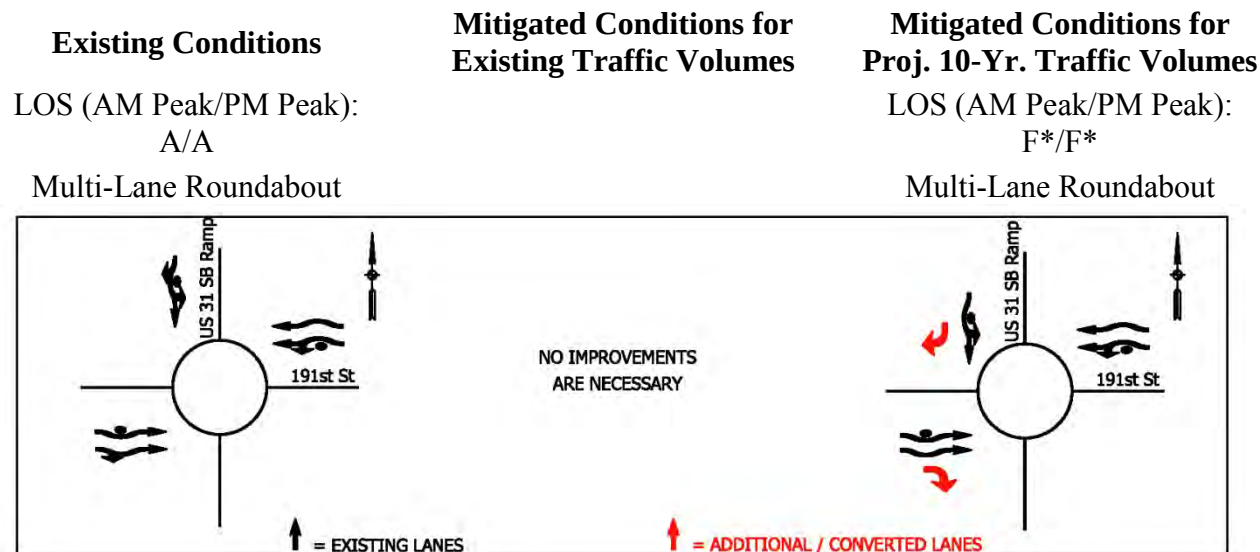
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):

\$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

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

- Restriping of existing roundabout into double-lane roundabout.

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

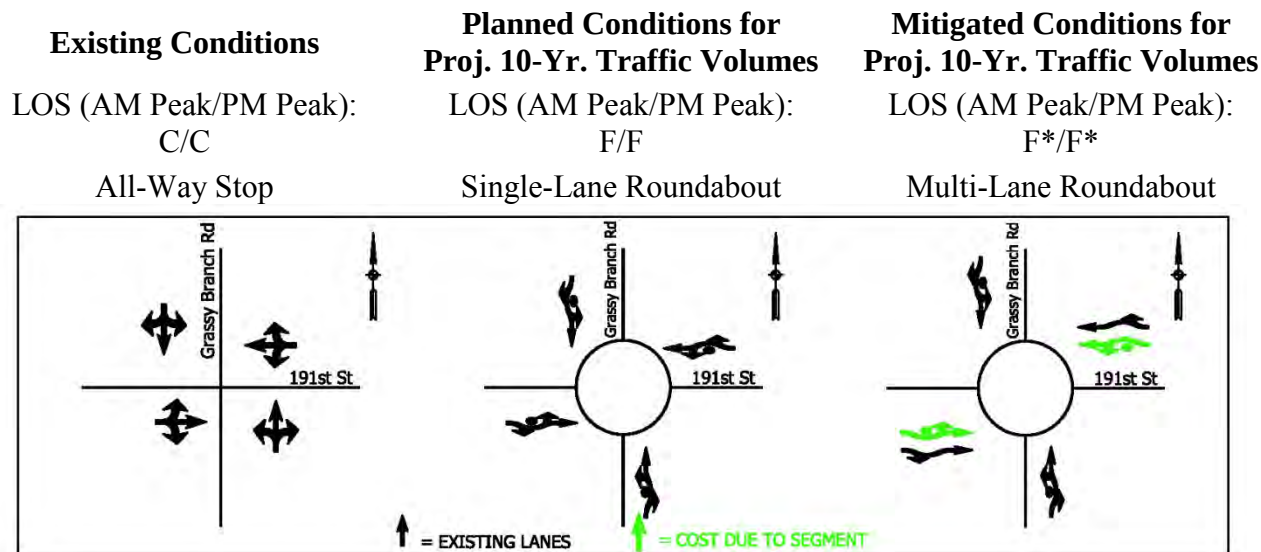
\$0

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):

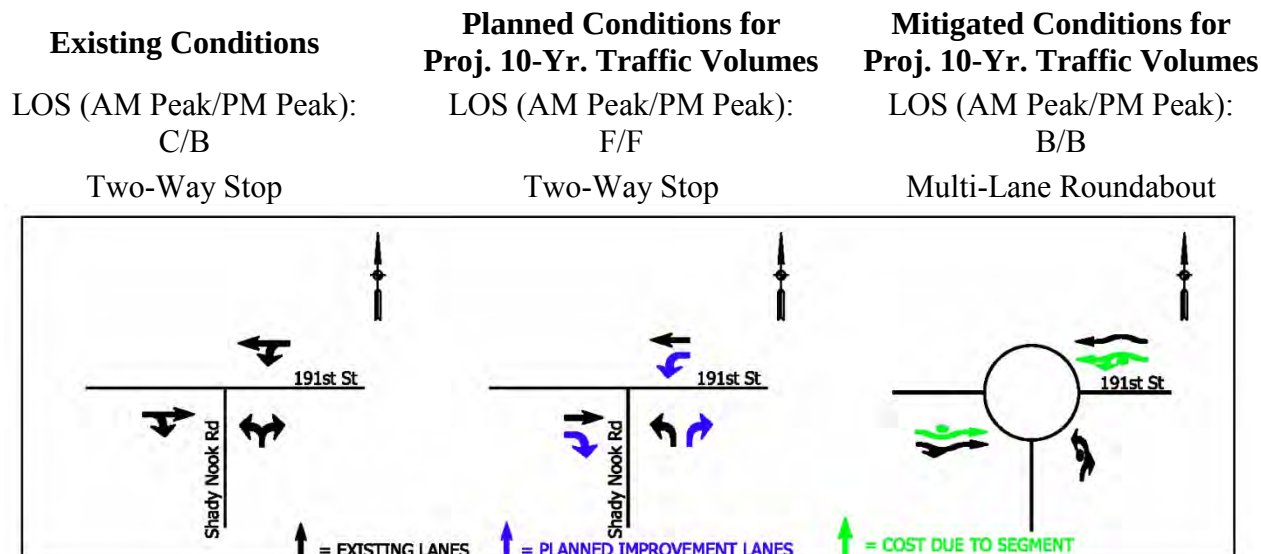
- Upgrade from a single-lane roundabout to a double-lane roundabout.

\$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):

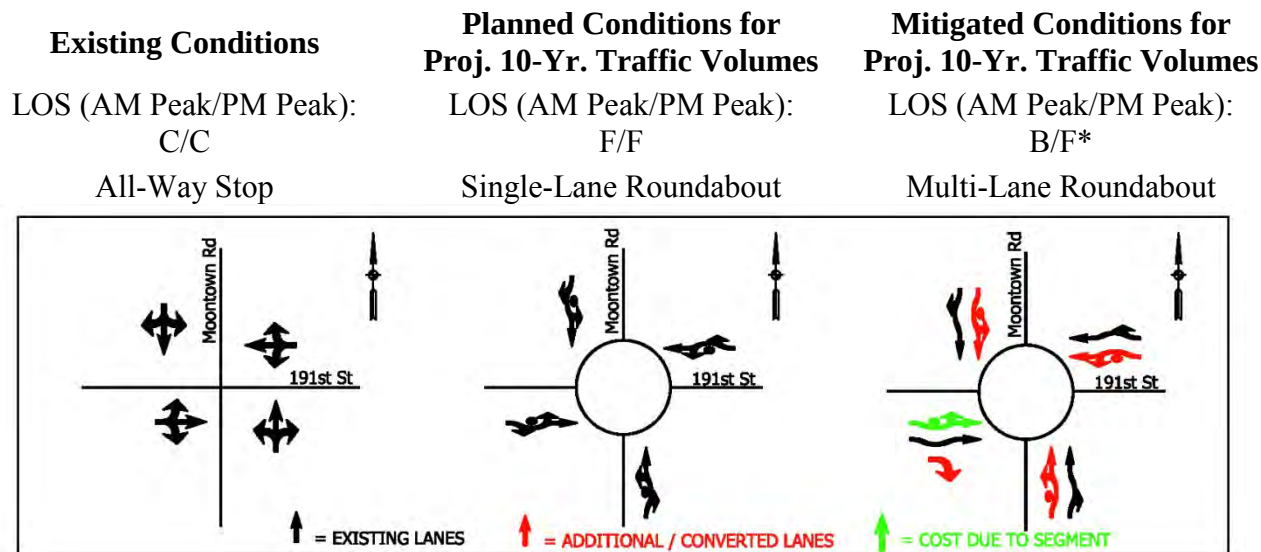
- Construction of a double-lane roundabout.

\$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

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

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

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	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/B
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

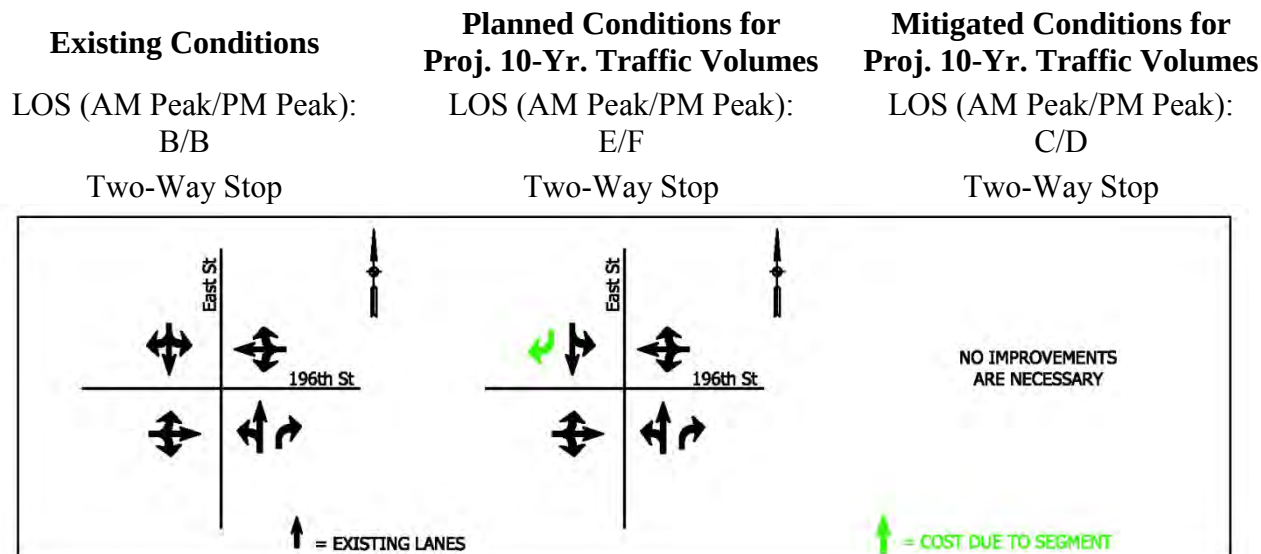
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

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

\$1,000,000

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

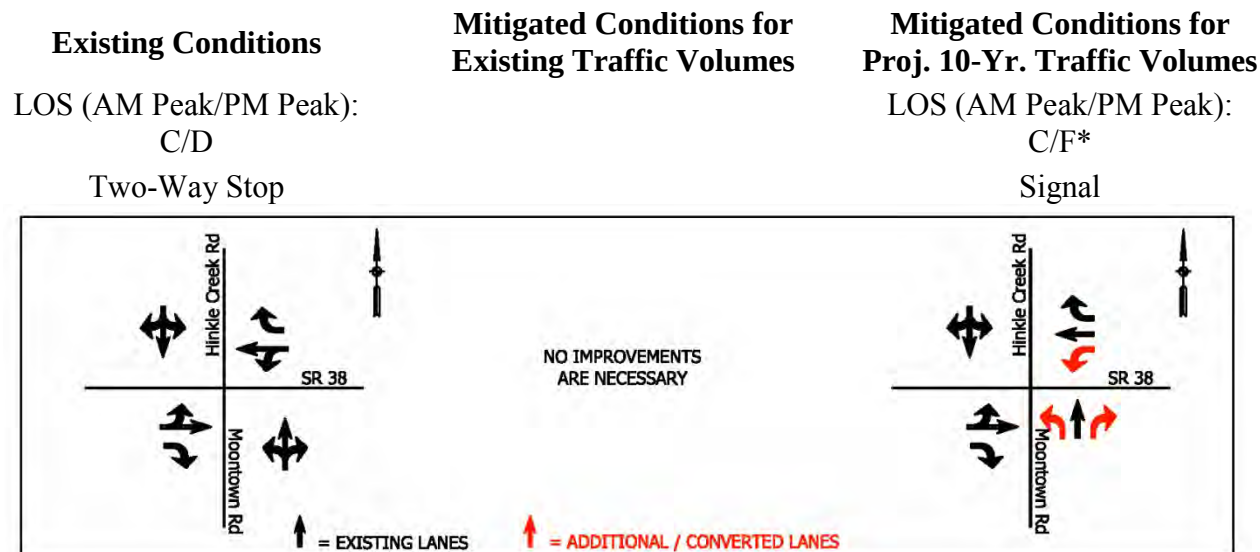
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- 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	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/B
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

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:

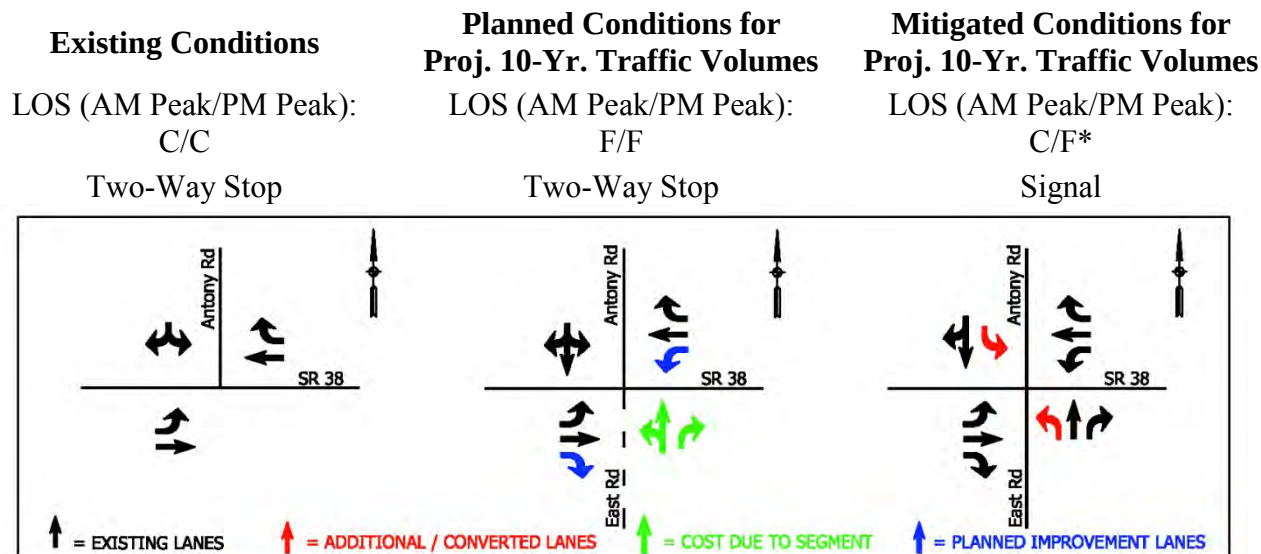
- Removed Intersection.

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

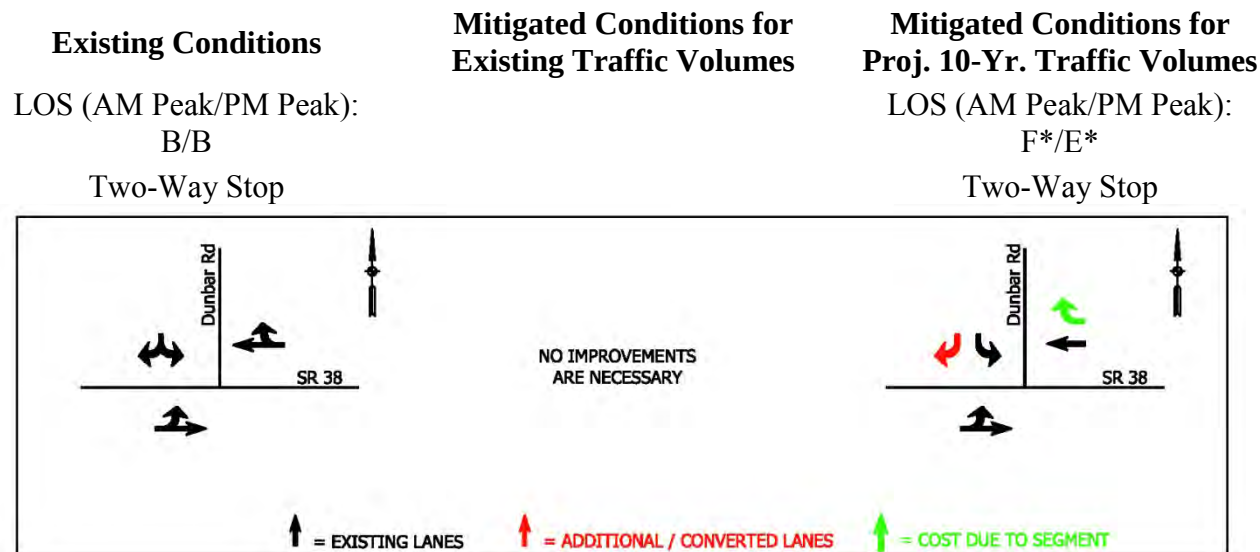
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

- 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):

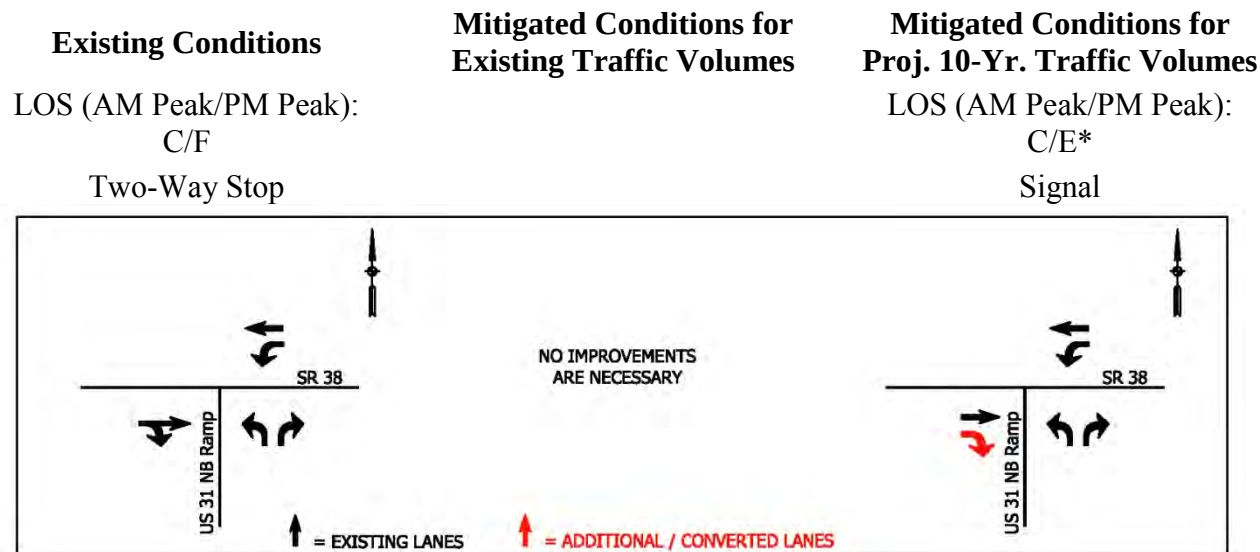
\$0

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	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

SIX POINT 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/B
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 & 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.

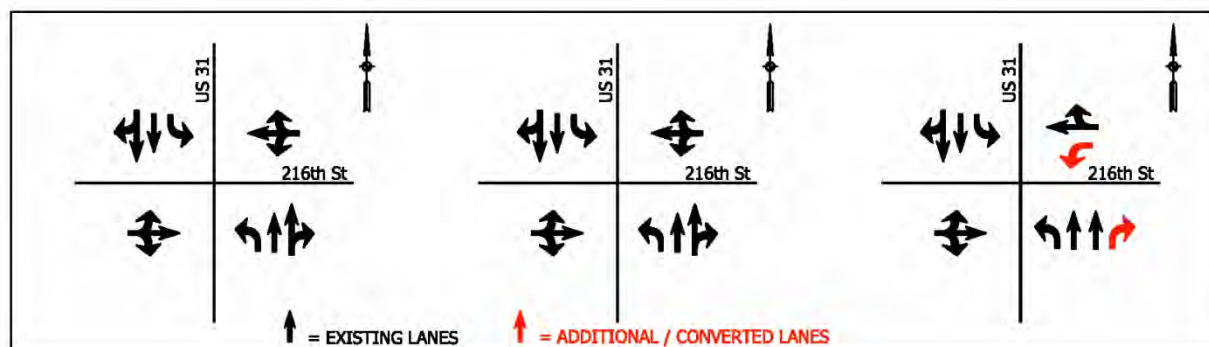
Additional Estimated Construction Cost to Mitigate

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		LOS (AM Peak/PM Peak): C/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 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

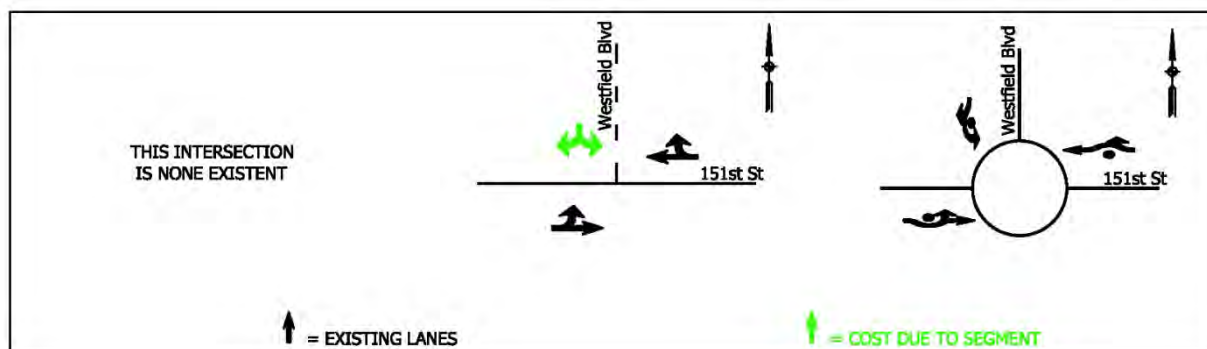
Note:

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):

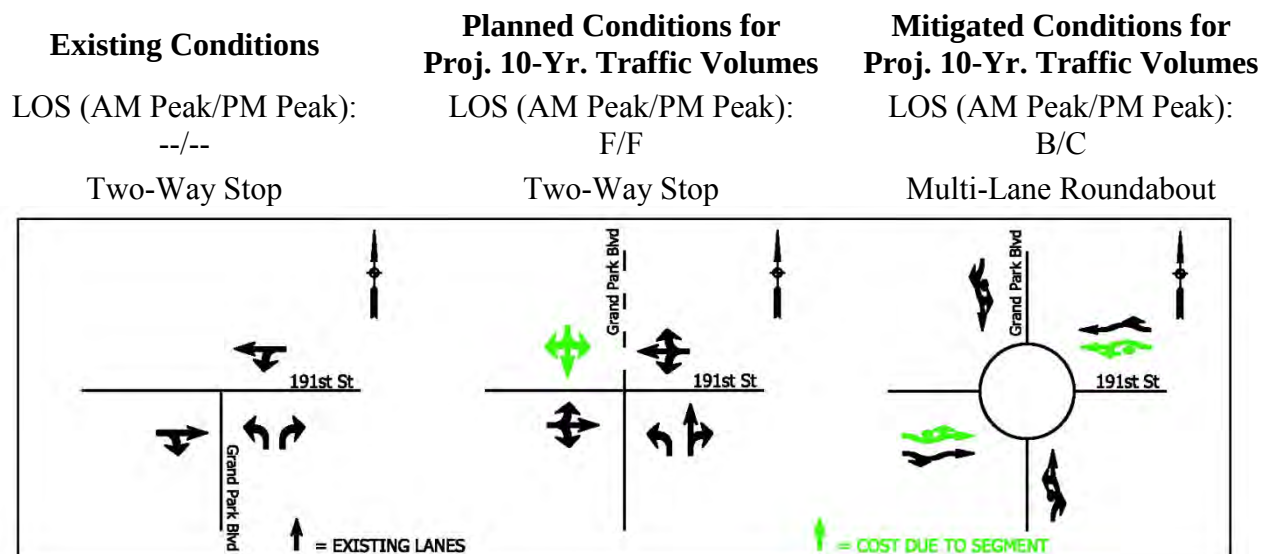
- Construction of a single-lane roundabout.

\$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.

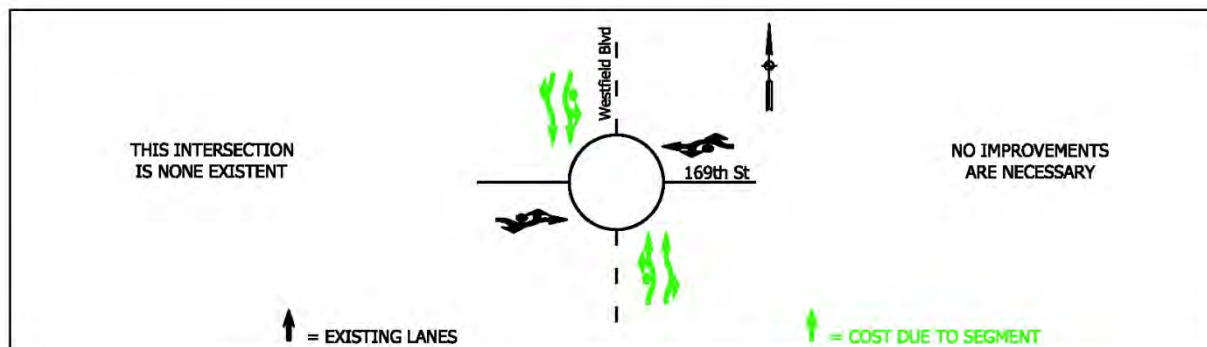
\$1,500,000

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

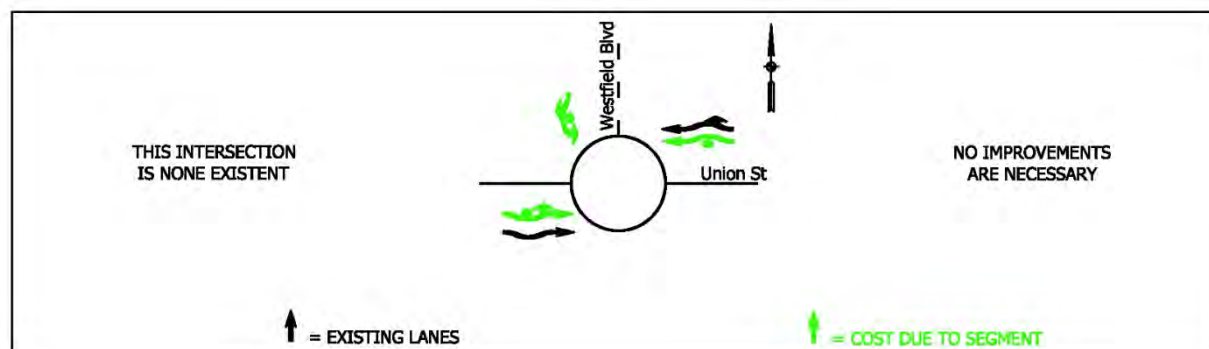
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

- 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):

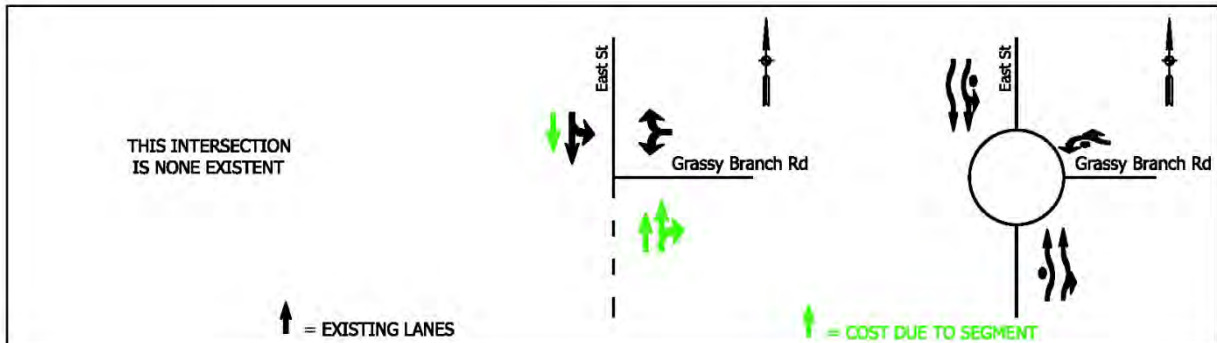
- Construction of a double-lane roundabout.

\$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):

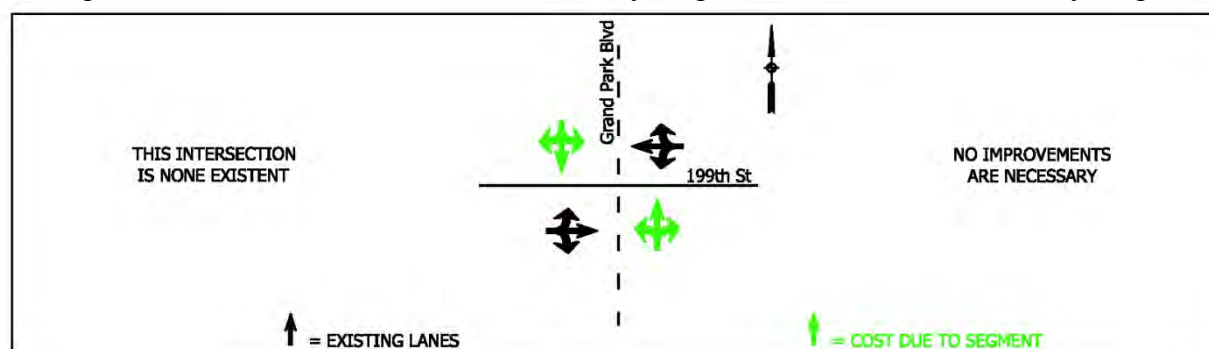
\$1,500,000

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.

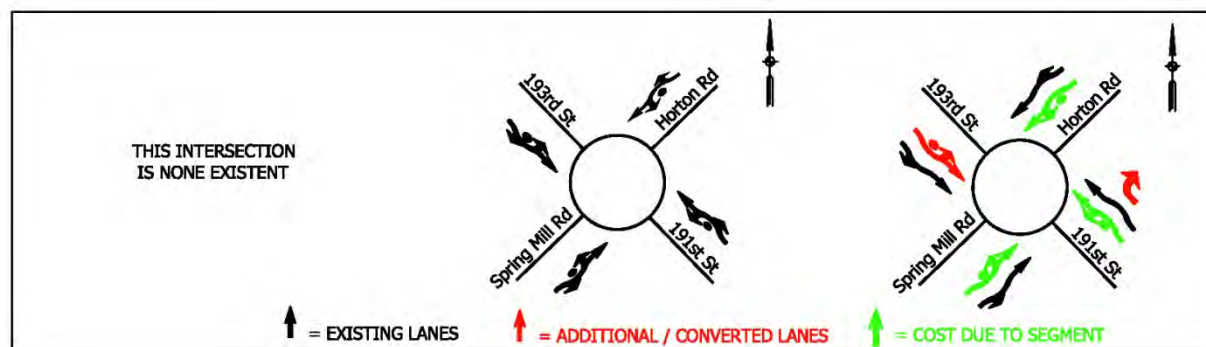
\$0

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

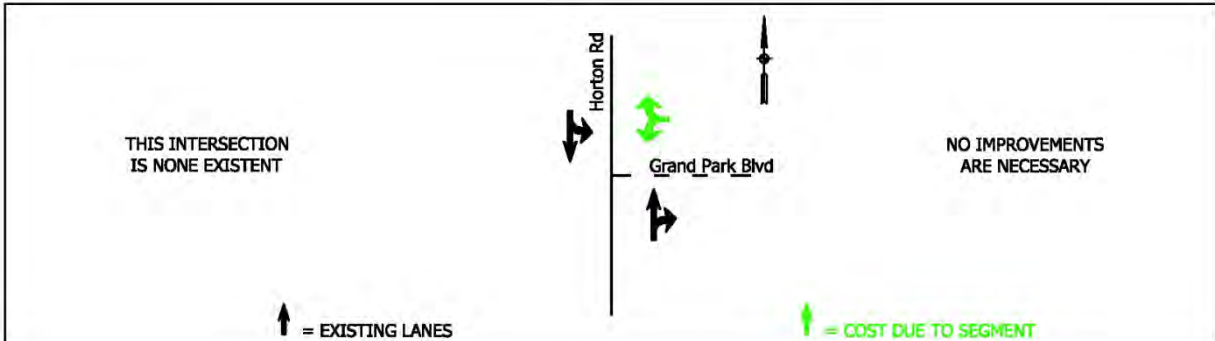
Additional Improvements Needed to Mitigate
Projected 10-Year Traffic Volumes:

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.

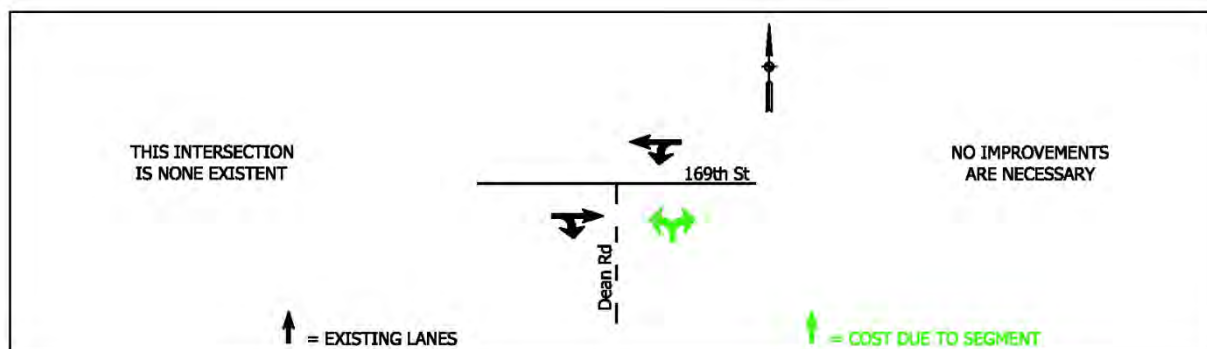
Additional Estimated Construction Cost to Mitigate

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

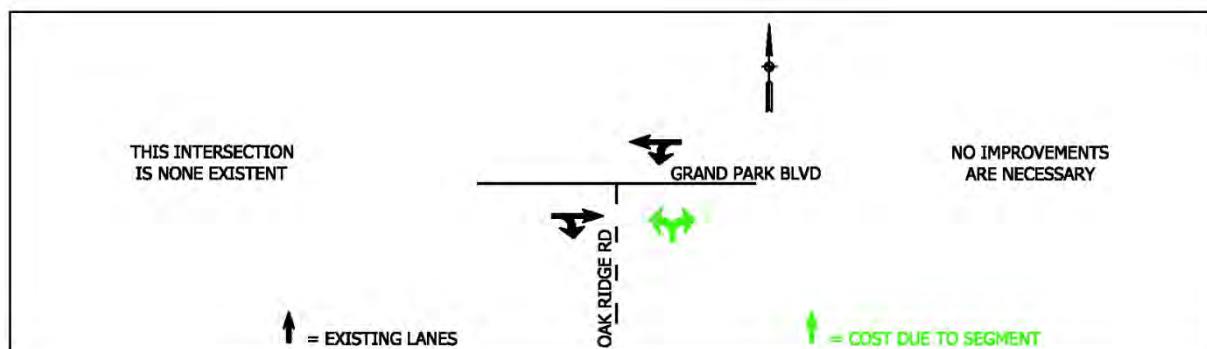
Note:

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):

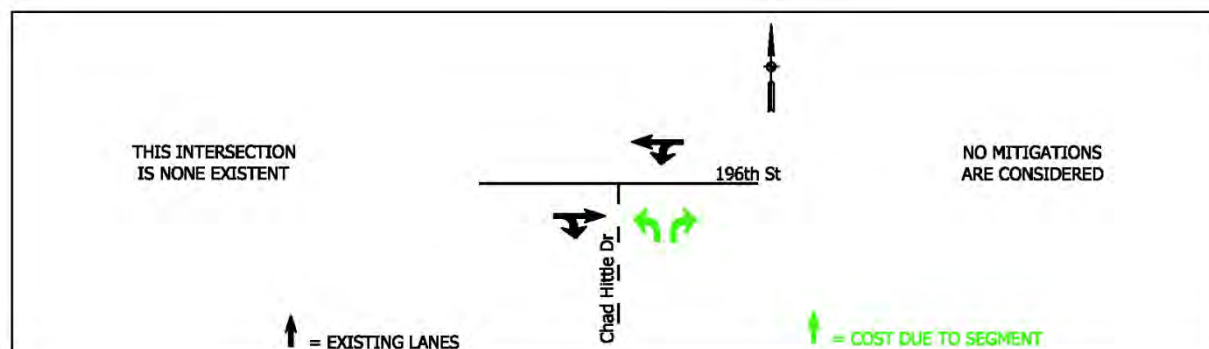
- Construction of a double-lane roundabout.
- \$300,000

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

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

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

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

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

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
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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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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
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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 D/D

Additional Estimated Construction Cost to Mitigate

Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0
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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

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

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

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.

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

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:	3,988 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

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.

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
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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 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

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
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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
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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 / ≥ 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

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

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

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.

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
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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 D/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.

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
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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/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.

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
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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
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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.

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
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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.

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
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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.

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
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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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* 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
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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/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.

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)
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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 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)
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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/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)

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)

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

Additional Estimated Construction Cost for Planned Roadway: \$997,500
(\$498,750 attributed to the City)
(\$498,750 attributed to future developments)

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

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)



Westfield City Council Report

Ordinance Number:	17-31
APC Petition Number:	1710-PUD-21
Petitioner:	Sterling Development, LLC by American Structurepoint, Inc.
Requested Action:	An Amendment to the Custom Commerce Park Planned Unit Development (PUD) District to allow a Self-Storage Facility on 4.12 acres +/-
Current Zoning:	Custom Commerce Park PUD (Ord. 03-29)
Current Land Use:	Vacant
Exhibits:	1. Staff Report 2. Location Map 3. Concept Plan 4. Proposed Ordinance 5. Character Exhibit 6. Tim Carr Letter of Support 7. EIFS Elevated Foundation Exhibit 8. APC Certification
Prepared by:	Daine Crabtree, Associate Planner

PETITION HISTORY

The petition was introduced at the September 11, 2017, City Council meeting and received a public hearing at the October 2, 2017 Advisory Plan Commission (the "APC") meeting. This petition was forwarded to the City Council with a favorable (6-0) recommendation at the October 16, 2017, APC meeting.

PROJECT OVERVIEW

Project Location: The subject property (the "Property") is part of Lot 5, west of the Marathon Pipeline, in the Custom Commerce Park PUD, encompassing 4.12 acres +/- and located on the east side Oak Ridge Road between State Road 32 and 169th Street (see **Exhibit 2** for Lot 5 as it

exists today. For approximate Real Estate applicable to Ordinance 17-31, see **Figure 1** within Staff Report).



Figure 1: Ordinance 17-31 is applicable only to the portion of Lot 5 that exists west of the Marathon Pipeline as shown in yellow on the picture to the left and detailed in the Legal Description, Exhibit A, of Ordinance 17-31.

Two other lots in the Custom Commerce Park PUD exist directly north (WEAS Engineering and Automatic Pool Covers) and south (Thieneman Construction) of the Property. Residential subdivisions zoned MF-2: Multi-Family Medium Density (The Oaks), SF-3 Cluster: Single Family 3 Cluster (Countryside), SF-3: Single-Family Medium Density (Quail Ridge) and SF-4: Single Family High Density (Pine Ridge) are located on the west side of Oak Ridge Road, across from the proposed Self-Storage Facility. The Westfield Business Park, zoned EI: Enclosed Industrial, and an additional lot within the Custom Commerce Park PUD (Custom Concrete) exist to the west of the Property.

ZONING REQUEST

Property Description: The Petitioner is requesting an amendment to the Custom Commerce Park PUD (the “Original PUD”), specific to the Property, to allow for the construction of a Self-Storage Facility. The proposed ordinance defaults to the EI: Enclosed Industrial District as the underlying zoning district.

Permitted Uses: The Original PUD lists “Storage and Transfer of Household Goods” as a permitted use, though the language of the Original PUD restricts the use from abutting Oak Ridge Road. The term “Storage and Transfer of Household Goods” was used prior to Self-Storage Facilities being explicitly defined in the UDO (Ord. 17-10). The proposed PUD Ordinance would allow a Self-Storage Facility on the Property, which abuts Oak Ridge Road.

Development Standards: As proposed, the PUD Ordinance establishes alternative development standards from the Underlying Zoning District. The development standards of note are briefly highlighted below:

Architectural Standards: The proposed PUD Ordinance adds Concrete Tilt-Up Panels as an External Façade Building Material. Exterior Insulation Finishing System (EIFS) is also added as a permitted External Façade Building Material, but shall only be used as a secondary accent material on architectural elements, projecting or recessed offsets, and compound walls per the Concept Plan (see **Exhibit 3**).

The proposed ordinance also incorporates an Illustrative Character Exhibit (see **Exhibit 5**) to establish the benchmark for the quality and character of the development prohibiting the use of franchise and prototype architecture and establishing alternative standards for building materials.

UPDATES SINCE COUNCIL INTRODUCTION

Since the September 11, 2017, City Council Introduction, the petitioner has revised the proposed Ordinance and Concept Plan to indicate that the primary External Façade Building Material will be Tilt-Up Concrete Panels rather than EIFS. Although EIFS shall be a permitted External Façade Building Material, it shall be used only as a secondary accent material on architectural elements, projecting or recessed offsets, and compound walls per the Concept Plan (see **Exhibit 3**).

The petitioner has also revised the legal description for the proposed Ordinance. Rather than being applicable to the entirety of Lot 5 of the Custom Commerce PUD as it currently exists (see **Exhibit 2**), the proposed Ordinance shall be applicable only to the acreage west of the existing Marathon Pipeline that currently splits Lot 5 (see **Figure 1** on Page 2 of Council Report). If successful in adopting Ordinance 17-31, the petitioner will subdivide Lot 5 along the Marathon Pipeline concurrently with the Development Plan process. Thus, the Original PUD, not Ordinance 17-31, will be the applicable zoning on the new lot east of the Marathon Pipeline.

COMPREHENSIVE PLAN

The Westfield-Washington Township Comprehensive Plan identifies the Property within the “Business Park” land use classification. The Business Park classification identifies manufacturing, subordinate office, retail and services, research and development and warehousing as appropriate land uses.

PROCEDURAL

Council Introduction: The petition was introduced at the September 11, 2017, Council meeting.

Public Hearing: A change of zoning request is required to be considered at a public hearing by the Plan Commission. The public hearing for this petition was held at the October 2, 2017, Plan Commission meeting. Notice of the public hearing was provided in accordance with Indiana law and the Plan Commission’s Rules of Procedure.

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.

RECOMMENDATIONS / ACTIONS

Plan Commission Recommendation

At its October 16, 2017, meeting, the Plan Commission forwarded a favorable recommendation of this petition to the Council (Vote: 6 in favor, 0 opposed) (see **Exhibit 8**).

City Council

Introduction: September 11, 2017

Eligible for Adoption: October 23, 2017

Submitted by: Daine Crabtree, Associate Planner
Economic and Community Development Department

ORDINANCE NUMBER 17-39

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING THE OPERATION OF HORSE-DRAWN CARRIAGES WITHIN THE CITY OF WESTFIELD, INDIANA

WHEREAS, the City of Westfield, Indiana (the "City") is governed by its duly elected City Council ("Council");

WHEREAS, the Council has the desire to allow horse-drawn carriages on City roadways for the recreational enjoyment and benefit of the community and its visitors; and,

WHEREAS, the Council has the responsibility to address possible public safety concerns associated with such activity;

NOW, THEREFORE, BE IT ORDAINED by the Common Council of the City of Westfield, Hamilton County, Indiana, meeting in regular session, that:

Section 1. Applicability of Ordinance.

- 1.1 This Ordinance shall apply to the operation of horse-drawn carriages on City roadways within the corporate limits of the City of Westfield ("City Streets"). Only operation pursuant to the conditions contained herein and I.C. 9-21-1-10 shall be permitted.

Section 2. Definitions.

Section 3. Specifications.

- 3.1 Horse-Drawn Carriages. All horse-drawn carriages shall be equipped with the following:
 - A. Spoked wheels no more narrow than one and one-fourth (1 ¼) inch, with rubber covering thick enough to protect the streets from damage and to keep noise to a minimum;
 - B. Headlights, taillights, and turn signals pursuant to I.C. 9-21-9.
 - C. A state-approved "Slow-Moving Vehicle" sign attached to the rear of the vehicle pursuant to 9-21-9;
 - D. An approved chemical to be poured over horse urine so as to break down and eliminate accumulated agents and odor. Coachmen shall use the

chemical each time a horse urinates on the street surface.

3.2 Horses. All horses shall be equipped with the following:

- A. Horseshoes that are either a rubber compound shoe, a steel shoe with borium or Drill-Tek on the street-gripping surfaces, or other type of shoe approved for use by the Westfield Public Works Director.
- B. Manure-catching device(s) to prevent manure from falling onto the ground surface.

Section 4. Registrations and Inspections.

4.1 Horse-Drawn Carriage Registration. It shall be unlawful for a person to operate, or cause to be operated, a horse-drawn carriage upon City Streets unless the carriage first is registered with the City as defined herein.

4.2 Horse-Drawn Carriage Inspections. All horse-drawn carriages to be operated on City streets must be inspected and registered with the Westfield Police Department for compliance with this Ordinance. The Westfield Chief of Police is authorized to develop, implement and enforce those policies, procedures and forms necessary to assure compliance with this Ordinance.

- A. Inspections and registration of horse-drawn carriages remain valid for a period of two (2) years.
- B. Carriages that pass inspection shall display an issued permit sticker on the right rear bumper.
- C. A copy of the certificate of registration shall be displayed in all carriages.
- D. The cost of the annual carriage inspection and registration shall be \$25.00.
- E. Owners/operators shall notify the Westfield Police Department within ten (10) days of a registered carriage no longer being used by the owner/operator.

4.3 Owners/Operators Registration. Owners/operators shall either post an indemnity bond with the City or provide proof of liability insurance ("Surety") AND register with the Westfield Police Department for compliance with this Ordinance. The Surety requirements are outlined below:

- A. The indemnity bond or public liability insurance shall be in a form approved by the City and conditioned substantially that the registrant will indemnify and save harmless the city, its officers, agents and employees, from any and all loss, costs, damages or expenses, by reason of legal liability that may result from or arise out of the operation of a carriage for which a certificate of registration is issued, and that the registrant will pay any and all loss or

damage that may be sustained by a person that results from or arises out of the illegal or negligent operation or maintenance of a carriage. The bond or policy of insurance shall be maintained in its original amount by the registrant at the registrant's expense at all times during the period for which the registration is in effect. In the event two (2) or more certificates of registration are issued to one (1) registrant, one (1) such bond or policy of insurance may be furnished to cover two (2) or more carriages and each bond or policy shall be of a type where coverage shall automatically be restored after the occurrence of any accident or event from which liability may thereafter accrue.

- B. The limit of liability upon any bond or policy posted under subsection (a) of this section shall in no case be less than one hundred thousand dollars (\$100,000.00) for death or injury of one (1) person, three hundred thousand dollars (\$300,000.00) for total liability for death or personal injury arising out of any one (1) event or casualty, and fifty thousand dollars (\$50,000.00) for property damage.
 - C. Any bond posted under this section shall be accompanied by good and sufficient sureties approved by the Westfield Police department or its designee.
 - D. The license administrator shall notify the registrant under this chapter of any claim of which the city has notice, where such claim arises from the operation or maintenance of any carriage.
 - E. The failure to maintain the bond or policy required under this section throughout the entire term of a registration shall constitute a violation of this Ordinance.
- 4.4 The Westfield Chief of Police is authorized to develop, implement and enforce those policies, procedures and forms necessary to assure compliance with this Ordinance. Background checks may be performed on all owners/operators.
- 4.5 Horses Registration. All horses shall be registered with the Westfield Police Department.
- A. Owners/operators shall maintain all horses in good health, abiding by the rules of good animal husbandry.
 - B. An annual health examination by an Indiana-licensed veterinary of equine medicine shall be performed on each animal. A copy of the examination summary/report shall be submitted to the Westfield Police Department for the registered animal's file.
- 4.6 Coachmen Registration. All persons wishing to operate a horse-drawn carriage (the "Coachman") shall apply for registration with the Westfield Police Department. Registration will not be issued until the Westfield Police Department has

Commented [1]: Is the Police Department the "license administrator"? If so maybe consistent wording or define this in the early sections of the ordinance?

determined the following of the applicant:

- A. Able to speak, read, and write the English language;
- B. Possesses a valid, State-issued motor vehicle operator's license;
- C. Free of defective vision, defective hearing, and any other infirmities that would render the coachmen unfit for safe operation of a public vehicle; and,
- D. Free of alcohol and drug addiction.

The Westfield Chief of Police is authorized to develop, implement and enforce those policies, procedures and forms necessary to assure compliance with this Ordinance. Background checks may be performed on all coachmen applicants. The Westfield Police Department may require the coachman applicant to demonstrate the ability to drive a horse-drawn carriage and, by test or otherwise, the applicant's knowledge of the requirements of this Ordinance.

Owners/operators shall notify the Westfield Police Department within ten (10) days of a registered coachman no longer being employed by the owner/operator.

Section 5. Operation.

- 5.1 Horse-drawn carriages shall be prohibited on all State highways, public trails, pathways, and sidewalks.
- 5.2 The operation of horse-drawn carriages upon any public street and at any time may be prohibited by the Westfield Public Works Director, the Westfield Chief of Police, the Westfield Fire Chief, or their respective designees when such operation would conflict with other special events, public safety, or public general welfare. Unless an emergency situation, written notice shall be sent to the owner at least forty-eight (48) hours in advance of such prohibition.
- 5.3 Horse-drawn carriages shall pick up and discharge passengers only upon the curb lane, while lawfully parked at the curb.
- 5.4 Horse-drawn carriages, when in motion, shall be operated only in the curb-most traffic lane on any public street, and the coachman shall obey all applicable state and local traffic and parking laws, ordinances and regulations.
- 5.5 Occupancy of a horse-drawn carriage shall not exceed the rated seating capacity of the carriage.
- 5.6 No passenger shall be allowed to ride on any part of the carriage while in

motion, except seated inside the carriage as designed.

5.7 Coachmen are prohibited from smoking while carrying passengers.

Section 6. **Enforcement.** Any violation of the conditions imposed by this Ordinance shall be punishable by a fine not to exceed \$500.00 per incident as well as any and all fees associated with the enforcement of this Ordinance and collection of fines.

Section 7. This Ordinance shall be in full force and effect in accordance with Indiana Law, upon its passage by the City Council, its publication in accordance with law, and upon the passage of any applicable waiting period, all as provided by the laws of the State of Indiana. All ordinances or parts thereof in conflict herewith are hereby repealed. Any portion of this Ordinance later deemed invalid or void shall not operate as to invalidate the remaining portions. All acts undertaken to create this Ordinance are hereby ratified.

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-##** was delivered to the Mayor of Westfield
on the _____ day of _____, 2017, at _____ m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE **ORDINANCE 17-##**
this _____ day of _____, 2017.

I hereby VETO **ORDINANCE 17-##**
this _____ day of _____, 2017.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

This document prepared by:

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 **insert res. number**; 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 **insert date**, 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 **insert date**; 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. **Is this still applicable if the fee is are not changing? If so we missed the deadline by several months**

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 12-13 was delivered to the Mayor of Westfield on the

_____ day of _____, 2017, at _____ p.m.

Cindy Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 12-13

This ____ day of _____, 2017.

J. Andrew Cook, Mayor

I hereby VETO ORDINANCE 12-13

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>

Westfield City Council October 9, 2017

The Westfield City Council met in regular session on Monday October 9, 2017 at the Westfield City Hall. Members present were Jim Ake, Chuck Lehman, Steve Hoover, Joe Edwards, Bob Horkay, Cindy Spoljaric, and Mark Keen. Also present were Mayor Cook, Clerk Treasurer Cindy Gossard and City Attorney Brian Zaiger.

Mayor Cook called the meeting to order at 7:00 p.m.

Approval of Minutes:

Joe Edwards made a motion to approve September 25, 2017 minutes as presented. Steve Hoover seconded. Vote: Yes-7; No-0. Motion carries.

Claims:

Mark Keen made a motion to approve the claims as presented. Joe Edwards seconded. Vote: Yes-7; No-0. Motion carries.

Miscellaneous Business/Special Presentations

Special Recognition: Natasha Sherman with WHS Westfield Environmental Club Green Campaign spoke giving some examples of ideas the students want to implant among the community.

Special Presentation: Girls on the Run Proclamation/Angie Smitherman, Board President spoke giving the background and raising awareness of the program and what it does.

Old Business:

Ordinance 17-19: Spring Mill Grand Station PUD District

Council Introduction – June 12, 2017

APC Hearing: July 11, 2017

APC Recommendation: October 2, 2017

Adoption Consideration – October 9, 2017

Pam Howard presented this item detailing the request to change the zoning to allow commercial development on the 4.9 acre property. Self-storage would also be a permitted use.

Eric Douthit, with Church, Church, Hittle and Antrim highlighted changes since introduction.

There was Council discussion.

Steve Hoover made a motion to approve Ordinance 17-19 as presented. Mark Keen seconded. Vote: Yes-4; No-3 (C. Spoljaric, B. Horkay and J. Edwards). Motion carries.

Ordinance 17-25: Grassy Branch at Bridgewater

Council Introduction: August 14, 2017

APC Public Hearing: September 5, 2017

APC Recommendation: October 2, 2017

Adoption Consideration: October 9, 2017

Caleb Ernest presented this item stating this is a change in zoning of 72.57 acres. The PUD format was restructured to resemble a typical new PUD Ordinance, no longer governed by the Bridgewater PUD. The Concept Plan, Sign and Architectural Standards were modified.

Cindy Spoljaric made a motion to approve Ordinance 17-25 as presented. Bob Horkay seconded.

Vote: Yes-7; No-0. Motion carries.

Resolution 17-127: Fiscal Plan for Annexation Ordinance 17-27 (Chatham Hills Phase 12)

Adoption Consideration: October 9, 2017

Pam Howard presented this item stating this the Fiscal Plan which is needed to be adopted before the Annexation can happen.

Joe Edwards made a motion to approve Resolution 17-127 as presented. Mark Keen seconded. Vote: Yes-7; No-0. Motion carries.

Ordinance 17-27: 100% Voluntary Annexation Chatham Hills Phase 12

Council Introduction: September 11, 2017

Public Hearing: September 11, 2017

Adoption Consideration: October 9, 2017

Pam Howard presented this item stating this is following the procedure needed to annex the area to be part of the City.

Joe Edwards made a motion to approve Ordinance 17-27 as presented. Steve Hoover seconded. Vote: Yes-7; No-0. Motion carries.

Ordinance 17-32: Oak Manor PUD Amendment

Council Introduction: September 11, 2017

APC Public Hearing: October 2, 2017

APC Recommendation: October 2, 2017

Adoption Consideration: October 9, 2017

Pam Howard presented this item stating the amendment would approve the correct minimum total gross living area for the 36 lots identified in Ordinance 17-20. The figure listed in the Ordinance reflects the total gross square footage of the home, and erroneously contains non-living area. The proposed change uses the proper living area square footage figure.

Bob Horkay made a motion to approve Ordinance 17-32 as presented. Steve Hoover seconded.

Vote: Yes-7; No-0. Motion carries.

Ordinance 17-34: 2018 Budget

Council Introduction: September 11, 2017

Public Hearing: September 25, 2017

Adoption Consideration: October 9, 2017

Todd Burtron presented this item stating it is the yearly process of adopting an operational budget. At introduction there were questions asked by citizens and those questions have been addressed.

Tammy Havard spoke on changes since Introduction

Bob Horkay made a motion to approve Ordinance 17-34 as presented. Joe Edwards seconded.

Vote: Yes-7; No-0. Motion carries

Ordinance 17-35: Salary Ordinance (Non-elected)

Council Introduction: September 25, 2017

Adoption Consideration: October 9, 2017

Todd Burtron presented this item stating this is an annual process giving a minimum and maximum for each position within the City, allowing for a 2% raise for employees. There will be a salary study done in the future to compare not only other municipalities, but the private sector as well.

Mark Keen made a motion to approve Ordinance 17-35 as presented. Steve Hoover seconded.

Vote: Yes-6; No-1 (C. Spoljaric). Motion carries.

Ordinance 17-36: 2017 GO Bond

Council Introduction: September 25, 2017

Public Hearing: October 9, 2017

Adoption Consideration: October 9, 2017

Brian Zaiger presented Ordinance 17-36 and Ordinance 17-37, summarizing the Issuance & Sale of Bonds and Appropriating the Proceeds.

Public Hearing opened: 7:58

None

Public Hearing closed: 7:59

Bob Horkay made a motion to approve Ordinance 17-36 as presented. Joe Edwards seconded.

Vote: Yes-7; No-0. Motion carries.

Ordinance 17-37: 2017 GO Bond Additional Appropriation

Council Introduction: September 25, 2017

Public Hearing: October 9, 2017

Adoption Consideration: October 9, 2017

Brian Zaiger presented this item with above Ordinance (17-36)

Public Hearing opened: 7:58

None

Public Hearing closed: 7:59

Bob Horkay made a motion to approve Ordinance 17-37 as presented. Joe Edwards seconded.

Vote: Yes-7; No-0. Motion carries.

Ordinance 17-38: Amending Ordinance 15-39 Regarding Ambulance Fees to be charged by the WFD for Ambulance Service

Council Introduction: September 25, 2017

Adoption Consideration: October 9, 2017

Brian Zaiger presented this stating the amendment would make the fee schedule for the WFD, consistent with Medicare/Medicaid Service Ambulance Fees. The amended Ordinance would also allow for future changes to be approved by the Board of Public Works

Steve Hoover made a motion to approve Ordinance 17-38 as presented. Bob Horkay seconded. Vote: Yes-7; No-0. Motion carries.

New Business:

Resolution 17-128: Establishment of an Economic Revitalization Area for 1821 Bastian Ct.

Council Introduction: October 9, 2017

Adoption Consideration: October 9, 2017

Amanda Rubadue introduced this item stating this the prerequisite process to establish the Economic Revitalization Area allowing for a future tax abatement.

Joe Edwards made a motion to approve Resolution 17-128 as presented. Chuck Lehman seconded.

Vote: Yes-7; No-0. Motion carries.

Ordinance 17-40: Park Street in the Junction II Planned Unit Development (PUD) District

Council Introduction: October 9, 2017

APC Public Hearing: November 6, 2017

Adoption Consideration: November 27, 2017

Daine Crabtree introduced this Ordinance stating this is a request to change zoning to designate the area as a PUD District know as Park Street in the Junction II.

On to APC

Ordinance 17-41: Spring Mill Station SWC PUD Amendment

Council Introduction: October 9, 2017

APC Public Hearing: November 6, 2017

APC Recommendation: December 4, 2017

Adoption Consideration: December 11, 2017

Pam Howard introduced this Ordinance stating the amendment would incorporate the two previous Ordinances with the standards for commercial & multi-family development.

David George, with CRG Residential spoke, detailing the project and update site plans.

On to APC

Ordinance 17-42: Approving the Issuance of Storm Water District Revenue Bonds, the Additional Appropriation of Bond Proceeds, and Authorizing Other Actions Related Thereto

Council Introduction: October 9, 2017

Public Hearing: October 9, 2017

Adoption Consideration: October 23, 2017

Brian Zaiger introduced this item explaining it is the bonding process that allows for storm water infrastructure improvements within the City.

Public Hearing opened: 8:11

None

Public Hearing closed: 8:12

Will be back to Council at next meeting

Guests:

Ray Schnieder spoke regarding City Bond rating and the expenditures of the proceeds of the Utility Sale in a short time frame when initially is was to be over 10-15 years.

Council Responses to Guest Comments:

Jim Ake stated the City has a good credit rating and City is not required to have the bonds rated as there are cost involved in doing so.

Steve Hoover stated that there was not a 10-15 year time frame mentioned in the spending of Utility Proceeds

Bob Horkay concurred with council comments

CITY COUNCIL COMMENTS:

Steve Hoover gave APC update

MAYOR COMMENTS:

9th annual Grand Junction Derby

Ditch Road ribbon cutting ceremony

Methodist Sports Medicine grand opening at Grand Park

Saturday 10/14 is bulk trash day from 8-12

Wednesday 10/11 at Simon Moon Park is Fireside Tales 6:30-8 pm

Monday 10/16 the City will have an Economic Development announcement that will greatly impact the City.

Without any further business, the meeting adjourned at 8:22 pm

Clerk-Treasurer

President

