

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_03_12_2012

Monday, March 12, 2012 at 07:00 PM

BOARD OR COMMISSION: City Council Meeting

MEETING DATE: Monday, March 12, 2012 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

Opening of Meeting:

Note the presence of a quorum

Announce any changes to Agenda

Approval of Minutes:

Approval of City Council minutes of February 27, 2012 (special meeting)

Documents: [Minutes- 2/27/12](#)

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

Claims:

Approval of Claims
Documents: [Claims](#)

Miscellaneous Business/Special Recognition:

Proclamation- Youth Art Month
Documents: [Proclamation](#)

OLD BUSINESS:

Ordinance 12-01: Water Rate Adjustment
Council Introduction- February 13, 2012
Public Hearing- February 27, 2012
Second Reading- March 12, 2012
Adoption Consideration- March 12, 2012
Documents: [Ord. 12-01](#)

Ordinance 12-02: Wastewater Rate Adjustment
Council Introduction- February 13, 2012
Public Hearing- February 27, 2012
Second Reading- March 12, 2012
Adoption Consideration- March 12, 2012
Documents: [Ord. 12-02](#)

Ordinance 12-03: CrossRoads Church PUD
Council Introduction - January 23, 2012
APC Public Hearing- February 6, 2012
APC Recommendation- February 21, 2012
Adoption Consideration - March 12, 2012
Documents: [Ord. 12-03](#) | [Ord. 12-03 \(Redline\)](#) | [Traffic Study](#) | [Staff Report](#)

Ordinance 12-04: Rezone of Northeast Corner of SR 32 and Wheeler Road from EI to GB
Council Introduction- February 13, 2012
APC Public Hearing- February 21, 2012
APC Recommendation- March 5, 2012
Adoption Consideration- March 12, 2012
Documents: [Ord. 12-04](#) | [Staff Report](#)

Ordinance 12-05: Valley View at Viking Meadows PUD Amendment*(Moved to April 9, 2012)*
Council Introduction- January 23, 2012
APC Public Hearing- February 6, 2012
APC Recommendation- February 21, 2012 *(Moved to March 19, 2012)*
Adoption Consideration- March 12, 2012 *(Moved to April 9, 2012)*

Ordinance 12-06: Zoning Ordinance Amendments (multiple sections) (Moved to April 9, 2012)

Council Introduction - January 23, 2012

APC Public Hearing - February 6, 2012

APC Recommendation - February 21, 2012 (Moved to March 19, 2012)

Adoption Consideration - March 12, 2012 (Moved to April 9, 2012)

Ordinance 12-07: Fund Creation for Surplus Equipment

First Reading- February 13, 2012

Second Reading- March 12, 2012

Adoption Consideration- March 12, 2012

Documents: [Ord. 12-07](#)

NEW BUSINESS:

The Maples at Springmill PUD Amendment

Council Introduction- March 12, 2012

APC Public Hearing- March 19, 2012

APC Recommendation- April 2, 2012

Adoption Consideration- April 9, 2012

Documents: [The Maples at Springmill PUD Amendment](#)

Road Impact Fee: Zone Improvement Plan

Council Introduction- March 12, 2012

APC Public Hearing- March 19, 2012

APC Recommendation- April 2, 2012

Adoption Consideration- April 9, 2012

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

Ordinance 12-08: Fund Creation for Training Center Revenue

Council Introduction- March 12, 2012

Second Reading- April 9, 2012

Adoption Consideration- April 9, 2012

Documents: [Ord. 12-08](#)

City Council Comments

Mayor Comments

Adjourn

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

ORDINANCE No. 12-03

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO TITLE 16 - LAND USE CONTROLS.

This is a planned unit development ordinance (the “CrossRoads Church PUD Ordinance”) to amend the Westfield-Washington Zoning Ordinance of the City of Westfield and Washington Township, Hamilton County, Indiana (the “Zoning Ordinance”), enacted by the City of Westfield pursuant to its authority under the laws of the State of Indiana, Ind. Code Section 36-7-4 *et seq.*, as amended.

WHEREAS, the City of Westfield, Indiana and the Township of Washington, both of Hamilton County, Indiana are subject to the Westfield-Washington Township Zoning Ordinance; and

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (Docket No. 1202-PUD-01), filed with the Commission, requesting an amendment to the Zoning Ordinance; and,

WHEREAS, the Commission did take action to forward the said Docket No. 1202-PUD-01 to the Westfield City Council (the “Council”) with a favorable recommendation in accordance with Ind. Code 36-7-4-608, as required by Ind. Code 36-7-4-1505; and,

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Council on March 6, 2012; and,

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

NOW THEREFORE BE IT ORDAINED BY THE COUNCIL THAT TITLE 16 OF THE WESTFIELD CODE OF ORDINANCES BE AMENDED AS FOLLOWS:

SECTION 1. APPLICABILITY OF ORDINANCE.

- 1.1 This CrossRoads Church PUD Ordinance (the “Ordinance”) applies to the subject real estate more particularly described in Exhibit “A” which is attached hereto and incorporated herein by reference (the “Real Estate”).
- 1.2 The underlying zoning district shall be the GB – General Business District (the “GB District”). Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the GB District shall apply.
- 1.3 All provisions and representations of the Zoning Ordinance that conflict with the provisions of this Ordinance are hereby rescinded as applied to the Real Estate and shall be superseded by the terms of this Ordinance.

SECTION 2. PERMITTED USES.

- 2.1 The uses for the Real Estate shall be limited to the following: Banks and Savings and Loan Associations, Credit Union Offices, Offices for a Real Estate Agent, Insurance Agent, Dentist, Doctor, Lawyer or similar professional occupations.

SECTION 3. DEVELOPMENT STANDARDS.

- 3.1 Drive-thru: Any drive-thru windows on the Real Estate shall be located on the east side of the primary structure.
- 3.2 Building Materials: The building materials and general design of the primary structure on the Real Estate shall be constructed in a similar style to the illustrative building photographs attached hereto and incorporated herein by reference as Exhibits “B-1”, “B-2” and “B-3”. Primary building materials shall be brick and/or stone with residential characteristics encouraged as a transition between commercial buildings to the south and east of the Real Estate and residential structures to the north and west. Final building plans shall be submitted to the Plan Commission as part of the Development Plan Application for review and approval.
- 3.3 Site Access:
- A. One (1) access cut onto Springmill Road shall be permitted by the City of Westfield (the “City”) at the north end of the Real Estate as generally depicted in Exhibit C-1 (the “Springmill Access”). Emergency access, if requested by the City, shall be provided at a mutually agreeable location and shall be designed with grass pavers and breakaway bollards unless otherwise agreed by the City.
 - B. Center Access shall refer to and be defined as construction and completion of either one or both access drives as generally depicted in Exhibit C-2, including all appropriate recorded easements providing comparable access rights (the “Center Access”).
 - C. The City may eliminate the Springmill Access, but not until (i) the City, in its sole discretion, deems such elimination necessary or desirable and (ii) Center Access is provided and (iii) Springmill Access, if in place, is replaced with the prescribed path and requisite landscaping.
 - D. Provided that the City complies with all provisions set forth in (C) above, the owners of the Real Estate, and the owner’s successors and assigns shall not be entitled to damages or payment, under condemnation laws or otherwise, as a result of the elimination of the Springmill Access by the City.
- 3.4 Improvements Within The Right-of-Way:
- A. If a driveway access cut on to Springmill Road as generally depicted in Exhibit “C-1” is constructed the following improvements shall be made:
 - i. The access drive shall consist of one (1) entering lane and two (2) exiting lanes,
 - ii. The northbound approach shall consist of a through lane and a right-turn lane with a storage length of 100 feet and a taper length of 100 feet,
 - iii. The southbound approach shall consist of a left-turn lane with a storage length of 100 feet and a taper length of 100 feet and a through lane, and

- iv. The existing southbound left-turn lane at the center drive shall be extended to the proposed drive providing a continuous southbound left-turn lane between the access drive and the center drive.
- B. If a driveway access cut on to Springmill Road is not constructed and access to the east and/or south of the Real Estate is constructed as generally depicted in Exhibit “C-2” the following improvements shall be made:
 - i. The access drive(s) shall consist of at least one (1) entering lane and one (1) exiting lane, and
 - ii. The existing southbound left-turn lane at the existing center drive on Springmill Road shall be extended to include 100 feet of storage and a 100 foot taper.
- C. Adjustments to the length of storage lanes and tapers noted above in Section 3.4.A and 3.4.B may be made by the owner if an improved engineering design is provided subject to the review and approval of the Westfield Public Works Department.
- D. All improvements specified under this Section 3.4 will be constructed at the owner’s expense.

3.5 Landscaping: The landscaping on the Real Estate shall be designed in compliance with the City of Westfield Landscaping Standards for property zoned “GB” as determined at the Development Plan approval stage. Furthermore, landscaping located along or near the northeast corner of the Real Estate shall be planned and planted with such species and height so as to provide an effective screening for the residential property located to the north of the Real Estate from the headlights of vehicles using any drive-thru area that may be located on the Real Estate. Said screening may include but is not limited to a combination of a landscape berm 2-3 feet in height and evergreen shrubs.

3.6 Maximum Building Area: The gross building area on the Real Estate shall not exceed ten thousand (10,000) square feet.

3.7 Maximum Number of Tenants: The maximum number of tenants on the Real Estate shall be four (4).

3.8 Sidewalks and Walkways:

- A. A sidewalk (striped walkway in the area crossing any parking area), a minimum 5’ in width, shall be constructed between the building entrance and the multi-use path along the east side of Springmill Road.
- B. A sidewalk (striped walkway in the area crossing any parking area), a minimum 5’ in width, shall be constructed between a parking area and/or building entrance and the walkway east of and adjacent to the Real Estate which runs along the east side the Real Estate. Said sidewalk shall be constructed only if the owner of the adjacent parcel on which the adjacent walkway is located obtains all necessary approvals to permit the sidewalk connection on its parcel.
- C. An 8’ multi-use path shall be constructed, along Springmill Road, in compliance with the City of Westfield Department of Public Works Utility and Infrastructure Construction Standards and Specifications

3.9 Dedication of Right-of-Way: Dedication of a 60’ half right-of-way along the Springmill Road frontage of the Real Estate shall be made to the City of

Westfield by the owner of the Real Estate at the earlier of (i) commencement of development of the real estate or (ii) within ninety (90) days of written notice by the City of Westfield of a pending road widening improvement across the frontage of the Real Estate.

SECTION 4. APPROVAL.

- 4.1 Upon motion duly made and seconded, this Ordinance was fully passed by members of the Council this 12th day of March, 2012. Further, this Ordinance shall be in full force and effect, in accordance with Indiana law, upon passage of any applicable waiting periods, all as provided by the laws of the State of Indiana.

ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,
HAMILTON COUNTY, INDIANA THIS _____ DAY OF _____, 2012.

**WESTFIELD CITY COUNCIL
HAMILTON COUNTY, INDIANA**

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

John Dippel

John Dippel

John Dippel

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Robert J. Smith

Robert J. Smith

Robert J. Smith

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy Gossard, Clerk-Treasurer

I hereby certify that ORDINANCE No. 12-03 was delivered to the Mayor of Westfield

on the _____ day of _____, 2012, at _____ m.

Cindy J. Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE No. 12-03

This _____ day of _____, 2012.

J. Andrew Cook, Mayor

I hereby VETO ORDINANCE No. 12-03

this _____ day of _____, 2012.

J. Andrew Cook, Mayor

ATTEST:

Cindy J. 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: Jon C. Dobosiewicz

Signed

Prepared by: Jon Dobosiewicz and James Shinaver, Nelson & Frankenberger
3105 East 98th Street, Suite 170, Indianapolis, In. 46280, (317) 844-0106.

Exhibit A
(Legal Description)

Part of the Norwest Quarter of Section 11, Township 18 North, Range 3 East, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Southwest corner of the above mentioned Quarter, North 00 degrees, 00 minutes East (assumed bearing) along the West line of said Quarter Section 361.38 feet to the place of beginning to this description, thence continuing along said line 249.52 feet to a point; thence North 90 degrees, 00 minutes East 312.00 feet to a point; thence South 00 degrees, 00 minutes East 249.52 feet to a point; thence South 90 degrees, 00 minutes West 312.00 feet to a point which is the beginning point of this description, containing 1.78 acres, more or less.

Exhibit B-1
(Illustrative Building Photograph)



**Exhibit B-2
(Illustrative Building Photograph)**



Exhibit B-3
(Illustrative Building Photograph)



4066 +/- SF.
ZONING SF2

60' SIDE B.S.L.

60' FRONT B.S.L.

20' REAR B.S.L.

5' WIDE ASPHALT PATH

PROPOSED 60' HALF P.O.W.
EXISTING 60' EXPOSED PS
PROPOSED 60' EXPOSED PS

EXISTING GROUND SON

SPRINGMILL ROAD

LAKEVILLE CROSSING

ZONING SF3
COMMERCIAL USE

ZONING SF2

ZONING SF3
COMMERCIAL USE

Exhibit C-2
(Conceptual Site Plan)



ORDINANCE No. 12-03

AN ORDINANCE OF THE CITY OF WESTFIELD AND WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA CONCERNING AMENDMENT TO TITLE 16 - LAND USE CONTROLS.

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WHEREAS, the City of Westfield, Indiana and the Township of Washington, both of Hamilton County, Indiana are subject to the Westfield-Washington Township Zoning Ordinance; and

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (Docket No. 1202-PUD-01), filed with the Commission, requesting an amendment to the Zoning Ordinance; and,

WHEREAS, the Commission did take action to forward the said Docket No. 1202-PUD-01 to the Westfield City Council (the “Council”) with a favorable recommendation in accordance with Ind. Code 36-7-4-608, as required by Ind. Code 36-7-4-1505; and,

WHEREAS, the Secretary of the Commission certified the action of the Commission to the Council on March 6, 2012; and,

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

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- 1.2 The underlying zoning district shall be the GB – General Business District (the “GB District”). Except as modified, revised, supplemented or expressly made inapplicable by this Ordinance, the standards of the Zoning Ordinance applicable to the GB District shall apply.

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- 3.3 ~~Site Access to the Real Estate shall be provided via (i) a driveway access cut on to Springmill Road as generally depicted in Exhibit “C-1” or (ii) access to the east and south of the Real Estate as depicted in Exhibit “C-2”. Access shall be at the election of the owner of the Real Estate and shall not be permitted to both Springmill Road and any other adjacent property except for emergency access if requested by the Westfield Public Works Department. Emergency access would be designed with grass pavers and breakaway bollards to allow only emergency use.;~~
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- 3.9 Dedication of Right-of-Way: Dedication of a 60' half right-of-way along the Springmill Road frontage of the Real Estate shall be made to the City of Westfield by the owner of the Real Estate at the earlier of (i) commencement of development of the real estate or (ii) within ninety (90) days of written notice by the City of Westfield of a pending road widening improvement across the frontage of the Real Estate.

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WESTFIELD CITY COUNCIL

HAMILTON COUNTY, INDIANA

Voting For
Abstain

Voting Against

John Dippel

John Dippel

John Dippel

Steve Hoover

Steve Hoover

Steve Hoover

Robert Horkay

Robert Horkay

Robert Horkay

Jim Ake
Jim Ake

Jim Ake

Bob

John Dippel

John Dippel

John Dippel

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Robert J. Smith
Robert J. Smith

Bob Robert J. Smith

Bob

Cindy L. Spoljaric
Cindy L. Spoljaric

Cindy L. Spoljaric

~~Rob~~ Robert W. Stokes

~~Rob~~ Robert W. Stokes

~~Rob~~ Robert W. Stokes

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: James E. Shinaver~~

~~Prepared by: Jon Dobosiewicz and James Shinaver, Nelson & Frankenger
3105 East 98th Street, Suite 170, Indianapolis, In. 46280, (317) 844-0106.~~

Signed

I hereby certify that ORDINANCE No. ~~12-03~~ was delivered to the Mayor of Westfield

~~On~~on the _____ day of _____, 2012, at m.

Cindy J.Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE No. ~~12-03~~
 ~~12-03~~

I hereby VETO ORDINANCE No.

This _____ day of _____, 2012.

this _____ day of _____, 2012.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

ATTEST:

Cindy J. 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: Jon C. Dobosiewicz

Signed

Prepared by: Jon Dobosiewicz and James Shinaver, Nelson & Frankenger
3105 East 98th Street, Suite 170, Indianapolis, In. 46280, (317) 844-0106.

CrossRoads Church PUD - from PC 030612

Exhibit A
(Legal Description)

Part of the Norwest Quarter of Section 11, Township 18 North, Range 3 East, Hamilton County, Indiana, more particularly described as follows:

Commencing at the Southwest corner of the above mentioned Quarter, North 00 degrees, 00 minutes East (assumed bearing) along the West line of said Quarter Section 361.38 feet to the place of beginning to this description, thence continuing along said line 249.52 feet to a point; thence North 90 degrees, 00 minutes East 312.00 feet to a point; thence South 00 degrees, 00 minutes East 249.52 feet to a point; thence South 90 degrees, 00 minutes West 312.00 feet to a point which is the beginning point of this description, containing 1.78 acres, more or less.

**Exhibit B-1
(Illustrative Building Photograph)**



Exhibit B-2
(Illustrative Building Photograph)



**Exhibit B-3
(Illustrative Building Photograph)**



~~Additional Photographs to be added prior to Plan Commission Consideration~~

Exhibit C-1
(Conceptual Site Plan)



[illegible]



AMERICAN
STRUCTUREPOINT
INC.

Traffic Impact Study

For
Proposed Development
Westfield, Indiana

Prepared for:
CrossRoads Church at Westfield

Prepared by:
American Structurepoint, Inc.
7260 Shadeland Station
Indianapolis, Indiana 46256

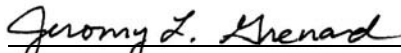
January 23, 2012



Traffic Impact Study

For
Proposed Development
Westfield, Indiana

I certify that this Traffic Impact Study has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.



Jeromy Grenard, PE, PTOE
Indiana Registration #10504827



Amanda M. Johnson, EI

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Executive Summary

Study Purpose and Scope

The purpose of this traffic impact study (TIS) is to evaluate the operational impacts of the proposed development on the surrounding road network, specifically Springmill Road, in Westfield, Indiana. The study summarizes the traffic forecast and identifies the operational impacts for two different site access scenarios.

The scenarios examined in this study are as follows.

- o Scenario 1 – Year 2012 AM and PM peak hour traffic, with existing lane configurations.
- o Scenario 2 – Year 2014 AM and PM peak hour traffic, with existing lane configurations.
- o Scenario 3 – Year 2014 AM and PM peak hour traffic, with the addition of the proposed development traffic and one full-access drive onto Springmill Road.
- o Scenario 4 – Year 2014 AM and PM peak hour traffic, with the addition of the proposed development traffic with one full-access drive onto the existing drive north of the gas station and one full-access drive on Lakeville Crossing.

The year 2014 was assumed to be the year at which the development will be fully developed.

The study intersections were as follows:

- o Springmill Road and existing drive north of gas station (Scenarios 1, 2, 3, and 4)
- o Springmill Road and proposed development drive (Scenario 3 only)
- o 161st Street and Springmill Road (Scenarios 1, 2, 3, and 4) – In addition to the development driveways on Springmill Road, the intersection of 161st Street and Springmill road was studied to ensure queue lengths from either intersection do not spill back to the adjacent intersection.

Additionally, improvements required within the right-of-way have been identified for Scenarios 3 and 4.

Background Information

The *Westfield Thoroughfare Plan* was used to determine the classifications of the study area roadways. The existing roadway conditions and land uses within the study area were also reviewed and considered.

The proposed development is to consist of 4,088 square feet of bank or office land uses. Because trip generation for a bank land use is higher than for an office building, a bank was used for the purposes of this study in order to estimate the maximum traffic impacts. Two site design options have been provided. Site configuration 1 (study scenario 3) provides only one access; a full access driveway which provides direct access to Springmill Road. Site configuration 2 (study scenario 4) provides two access points into the adjacent development, but no direct access to Springmill Road. Traffic from the existing retail land uses within the adjacent development was included.

Traffic Forecast

Traffic volumes have been forecasted by determining the base year (2012) traffic volumes using existing traffic data provided by the City of Westfield, then applying a background traffic growth rate to obtain the 2014 traffic volumes, and then adding in any new trips generated by the development to the 2014 background traffic.

Capacity Analysis

A capacity analysis has been performed at each of the study intersections for the above-mentioned scenarios. To facilitate the analysis, Synchro (Version 8) was used to perform the capacity analysis at signalized and stop-controlled intersections. An acceptable level of service (LOS) for this study was considered to be LOS “D” or better at each of the study intersections.

Findings

The study intersection at 161st Street & Springmill Road will operate at or above acceptable levels of service during the AM and PM peak hours for all study scenarios. Queues from this intersection are not expected to extend north to the study driveways.

The intersection at Springmill Road and the existing drive will operate above acceptable levels of service for all study scenarios during the AM peak hour. This intersection currently operates below acceptable levels of service in the PM peak hour, and will continue to operate below acceptable levels of service for all study scenarios. Throughout the capacity analysis it became apparent that the southbound left-turn lane at this intersection would benefit from being extended to accommodate a 100-ft storage length. This would prevent left turning vehicles from blocking the southbound through lane.

If site configuration 1 is chosen, the proposed drive will operate at or above acceptable levels of service in both the AM and PM peak hour. The drive should be constructed with one entering lane, and two exiting lanes. If site configuration 2 is chosen, the access drives should both be constructed with one entry lane and one exit lane. Two access points would not increase traffic volumes at the existing drive. However, one access point along Springmill Road would provide direct access to the adjacent development which would reduce the number of new trips on the roadway system.

Study Purpose and Scope

Study Purpose

The purpose of this traffic impact study (TIS) is to evaluate the operational impacts of a proposed development on Springmill Road in Westfield, Indiana. The proposed development is to be located on the east side of Springmill Road north of the intersection of 161st Street & Springmill Road. The study summarizes the traffic forecast and identifies the operational impacts for two different access scenarios. In addition to analyzing the impacts of the development on the study intersections, the study attempts to answer relevant questions to this particular development:

- o What are the operational and safety effects of an additional drive along Springmill Road?
- o What improvements will be required within the right-of-way for each of the access options?
- o What are the drive configurations that would be necessary for each of the access options?

Study Scope

The study estimates the number of new trips that will be generated by the proposed development and shows how these new trips are distributed to the surrounding public roadway system. The proposed development is to consist of 4,088 square feet of either bank or general office land uses. The year 2014 was assumed to be the year at which the development will be fully developed. Another multi-use development currently exists directly to the south and east of the proposed development.

The study area is bounded by 161st Street to the south, the edge of the proposed site to the north, Springmill Road to the west and Lakeville Crossing to the east. **Figure 1** shows the overall study area. The study intersections include the following:

- o Springmill Road and existing drive north of gas station (Scenarios 1, 2, 3, and 4)
- o Springmill Road and proposed development drive (Scenario 3 only)
- o 161st Street and Springmill Road (Scenarios 1, 2, 3, and 4) – In addition to the development driveways on Springmill Road, the intersection of 161st Street and Springmill road was studied to ensure queue lengths from either intersection do not spill back to the adjacent intersection.

A traffic capacity analysis has been performed using Synchro, Version 8 software for each of the study scenarios. The scenarios examined in this study are as follows.

- o Scenario 1 – Year 2012 AM and PM peak hour traffic, with existing lane configurations.
- o Scenario 2 – Year 2014 AM and PM peak hour traffic, with existing lane configurations.
- o Scenario 3 – Year 2014 AM and PM peak hour traffic, with the addition of the proposed development traffic and one full-access drive onto Springmill Road.
- o Scenario 4 – Year 2014 AM and PM peak hour traffic, with the addition of the proposed development traffic with one full-access drive onto the gas station drive and one full-access on Lakeville Crossing.

Finally, conceptual drawings have been provided to graphically demonstrate the approach lane configurations necessary for each study driveway.

The study procedures follow the *Applicant's Guide to Traffic Impact Study* (from INDOT).

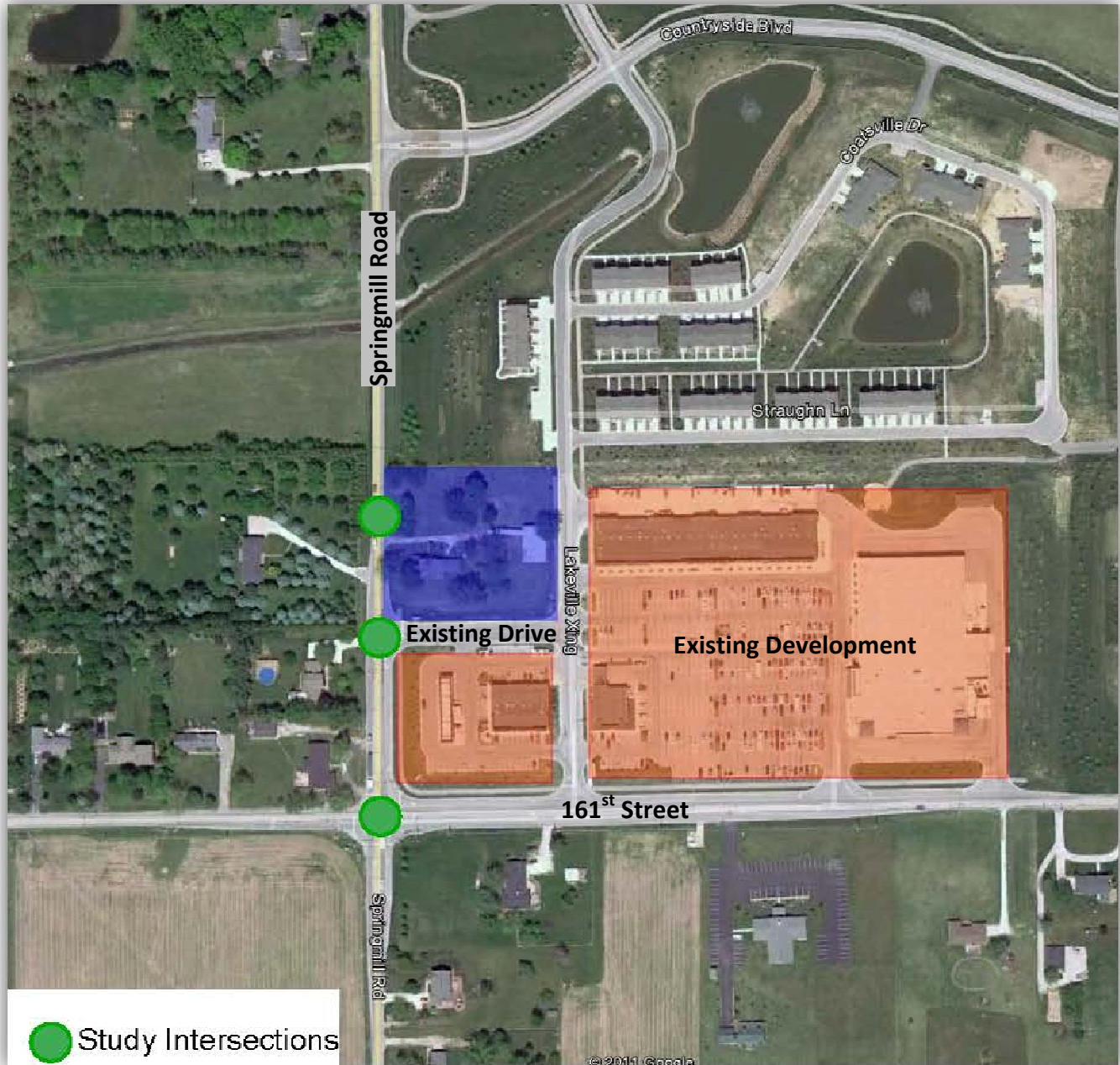


Figure 1 – Study Area

Background Information

Proposed Development

The proposed development is to be located on a site north of the intersection of 161st Street & Springmill Road, as shown in **Figure 2** below. The owner has specified the proposed development will consist of approximately 4,088 square feet of office or bank land uses. For the purpose of this study, only the bank land use option was used because it produces a higher trip generation; therefore, any findings within this report will represent the most intense scenario for traffic impacts.

Two access options have been defined for the proposed bank. Site Configuration 1 provides direct access to Springmill Road while Site Configuration 2 provides direct access to the adjacent development and no direct access to Springmill Road. These configurations are shown on **Figure 2** and **Figure 3**.



Figure 2 – Site Configuration 1



Figure 3 – Site Configuration 2

Existing Roadway Conditions Within Study Area

- o Springmill Road: Springmill Road is a 2-lane north-south facility. The speed limit within the vicinity of the study area is posted at 45 mph. It is classified in the Westfield Thoroughfare Plan as a secondary arterial.
- o 161st Street: 161st Street is a 2-lane east-west facility. The speed limit within the vicinity of the study area is posted at 45 mph. It is classified in the Westfield Thoroughfare Plan as a secondary arterial.

The study intersection of Springmill Road and 161st Street is a signalized intersection. The intersection of Springmill Road and the existing access drive is an unsignalized stop-sign controlled intersection with the access drive stopping for Springmill Road. The existing lane configurations can be seen on **Figure 9**.

Existing Land Use Within Study Area

The land uses near the proposed development consist primarily of single family homes or multi-family homes. Directly adjacent to the proposed site; however, is a multi-use development. This development includes gas station, grocery store, restaurants, specialty retail, fitness center, and bank land uses.

Traffic Forecast

Traffic has been forecasted by determining the base year (2012) traffic volumes using existing traffic data provided by the City of Westfield, then applying a background traffic growth rate to obtain the 2014 traffic volumes, and then adding in any new trips generated by the development to the 2014 background traffic. The following sections of the report provide greater detail of these steps.

Existing Traffic Data

Manual turning movement counts were provided by the City of Westfield. They were collected at the intersection of 161st Street & Springmill Road on September 28, 2011. Since these counts were performed only three months ago and no significant development has occurred within the study area during those months, the counts obtained in September 2011 were assumed to be the existing year 2012 counts. In addition, the City of Westfield provided 24-hour average daily traffic (ADT) counts for 161st Street and Springmill Road in the vicinity of the study area. The ADT counts were taken earlier in November 2007. Since these counts are quite old, they were only used to assist in determining the distribution of the development traffic volumes.

In order to determine turning movement volumes at the existing access drive and Springmill Road, entering and exiting volumes were estimated based on guidelines provided in *ITE's Trip Generation Report*¹. **Table 1** shows the total projected trips from the existing development. Appropriate reductions as described in the *Trip Generation Handbook*² were applied to the trips before they were distributed to the existing drive along Spring Mill Road. This procedure is described in more detail later within this report.

Table 1 – Trip Generation for Existing Land Uses

Land Use	ITE Code	AM Peak		PM Peak	
		Enter	Exit	Enter	Exit
Gas Station	944	49	47	56	55
Specialty Retail	814	28	31	10	13
Bank	912	29	23	54	54
Grocery	850	140	90	343	329
Restaurant	932	10	13	33	25
Fitness Center	492	99	92	109	76
Townhomes	230	5	27	25	12

Figure 4 shows the 2012 existing traffic volumes. The raw data for the traffic counts are provided in **Appendix A** of this report.

¹ *Trip Generation Report, 8th Edition*, ITE. 2008.

² *Trip Generation Handbook, 2nd Edition*, ITE. 2004.

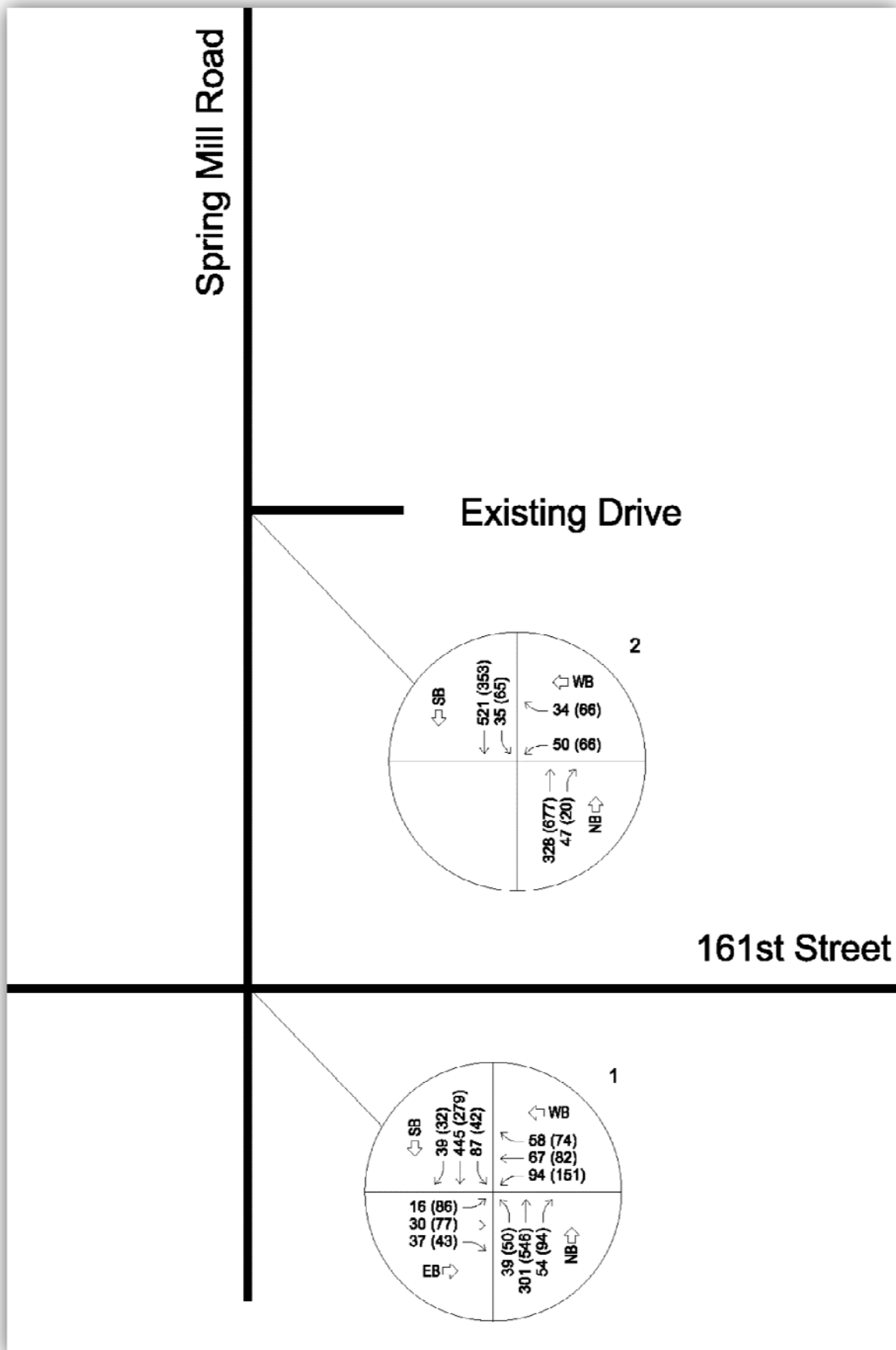


Figure 4 – Existing Traffic Volumes

Background Traffic Growth

It has been assumed the site will be fully developed by the year 2014, and therefore the year 2014 was chosen as the horizon year. In order to estimate the existing traffic volumes that will be present on the study area roadways for the year 2014, the background traffic growth must be determined.

Background traffic growth refers to the growth of traffic volumes that occur over time due to influences outside of the study area. These influences can range from transportation improvements to the status of the economy. Typically, the background traffic growth rate is determined by comparing historic traffic counts with current traffic counts.

The background growth rates used in a previous INDOT report³ were used. This study analyzed SR 32 through the city of Westfield which is directly to the north of the proposed site. The INDOT study used growth rates ranging from 1.4% per year to 2.7% per year. For the proposed bank traffic study, the average of these rates was used; 2% per year. This growth rate is most likely a conservative growth rate.

It should also be noted that this growth rate was applied in a linear manner, as opposed to compounded. Linear growth is growth that occurs at a constant amount per year, as opposed to an exponentially growing amount added each year (compound growth).

Trip Generation

The Institute of Transportation Engineers (ITE) *Trip Generation Report, 8th Edition* was used to calculate the generated trips for the proposed development conditions. The owner anticipates that either a general office or a bank is proposed to be constructed at the site. A trip generation was performed on both options, but found that a proposed bank would produce more trips. Therefore, traffic volumes from a proposed bank were used for the analysis. **Table 2** contains the number of AM peak and PM peak trips that would be generated by the proposed development.

Pass-By Trips

Pass-by trips consist of those that are an intermediate stop en route from a trip origin to a trip destination. For example, on the way home (destination) from work (origin), many people stop along their route to get fuel (intermediate stop). This is not a new trip for the overall area but does change the travel pattern of the individual vehicles that were already present.

The ITE *Trip Generation Handbook* provides estimated pass-by trip percentages for each land use and was used to determine the appropriate pass-by percentages for the proposed bank. These percentages were applied to the generated traffic volumes and the non pass-by trips represent the new trips added to the roadway system by the proposed bank. The pass-by trip reductions are shown in **Table 2**.

³ *Project Summary for SR 32 from US 31 to SR 38 in Hamilton County*, INDOT. April 2008

Table 2 – Trip Generation for Proposed Land Uses

Land Use	ITE Code	Size (SF)	AM Enter	AM Exit	PM Enter	PM Exit
Bank	912	4,088	28	22	53	53
Pass-By (47%)			13	10	25	25
Non Pass-By (53%)			15	12	28	28

It is noted the AM and PM peak hour mentioned in the above tables refers to the peak hour of the adjacent street traffic, not to the peak hour of the development.

Internal Trips

Internal trips are trips which have origins and destinations within a development and never actually travel on the public roadway system. Internal trips will occur during Scenario 4 if Site Configuration 2 is constructed. Site Configuration 2 is connected to the existing development and some trips can be expected to begin and/or end at the proposed development. Based on procedures set forth in the ITE *Trip Generation Handbook*, a 20% internal trip rate was applied to the traffic volumes for Scenario 4. Although trips could still begin and end at the existing development with Site Configuration 1, these trips were considered negligible for the analysis since far less vehicles would likely begin or end at the existing development due to the location of the access drives.

Trip Distribution and Traffic Assignment

The existing land uses and transportation system were taken into account when determining where to distribute the newly generated trips. In addition to the land uses and transportation system, the existing traffic volumes on 161st Street and Springmill Road were used to determine the percentage of traffic that would use each route. **Figure 5** shows the trip distribution amounts.

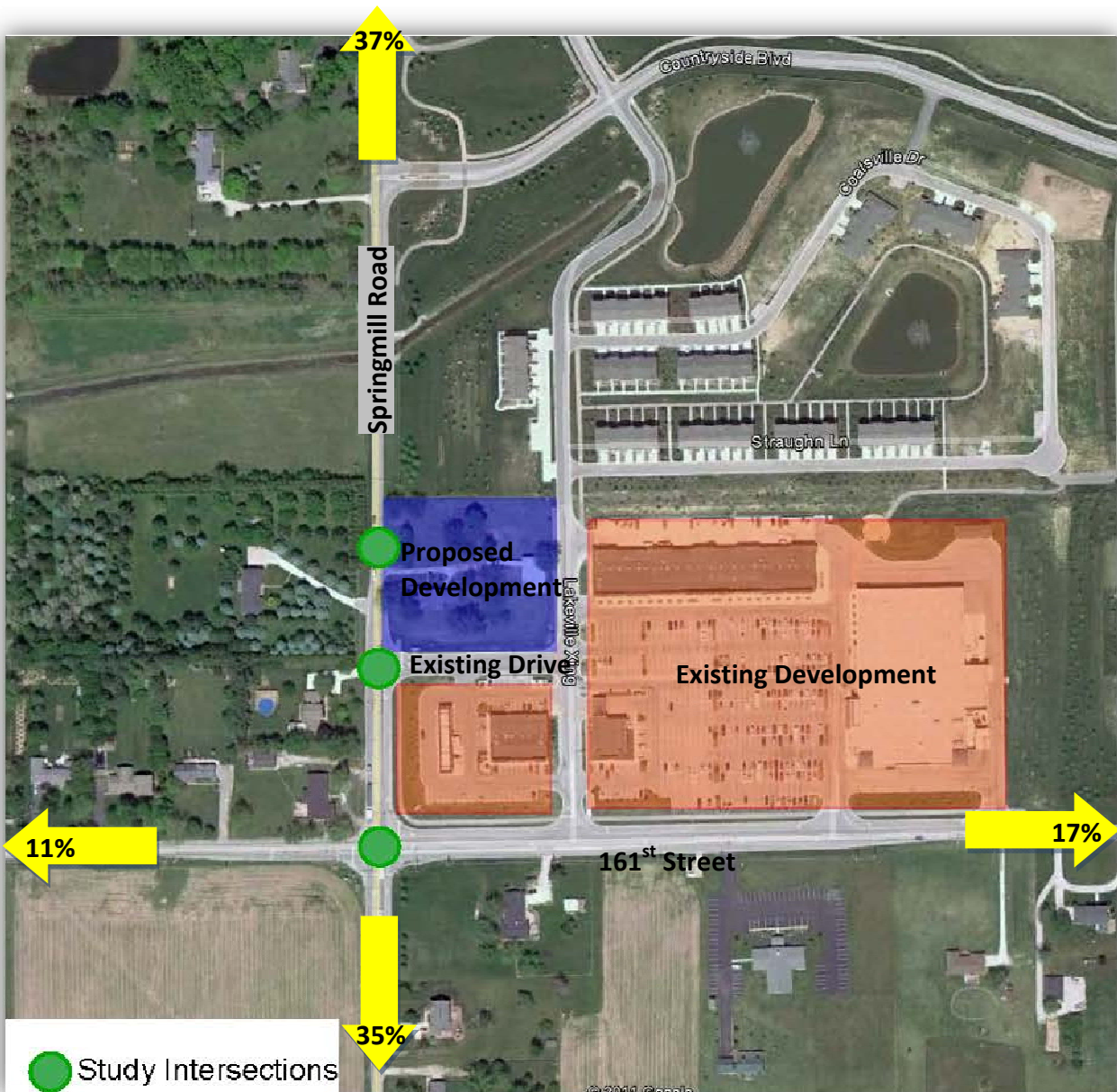


Figure 5 – Trip Distribution

Resulting 2014 Traffic Volumes

After applying the background growth rate of 2.0 percent per year to the 2012 traffic volumes and adding in trips generated by the proposed development, the total 2014 traffic volumes were obtained for each of the study scenarios. **Figure 6** through **Figure 8** illustrate the anticipated 2014 traffic volumes at the study intersection and access drives for study scenarios 2 through 4.

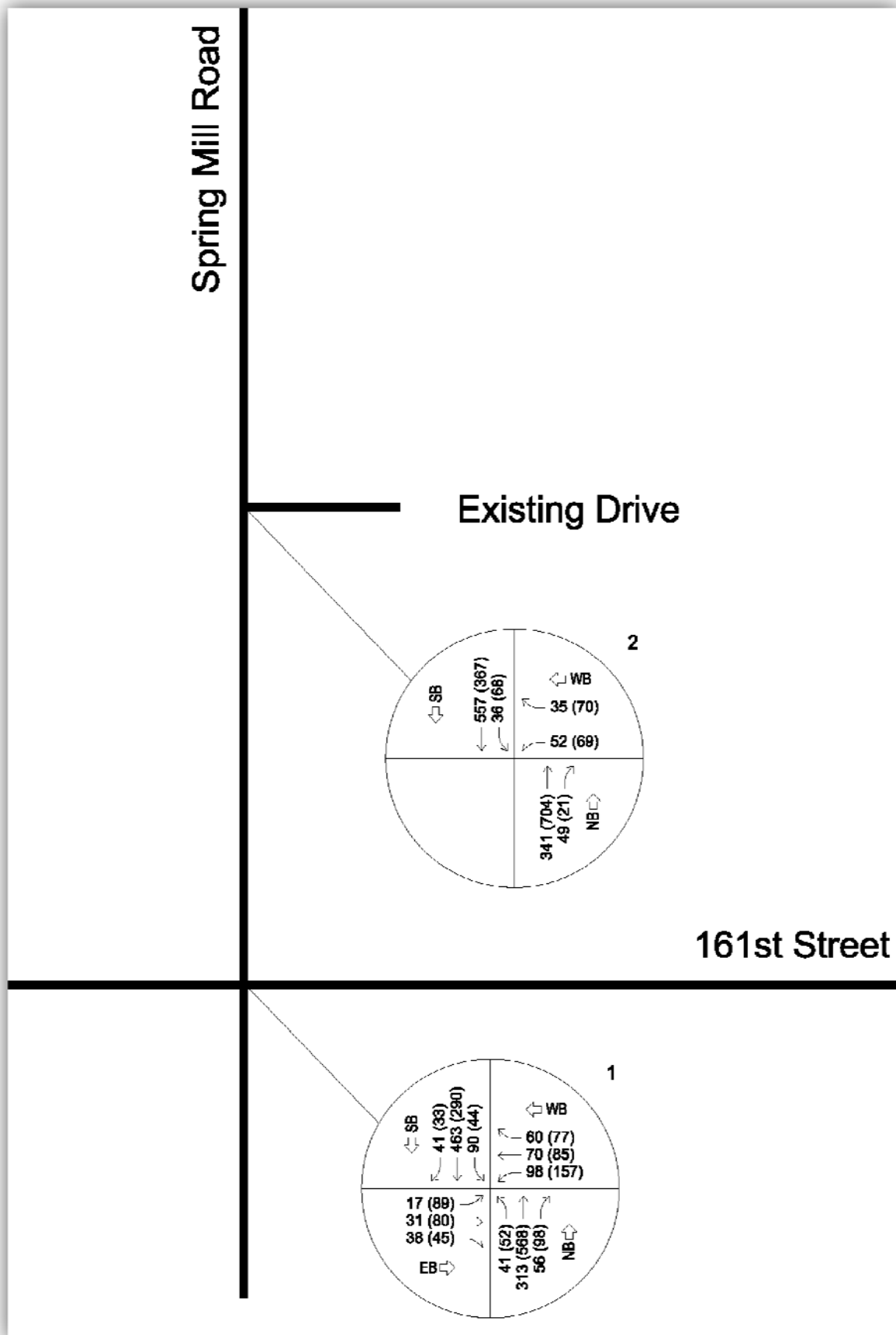


Figure 6 – Scenario 2: Year 2014 Traffic Volumes

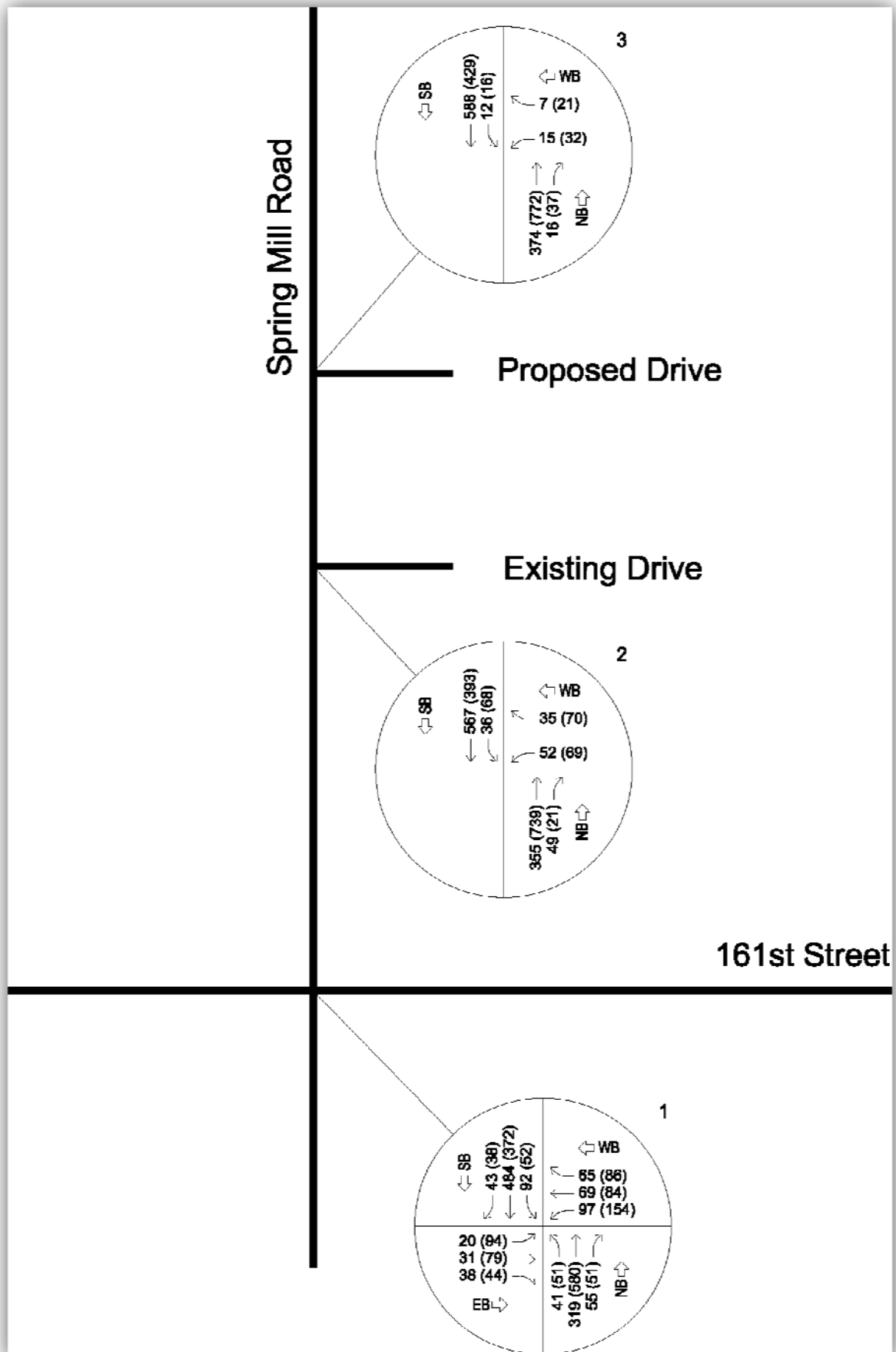


Figure 7 – Scenario 3: Year 2014 Traffic Volumes with Site Configuration 1



Figure 8 – Scenario 4: Year 2014 Traffic Volumes with Site Configuration 2

Capacity Analysis

A capacity analysis has been performed for each study intersection and each study scenario based on the methodology outlined in the *Highway Capacity Manual* (TRB 2010). The standard parameter used to evaluate traffic operating conditions is referred to as the level-of-service (LOS). There are six LOS (A through F), which relate to driving conditions from best to worst, respectively. LOS for both signalized and unsignalized intersections are defined in terms of control delay per vehicle, which is a direct correlation to driver discomfort, frustration, fuel consumption, and lost travel time. **Table 3** provides the LOS criteria as defined in the *Highway Capacity Manual*. To facilitate the analysis, Synchro and SimTraffic (Version 8) were used to perform the capacity analysis at signalized and stop-controlled intersections and driveways. The output from Synchro includes the average vehicle control delay, LOS, average queue length, and 95th percentile (or maximum) queue length.

Table 3 – Level of Service Criteria for Signalized and Unsignalized Intersections

LOS	Control Delay Per Vehicle (second)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

The capacity analysis has been performed at the study intersections for each of the study scenarios summarized here in **Table 4**.

Table 4 – Study Scenarios

Scenario	Year	Analysis Hours	Site Configuration
1	2012	AM & PM Peak	N/A
2	2014	AM & PM Peak	N/A
3	2014	AM & PM Peak	1
4	2014	AM & PM Peak	2

Lane Configurations

The existing traffic data, the traffic forecast for the years 2014, and the existing intersection lane configurations were used as the input for the capacity analysis. A turn-lane warrant analysis was also performed using procedures described in the *Indiana Driveway Permit Manual*⁴ to determine the need for improvements within the Springmill Road right-of-way for study scenarios 3 and 4. From this analysis, it was determined that the proposed drive should consist of two exiting lanes and the northbound approach should have an exclusive right-turn lane and the southbound approach should have an exclusive left-turn lane. In addition, the existing southbound left-turn lane at the existing drive along Spring Mill Road currently includes a very limited amount of storage. After an initial capacity analysis and traffic simulation, an extensive queue was forming on the southbound approach at the existing drive due to the limited storage of the southbound left-turn lane. Therefore, the recommended storage length (100 feet) was included within the analysis of scenarios 3 and 4.

Figure 9 shows the existing intersection lane configurations at the study intersections.

Figure 10 and **Figure 11** show the proposed year 2014 intersection lane configurations at the study intersections for study scenarios 3 and 4. **Appendix B** provides the software output from the capacity analysis.

⁴ *Driveway Permit Manual*, INDOT, 1996.

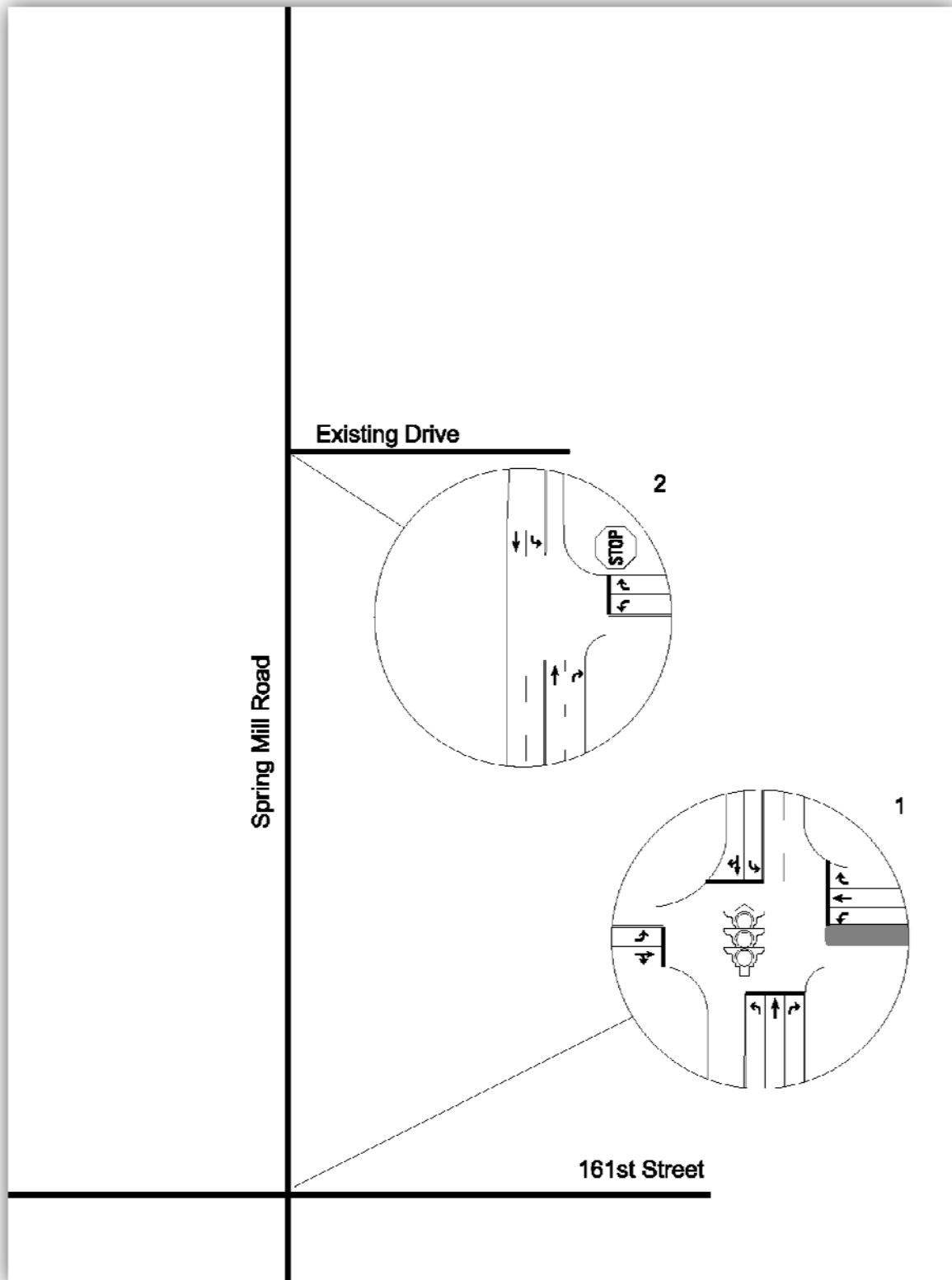


Figure 9 – Existing Intersection Lane Configurations (Scenario 1 & 2)

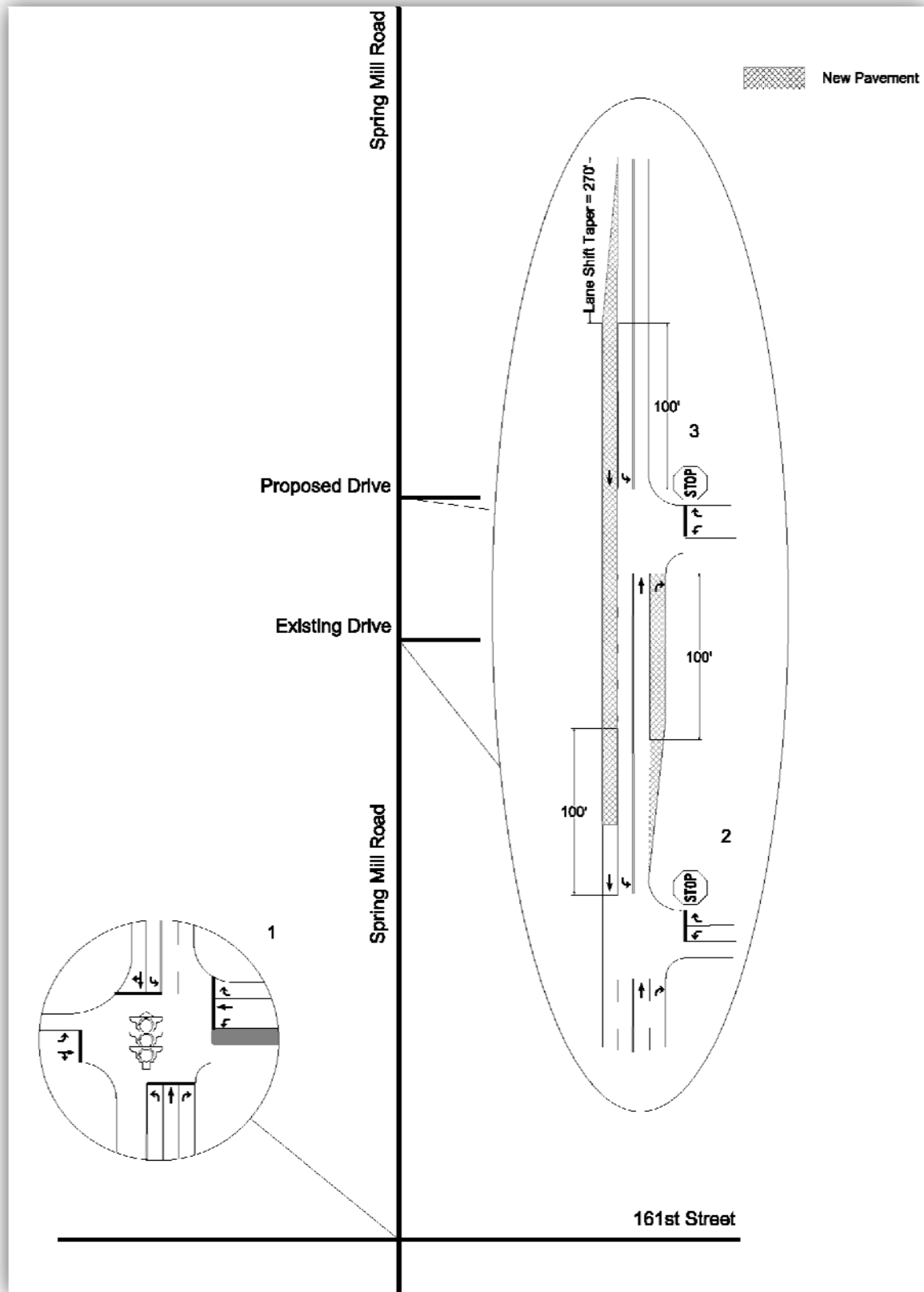


Figure 10 – Proposed Year 2014 Intersection Lane Configurations for Site Configuration 1 (Scenario 3)

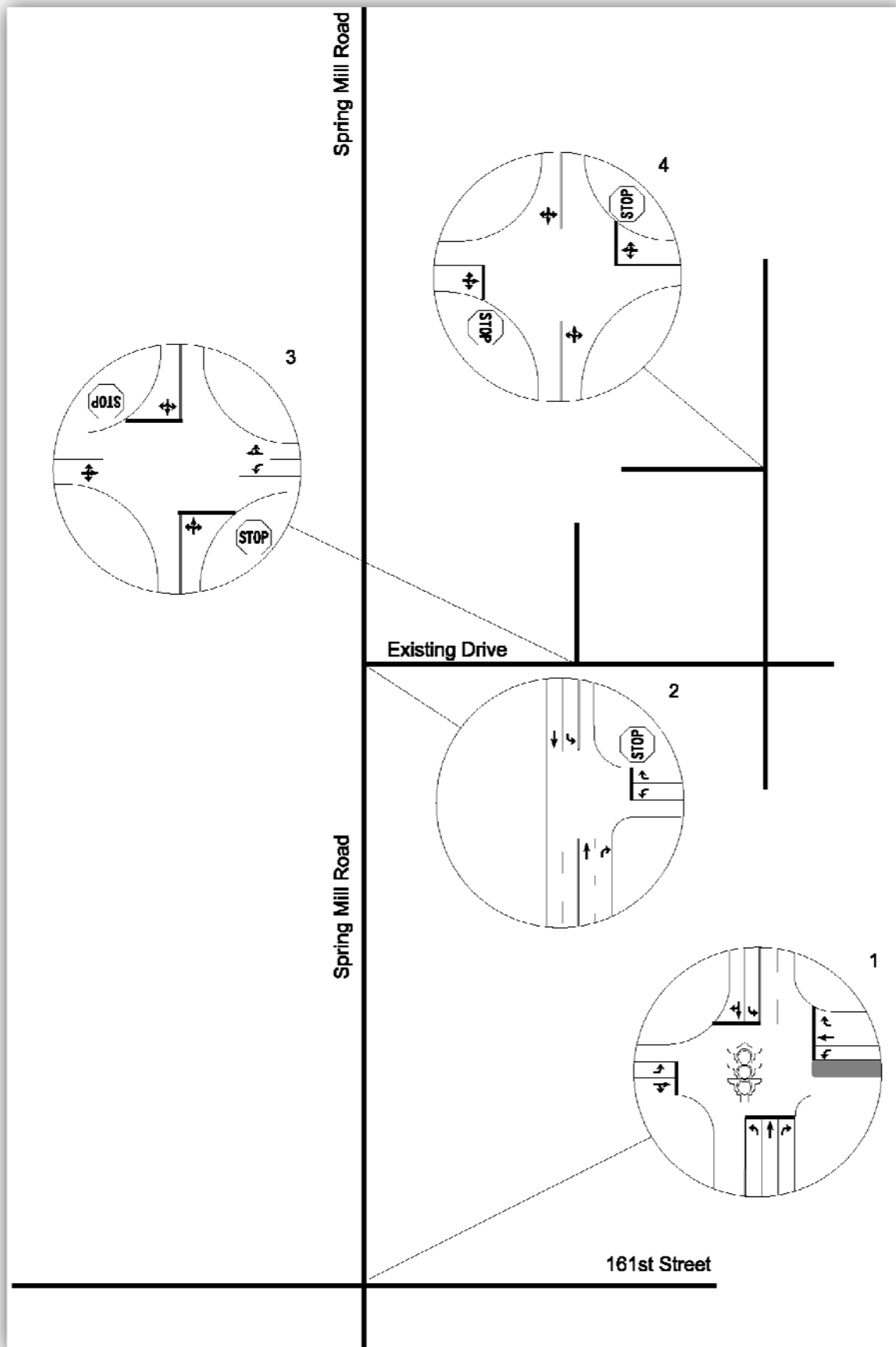


Figure 11 – Proposed Year 2014 Intersection Lane Configurations for Site Configuration 2 (Scenario 4)

Level of Service and Delay Results

Table 5 shows the intersection of 161st Street and Springmill Road will continue to operate at an acceptable LOS in the year 2014. In terms of delay, none of the scenarios impact the intersection much worse than any of the other scenarios.

Table 5 – Summary of Capacity Analysis for 161st Street & Springmill Road

Scenarios	Analysis Year	AM Peak		PM Peak	
		LOS	Avg. Delay (sec/veh)	LOS	Avg. Delay (sec/veh)
1	2012	B	13.6	B	18.1
2	2014	B	14.0	B	18.5
3	2014	B	13.9	B	18.8
4	2014	B	14.0	B	18.5

Table 6 shows that the intersection of Springmill Road and the existing drive will continue to operate at or above an acceptable LOS during the AM peak hour for all scenarios. The PM peak hour currently operates below acceptable levels of service and will continue to operate below acceptable levels of service for all scenarios. The Synchro output in **Appendix B** demonstrates that the unacceptable delay only occurs on the westbound approach, which is the exit from the development. The northbound approach is a free flow approach and therefore will not experience significant delay. The southbound left-turn will experience some delay but does not fall below LOS B for any scenario. This is important to note because it demonstrates that queues are not expected to extend to the through movements with a southbound left turn lane storage of 100 feet. In other words, the unacceptable LOS should not affect the public road, only the development drive. It should be noted that during the PM peak hour, the LOS goes from F to E from scenario 3 to scenario 4. Delay is measured per vehicle. Since the number of vehicles increased from scenario 3 to scenario 4, but the overall delay did not significantly increase, the average delay per vehicle actually reduced. This is further demonstrated when viewing the queue lengths. The queue length did increase from scenario 3 to scenario 4, reflecting the increased traffic volumes.

Table 6 – Summary of Capacity Analysis for Springmill Road & Existing Drive

Scenarios	Analysis Year	AM Peak			PM Peak		
		LOS*	Avg. Delay (sec/veh)*	95 th % Queue (ft)*	LOS*	Avg. Delay (sec/veh)*	95 th % Queue (ft)*
1	2012	C	21.3	47	E	35.7	72
2	2014	C	23.8	54	E	44.5	75
3	2014	C	25.0	55	F	57.0	86
4	2014	D	25.4	60	E	49.0	91

* Represents the worst approach.

Table 7 shows the intersection of Springmill Road and the proposed drive will operate at or above acceptable levels of service during the AM and PM peak hour for scenario 3. This scenario represents the site configuration 2 when all of the proposed bank traffic will use this single drive.

Table 7 – Summary of Capacity Analysis for Springmill Road & Proposed Drive

Scenarios	Analysis Year	AM Peak			PM Peak		
		LOS*	Avg. Delay (sec/veh)*	95 th % Queue (ft)*	LOS*	Avg. Delay (sec/veh)*	95 th % Queue (ft)*
3	2014	C	21.0	29	D	30.2	22

* Represents the worst approach.

Findings

The capacity analysis has shown that the proposed bank does not have a significant impact on the study intersections for either of the site configurations. The acceptable level of service for this study is LOS D. The intersection of 161st Street and Springmill Road operates at or above acceptable levels of service during all scenarios. The intersection of Springmill Road and the existing drive operates at or above acceptable levels of service during the AM peak hour for all scenarios. This intersection currently operates at LOS E during the PM peak hour and will continue to operate at LOS E or F for each of the site configurations.

The *INDOT Driveway Permit Manual* was consulted when determining what lane configurations are necessary at both of the study access drives.

Configuration 1: If site configuration 1 is chosen, the proposed access drive should consist of one entering lane and two exiting lanes. The northbound approach should consist of a through lane and a right-turn lane with a storage length of 100 feet and a taper length of 100 feet. The southbound approach should consist of a left-turn lane with a storage length of 100 feet and a taper length of 100 feet and a through lane. The existing southbound left-turn lane at the existing drive should also be extended to include 100 feet of storage and a 100 foot taper.

Configuration 2: The access drives should consist of one entering lane and one exiting lane per guidelines in the *INDOT Driveway Permit Manual*. The existing southbound left-turn lane at the existing drive should also be extended to include 100 feet of storage and a 100 foot taper.

Regardless of whether site configuration 1 or site configuration 2 is constructed, the existing southbound left-turn lane at the existing drive should be extended. Not only is this configuration recommended per the *INDOT Driveway Permit Manual*, it would also reduce the risk of southbound left-turn queues blocking the southbound through movement. The capacity analysis shows all queues can be accommodated with the proposed turn lane lengths.

Appendices

Appendix A – 2011 Study Intersection Turning Movement Counts

Appendix B – Synchro Output for Capacity Analysis

Appendix A
2011 Study Intersection Turning Movement Counts

Groups Printed- Unshifted - Bank 1

Start Time	Spring Mill From North				161st From East				Spring Mill From South				161st From West			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	9	104	17	0	14	17	22	0	15	87	4	0	5	6	5	0
07:15 AM	9	110	18	0	15	20	21	0	16	105	4	0	6	8	6	0
07:30 AM	10	131	32	0	15	19	27	0	17	50	16	1	13	9	1	0
07:45 AM	11	100	20	1	14	11	24	0	6	59	15	0	13	7	4	0
Total	39	445	87	1	58	67	94	0	54	301	39	1	37	30	16	0
08:00 AM	9	76	8	0	6	12	24	0	8	45	5	0	7	4	4	0
08:15 AM	4	89	17	0	7	18	27	0	11	54	13	0	4	8	8	0
08:30 AM	6	94	21	0	6	13	16	0	10	62	34	0	20	16	16	0
08:45 AM	2	90	14	0	10	13	23	0	8	53	6	0	9	11	5	0
Total	21	349	60	0	29	56	90	0	37	214	58	0	40	39	33	0
Grand Total	60	794	147	1	87	123	184	0	91	515	97	1	77	69	49	0
Approch %	6	79.2	14.7	0.1	22.1	31.2	46.7	0	12.9	73.2	13.8	0.1	39.5	35.4	25.1	0
Total %	2.6	34.6	6.4	0	3.8	5.4	8	0	4	22.4	4.2	0	3.4	3	2.1	0
Unshifted	59	777	146	1	84	119	176	0	89	506	87	1	75	66	47	0
% Unshifted	98.3	97.9	99.3	100	96.6	96.7	95.7	0	97.8	98.3	89.7	100	97.4	95.7	95.9	0
Bank 1	1	17	1	0	3	4	8	0	2	9	10	0	2	3	2	0
% Bank 1	1.7	2.1	0.7	0	3.4	3.3	4.3	0	2.2	1.7	10.3	0	2.6	4.3	4.1	0

Start Time	Spring Mill From North				161st From East				Spring Mill From South				161st From West			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
Peak Hour Analysis From 7:00:00 AM to 8:45:00 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 7:00:00 AM															
7:00:00 AM	9	104	17	0	14	17	22	0	15	87	4	0	106	5	6	5
7:15:00 AM	9	110	18	0	15	20	21	0	16	105	4	0	125	6	8	6
7:30:00 AM	10	131	32	0	15	19	27	0	17	50	16	1	84	13	9	1
7:45:00 AM	11	100	20	1	14	11	24	0	6	59	15	0	80	13	7	4
Total Volume	39	445	87	1	58	67	94	0	54	301	39	1	395	37	30	16
% App. Total	6.8	77.8	15.2	0.2	26.5	30.6	42.9	0	13.7	76.2	9.9	0.3	44.6	36.1	19.3	0
PHF	.886	.849	.680	.250	.967	.838	.870	.000	.794	.717	.609	.250	.790	.712	.667	.000
Unshifted	39	440	87	1	58	67	93	0	54	299	39	1	393	35	29	15
% Unshifted	100	98.9	100	100	100	100	98.9	0	100	99.3	100	100	99.5	94.6	93.8	0
Bank 1	0	5	0	0	0	0	1	0	0	2	0	0	2	1	1	0
% Bank 1	0	1.1	0	0	0	0	1.1	0	0	0.7	0	0	0.5	5.4	3.3	0

File Name : 161st at Springmill PM
Site Code : 00066666
Start Date : 9/28/2011
Page No : 1

Groups Printed- Unshifted - Bank 1

	Spring Mill From North					161st From East					Spring Mill From South					161st From West				
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds	
Start Time																				
04:00 PM	7	42	14	0		9	12	19	1		19	87	10	0		12	15	15	0	
04:15 PM	2	54	9	0		11	14	25	0		31	94	14	0		8	15	15	0	
04:30 PM	3	49	13	0		16	13	27	0		20	129	12	0		19	13	12	0	
04:45 PM	1	52	10	0		18	20	35	0		22	116	5	0		5	16	8	0	
Total	13	197	46	0		54	59	106	1		92	426	41	0		44	59	50	0	
05:00 PM	5	80	14	0		14	15	28	0		25	123	11	0		4	10	13	1	
05:15 PM	5	66	12	0		19	14	39	0		18	153	8	0		15	24	28	0	
05:30 PM	11	67	10	0		26	18	42	0		22	142	17	0		7	17	20	1	
05:45 PM	11	66	6	0		15	35	42	0		29	128	14	0		17	26	25	0	
Total	32	279	42	0		74	82	151	0		94	546	50	0		43	77	86	2	
Grand Total	45	476	88	0		128	141	257	1		186	972	91	0		87	136	136	2	
Approch %	7.4	78.2	14.4	0		24.3	26.8	48.8	0.2		14.9	77.8	7.3	0		24.1	37.7	37.7	0.6	
Total %	1.6	17.3	3.2	0		4.7	5.1	9.4	0		6.8	35.4	3.3	0		3.2	5	5	0.1	
Unshifted	45	468	86	0		125	140	252	1		183	958	91	0		86	134	136	0	
% Unshifted	100	98.3	97.7	0		97.7	99.3	98.1	100		98.4	98.6	100	0		98.9	98.5	100	0	
Bank 1	0	8	2	0		3	1	5	0		3	14	0	0		1	2	0	2	
% Bank 1	0	1.7	2.3	0		2.3	0.7	1.9	0		1.6	1.4	0	0		1.1	1.5	0	100	

	Spring Mill From North					161st From East					Spring Mill From South					161st From West				
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total
Start Time																				
Peak Hour Analysis From 4:00:00 PM to 5:45:00 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 5:00:00 PM																				
5:00:00 PM	5	80	14	0	99	14	15	28	0	57	25	123	11	0	159	4	10	13	1	28
5:15:00 PM	5	66	12	0	83	19	14	39	0	72	18	153	8	0	179	15	24	28	0	67
5:30:00 PM	11	67	10	0	88	26	18	42	0	86	22	142	17	0	181	7	17	20	1	45
5:45:00 PM	11	66	6	0	83	15	35	42	0	92	29	128	14	0	171	17	26	25	0	68
Total Volume	32	279	42	0	353	74	82	151	0	307	94	546	50	0	690	43	77	86	2	208
% App. Total	9.1	79	11.9	0		24.1	26.7	49.2	0		13.6	79.1	7.2	0		20.7	37	41.3	1	
PHF	.727	.872	.750	.000	.891	.712	.586	.899	.000	.834	.810	.892	.735	.000	.953	.632	.740	.768	.500	.765
Unshifted	32	276	40	0	348	73	82	147	0	302	94	541	50	0	685	43	76	86	0	205
% Unshifted	100	98.9	95.2	0	98.6	98.6	100	97.4	0	98.4	100	99.1	100	0	99.3	100	98.7	100	0	98.6
Bank 1	0	3	2	0	5	1	0	4	0	5	0	5	0	0	5	0	1	0	2	3
% Bank 1	0	1.1	4.8	0	1.4	1.4	0	2.6	0	1.6	0	0.9	0	0	0.7	0	1.3	0	100	1.4

Appendix B
Synchro Output for Capacity Analysis

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/15/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	16	30	37	94	67	58	39	301	54	87	445	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1707		1770	1863	1583	1770	1863	1583	1770	1840	
Flt Permitted	0.71	1.00		0.51	1.00	1.00	0.35	1.00	1.00	0.46	1.00	
Satd. Flow (perm)	1320	1707		956	1863	1583	654	1863	1583	862	1840	
Peak-hour factor, PHF	0.87	0.87	0.87	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83
Adj. Flow (vph)	18	34	43	104	74	64	49	381	68	105	536	47
RTOR Reduction (vph)	0	38	0	0	0	54	0	0	25	0	3	0
Lane Group Flow (vph)	18	39	0	104	74	10	49	381	43	105	580	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	8.9	8.2		15.1	11.3	11.3	45.2	42.9	46.7	48.2	44.4	
Effective Green, g (s)	8.9	8.2		15.1	11.3	11.3	45.2	42.9	46.7	48.2	44.4	
Actuated g/C Ratio	0.12	0.11		0.20	0.15	0.15	0.61	0.57	0.63	0.65	0.59	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	161	187		235	282	239	430	1070	1074	602	1094	
v/s Ratio Prot	0.00	0.02		c0.02	0.04		0.00	0.20	0.00	c0.01	c0.32	
v/s Ratio Perm	0.01			c0.07		0.01	0.07		0.02	0.10		
v/c Ratio	0.11	0.21		0.44	0.26	0.04	0.11	0.36	0.04	0.17	0.53	
Uniform Delay, d1	29.3	30.3		25.3	28.0	27.1	6.6	8.5	5.4	5.3	9.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.6		1.3	0.5	0.1	0.1	0.9	0.0	0.1	1.8	
Delay (s)	29.6	30.8		26.7	28.5	27.1	6.7	9.4	5.4	5.4	10.8	
Level of Service	C	C		C	C	C	A	A	A	A	B	
Approach Delay (s)		30.6			27.4			8.6			10.0	
Approach LOS		C			C			A			A	

Intersection Summary

HCM Average Control Delay	13.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/15/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	50	34	328	47	35	521
Sign Control	Stop		Free		Free	
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.79	0.79	0.83	0.83
Hourly flow rate (vph)	56	38	415	59	42	628
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.91	0.91			0.91	
vC, conflicting volume	1127	415			475	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1089	304			369	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	73	94			96	
cM capacity (veh/h)	208	667			1078	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	56	38	415	59	42	628
Volume Left	56	0	0	0	42	0
Volume Right	0	38	0	59	0	0
cSH	208	667	1700	1700	1078	1700
Volume to Capacity	0.27	0.06	0.24	0.03	0.04	0.37
Queue Length 95th (ft)	26	4	0	0	3	0
Control Delay (s)	28.5	10.7	0.0	0.0	8.5	0.0
Lane LOS	D	B			A	
Approach Delay (s)	21.3		0.0		0.5	
Approach LOS	C					
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			37.4%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	55	105	121	126	63	52	135	33	71	206
Average Queue (ft)	16	42	55	38	24	22	62	7	23	80
95th Queue (ft)	44	82	103	83	53	47	117	28	52	163
Link Distance (ft)		495		930	930		242		254	254
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)		0					1			
Queuing Penalty (veh)		0					1			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	57	41	4	43	20
Average Queue (ft)	24	14	0	10	1
95th Queue (ft)	47	34	3	35	11
Link Distance (ft)	303	303	254		342
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				10	
Storage Blk Time (%)				1	0
Queuing Penalty (veh)				6	0

Network Summary

Network wide Queuing Penalty: 8

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/18/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	77	43	151	82	74	50	546	94	42	279	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1762		1770	1863	1583	1770	1863	1583	1770	1834	
Flt Permitted	0.69	1.00		0.43	1.00	1.00	0.48	1.00	1.00	0.28	1.00	
Satd. Flow (perm)	1291	1762		795	1863	1583	886	1863	1583	523	1834	
Peak-hour factor, PHF	0.77	0.77	0.77	0.83	0.83	0.83	0.95	0.95	0.95	0.89	0.89	0.89
Adj. Flow (vph)	112	100	56	182	99	89	53	575	99	47	313	36
RTOR Reduction (vph)	0	27	0	0	0	71	0	0	39	0	5	0
Lane Group Flow (vph)	112	129	0	182	99	18	53	575	60	47	344	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	16.1	11.4		22.5	14.6	14.6	38.6	36.4	44.3	38.6	36.4	
Effective Green, g (s)	16.1	11.4		22.5	14.6	14.6	38.6	36.4	44.3	38.6	36.4	
Actuated g/C Ratio	0.22	0.15		0.30	0.20	0.20	0.52	0.49	0.60	0.52	0.49	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	312	272		346	368	313	489	918	1035	310	903	
v/s Ratio Prot	0.02	0.07		c0.06	0.05		0.00	c0.31	0.01	c0.00	0.19	
v/s Ratio Perm	0.06			c0.10		0.01	0.05		0.03	0.07		
v/c Ratio	0.36	0.47		0.53	0.27	0.06	0.11	0.63	0.06	0.15	0.38	
Uniform Delay, d1	24.1	28.5		20.1	25.1	24.1	8.9	13.8	6.1	10.0	11.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	1.3		1.4	0.4	0.1	0.1	3.2	0.0	0.2	1.2	
Delay (s)	24.8	29.8		21.6	25.5	24.1	9.0	17.0	6.2	10.2	12.9	
Level of Service	C	C		C	C	C	A	B	A	B	B	
Approach Delay (s)		27.7			23.2			14.9			12.6	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.1			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.60									
Actuated Cycle Length (s)			73.9			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			57.1%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/18/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	66	67	677	20	65	353
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	73	74	761	22	68	372
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.73	0.73			0.73	
vC, conflicting volume	1269	761			783	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1185	491			521	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	47	82			91	
cM capacity (veh/h)	139	423			765	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	73	74	761	22	68	372
Volume Left	73	0	0	0	68	0
Volume Right	0	74	0	22	0	0
cSH	139	423	1700	1700	765	1700
Volume to Capacity	0.53	0.18	0.45	0.01	0.09	0.22
Queue Length 95th (ft)	64	16	0	0	7	0
Control Delay (s)	56.5	15.3	0.0	0.0	10.2	0.0
Lane LOS	F	C			B	
Approach Delay (s)	35.7		0.0		1.6	
Approach LOS	E					
Intersection Summary						
Average Delay			4.4			
Intersection Capacity Utilization			52.9%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	106	132	162	134	72	102	260	170	54	148
Average Queue (ft)	49	62	81	48	33	26	154	26	19	70
95th Queue (ft)	89	110	137	94	61	67	263	103	42	134
Link Distance (ft)		495		930	930		242		254	254
Upstream Blk Time (%)							2			
Queuing Penalty (veh)							0			
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)		0					13			
Queuing Penalty (veh)		0					19			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	94	65	4	82
Average Queue (ft)	35	26	0	26
95th Queue (ft)	72	53	3	60
Link Distance (ft)	303	303	254	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				10
Storage Blk Time (%)				8
Queuing Penalty (veh)				28

Network Summary

Network wide Queuing Penalty: 47

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/15/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	31	38	98	70	60	41	313	56	90	463	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1709		1770	1863	1583	1770	1863	1583	1770	1840	
Flt Permitted	0.71	1.00		0.48	1.00	1.00	0.33	1.00	1.00	0.45	1.00	
Satd. Flow (perm)	1316	1709		890	1863	1583	611	1863	1583	833	1840	
Peak-hour factor, PHF	0.87	0.87	0.87	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83
Adj. Flow (vph)	20	36	44	109	78	67	52	396	71	108	558	49
RTOR Reduction (vph)	0	39	0	0	0	56	0	0	27	0	3	0
Lane Group Flow (vph)	20	41	0	109	78	11	52	396	44	108	604	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	8.9	8.2		16.7	12.1	12.1	44.3	42.0	46.6	47.3	43.5	
Effective Green, g (s)	8.9	8.2		16.7	12.1	12.1	44.3	42.0	46.6	47.3	43.5	
Actuated g/C Ratio	0.12	0.11		0.22	0.16	0.16	0.59	0.56	0.62	0.63	0.58	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	161	188		253	302	257	399	1049	1074	576	1073	
v/s Ratio Prot	0.00	0.02		c0.03	0.04		0.00	0.21	0.00	c0.01	c0.33	
v/s Ratio Perm	0.01			c0.07		0.01	0.07		0.03	0.11		
v/c Ratio	0.12	0.22		0.43	0.26	0.04	0.13	0.38	0.04	0.19	0.56	
Uniform Delay, d1	29.3	30.3		24.1	27.3	26.4	7.1	9.0	5.4	5.7	9.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.6		1.2	0.5	0.1	0.1	1.0	0.0	0.2	2.1	
Delay (s)	29.6	30.9		25.2	27.8	26.4	7.3	10.1	5.4	5.8	11.8	
Level of Service	C	C		C	C	C	A	B	A	A	B	
Approach Delay (s)		30.6			26.3			9.2			10.9	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM Average Control Delay			14.0				HCM Level of Service			B		
HCM Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			74.6				Sum of lost time (s)			12.0		
Intersection Capacity Utilization			52.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/15/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	52	35	341	49	36	557
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.79	0.79	0.83	0.83
Hourly flow rate (vph)	58	39	432	62	43	671
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1189	432			494	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1154	309			379	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	69	94			96	
cM capacity (veh/h)	188	656			1059	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	58	39	432	62	43	671
Volume Left	58	0	0	0	43	0
Volume Right	0	39	0	62	0	0
cSH	188	656	1700	1700	1059	1700
Volume to Capacity	0.31	0.06	0.25	0.04	0.04	0.39
Queue Length 95th (ft)	31	5	0	0	3	0
Control Delay (s)	32.5	10.8	0.0	0.0	8.5	0.0
Lane LOS	D	B			A	
Approach Delay (s)	23.8		0.0		0.5	
Approach LOS	C					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			39.3%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	48	100	121	91	66	62	179	80	58	218
Average Queue (ft)	16	38	56	41	29	20	63	10	24	84
95th Queue (ft)	42	77	109	78	56	51	133	45	48	172
Link Distance (ft)		495		930	930		242		254	254
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)		0					2			
Queuing Penalty (veh)		0					2			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	SB
Directions Served	L	R	R	L
Maximum Queue (ft)	69	41	18	44
Average Queue (ft)	29	15	1	12
95th Queue (ft)	54	36	10	37
Link Distance (ft)	303	303	254	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				10
Storage Blk Time (%)				1
Queuing Penalty (veh)				8

Network Summary

Network wide Queuing Penalty: 10

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/15/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	80	45	157	85	77	52	568	98	44	290	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flt	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1763		1770	1863	1583	1770	1863	1583	1770	1834	
Flt Permitted	0.69	1.00		0.42	1.00	1.00	0.46	1.00	1.00	0.26	1.00	
Satd. Flow (perm)	1287	1763		779	1863	1583	860	1863	1583	485	1834	
Peak-hour factor, PHF	0.77	0.77	0.77	0.83	0.83	0.83	0.95	0.95	0.95	0.89	0.89	0.89
Adj. Flow (vph)	116	104	58	189	102	93	55	598	103	49	326	37
RTOR Reduction (vph)	0	26	0	0	0	74	0	0	39	0	5	0
Lane Group Flow (vph)	116	136	0	189	102	19	55	598	64	49	358	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	16.4	11.7		22.8	14.9	14.9	38.6	36.4	44.3	38.6	36.4	
Effective Green, g (s)	16.4	11.7		22.8	14.9	14.9	38.6	36.4	44.3	38.6	36.4	
Actuated g/C Ratio	0.22	0.16		0.31	0.20	0.20	0.52	0.49	0.60	0.52	0.49	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	315	278		345	374	318	474	914	1030	290	900	
v/s Ratio Prot	0.02	0.08		c0.06	0.05		0.00	c0.32	0.01	c0.01	0.20	
v/s Ratio Perm	0.06			c0.11		0.01	0.06		0.03	0.08		
v/c Ratio	0.37	0.49		0.55	0.27	0.06	0.12	0.65	0.06	0.17	0.40	
Uniform Delay, d1	24.1	28.5		20.2	25.1	24.0	9.0	14.2	6.3	10.4	12.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	1.4		1.8	0.4	0.1	0.1	3.6	0.0	0.3	1.3	
Delay (s)	24.8	29.9		21.9	25.5	24.1	9.1	17.8	6.3	10.6	13.3	
Level of Service	C	C		C	C	C	A	B	A	B	B	
Approach Delay (s)		27.8			23.4			15.6			13.0	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.5			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			74.2			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			62.2%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/15/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	69	70	704	21	68	367
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	77	78	791	24	72	386
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.71	0.71			0.71	
vC, conflicting volume	1320	791			815	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1249	507			540	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	38	81			90	
cM capacity (veh/h)	123	404			734	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	77	78	791	24	72	386
Volume Left	77	0	0	0	72	0
Volume Right	0	78	0	24	0	0
cSH	123	404	1700	1700	734	1700
Volume to Capacity	0.62	0.19	0.47	0.01	0.10	0.23
Queue Length 95th (ft)	80	18	0	0	8	0
Control Delay (s)	73.4	16.0	0.0	0.0	10.4	0.0
Lane LOS	F	C			B	
Approach Delay (s)	44.5		0.0		1.6	
Approach LOS	E					
Intersection Summary						
Average Delay			5.3			
Intersection Capacity Utilization			54.6%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	108	145	185	125	74	123	254	140	59	189
Average Queue (ft)	51	65	82	53	33	28	157	22	20	78
95th Queue (ft)	92	116	141	99	61	76	269	87	45	151
Link Distance (ft)		495		930	930		242		254	254
Upstream Blk Time (%)						0	2			0
Queuing Penalty (veh)						0	0			0
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)	0	0					13			
Queuing Penalty (veh)	0	0					20			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	96	72	4	4	72	20
Average Queue (ft)	36	27	0	0	28	1
95th Queue (ft)	75	53	3	3	58	14
Link Distance (ft)	303	303	254	254		342
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					10	
Storage Blk Time (%)					8	0
Queuing Penalty (veh)					31	0

Network Summary

Network wide Queuing Penalty: 51

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/17/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	31	38	97	69	65	41	319	55	92	484	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1709		1770	1863	1583	1770	1863	1583	1770	1840	
Flt Permitted	0.71	1.00		0.54	1.00	1.00	0.32	1.00	1.00	0.45	1.00	
Satd. Flow (perm)	1317	1709		1008	1863	1583	593	1863	1583	834	1840	
Peak-hour factor, PHF	0.87	0.87	0.87	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83
Adj. Flow (vph)	23	36	44	108	77	72	52	404	70	111	583	52
RTOR Reduction (vph)	0	39	0	0	0	62	0	0	26	0	3	0
Lane Group Flow (vph)	23	41	0	108	77	10	52	404	44	111	632	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	9.1	7.6		13.7	9.9	9.9	45.3	43.0	46.8	48.3	44.5	
Effective Green, g (s)	9.1	7.6		13.7	9.9	9.9	45.3	43.0	46.8	48.3	44.5	
Actuated g/C Ratio	0.12	0.10		0.18	0.13	0.13	0.61	0.58	0.63	0.65	0.60	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	171	175		225	249	211	399	1080	1084	591	1104	
v/s Ratio Prot	0.00	0.02		c0.02	0.04		0.00	0.22	0.00	c0.01	c0.34	
v/s Ratio Perm	0.01			c0.06		0.01	0.08		0.03	0.11		
v/c Ratio	0.13	0.23		0.48	0.31	0.05	0.13	0.37	0.04	0.19	0.57	
Uniform Delay, d1	28.9	30.6		26.4	29.1	28.0	6.6	8.4	5.2	5.1	9.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.7		1.6	0.7	0.1	0.1	1.0	0.0	0.2	2.2	
Delay (s)	29.3	31.3		28.0	29.8	28.1	6.8	9.4	5.2	5.3	11.2	
Level of Service	C	C		C	C	C	A	A	A	A	B	
Approach Delay (s)		30.8			28.6			8.6			10.3	
Approach LOS		C			C			A			B	

Intersection Summary

HCM Average Control Delay	13.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	74.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/17/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	52	35	355	49	36	567
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.79	0.79	0.83	0.83
Hourly flow rate (vph)	58	39	449	62	43	683
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1219	449			511	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1187	330			399	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	68	94			96	
cM capacity (veh/h)	179	639			1041	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	58	39	449	62	43	683
Volume Left	58	0	0	0	43	0
Volume Right	0	39	0	62	0	0
cSH	179	639	1700	1700	1041	1700
Volume to Capacity	0.32	0.06	0.26	0.04	0.04	0.40
Queue Length 95th (ft)	33	5	0	0	3	0
Control Delay (s)	34.4	11.0	0.0	0.0	8.6	0.0
Lane LOS	D	B			A	
Approach Delay (s)	25.0		0.0		0.5	
Approach LOS	C					
Intersection Summary						
Average Delay			2.1			
Intersection Capacity Utilization			39.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Spring Mill Road & Site Access

1/17/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	15	7	374	16	12	588
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.79	0.79	0.83	0.83
Hourly flow rate (vph)	17	8	473	20	14	708
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			586			
pX, platoon unblocked	0.93	0.93			0.93	
vC, conflicting volume	1211	473			494	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1189	397			418	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	91	99			99	
cM capacity (veh/h)	191	607			1061	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	17	8	473	20	14	708
Volume Left	17	0	0	0	14	0
Volume Right	0	8	0	20	0	0
cSH	191	607	1700	1700	1061	1700
Volume to Capacity	0.09	0.01	0.28	0.01	0.01	0.42
Queue Length 95th (ft)	7	1	0	0	1	0
Control Delay (s)	25.7	11.0	0.0	0.0	8.4	0.0
Lane LOS	D	B			A	
Approach Delay (s)	21.0		0.0		0.2	
Approach LOS	C					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			40.9%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	56	96	127	87	67	67	176	75	61	212
Average Queue (ft)	16	41	62	40	27	21	60	11	27	80
95th Queue (ft)	45	80	112	80	55	51	130	46	52	157
Link Distance (ft)		495		931	931		242		254	254
Upstream Blk Time (%)							0			0
Queuing Penalty (veh)							0			1
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)							1			
Queuing Penalty (veh)							1			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	SB	SB
Directions Served	L	R	L	T
Maximum Queue (ft)	71	48	53	43
Average Queue (ft)	26	19	11	1
95th Queue (ft)	55	42	38	24
Link Distance (ft)	309	309		182
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			190	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Spring Mill Road & Site Access

Movement	WB	WB	SB
Directions Served	L	R	L
Maximum Queue (ft)	34	22	31
Average Queue (ft)	9	6	4
95th Queue (ft)	29	21	21
Link Distance (ft)	270	270	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

Network Summary

Network wide Queuing Penalty: 2

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/17/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	79	44	154	84	86	51	580	51	52	372	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flt Protected	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1763		1770	1863	1583	1770	1863	1583	1770	1837	
Satd. Flow (perm)	1288	1763		824	1863	1583	712	1863	1583	485	1837	
Peak-hour factor, PHF	0.77	0.77	0.77	0.83	0.83	0.83	0.95	0.95	0.95	0.89	0.89	0.89
Adj. Flow (vph)	122	103	57	186	101	104	54	611	54	58	418	43
RTOR Reduction (vph)	0	26	0	0	0	85	0	0	20	0	4	0
Lane Group Flow (vph)	122	134	0	186	101	19	54	611	34	58	457	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	16.2	11.5		21.0	13.9	13.9	39.6	37.4	44.5	39.6	37.4	
Effective Green, g (s)	16.2	11.5		21.0	13.9	13.9	39.6	37.4	44.5	39.6	37.4	
Actuated g/C Ratio	0.22	0.15		0.28	0.19	0.19	0.53	0.50	0.60	0.53	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	312	273		324	349	297	411	939	1035	297	926	
v/s Ratio Prot	0.02	0.08		c0.05	0.05		0.00	c0.33	0.00	c0.01	0.25	
v/s Ratio Perm	0.06			c0.11		0.01	0.07		0.02	0.10		
v/c Ratio	0.39	0.49		0.57	0.29	0.07	0.13	0.65	0.03	0.20	0.49	
Uniform Delay, d1	24.3	28.7		21.5	25.9	24.8	8.9	13.6	6.1	10.0	12.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	1.4		2.5	0.5	0.1	0.1	3.5	0.0	0.3	1.9	
Delay (s)	25.2	30.1		23.9	26.4	24.9	9.0	17.1	6.1	10.3	14.0	
Level of Service	C	C		C	C	C	A	B	A	B	B	
Approach Delay (s)		27.9			24.8			15.6			13.6	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.8			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			74.2			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			62.6%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/17/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	69	70	739	21	68	393
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	77	78	830	24	72	414
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.71	0.71			0.71	
vC, conflicting volume	1387	830			854	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1340	553			586	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	28	79			90	
cM capacity (veh/h)	107	377			699	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	77	78	830	24	72	414
Volume Left	77	0	0	0	72	0
Volume Right	0	78	0	24	0	0
cSH	107	377	1700	1700	699	1700
Volume to Capacity	0.72	0.21	0.49	0.01	0.10	0.24
Queue Length 95th (ft)	95	19	0	0	9	0
Control Delay (s)	97.6	17.0	0.0	0.0	10.7	0.0
Lane LOS	F	C			B	
Approach Delay (s)	57.0		0.0		1.6	
Approach LOS	F					
Intersection Summary						
Average Delay			6.4			
Intersection Capacity Utilization			56.5%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

8: Spring Mill Road & Site Access

1/17/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	32	21	772	37	16	429
Sign Control	Stop		Free		Free	
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.95	0.95	0.89	0.89
Hourly flow rate (vph)	36	23	813	39	18	482
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None		None	
Median storage (veh)						
Upstream signal (ft)			586			
pX, platoon unblocked	0.77	0.77			0.77	
vC, conflicting volume	1331	813			852	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1280	607			657	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	94			97	
cM capacity (veh/h)	137	382			716	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	36	23	813	39	18	482
Volume Left	36	0	0	0	18	0
Volume Right	0	23	0	39	0	0
cSH	137	382	1700	1700	716	1700
Volume to Capacity	0.26	0.06	0.48	0.02	0.03	0.28
Queue Length 95th (ft)	24	5	0	0	2	0
Control Delay (s)	40.2	15.0	0.0	0.0	10.2	0.0
Lane LOS	E	C			B	
Approach Delay (s)	30.2		0.0		0.4	
Approach LOS	D					
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			50.6%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	127	125	169	103	74	143	260	169	61	206
Average Queue (ft)	51	65	80	49	35	28	154	16	23	90
95th Queue (ft)	96	112	142	90	62	78	268	76	49	170
Link Distance (ft)		495		931	931		242		254	254
Upstream Blk Time (%)						0	2			0
Queuing Penalty (veh)						0	0			0
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)	0	0				0	14			
Queuing Penalty (veh)	0	0				0	14			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	110	68	4	9	66
Average Queue (ft)	44	29	0	0	27
95th Queue (ft)	86	52	3	4	56
Link Distance (ft)	309	309	254	254	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				190	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Spring Mill Road & Site Access

Movement	WB	WB	NB	NB	SB
Directions Served	L	R	T	R	L
Maximum Queue (ft)	78	31	4	13	42
Average Queue (ft)	22	12	0	0	11
95th Queue (ft)	56	30	3	5	36
Link Distance (ft)	265	265	183		
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				50	50
Storage Blk Time (%)					0
Queuing Penalty (veh)					1

Network Summary

Network wide Queuing Penalty: 15

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/17/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	31	38	99	70	60	41	318	55	92	466	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flt Protected	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1709		1770	1863	1583	1770	1863	1583	1770	1839	
Satd. Flow (perm)	1316	1709		929	1863	1583	611	1863	1583	827	1839	
Peak-hour factor, PHF	0.87	0.87	0.87	0.90	0.90	0.90	0.79	0.79	0.79	0.83	0.83	0.83
Adj. Flow (vph)	22	36	44	110	78	67	52	403	70	111	561	51
RTOR Reduction (vph)	0	40	0	0	0	57	0	0	26	0	3	0
Lane Group Flow (vph)	22	40	0	110	78	10	52	403	44	111	609	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	9.0	7.5		15.2	10.6	10.6	44.3	42.0	46.6	47.3	43.5	
Effective Green, g (s)	9.0	7.5		15.2	10.6	10.6	44.3	42.0	46.6	47.3	43.5	
Actuated g/C Ratio	0.12	0.10		0.21	0.14	0.14	0.60	0.57	0.63	0.64	0.59	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	169	173		243	267	227	402	1059	1084	578	1082	
v/s Ratio Prot	0.00	0.02		c0.03	0.04		0.00	0.22	0.00	c0.01	c0.33	
v/s Ratio Perm	0.01			c0.06		0.01	0.07		0.03	0.11		
v/c Ratio	0.13	0.23		0.45	0.29	0.04	0.13	0.38	0.04	0.19	0.56	
Uniform Delay, d1	28.9	30.6		24.9	28.3	27.3	6.9	8.8	5.2	5.5	9.3	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.7		1.3	0.6	0.1	0.1	1.0	0.0	0.2	2.1	
Delay (s)	29.2	31.3		26.3	28.9	27.4	7.0	9.8	5.2	5.6	11.5	
Level of Service	C	C		C	C	C	A	A	A	A	B	
Approach Delay (s)		30.8			27.4			8.9			10.6	
Approach LOS		C			C			A			B	
Intersection Summary												
HCM Average Control Delay			14.0									
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			73.9									
Intersection Capacity Utilization			52.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/17/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	61	40	337	60	46	539
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.79	0.79	0.83	0.83
Hourly flow rate (vph)	68	44	427	76	55	649
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.90	0.90			0.90	
vC, conflicting volume	1187	427			503	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1152	308			392	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	64	93			95	
cM capacity (veh/h)	186	659			1050	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	68	44	427	76	55	649
Volume Left	68	0	0	0	55	0
Volume Right	0	44	0	76	0	0
cSH	186	659	1700	1700	1050	1700
Volume to Capacity	0.36	0.07	0.25	0.04	0.05	0.38
Queue Length 95th (ft)	39	5	0	0	4	0
Control Delay (s)	35.0	10.9	0.0	0.0	8.6	0.0
Lane LOS	D	B			A	
Approach Delay (s)	25.4		0.0		0.7	
Approach LOS	D					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			38.4%		ICU Level of Service	A
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	48	129	120	105	62	56	157	46	62	224
Average Queue (ft)	16	44	56	41	28	18	67	9	26	79
95th Queue (ft)	43	92	102	82	54	47	130	32	53	169
Link Distance (ft)		495		931	931		242		254	254
Upstream Blk Time (%)										0
Queuing Penalty (veh)										0
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)		0					2			
Queuing Penalty (veh)		0					2			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	80	52	4	48	24
Average Queue (ft)	32	20	0	15	1
95th Queue (ft)	60	42	3	42	17
Link Distance (ft)	309	309	254		336
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Network Summary

Network wide Queuing Penalty: 2

HCM Signalized Intersection Capacity Analysis

3: Spring Mill Road & 161st Street

1/17/2012

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	94	79	44	160	86	78	51	578	96	49	296	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flt Protected	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1763		1770	1863	1583	1770	1863	1583	1770	1831	
Satd. Flow (perm)	1285	1763		824	1863	1583	849	1863	1583	490	1831	
Peak-hour factor, PHF	0.77	0.77	0.77	0.83	0.83	0.83	0.95	0.95	0.95	0.89	0.89	0.89
Adj. Flow (vph)	122	103	57	193	104	94	54	608	101	55	333	43
RTOR Reduction (vph)	0	26	0	0	0	76	0	0	37	0	5	0
Lane Group Flow (vph)	122	134	0	193	104	18	54	608	64	55	371	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	7	4		3	8		5	2	3	1	6	
Permitted Phases	4			8		8	2		2	6		
Actuated Green, G (s)	16.2	11.5		21.0	13.9	13.9	39.6	37.4	44.5	39.6	37.4	
Effective Green, g (s)	16.2	11.5		21.0	13.9	13.9	39.6	37.4	44.5	39.6	37.4	
Actuated g/C Ratio	0.22	0.15		0.28	0.19	0.19	0.53	0.50	0.60	0.53	0.50	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	311	273		324	349	297	480	939	1035	299	923	
v/s Ratio Prot	0.02	0.08		c0.06	0.06		0.00	c0.33	0.01	c0.01	0.20	
v/s Ratio Perm	0.06			c0.11		0.01	0.06		0.03	0.09		
v/c Ratio	0.39	0.49		0.60	0.30	0.06	0.11	0.65	0.06	0.18	0.40	
Uniform Delay, d1	24.3	28.7		21.6	26.0	24.8	8.6	13.5	6.2	9.9	11.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	1.4		2.9	0.5	0.1	0.1	3.4	0.0	0.3	1.3	
Delay (s)	25.2	30.1		24.5	26.4	24.9	8.7	17.0	6.2	10.2	12.7	
Level of Service	C	C		C	C	C	A	B	A	B	B	
Approach Delay (s)		27.9			25.1			15.0			12.4	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM Average Control Delay			18.5			HCM Level of Service			B			
HCM Volume to Capacity ratio			0.64									
Actuated Cycle Length (s)			74.2			Sum of lost time (s)			16.0			
Intersection Capacity Utilization			62.8%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

6: Spring Mill Road & Gas Station Drive

1/17/2012

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	89	89	693	56	82	292
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.89	0.89	0.95	0.95
Hourly flow rate (vph)	99	99	779	63	86	307
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			336			
pX, platoon unblocked	0.72	0.72			0.72	
vC, conflicting volume	1259	779			842	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1166	501			588	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	27	76			88	
cM capacity (veh/h)	136	412			713	
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	99	99	779	63	86	307
Volume Left	99	0	0	0	86	0
Volume Right	0	99	0	63	0	0
cSH	136	412	1700	1700	713	1700
Volume to Capacity	0.73	0.24	0.46	0.04	0.12	0.18
Queue Length 95th (ft)	105	23	0	0	10	0
Control Delay (s)	81.5	16.5	0.0	0.0	10.7	0.0
Lane LOS	F	C			B	
Approach Delay (s)	49.0		0.0		2.4	
Approach LOS	E					
Intersection Summary						
Average Delay			7.4			
Intersection Capacity Utilization			55.9%		ICU Level of Service	B
Analysis Period (min)			15			

Queuing and Blocking Report

Baseline

1/17/2012

Intersection: 3: Spring Mill Road & 161st Street

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	115	134	152	114	64	132	261	174	57	204
Average Queue (ft)	49	65	79	51	31	27	159	26	21	74
95th Queue (ft)	90	109	133	96	58	86	280	91	48	147
Link Distance (ft)		495		931	931		242		254	254
Upstream Blk Time (%)						0	2			0
Queuing Penalty (veh)						0	0			0
Storage Bay Dist (ft)	150		450			170		100		
Storage Blk Time (%)	0	0					12			
Queuing Penalty (veh)	0	0					18			

Intersection: 6: Spring Mill Road & Gas Station Drive

Movement	WB	WB	NB	SB	SB
Directions Served	L	R	R	L	T
Maximum Queue (ft)	109	81	12	78	14
Average Queue (ft)	49	34	1	32	0
95th Queue (ft)	91	63	8	65	10
Link Distance (ft)	309	309	254		342
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				100	
Storage Blk Time (%)				0	
Queuing Penalty (veh)				0	

Network Summary

Network wide Queuing Penalty: 19



Westfield City Council Report

Ordinance Number: 12-03
APC Petition Number: 1202-PUD-01
Address: 16201 Springmill Road
Petitioner: CrossRoads Church of Westfield, LLC
Requested Action: A change in zoning from the AG-SF1 District to the CrossRoads Church PUD.
Current Zoning District: AG-SF1
Requested Zoning District: CrossRoads Church PUD
Referral Date to APC: January 23, 2012
APC Public Hearing: February 6, 2012
APC Recommendation: March 5, 2012
Adoption Consideration: March 12, 2012
Exhibits:
1. Staff Report
2. Aerial Location Map
3. APC Certification

Prepared By: Kevin M. Todd, AICP

Petition History

This petition was introduced at the January 23, 2012 City Council meeting and received a public hearing at the February 6, 2012 Advisory Plan Commission (the "APC") meeting. The item received a favorable recommendation for approval at the March 5, APC meeting.

Procedural

- Requests for a change in zoning are required to be considered at a public hearing, in accordance with Ind. Code 36-7-4-1511.
- The Advisory Plan Commission (the "APC") held a public hearing on February 6, 2012 and issued a favorable recommendation (9-0) to the City Council in support of the proposed rezone request at its March 5, 2012 meeting.
- Notification of the February 6, 2012 public hearing was provided in accordance with the APC Rules of Procedure.
- The Westfield City Council may take action on this item at its March 12, 2012 meeting.

Project Overview

Location

The subject property is approximately 1.8 acres in size and is located on the east side of Springmill Road, just north of the entrance to the Springmill Commons shopping center (the "Property"). A residential structure and a residential accessory structure are currently on the Property. The Property does not appear to be actively used.

Project Description

CrossRoads Church of Westfield, Inc. (the "Petitioner") is proposing a PUD ordinance (the "Proposal") for the Property which limits the range of permitted uses and establishes illustrative examples of the allowable building architecture and style. The Proposal also addresses vehicular access to the Property, and it establishes landscaping and buffer requirements in the event of a drive-thru on the Property.

Land Uses

The Proposal limits the permitted land uses to the following: Banks and Savings and Loan Associations, Credit Union Offices, Offices for a Real Estate Agent, Insurance Agent, Dentist, Doctor, Lawyer or similar professional occupation.

Building Elevations

The primary structure on the Property is required to have brick and/or stone as its primary material. It is also required to be of a similar style as that of the illustrative building photos included in the Proposal. The photos are of various office buildings and appear to have residential architectural elements, including a pitched roof.

Vehicular Access

The Proposal provides access to the property through a direct access cut onto Springmill Road. The Proposal also accommodates possible access through the adjoining Springmill Commons shopping center, and it outlines the criteria for a possible elimination of the Springmill Road access point in the event access to the shopping center is obtained.

Accompanying the PUD proposal, the Petitioner submitted a traffic study (see Exhibit "4") which concludes that either access configuration (Springmill Road access or Springmill Commons access) would result in acceptable levels of service to Springmill Road, if the site developed as a bank (the most intense permitted use). The traffic study recommends various improvements to Springmill Road to better accommodate either access option. The Proposal incorporates the recommended road improvements, which have been reviewed and approved by the Westfield Public Works Department.

Modifications since the City Council Introduction

In response to feedback from the City Council, Advisory Plan Commission, City Staff, and members of the public, the proposed PUD Ordinance has been modified as highlighted below:

1. The language regarding site access has been modified regarding the possible closure of the Springmill Road access in the event access to the adjacent shopping center is obtained. City staff and the petitioner worked together to modify the language and both parties are satisfied with the proposed site access language.
2. The PUD Ordinance includes a section outlining required improvements to Springmill Road based on the site access options. The proposed PUD requires the road improvements that were recommended in the Traffic Impact Study.
3. A “Maximum Building Area” requirement was added to the PUD Ordinance. The proposed maximum is that there be no more than 10,000 square feet of gross building area on the Property.
4. A “Maximum Number of Tenants” requirement was added to the PUD Ordinance. The proposed maximum is that there are no more than four (4) tenants on the Property.
5. The PUD Ordinance includes requirements to construct an 8-foot multi-use path along Springmill Road. The PUD also requires pedestrian connectivity between the multi-use path and the building; and the building and the existing path to the east (only in the event all necessary approvals are obtained in order to make the sidewalk connection).
6. The PUD Ordinance includes a section regarding right-of-way dedication.

Public Policy

Westfield Comprehensive Plan (2007, as amended)

According to the Westfield-Washington Township Comprehensive Plan, the Property is on the fringe between Local Commercial and Suburban Residential land use classifications. Retail, office, and services uses are listed as appropriate uses within the Local Commercial classification, while commercial uses are not contemplated in the Suburban Residential classification. The Future Land Use Map is not intended to be used as a parcel-specific map, but rather as a general guide for future development in Westfield-Washington Township.

Water & Sewer System

The Westfield Thoroughfare Plan (the “Thoroughfare Plan”) classifies Springmill Road as a “Secondary Arterial”. The recommended right-of-way width for a Secondary Arterial is 120 feet.

Annexation

The Property is within the corporate boundaries of the City of Westfield.

Well Head Protection – Ord. 05-31

The Property is not within a wellhead protection area.

Statutory Considerations

Indiana Code 36-7-4-603 states that reasonable regard shall be paid to:

1. The Comprehensive Plan.

According to the Westfield-Washington Township Comprehensive Plan, the Property is on the fringe between Local Commercial and Suburban Residential land use classifications. Retail, office, and services uses are listed as appropriate uses within the Local Commercial classification, while commercial uses are not contemplated in the Suburban Residential classification. The Future Land Use Map is not intended to be used as a parcel-specific map, but rather as a general guide for future development in Westfield-Washington Township.

2. Current conditions and the character of current structures and uses.

A residential structure and a residential accessory structure are currently on the Property. The Property does not appear to be actively used and the structures appear to show signs of dilapidation.

3. The most desirable use for which the land is adapted.

The proposed financial institution or professional office uses would seem to be a low-impact complement to the existing uses in the vicinity. Redevelopment of the Property would eliminate an existing vacant, dilapidating structure.

4. The conservation of property values throughout the jurisdiction.

It is anticipated that the Proposal would have a neutral or positive impact on property values throughout the jurisdiction.

5. Responsible growth and development.

The Property is contiguous to other developed areas, and the improvement of the Property would be consistent with the principle of contiguous growth. City water and sewer facilities are available to the Property, and there is adequate capacity to serve the Property.

Recommendations/Actions

- Economic and Community Development Department [March 5, 2012]
The Westfield Economic and Community Development Staff, in its report to the APC, made a recommendation that the APC forward a favorable recommendation to the City Council.

- Advisory Plan Commission [March 5, 2012]
The Westfield-Washington Advisory Plan Commission has forwarded a favorable recommendation to the City Council, with a condition that the standard for the “Maximum Number of Tenants” be modified so that it applies to the entire property, not just a single building. (Vote of: 9-0).

- City Council
 - o Introduction: [January 23, 2012]
 - o Eligible for Adoption: [March 5, 2012]

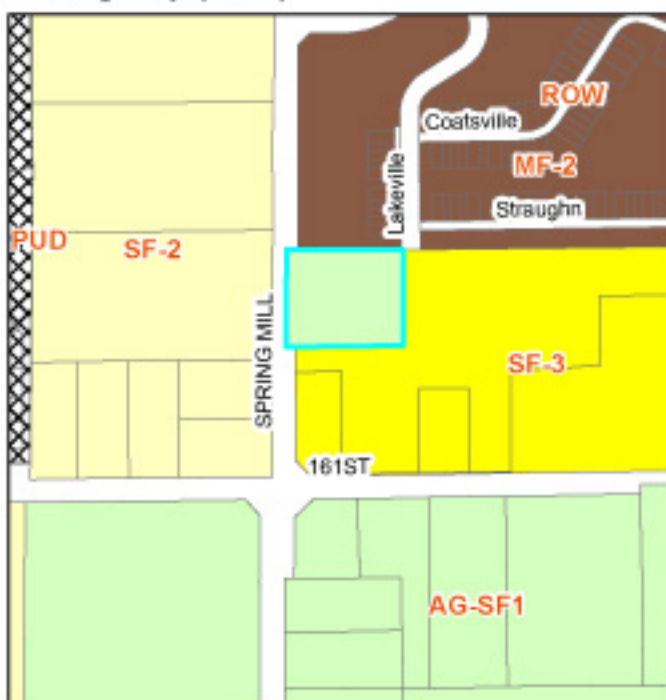
Submitted by: Kevin M. Todd, AICP, *Senior Planner*

Aerial Location Map (2008)

Site

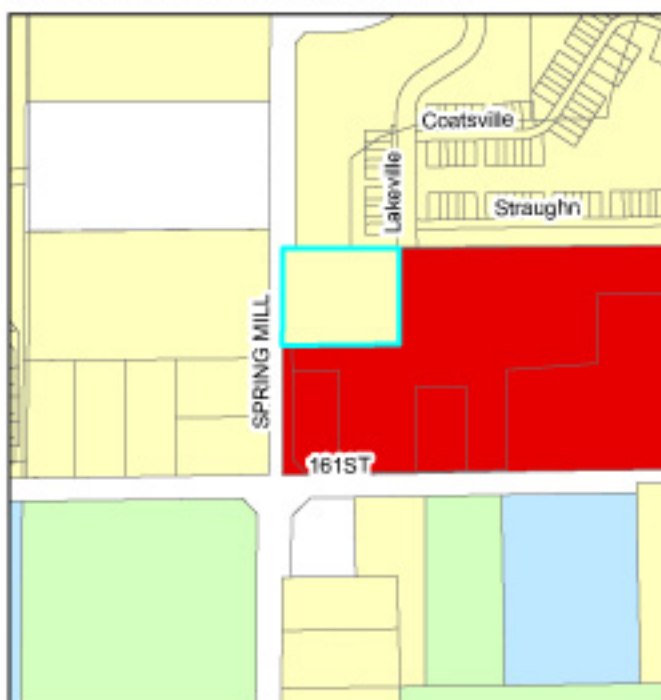


Zoning Map (2008)



PUD	SF-2	MF-2
AG-SF1	SF-3	

Existing Land Use Map (2008)



Agricultural	Institutional
Residential	Commercial
Vacant	

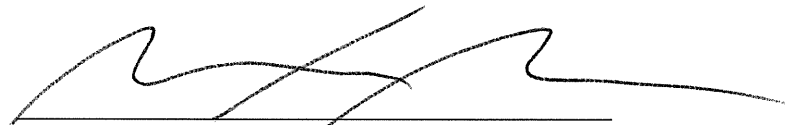
**WESTFIELD-WASHINGTON ADVISORY PLAN COMMISSION
CERTIFICATION**

The Westfield-Washington Advisory Plan Commission held a public hearing on Monday, February 6, 2012, to consider a change in zoning from the AG-SF1 District to the CrossRoads Church PUD District for property located at 16201 Springmill Road. Notice of the public hearing was advertised and noticed and presented to the Advisory Plan Commission. Notice was shown to have been published in a newspaper of general circulation in Hamilton County, Indiana. The proposal is as follows:

Case No.	1202-PUD-01
Petitioner	CrossRoads Church
Description	A change in zoning from AG-SF1 to the CrossRoads Church PUD

On March 5, 2012, a motion was made and passed to send a favorable recommendation to the City Council to approve 1201-PUD-01, with a condition that the standard for the "Maximum Number of Tenants" be modified so that it applies to the entire property, not just a single building. (Vote of: 9-0).

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



Matthew S. Skelton, Secretary

March 6, 2012_____

Date

DATE:

PETITION TO CHANGE ZONING

Plan Commission Docket No.: _____

Name of Applicant: WLB ASSOCIATES INC.
Address: 16656 BROWNSTONE CT. WESTFIELD, IN 46074
Phone No.: 317-431-1659

Name of Representative: WAYNE BEVENAGE
Address: (SAME)
Phone No.: _____

Name of Property Owner*: WLB ASSOCIATES, INC.

Premises Affected:

Metes and Bounds Description:

Plot Size: 12 ACRES Fronting On: Spring Lake Drive

Nature and Size of Improvement Now Existing on Plot: VACANT LAND + 5 CONSTRUCTED HOMES

Present Zoning: Ordinance 5-35 PUD

Requested Zoning: Ordinance 05-35: 1014 to be modified to allow further development of detached homes.

The above information, to my knowledge and belief, is true and correct:

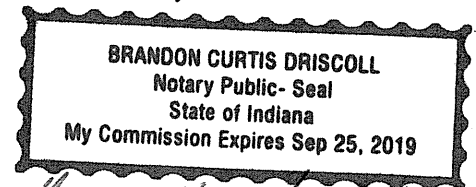
Wayne Bevenage

State of Indiana)
) SS:
County of Hamilton)

Subscribed and Sworn to before me, a Notary Public in and for said County and State, this 2 day of March, 2012.

My Commission Expires:

Sep 25, 2019



Brandon Driscoll Hamilton County
Notary Public

*If the petitioner is not the property owner, a letter of consent from the property owner must accompany this document

Exhibit A-1
(Legal Description)

Being Blocks 20, 21, 22, 23, 24, 25, 26, and 27, all being in the Final Plat of Maples of Springmill, Section Two, as recorded in Plat Cabinet 4, Slide 460, in the Office of the Recorder of Hamilton County, Indiana, being more particularly described as follows:

Beginning at the Northeast corner of Block 26, also being the Northeast corner of Maples of Springmill, Section Two; thence along the North line of Block 26, South 89 degrees 13 minutes 01 seconds West, for a distance of 66.00 feet; thence continuing along said North line, North 00 degrees 17 minutes 06 seconds East, for a distance of 3.62 feet; thence along the North line of Blocks 26, 25, 24, 23, 22, 21, and 20, South 89 degrees 13 minutes 01 seconds West, for a distance of 1052.95 feet to the Northwest corner of Block 20; thence along the west line of Block 20, South 00 degrees 12 minutes 08 seconds West, for a distance of 215.00 feet; thence continuing along said West line, South 35 degrees 35 minutes 32 seconds East, for a distance of 35.53 feet to the Southwest corner of Block 20; thence along the South line of Block 20, also being a curve to the right having a radius of 50.00 feet, and an arc length of 31.29 feet, and being subtended by a chord bearing North 72 degrees 20 minutes 09 seconds East, for a distance of 30.78 feet; thence along the South lines of Blocks 20, 21, 22, 23, and 24, South 89 degrees 44 minutes 09 seconds East, for a distance of 623.32 feet to the Southeast corner of Block 24, also being a common corner with Blocks 25, 27, and 28; thence along the West line of Block 27, South 00 degrees 15 minutes 51 seconds West, for a distance of 200.93 feet to the Southwest corner of Block 27; thence along the South line of Block 27, also being a curve to the left having a radius of 175.00 feet, an arc length of 97.49 feet, and being subtended by a chord bearing North 70 degrees 06 minutes 32 seconds East, for a distance of 96.23 feet; thence continuing along said South line, North 54 degrees 08 minutes 58 seconds East, for a distance of 123.81 feet; thence along the South line of Blocks 27 and 26, also being a curve to the right having a radius of 225.00 feet, an arc length of 141.82 feet, and being subtended by a chord bearing North 72 degrees 12 minutes 24 seconds East, for a distance of 139.49 feet; thence along the South line of Block 26, South 89 degrees 44 minutes 09 seconds East, for a distance of 56.28 feet; thence along the East line of Block 26 and said Section two the following three calls, 1) North 00 degrees 10 minutes 57 seconds East, for a distance of 144.72 feet; 2) North 89 degrees 13 minutes 01 seconds East, for a distance of 66.00 feet; 3) North 00 degrees 17 minutes 06 seconds East, for a distance of 156.75 feet to the Point of Beginning. Containing 7.09 acres, more or less.

Exhibit A-1 4-1

(The real estate described in Exhibit A-1 may be graphically illustrated as follows)

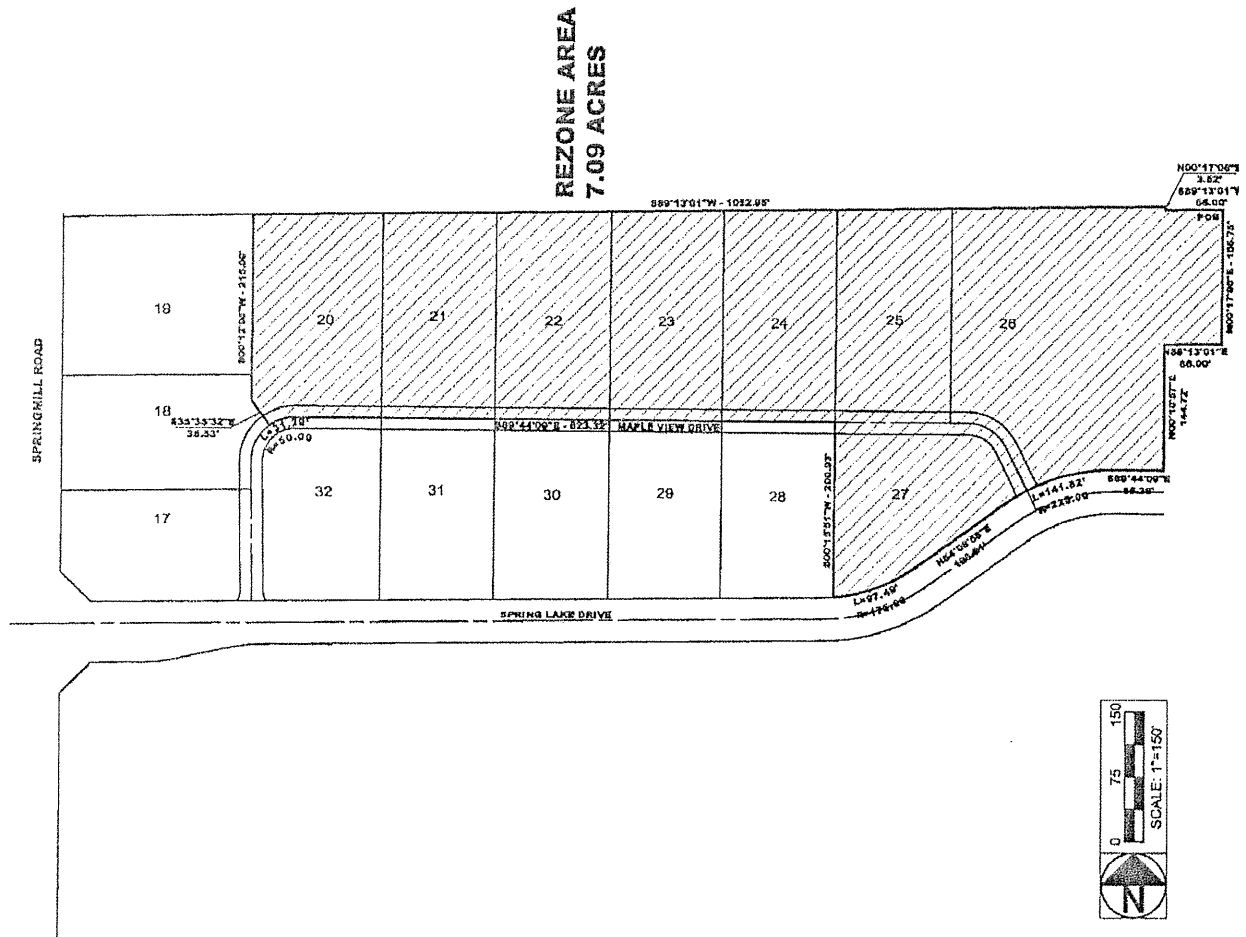


Exhibit A-1
(Legal Description)

Being Blocks 18, 19, 28, 29, 30, 31, and 32 all being in the final Plat of Maples at Springmill, Section Two, as recorded in Plat Cabinet 4, slide 460, in the Office of the Recorder of Hamilton County, Indiana, being more particularly described as follows:

Beginning at the Northwest corner of Block 19, also being the Northwest corner of Maples at Springmill, Section Two; thence along the North line of Block 19 North 89 degrees 13 minutes 01 seconds East, for a distance of 214.91 feet; thence along the East line of Blocks 19 and 18 South 0 degrees 12' 08" West, for a distance of 215.00 feet; thence along an Northerly line of Block 32 also being a curve to the left having a radius of 50.00 feet, and an arc length of 31.29 feet to the North line of Blocks 32, 31, 30, 29, and 28; thence along the North line of Blocks 32, 31, 30, 29, and 28 South 89 degrees 44' 09" East, for a distance of 632.32 feet to the Northeast corner of Block 28; thence along the East line of Block 28 South 0 degrees 15' 51" West, for a distance of 200.93 feet to the Southeast corner of Block 28 and the North right-of-way of Spring Lake Drive; thence along the North right-of-way of Spring Lake Drive also being the South line of Block 28 along a curve to the right having a radius of 175.00 feet and an arc length of 10.12 feet; thence along the North right-of-way of Spring Lake Drive also being the South line of Blocks 28, 29, 30, 31, and 32 South 89 degrees 22' 57" West, for a distance of 660.80 feet to the Southwest corner of Block 32; thence along the West line of Block 32 North 0 degrees 37' 03" West, for a distance of 128.34 feet to the Southeast corner of Block 18; thence along the South line of Block 18 South 89 degrees 22' 57" West, for a distance of 215.36 feet to the Southwest corner of Block 18; thence along the West line of Blocks 18 and 19 North 0 degrees 08' 48" West, for a distance of 316.92 feet to the Point of Beginning. Containing 4.75 acres, more or less.

Exhibit A-2

(The real estate described in Exhibit A-1 may be graphically illustrated as follows)

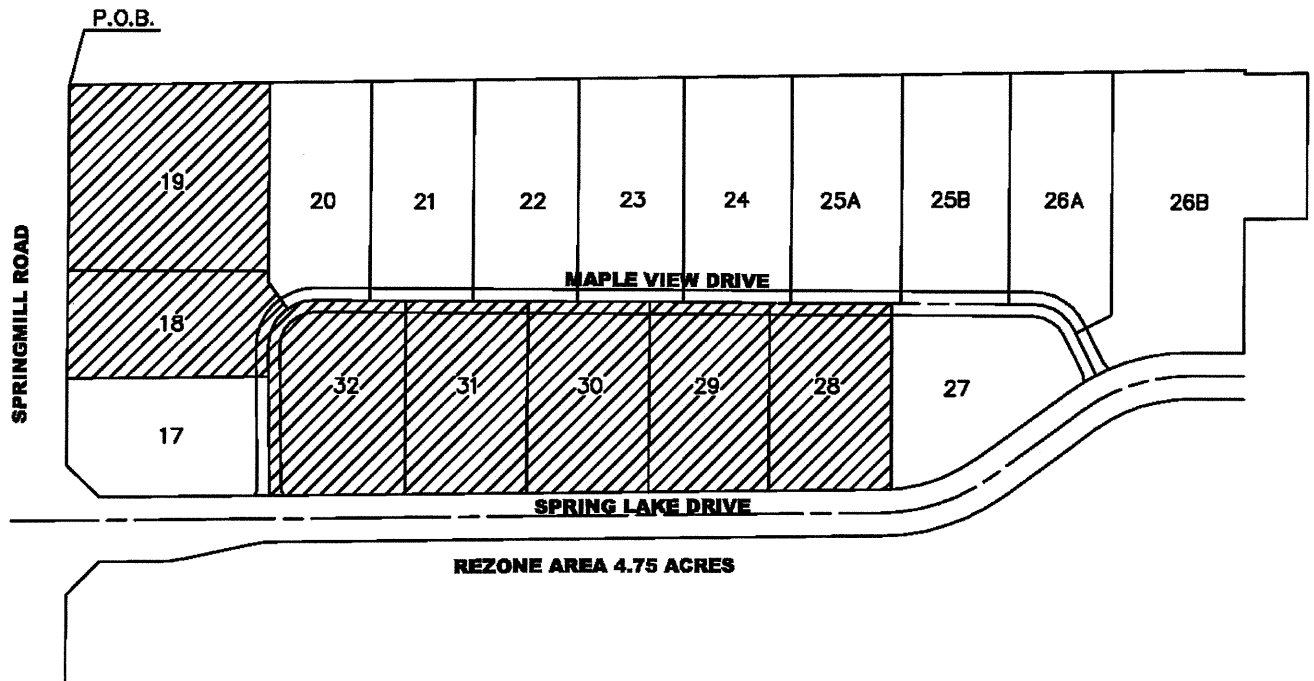
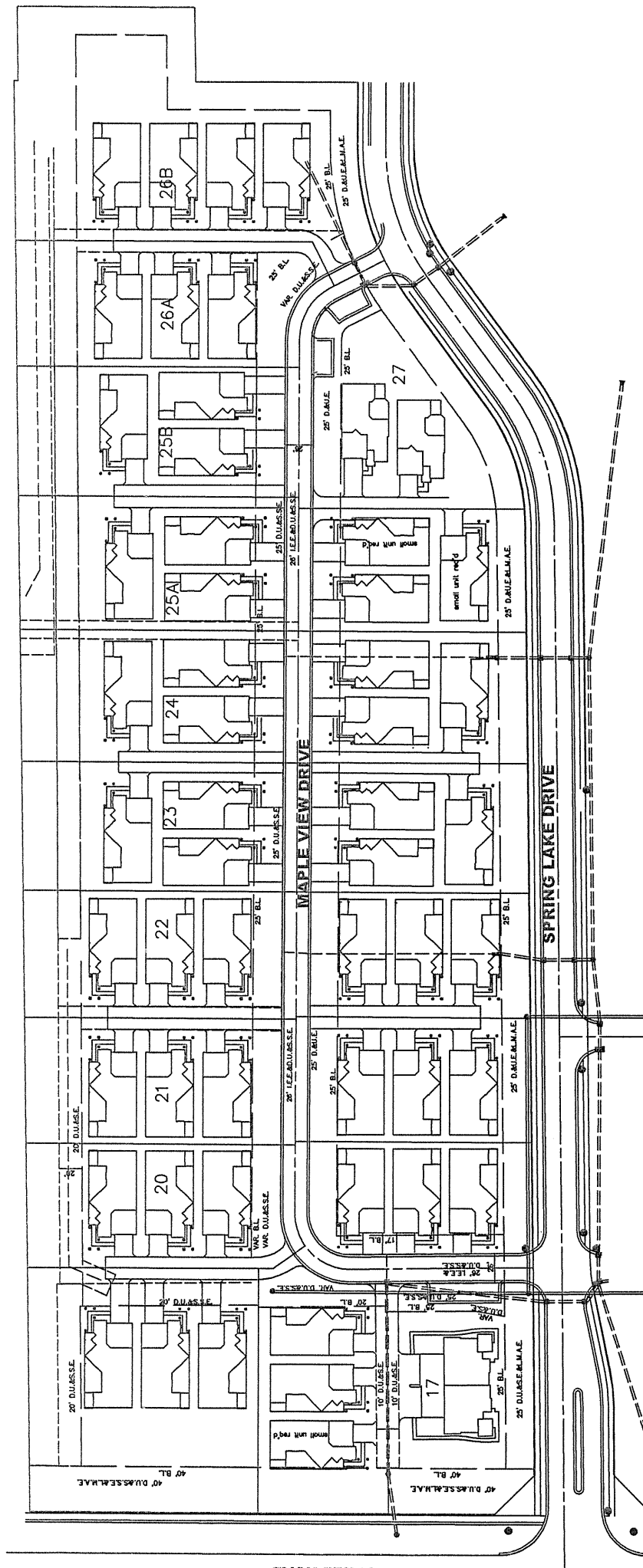


EXHIBIT B

With respect to dwellings constructed on the Real Estate depicted on Exhibits “A-1” and “A-2”, which are attached hereto, all of the development standards of the SF-A (Single Family Attached) district of the Westfield-Washington Township Zoning Ordinance shall apply, subject *only* to the following changes:

- 1 – Single family detached dwellings shall be a permitted use;
- 2 – The minimum distance between detached dwellings shall be eight feet (8’); and,
- 3 – A minimum thirty (30) degree offset from the road shall not be required for the garage door openings of thirty-five percent (35%) of the total number of dwellings on the Real Estate.
- 4 – The homes to be constructed on the Real Estate will be compatible and complimentary in building materials and exterior finishes as the building materials and exterior finishes used on the homes that have been constructed in Phase 1 of the Maples at Springmill as outlined below:
 - A. The homes to be constructed on the Real Estate shall have the same type of stone facing on the exterior as used in the homes in Phase 1.
 - B. The roofing material to be used on the homes constructed on the Real Estate shall be identical to the roofing material used for the homes in Phase 1.
 - C. The homes to be constructed on the Real Estate shall consist of hardiplank, or similar cementitious siding material, or wood for the exterior walls as used on the homes in Phase 1.
 - D. Smart Trim will be used for all exterior trimming needs of the homes to be constructed on the Real Estate as was used for the homes in Phase 1.
 - E. Paint color combinations will be the same for the homes to be constructed on the Real Estate as were used on the homes in Phase 1
 - F. An outdoor up lighting package will be provide for each home to be constructed on the Real Estate, similar to the outdoor up lighting package used for the homes in Phase 1
 - G. A landscaping package similar in quality and quantity will be used for each home to be constructed on the Real Estate as was used on the homes in Phase 1.



ORDINANCE 12-04

Document Cross Reference No. _____

AN ORDINANCE OF THE CITY OF WESTFIELD CONCERNING AMENDMENT TO TITLE 16 – LAND USE CONTROLS

WHEREAS, The City of Westfield, Indiana and the Township of Washington, both of Hamilton County, Indiana are subject to the Westfield-Washington Township Zoning Ordinance, enacted by the City of Westfield under authority of Chapter 174 of the Acts of the Indiana General Assembly 1947, as amended;

WHEREAS, the Westfield-Washington Advisory Plan Commission (the “Commission”) considered a petition (Docket 1203-REZ-01), filed with the Commission requesting to rezone certain lands;

WHEREAS, on March 5, 2012, the Commission took action to forward Docket 1203-REZ-01 to the Westfield City Council with a favorable recommendation in accordance with Ind. Code 36-7-4-608, as required by Ind. Code 36-7-4-1505;

WHEREAS, on March 6, 2012, the Secretary of the Commission certified the action of the Commission to the City Council; and,

WHEREAS, the Westfield City Council is subject to the provisions of the Indiana Code IC 36-7-4-1507 and 36-7-4-1512 concerning any action on this request.

**NOW THEREFORE BE IT ORDAINED BY THE WESTFIELD CITY COUNCIL THAT
TITLE 16 OF THE WESTFIELD CODE OF ORDINANCES BE AMENDED AS
FOLLOWS:**

SECTION 1. WC 16-04 Zoning Map amended as follows:

The Zoning Map accompanying and made a part of the Westfield-Washington Township Zoning Ordinance is amended to reclassify the Real Estate described in

what is attached hereto and incorporated herein by reference as Exhibit “A” from Enclosed Industrial - (EI) District to General Business – (GB) District.

SECTION 2. This Ordinance shall be in full force and effect in accordance with Indiana law, upon the passage of any applicable waiting periods, all as provided by the laws of the State of Indiana. All ordinances or parts thereof that are in conflict herewith are hereby ordered. To the extent that this ordinance conflicts with the terms of any previously-adopted ordinance or part thereof, the terms of this ordinance shall prevail.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

**ALL OF WHICH IS HEREBY ADOPTED BY THE CITY COUNCIL OF WESTFIELD,
HAMILTON COUNTY, INDIANA THIS ____ DAY OF _____, 2012.**

**WESTFIELD CITY COUNCIL
HAMILTON COUNTY, INDIANA**

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ Jim Ake	_____ Jim Ake	_____ Jim Ake
_____ John Dippel	_____ John Dippel	_____ John Dippel
_____ Steven Hoover	_____ Steven Hoover	_____ Steven Hoover
_____ Robert L. Horkay	_____ Robert L. Horkay	_____ Robert L. Horkay
_____ Robert J. Smith	_____ Robert J. Smith	_____ Robert J. Smith
_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric	_____ Cindy L. Spoljaric
_____ Robert W. Stokes	_____ Robert W. Stokes	_____ Robert W. Stokes

ATTEST:

Cindy J. 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: Andrew P. Murray

Prepared by: Andrew P. Murray, Associate Planner, City of Westfield
 2728 East 171st Street, Westfield, IN 46074, (317) 804-3170.

I hereby certify ORDINANCE 12-04 was delivered to the Mayor of Westfield on the _____ day of _____, 2012, at _____ m.

Cindy J. Gossard, Clerk-Treasurer

I hereby APPROVE ORDINANCE 12-04
this _____ day of _____, 2012.

I hereby VETO ORDINANCE 12-04
this _____ day of _____, 2012.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

EXHIBIT A

Schedule 1.01

Legal Description of Real Property

A PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE BRASS PIN MARKING THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 3 EAST; THENCE ON THE SOUTH LINE OF SAID SOUTHWEST QUARTER NORTH 89 DEGREES 42 MINUTES 22 SECONDS WEST (ASSUMED BEARING) 1324.73 FEET TO THE SOUTHWEST CORNER OF THE EAST HALF OF SAID SOUTHWEST QUARTER, SAID POINT BEING EQUIDISTANT FROM THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE ON THE WEST LINE OF THE EAST HALF OF SAID SOUTHWEST QUARTER NORTH 00 DEGREES 47 MINUTES 11 SECONDS EAST 492.50 FEET; THENCE SOUTH 89 DEGREES 42 MINUTES 22 SECONDS EAST 17.50 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING ON THE RIGHT OF WAY LINE PER INSTRUMENT No. 200704170 AND THE POINT OF BEGINNING OF THIS DESCRIPTION;

THENCE ON THE SOUTH LINE OF A TRACT OF REAL ESTATE AS DESCRIBED IN INSTRUMENT #87-11535 SOUTH 89 DEGREES 42 MINUTES 22 SECONDS EAST 246.50 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING AT THE SOUTHEAST CORNER OF A TRACT OF REAL ESTATE AS DESCRIBED IN INSTRUMENT #87-11535; THENCE ON THE EAST LINE OF SAID TRACT OF REAL ESTATE NORTH 00 DEGREES 47 MINUTES 11 SECONDS EAST 250.00 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING AT THE SOUTHWEST CORNER OF A TRACT OF REAL ESTATE AS DESCRIBED IN INSTRUMENT #200500045217; THENCE ON THE SOUTH LINE OF SAID TRACT OF REAL ESTATE SOUTH 89 DEGREES 42 MINUTES 22 SECONDS EAST 258.10 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; THENCE CONTINUING ON SAID SOUTH LINE SOUTH 62 DEGREES 20 MINUTES 43 SECONDS EAST 10.00 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING ON THE WESTERLY RIGHT OF WAY LINE OF SUN PARK DRIVE, SAID POINT BEING ON A CURVE TO THE LEFT AND HAVING A RADIUS OF 300.09 FEET AND HAVING A CHORD BEARING OF SOUTH 14 DEGREES 12 MINUTES 53 SECONDS WEST AND A DISTANCE OF 139.44 FEET; THENCE ON THE ARC OF SAID CURVE 140.73 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; THENCE CONTINUING ON SAID WEST RIGHT OF WAY LINE SOUTH 00 DEGREES 46 MINUTES 41 SECONDS WEST 302.35 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING TO THE RIGHT OF WAY OF STATE ROAD 32 PER INSTRUMENT No. 2007040170; THENCE ON SAID RIGHT OF WAY LINE THE

FOLLOWING 10 COURSES 1) SOUTH 05 DEGREES 30 MINUTES 24 SECONDS WEST 130.44 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 2) THENCE SOUTH 41 DEGREES 58 MINUTES 22 SECONDS WEST 60.73 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 3) THENCE SOUTH 00 DEGREES 51 MINUTES 30 SECONDS WEST 49.16 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 4) THENCE NORTH 89 DEGREES 51 MINUTES 39 SECONDS WEST 23.73 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 5) THENCE NORTH 88 DEGREES 57 MINUTES 19 SECONDS WEST 313.71 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 6) THENCE NORTH 88 DEGREES 02 MINUTES 59 SECONDS WEST 38.38 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 7) THENCE NORTH 13 DEGREES 01 MINUTE 46 SECONDS WEST 120.57 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 8) THENCE NORTH 00 DEGREES 47 MINUTES 04 SECONDS EAST 79.30 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 9) THENCE NORTH 89 DEGREES 12 MINUTES 56 SECONDS WEST 25.77 FEET TO A 5/8" IRON ROD WITH YELLOW CAP STAMPED MILLER SURVEYING; 10) THENCE NORTH 00 DEGREES 47 MINUTES 11 SECONDS EAST 214.72 FEET TO THE POINT OF BEGINNING, CONTAINING 5.70 ACRES, MORE OR LESS.

DESCRIPTION OF REAL ESTATE PER INSTRUMENT No. 87-11535

A PART OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 3 EAST LOCATED IN WASHINGTON TOWNSHIP, HAMILTON COUNTY, INDIANA BEING BOUNDED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 19 NORTH, RANGE 3 EAST; THENCE NORTH 89 DEGREES 42 MINUTES 22 SECONDS WEST (ASSUMED BEARING) 1324.73 FEET ALONG THE SOUTH LINE OF SAID SOUTHWEST QUARTER TO THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER, SAID CORNER BEING COLLINEAR WITH AND EQUIDISTANT FROM THE SOUTHEAST CORNER AND THE SOUTHWEST CORNER OF SAID SOUTHWEST QUARTER; THENCE NORTH 00 DEGREES 47 MINUTES 11 SECONDS EAST 492.50 FEET ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER TO THE POINT OF BEGINNING OF THIS DESCRIPTION; THENCE NORTH 00 DEGREES 47 MINUTES 11 SECONDS EAST 250.00 FEET ALONG THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER TO THE SOUTHWEST CORNER OF A 3.5 ACRE TRACT OF LAND DESCRIBED IN INSTRUMENT #609 AND RECORDED IN DEED RECORD 219, PAGE 289 IN THE RECORDS OF HAMILTON COUNTY, INDIANA; THENCE SOUTH 89 DEGREES 42 MINUTES 22 SECONDS EAST 264.00 FEET PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER; THENCE SOUTH 00

DEGREES 47 MINUTES 11 SECONDS WEST 250.00 FEET PARALLEL WITH THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 42 MINUTES 22 SECONDS WEST 264.00 FEET PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER TO THE POINT OF BEGINNING.



Westfield City Council Report

Ordinance Number:	12-04
APC Petition Number:	1203-REZ-01
Petitioner:	Henke Development Group, LLC
Requested Action:	Change in zoning from the EI District to the GB District
Current Zoning District:	Enclosed Industrial (EI)
Requested Zoning District:	General Business (GB)
Filing Date:	February 2, 2012
Referral Date to APC:	March 5, 2012
APC Public Hearing:	February 21, 2012
APC Recommendation:	March 5, 2012
Adoption Consideration:	March 12, 2012
Exhibits:	1. Staff Report 2. Aerial Location Map 3. APC Certification 4. Ordinance 12-04
Prepared By:	Andrew P. Murray

Petition History

This petition for a change in zoning was filed on February 2, 2012. This petition received a public hearing at the February 21, 2012 Advisory Plan Commission meeting, and it received a favorable recommendation for approval at the March 5, 2012 Advisory Plan Commission meeting.

Procedural

- Requests for a change in zoning are required to be considered at a public hearing, in accordance with Ind. Code 36-7-4-1505.
- The Advisory Plan Commission (the "APC") held a public hearing on February 21, 2012 and issued a favorable recommendation (9-0) to the City Council in support of the proposed rezone request at its March 5, 2012 meeting.
- Notification of the February 21, 2012 public hearing was provided in accordance with the APC Rules of Procedure.
- The Westfield City Council may take action on this item at the March 12, 2012 meeting.

Project Overview

The subject property is located at the northeast corner of intersection of State Road 32 and Wheeler Road (the "Property"). The Property is approximately 7.2 acres in size and is zoned Enclosed Industrial.

The petitioner's proposal seeks to change the zoning of the Property to the General Business District, with the intention of accommodating uses such as restaurants, convenience stores and other similar retail uses (the "Uses"). The petitioner also acknowledges that the Property could serve as a potential location for Uses that are displaced due to the US 31 Major Moves Project. The Property will be bisected by an east-west access road installed by Indiana Department of Transportation, and is scheduled to be completed by the end of 2012. The Property is envisioned to be subdivided into four commercial outlots and shall comply with the Westfield-Washington Township Subdivision Control Ordinance.

Indiana Statute

Indiana Code § 36-7-4-603 states that reasonable regard shall be paid to:

1. The Comprehensive Plan

The Future Land Use Map of the Westfield-Washington Comprehensive Plan (the "Comprehensive Plan") identifies the Property as "Employment Corridor". Office and service uses are contemplated along Westfield highway corridors. These types of uses are intended to be employment-generating uses. However, the Comprehensive Plan does acknowledge retail uses that are subordinate to and supportive of office and service uses, as acceptable.

2. Current conditions and the character of current structure and uses.

The Property is currently vacant.

3. The most desirable use for which the land is adapted.

The Comprehensive Plan establishes that retail uses are appropriate and desirable along our highway corridors.

4. The conservation of property values throughout the jurisdiction.

As the US 31 Major Moves Project is complete and Grand Park further develops, this proposed change is expected to have neutral or positive impacts on property values within the vicinity.

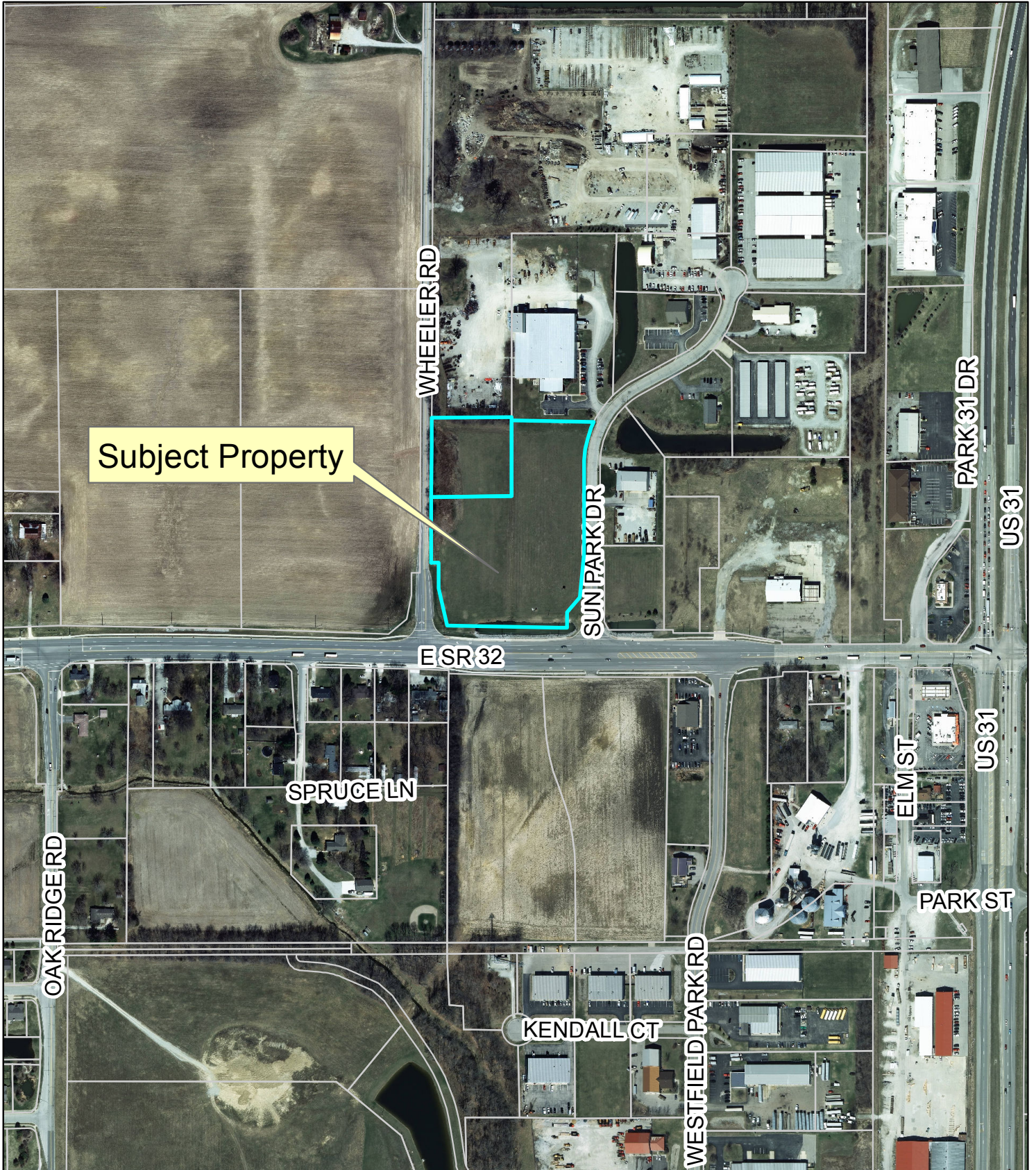
5. Responsible growth and development.

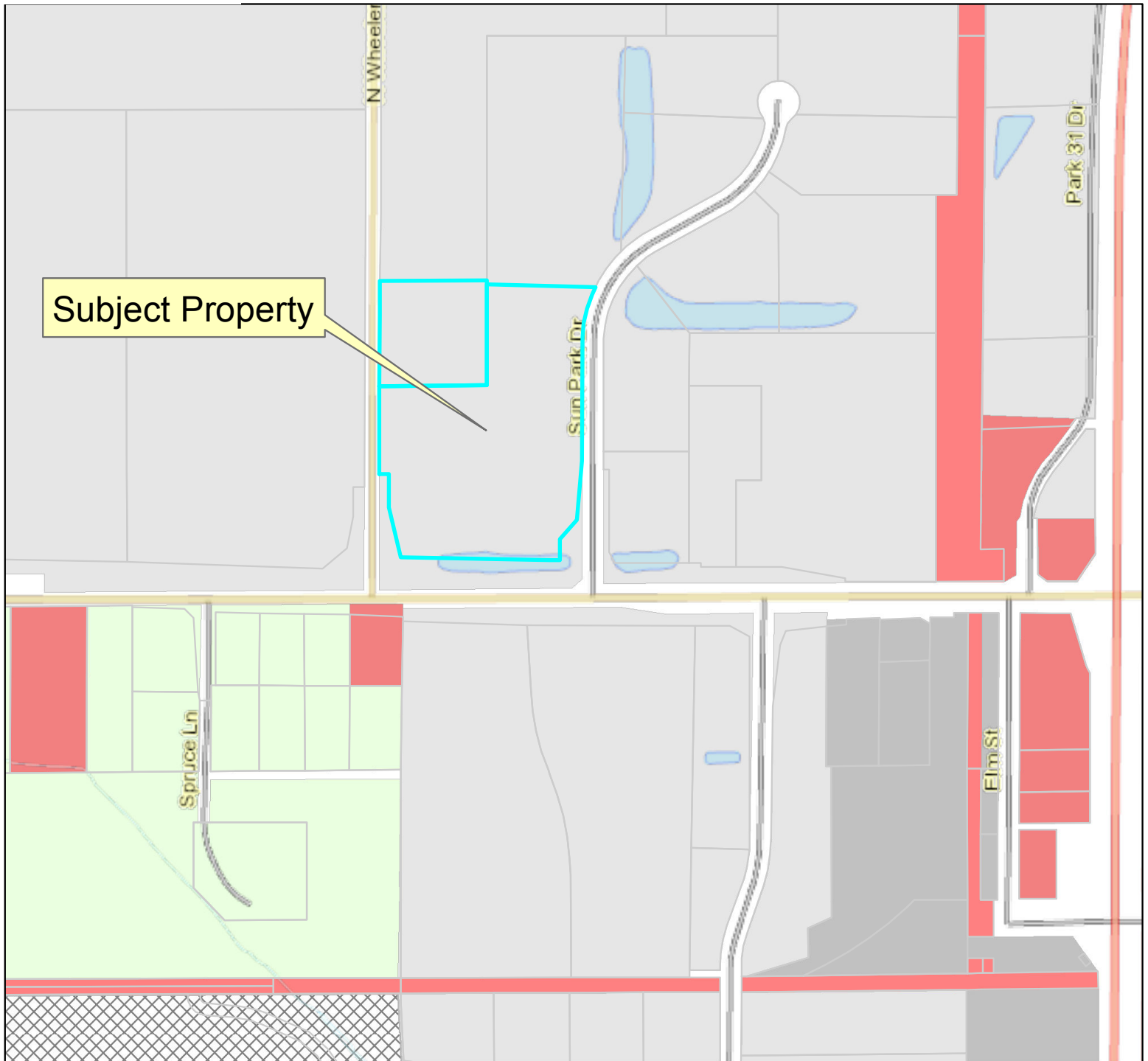
The Property is contiguous to existing developments and the development of the Property would be consistent with the principles of contiguous growth. City services such as water, sewer and emergency services already exist on or near the Property.

Recommendations/Actions

- Economic and Community Development Department [March 5, 2012]
The Westfield Economic and Community Development Staff, in its report to the APC, made a recommendation that the APC forward a favorable recommendation to the City Council.
- Advisory Plan Commission [March, 2012]
The Westfield-Washington Advisory Plan Commission has forwarded a favorable recommendation to the City Council (Vote of: 9-0).
- City Council
 - Introduction: [February 13, 2012]
 - Eligible for Adoption: [March 12, 2012]

Submitted by: Andrew P. Murray, *Associate Planner*





Legend

-  Planned Unit Development
-  Open Industrial
-  General Business
-  Enclosed Industrial
-  Agriculture - Single Family



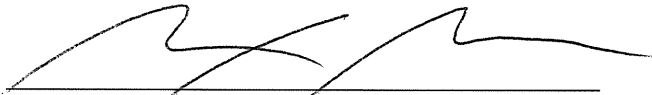
**WESTFIELD-WASHINGTON ADVISORY PLAN COMMISSION
CERTIFICATION**

The Westfield-Washington Advisory Plan Commission held a public hearing on Tuesday, February 20, 2012, to consider a change in zoning from the EI District to the GB District for property generally located at the northeast corner of State Road 32 and Wheeler Road. Notice of the public hearing was advertised and noticed and presented to the Advisory Plan Commission. Notice was shown to have been published in a newspaper of general circulation in Hamilton County, Indiana. The proposal is as follows:

Case No.	1203-REZ-01
Petitioner	Henke Development Group, LLC
Description	A change in zoning from EI District to the GB District

On March 5, 2012, a motion was made and passed to send a favorable recommendation to the City Council to approve 1203-REZ-01 (Vote of: 9-0).

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



Matthew S. Skelton, Secretary

March 6, 2012

Date



WESTFIELD ROAD IMPACT FEE Zone Improvement Plan

DRAFT: February 22, 2012

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TECHNICAL APPENDICES (Bound Separately)

Appendix A: Indiana State Impact Fee Code

Appendix B: Road Segment Level of Service Criteria

Appendix C: Intersection Turning Movement Volumes

Appendix D: Travel Demand Modeling Procedures

Appendix E: Development Forecasts

Appendix F: Capacity Analysis Data

Appendix G: Project Cost Estimates

1 Introduction

1.1 Purpose

The City of Westfield, Indiana currently assesses a road impact fee on new development to help fund the roadway capital improvements necessary to serve growing traffic demand. The City has commissioned this study to support the update of its road impact fee ordinance to reflect changes in the community since its current ordinance was enacted in 2007.

This report has been prepared to comply with the Indiana Code 36-7-4-1300 Series requirements for impact fees,¹ which are shown in **Appendix A** of this report. The report serves as the as the Zone Improvement Plan for all road impact fee zones designated by the City of Westfield. This Zone Improvement Plan identifies Westfield’s anticipated roadway capital improvement needs to serve land-use development expected to occur between 2011 and 2021. It also establishes the road impact fees and assessment rates that can be applied to new development in order to help fund roadway those capital improvements. Specifically, this report:

- Designates geographic “impact zones” for road impact fees to be collected by Westfield.
- Describes the nature and location of existing infrastructure in the impact zones.
- Establishes “community level of service” criteria by which to assess whether roads in the impact zones are providing adequate service to users.
- Estimates the nature and location of development that is expected to occur in the impact zones over the next 10 years.
- Estimates the nature, location, timing and cost of road improvements that are needed to meet community level of service criteria both now and through 2021 with anticipated new development.
- Identifies revenue sources and estimated amounts that Westfield has spent on roads in the previous 5 years and intends to spend on capital improvements through 2021.

Existing and anticipated conditions in Westfield have changed significantly since the previous 10-year Zone Improvement Plan was developed in 2007. In that time, the Town of Westfield has become the City of Westfield and has annexed additional portions of Washington Township. The nationwide economic downturn that began in 2008 has slowed the tremendous pace of growth in Westfield, and several developments that were anticipated in 2007 have been delayed. However, significant new developments are now underway as the economy begins to revitalize. The initial phase of Grand Park, an ambitious mix of sports destination, commercial development and residential community, is now under construction on the northwest side of

¹ IC 36-7-4-1300 Series, Impact Fees

Westfield. Not far away, the City also expects initial implementation of its Grand Junction plan for the re-creation of its downtown. These and other developments will be stimulated by the upgrade of US 31 to a freeway facility through Westfield, which is already underway and expected to be complete by 2017. This upgrade will make new development in Westfield significantly easier to access and will change traffic patterns for those already traveling on Westfield's roads.

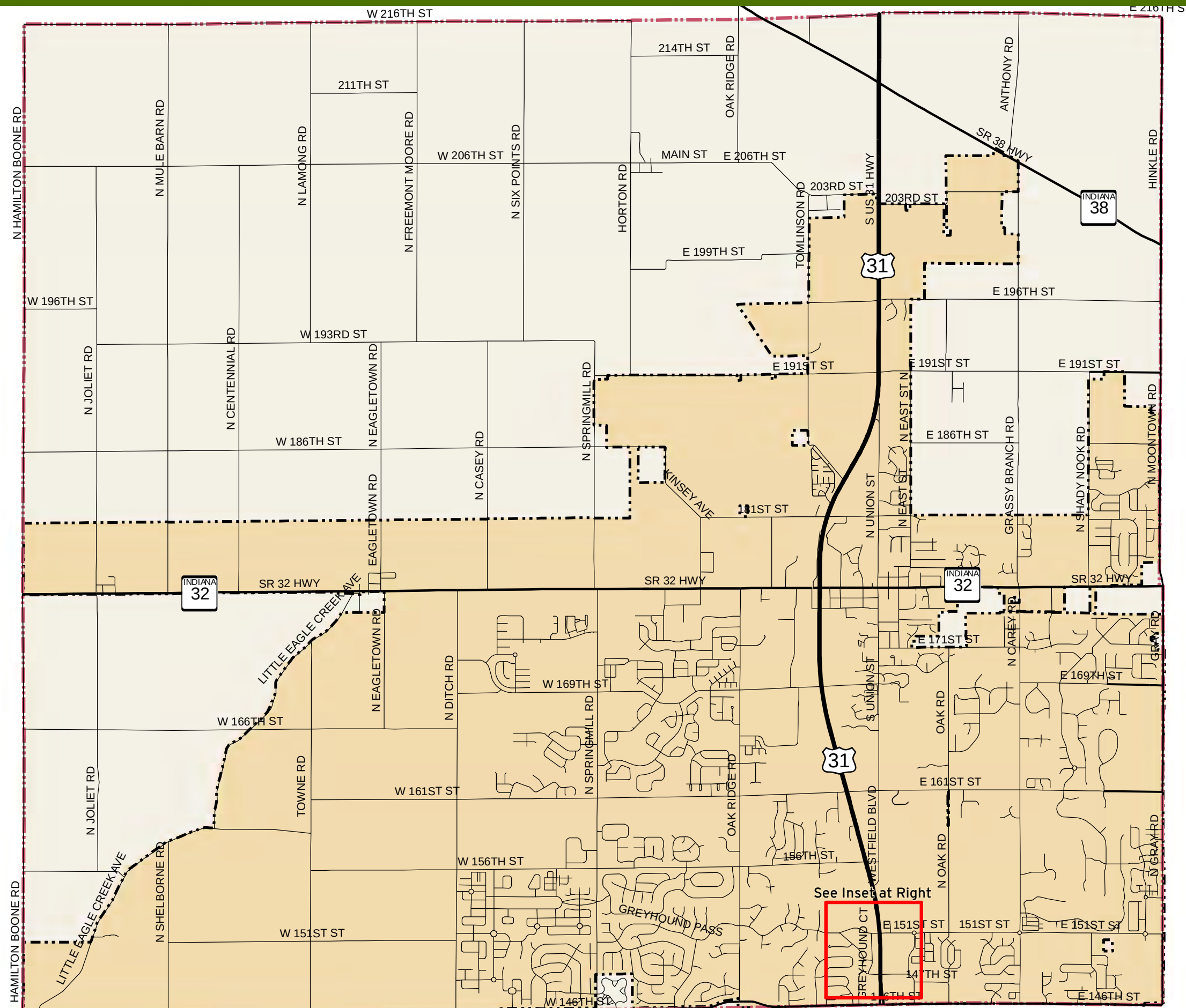
1.2 Study Area and Infrastructure Responsibility

The study area for this Zone Improvement Plan includes all of Washington Township in Hamilton County. The Westfield Area Plan Commission has planning and zoning authority for all of Washington Township. **Figure 1-1** is a map of the existing study area road network. **Figure 1-2** shows the current Westfield Thoroughfare Plan, which identifies the intended future roadway network and the relative importance of roads in the study area.

Although it has planning and zoning authority over the entire township, the City of Westfield is not responsible for all roads within the township. The City of Westfield Public Works Department is responsible for construction and maintenance of public roads within the corporate limits of Westfield, with the following exceptions:

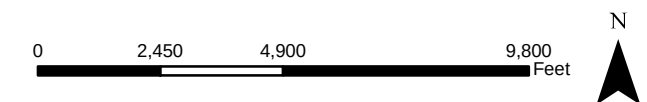
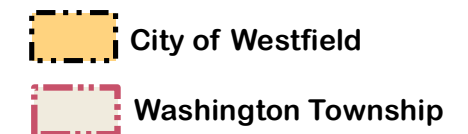
- The Indiana Department of Transportation is responsible for construction and maintenance on the federal and state routes—US 31, SR 32 and SR 38
- The Hamilton County Highway Department is responsible for construction and maintenance on 146th Street, which runs along the southern boundary of Westfield
- The City of Noblesville is responsible for construction and maintenance on Moontown Road on the eastern boundary of Westfield

This Zone Improvement Plan includes 10-year capital improvement needs only for arterial and collector roads that are the responsibility of the City of Westfield. Capital improvement needs for roads in the surrounding unincorporated areas of Washington Township were also identified, but are not included in the Zone Improvement Plan. These roads are currently the responsibility of Hamilton County but could become the responsibility of Westfield if they are annexed in the future.



Road Impact Fee Study

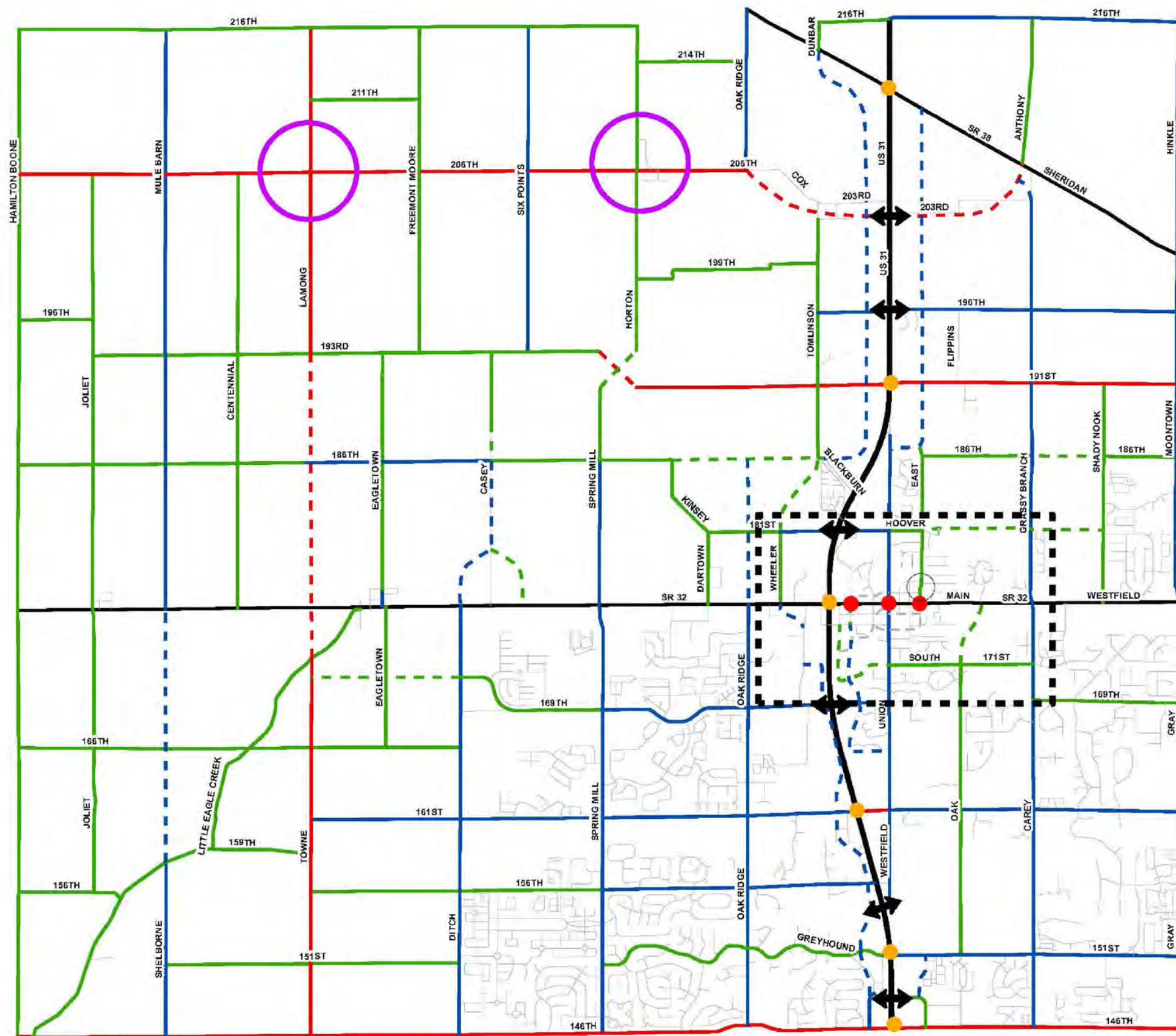
*Figure 1-1
Existing Study Area
Road Network*



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Greyhound Pass Inset



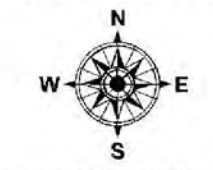
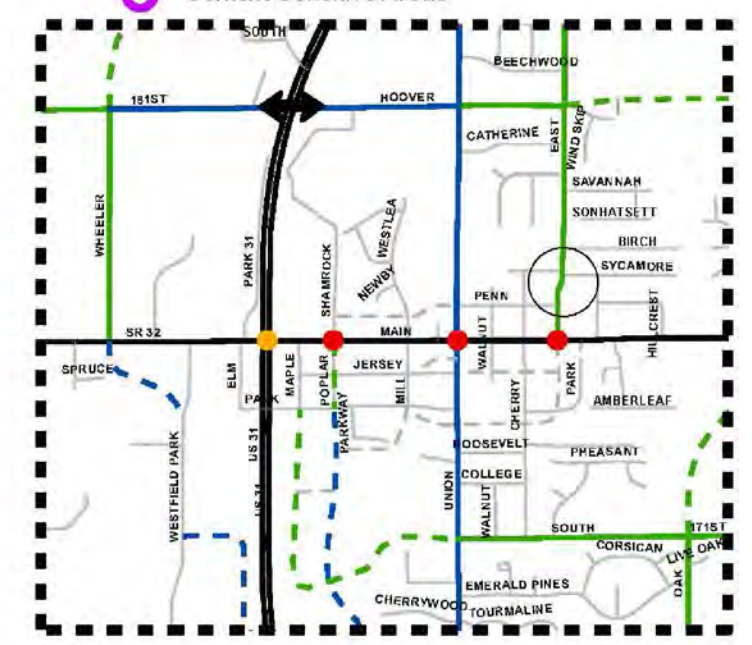


City of Westfield Thoroughfare Plan

Collector System Map
Supersedes Figure 4.7
from 2010 Summer Amendment

Legend

- Local
- Proposed Local
- Collector
- - - Proposed Collector
- Primary Arterial 1
- Primary Arterial 2
- - - Proposed Primary Arterial 2
- Secondary Arterial
- - - Proposed Secondary
- Proposed Full Access Intersections
- Interchanges
- ↔ Under/Over Passes
- Safety Improvements
- Context Sensitive Areas



Maps Are
Not To Scale



Disclaimer: The City of Westfield, Indiana has created this map in an attempt to increase the availability of public information and enhance public knowledge. The City is continually collecting, maintaining and updating data. Information for the map themes was obtained from existing, and many times historical documentation. Because of this, the information displayed on this map is not guaranteed to be completely accurate or all inclusive. The City of Westfield retains the right to change the content of this map without prior notice. The City of Westfield assumes no liability for any actions or occurrences that may result from persons viewing the information contained on this map. This map is not meant to take the place of any existing guidelines, rules, regulations or legal procedures. No information displayed on this map should be used in place of legal documentation. Field investigations are still necessary for locating underground facilities, and contact with appropriate departmental staff if still required for determining location-based fees or designations.

Figure 1-2
Westfield Thoroughfare Plan

Westfield
Road Impact Fee Study

1.3 Historical Funding Sources

The City of Westfield has used four sources of funding for road construction and maintenance over the past five years. These include impact fees collected under the current ordinance, state distributions of funds from the Local Road and Street account and the Motor Vehicle Highway account, and tax increment financing (TIF). The TIF funds have been used only for projects in the designated TIF district surrounding the Village Park Plaza shopping center. Table 1-1 shows the amount of funding expended from each source.

[UPDATED INFORMATION TO BE PROVIDED BY WESTFIELD]

Table 1-1: Disbursements for Road Construction and Maintenance—2007 to 2011

Year	Road Impact Fees	LRS State Distribution	MVH State Distribution	Tax Increment Financing	Total
2007	\$432,516	\$246,903	\$416,423	\$1,150,029	\$2,245,871
2008	\$407,238	\$302,404	\$731,956		\$1,441,598
2009	\$214,012	\$387,744	\$722,209		\$1,323,965
2010	\$380,074	\$325,760	\$984,771		\$1,690,604
2011*	\$310,766	\$254,295	\$848,233		\$1,413,294
TOTAL	\$1,744,606	\$1,517,105	\$3,703,591	\$1,150,029	\$8,115,332

* Numbers are through November 2011

2 Community Level of Service Criteria

The term “Community Level of Service” is defined by Indiana Code as “a quantitative measure of the service provided by the infrastructure that is determined by a unit to be appropriate.”¹ This section of the plan describes the quantitative measures and methods that are used to determine whether Westfield’s road infrastructure is appropriate to serve existing and anticipated future travel demand. Separate community level of service (LOS) criteria have been established to identify the traffic operation adequacy and the geometric adequacy of the road network.

2.1 Traffic Operation Levels of Service

Traffic operation describes the effectiveness and efficiency of movement on the transportation infrastructure. Traffic operation levels of service on the Washington Township roadway network are measured using the methods of the Transportation Research Board *Highway Capacity Manual (HCM)*². That document provides standard methods to quantify the quality of traffic operations perceived by users of many different types of transportation facilities. These methods are commonly used by traffic engineers to plan, design and analyze transportation facilities. The specific LOS criteria and calculation methods differ depending on the type of transportation facility being analyzed. However, a scale of “A” to “F” is established for each facility type, based on the quantitative LOS values. An LOS of “A” represents the best quality of service, while an LOS of “F” represents the worst. An LOS of “D” or better is established by the City of Westfield as its Community Level of Service for traffic operations. Highway Capacity Levels of Service were calculated for all road segments and intersections on the Washington Township study network using the methods summarized below.

Road Segments

The road segments under study in Westfield fall into three separate facility categories as defined by the HCM. Each of the three categories of road segment has separate LOS criteria and calculation methods. Road segments that have a signalized intersection spacing of 2 miles or less are analyzed as urban streets, with LOS measured in terms of average travel speed over a segment. Two-lane highway segments with signal spacing greater than 2 miles are analyzed as rural highways, with LOS measured both by the percent time spent following other vehicles and by the average travel speed over a roadway segment. For multi-lane roadway segments (two or more travel lanes per direction) with signal spacing greater than 2 miles, LOS is measured in terms of average travel speed and the density of traffic flow on the road.

²*Highway Capacity Manual 2010*, Transportation Research Board, National Research Council, Washington, DC, 2010.

For this study, Table 1 from the Florida Department of Transportation *Quality/Level of Service Handbook*³ was used to estimate roadway segment LOS under current and projected conditions. This table is shown in **Appendix B**. It was developed for infrastructure planning purposes by using the methods of the HCM with some default parameters. While the use of this table would not be considered appropriate for facility design or detailed operational analysis, it is appropriate for generalized identification of problem locations, especially under future conditions of uncertain travel demand. This table was used to identify roadway facilities with unacceptable traffic operations LOS based on the facility type, number of through lanes, presence of medians and auxiliary lanes and current or forecast traffic volumes. Daily volumes were used for this analysis, as they are considered to be more reliable than estimates of future hourly volumes. A minimum acceptable LOS of “D” is required for each road segment.

Intersections

As with roadway segment traffic operations, intersection traffic operations LOS was determined based on the procedures of the HCM. A minimum acceptable LOS of “D” is required for each intersection approach and for traffic movements with significant volumes. For each analyzed intersection, the lane configuration necessary to achieve acceptable LOS was determined using the Synchro traffic simulation⁴ software, which can evaluate LOS using the HCM methods. In some instances, an LOS of “E” or “F” is tolerated for individual low volume traffic movements if the overall approach LOS is acceptable or the intersection does not warrant additional traffic control. Intersections on proposed new road segments and on existing segments that warrant reconstruction to meet cross section LOS standards (described in Section 2.2) were assumed to include auxiliary lanes per Indiana Department of Transportation and City of Westfield design standards.

In order to identify the roadway improvements required to provide adequate LOS at each intersection, it was also necessary to determine the appropriate traffic control at that intersection. Appropriate intersection traffic control was determined by using the traffic signal and multi-way stop control warrant procedures of the Indiana Manual on Uniform Traffic Control Devices (MUTCD)⁵. **Table 2-1** shows the minimum average daily traffic volumes on the intersecting roads required by the Indiana MUTCD to warrant installation of a traffic signal. Signal warrants based on average daily traffic volumes are provided in the MUTCD to warrant the temporary installation of traffic signals where a new intersection is to be constructed or where existing traffic is expected to change significantly. The use of current or projected daily traffic volumes is

³ Florida Department of Transportation, *2009 Quality/Level of Service Handbook*, 2009. Available at <http://www.dot.state.fl.us/planning/systems/sm/los>.

⁴ Trafficware, Ltd., *Synchro plus SimTraffic* Version 8 [software], 2011.

⁵ Indiana Department of Transportation, *Indiana Manual on Uniform Traffic Control Devices*, November 2011. Available at <http://www.in.gov/dot/div/contracts/design/mutcd/mutcd.html>

not a substitute for a full warrant analysis with hourly volume data and is used in this analysis only to indicate where new traffic signals are likely to be required.

Table 2-1: Traffic Signal Warrants Based on Daily Volumes

Approach Lanes		Daily Approach Volumes From Both Directions			
		Condition A1 -- Minimum Vehicular Volume		Condition A2 -- Interruption of Continuous Traffic	
Major Street	Minor Street	Major Street	Minor Street	Major Street	Minor Street
1	1	8,300	4,600	12,500	2,300
2	1	10,000	4,600	15,000	2,300
2	2	10,000	6,000	15,000	3,100
1	2	8,300	6,000	12,500	3,100

Source: Indiana MUTCD, Table 4C-2

Table 2-2 shows the minimum average daily traffic volumes used in this study to indicate the need for multi-way stop control at intersection. The MUTCD does not contain multi-way stop warrants based on daily traffic volumes, but they were estimated for this analysis using the same ratio of hourly to daily volumes as was used for traffic signal warrants provided in the MUTCD.

Table 2-2: Multi-way Stop Warrants Based on Daily Volumes

Daily Volumes Approaching From Both Directions			
Each of 8 hours		Estimated Daily*	
Major Street	Minor Street	Major Street	Minor Street
300	200	4,980	3,320

*Not official MUTCD Warrants

The City of Westfield prefers to construct modern roundabouts to control intersection traffic operation where engineering and cost considerations allow. However, there are no standard warrants for the installation of a roundabout at an intersection, as there are for traffic signals or multi-way stop control. In developing this plan, the operation of a roundabout was evaluated at any location where a new traffic signal is anticipated to be warranted. Construction of a new roundabout is recommended rather than a new traffic signal if the roundabout is expected to provide satisfactory traffic operation. A roundabout was also evaluated for intersections where multi-way stop is not warranted, but more than two approach lanes would be required on one or more legs in order to provide acceptable peak hour LOS. The future intersection traffic control

type identified in this plan is preliminary and subject to change during the project development process.

2.2 Roadway Cross Section Level of Service

Traffic operation is not the only measure used to determine whether Westfield's roads provide an appropriate level of service. As traffic volumes in Westfield increase, inadequate road design may have safety and maintenance impacts in addition to congestion impacts. Much of the roadway infrastructure in Washington Township was originally constructed with pavement widths and design appropriate for rural, low volume conditions and not for the current traffic volumes and vehicle loads. According to the American Association of State Highway and Transportation Officials, "Roads with a narrow traveled way, narrow shoulders, and an appreciable traffic volume tend to provide poor service, have a relatively higher crash rate, and need frequent and costly maintenance."⁶

To help minimize traffic crashes and excessive roadway maintenance on 2-lane roadways with inadequate design, a cross section LOS standard is also applied to roadway segments. Acceptable LOS per this standard is that any road segments carrying a volume of at least 5,000 vehicles per day will have a minimum of 11-foot wide travel lanes and 2-foot wide shoulders. Roadway segments identified as having either existing 2011 or projected 2021 daily traffic volumes of at least 5,000 vehicles were measured to determine whether they have a pavement width of at least 22 feet. Those segments with insufficient pavement width are identified for improvement.

⁶ American Association of State Highway and Transportation Officials, *A Policy on Geometric Design of Highways and Streets*, 2004, P. 313.

3 2011 Existing Conditions and Needs Assessment

3.1 Traffic Volumes

Recent roadway segment and turning movement counts were obtained from various sources, including the City of Westfield, the Hamilton County Highway Department, The Indiana Department of Transportation, the City of Carmel, and the City of Noblesville. Additional 24-hour segment counts and peak period intersection turning movement counts were collected at key network locations as part of this study.

Where recent road segment counts were not available or collected as part of this study, segment traffic volumes were estimated based on older counts and counts from adjacent segments. Where peak hour turning movement volumes were not available or collected, these volumes were estimated from the volumes on the intersection approach links using methods described in Chapter 8 of National Cooperative Highway Research Project Report 255⁷

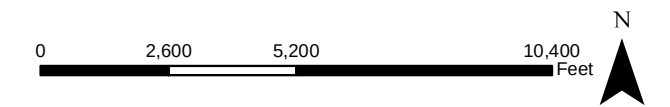
Figure 3-1 shows the existing daily traffic volumes on the study area road network segments. Existing peak hour turning movement volumes at intersections are provided in **Appendix C**.

⁷ Pederson, N.J., and D.R. Samdahl, *Highway Traffic Data for Urbanized Area Project Planning and Design*, National Cooperative Highway Research Program Report 255, Transportation Research Board, Washington, D.C., 1982.

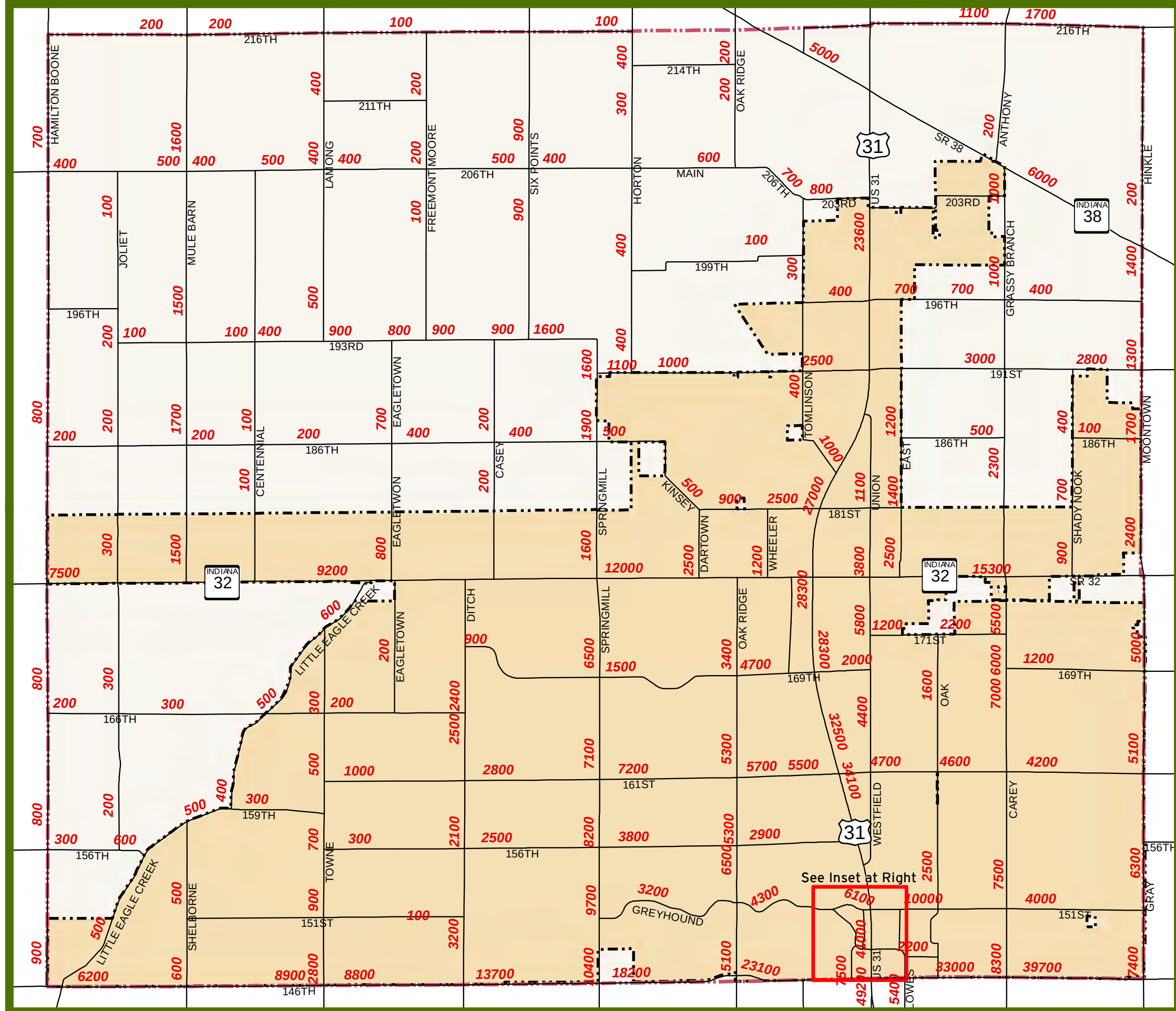


Road Impact Fee Study
Figure 3-1
Existing Traffic Volumes

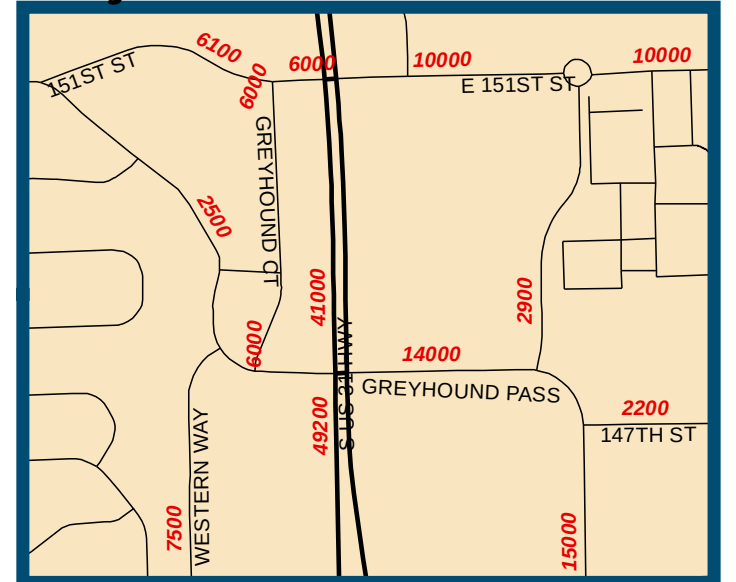
- City of Westfield
- Washington Township
- ### Existing Average Daily Traffic



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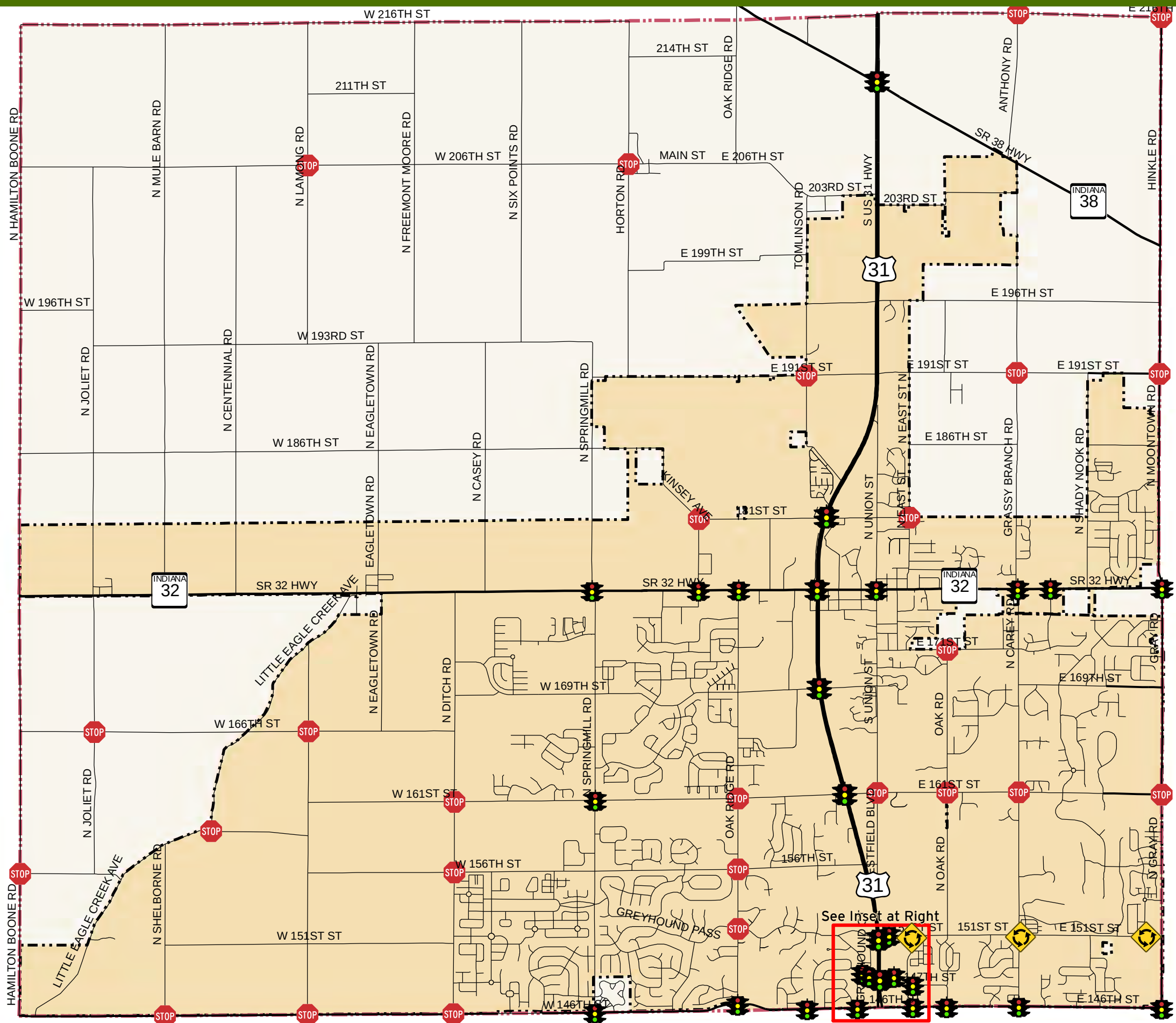


Greyhound Pass Inset



3.2 Intersection Traffic Control

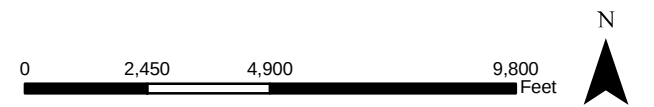
The existing lane configuration and traffic control at each study area intersection were verified through field investigation. The adequacy of existing traffic control at each intersection was evaluated using existing traffic volumes and the warrant criteria for traffic signals and multi-way stop control described in **Section 2, Community Level of Service Criteria**. **Figure 3-2** shows existing and warranted intersection traffic control based on 2011 conditions. Based on existing daily traffic volumes, no intersections in Washington Township were found to warrant the installation of new traffic signals or new multi-way stop control.



Road Impact Fee Study
Figure 3-2
Existing & 2011 Warranted
Traffic Control

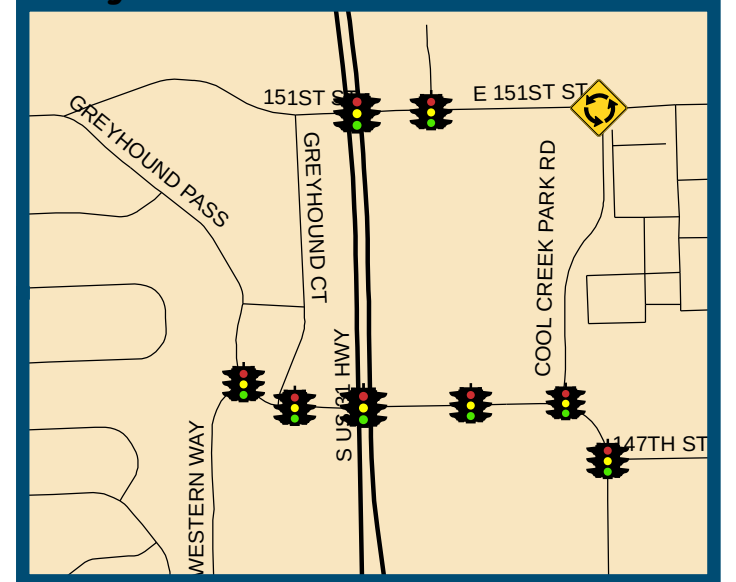
- City of Westfield
- Washington Township
- Existing All-Way Stop
- Existing Traffic Signal
- Existing Roundabout

NOTE: No intersections warrant additional traffic control



HNTB DRAFT - February 2012

Greyhound Pass Inset



3.3 Levels of Service and Infrastructure Needs

Roadway segment levels of service and intersection levels of service were determined under existing 2011 conditions using the criteria and methods described in **Section 2, Community Level of Service Criteria**. **Table 3-1** lists the roadway segments that currently do not meet the roadway cross section LOS criterion of a 22-foot minimum paved width for segments carrying at least 5,000 vehicles per day. **Figure 3-3** shows the intersections and segments in the study area that do not meet minimum acceptable traffic operations LOS under existing conditions.

Figure 3-4 summarizes the existing roadway improvement needs for roads that are currently the responsibility of the City of Westfield. Widening in order to meet minimum standards for 2-lane road width is needed on Springmill Road, Oakridge Road, Carey Road, Gray Road and 151st Street. Although daily volumes do not warrant a signal at the intersection of 161st and Carey, a new roundabout is necessary to achieve adequate traffic operation LOS. Detailed evaluation could reveal that this intersection meets signal warrants. Analysis of the intersection of 156th and Springmill indicates that new left turn lanes are required on the north and south approaches to achieve adequate traffic operation LOS. While existing operational deficiencies are also indicated on US 31, SR 32 and 146th Street, these facilities are not the responsibility of the City of Westfield.

Table 3-1: 2011 Roadway Segment Cross Section Deficiencies

Road	Begin	End	Average Daily Traffic Volume	Typical Paved Width (feet)
Carey Road	Saddlehorn Drive	151st Street	8,300	21
Carey Road	151st Street	161st Street	7,500	21
Gray Road	Guerin Way	161 st Street	6,300	19
Gray Road	161 st Street	169 th Street	5,100	19
Gray Road	169 th Street	Golden Hinde Way	5,000	19
Oakridge Road	Sapphire Way	Greyhound Pass	5,100	20
Oakridge Road	Greyhound Pass	156th Street	6,500	19
Oakridge Road	156th Street	169th Street	5,300	19
Springmill Road	City Limit	Greyhound Pass	10,400	20
Springmill Road	Greyhound Pass	156th Street	9,700	20
Springmill Road	156th Street	161st Street	8,200	20
Springmill Road	161st Street	169th Street	7,100	20
Springmill Road	169th Street	SR 32	6,500	20
151 st Street	Carmel Landing	Carey Road	6,300	20



4 2021 Travel Demand Forecast

4.1 Forecast Method Overview

A computerized travel demand model of Westfield and the surrounding area was developed using the TransCAD software package.⁸ A travel demand model uses a four-step process of trip generation, trip distribution, mode choice, and route assignment to forecast future traffic volumes based on that identify existing or anticipated socio-economic conditions in the study area. In Westfield, because public transit represents a very small share of total trips, the model excludes the mode choice step and assumes that all trips are made by automobiles and trucks.

To ensure adequate model performance throughout Washington Township, the Westfield travel demand model covers an area larger than Washington Township itself. The modeled area is bounded by Hazel Dell Parkway, Little Chicago Road, and Cammack Road on the east; 236th Street and SR 47 on the north; Boone County Road 1000 East and US 421 on the west; and 131st Street on the south. In addition to Washington Township, this area includes portions of Clay, Noblesville, Jackson, and Adams Townships in Hamilton County and Marion, Union, and Eagle Townships in Boone County. **Figure 4-1** shows the model area in relation to Westfield and Washington Township.

Existing 2011 and forecast 2021 households, employment and school enrollment are the primary socio-economic inputs to the Westfield travel demand model. These characteristics were estimated for each of 128 subareas within the model called Traffic Analysis Zones (TAZs), which are assumed to be reasonably homogeneous in terms of socio-economic characteristics. **Figure 4-2** shows the TAZs for the portions of the model lying in Washington Township.

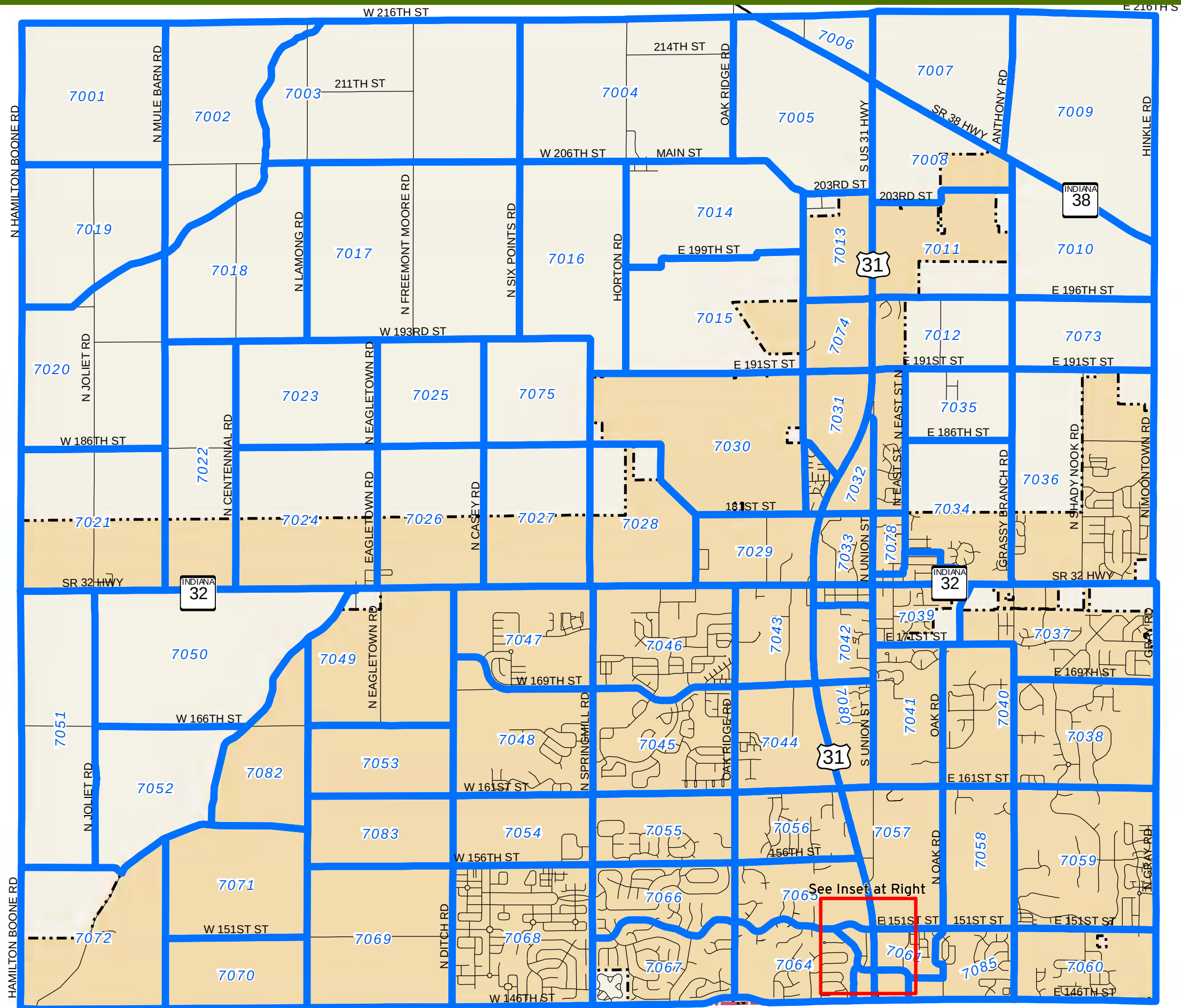
The other major input to the model is the roadway network. For the Westfield model, this includes all streets classified as a collector or arterial on the Thoroughfare Plan. Data such as facility type classification, number of lanes, type of access control, and existing traffic volumes are included in the model for each roadway in the network. The model can be run to forecast future travel conditions with the existing road network. Proposed new roads can also be included in the model in order to evaluate the impacts that they would have on future travel.

The main output generated by the computerized travel demand model is a forecast of daily traffic volume on each roadway link in the model network. The model also provides forecasts of the morning and afternoon peak hour traffic volume on each roadway link, which were adjusted based on existing traffic count data and anticipated changes in roadway function over the forecast horizon. The adjusted morning and afternoon peak hour link forecasts were used to

⁸ Caliper Corporation, *TransCAD Version 5.0* [software], Newton, MA, www.Caliper.com.

develop peak hour intersection turning movement volume forecasts using the turning movement estimation procedures of NCHRP Report 255.

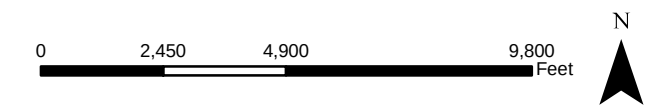
The 2021 travel demand forecast is an input to the 2021 needs analysis discussed in Section 5 of this plan. For more detailed information on the modeling process used in this analysis, refer to **Appendix D**.



Road Impact Fee Study

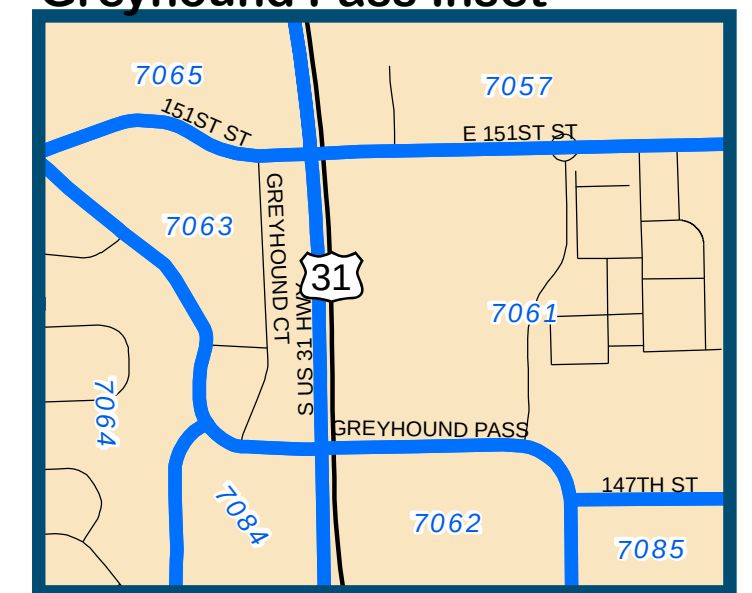
Figure 4-2
Traffic Analysis Zones

- City of Westfield
- Washington Township
- Traffic Analysis Zones (TAZ)



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Greyhound Pass Inset



4.2 Travel Demand Model Calibration

A travel demand model should be able to replicate existing traffic patterns when given existing housing, employment, school enrollment and road network inputs. Calibration is the process of modifying the assumptions made about input data and the internal model calculations to ensure that the model is capable of replicating existing conditions within a certain variance. Once the model calibration process produces a model that can replicate existing conditions within this acceptable range, the model is considered to be validated and can be used to forecast future conditions.

For the Westfield model, calibration was performed by adjusting internal model calculations, such as trip generation rates, and by adjusting road network attributes, such as the location of centroid connectors and the facility types of roads. More detailed information on model calibration and validation is provided in **Appendix D**.

4.3 Housing and Employment Growth Forecast

Household data for 2011 was estimated by aggregating block-level household counts from the 2010 Census to the model TAZ level. City of Westfield building permit information was used to estimate the number and location of new households established between the 2010 Census and the middle of 2011. Additional household statistics necessary for modeling—the number of workers, vehicles, and persons per household—were obtained from the 2010 Census and assumed to remain constant throughout the forecast period. Employment data for 2011 was developed based on point-level employment data obtained from Neilson-Claritas. This information was error-checked for major omissions, double-counts, and erroneous business locations, and corrected as necessary.

The forecast of 2021 households and employment was a two-step process. The first step was to use past trends and forecasts to develop target forecasts of 2021 households and employment for Washington Township as a whole. The second step was to use the Westfield Comprehensive Plan and more detailed planning data to identify where within Washington Township the household and employment growth would occur.

Overall 2021 population and housing unit forecasts for Washington Township were developed using the linear growth rates observed during the 2000-2010 time period. This resulted in a 2021 forecast of approximately 48,900 residents and 18,700 housing units, which is consistent with forecasts in the Westfield Comprehensive Plan. An overall 2021 employment forecast of 15,200 for Washington Township was developed by assuming that existing employment would grow at the same overall 3.5% annual rate that was observed for Hamilton County between 2000 and 2010.

The overall township-wide housing and employment forecasts were used as targets for aggregating more specific information about planned development provided by the City of Westfield. Based on this information, development in the next 10 years is expected to focus in three primary areas: Grand Park, Grand Junction and the Springmill Trails Planned Unit Development. Information about anticipated 10-year build-out of these areas and other approved developments was identified in conjunction with the Westfield Community and Economic Development Department. Development in these three areas is expected to account for nearly all of the 10-year employment growth, with the remainder to occur in industrial areas north of 191st Street and east of US 31. Housing development is expected to be less concentrated, with these three primary development areas accounting for approximately 38% of the new housing over the next 10 years. The remaining housing unit growth was distributed through Washington Township based on analysis of available infill residential areas using aerial mapping and on discussions of likely development locations among City of Westfield staff.

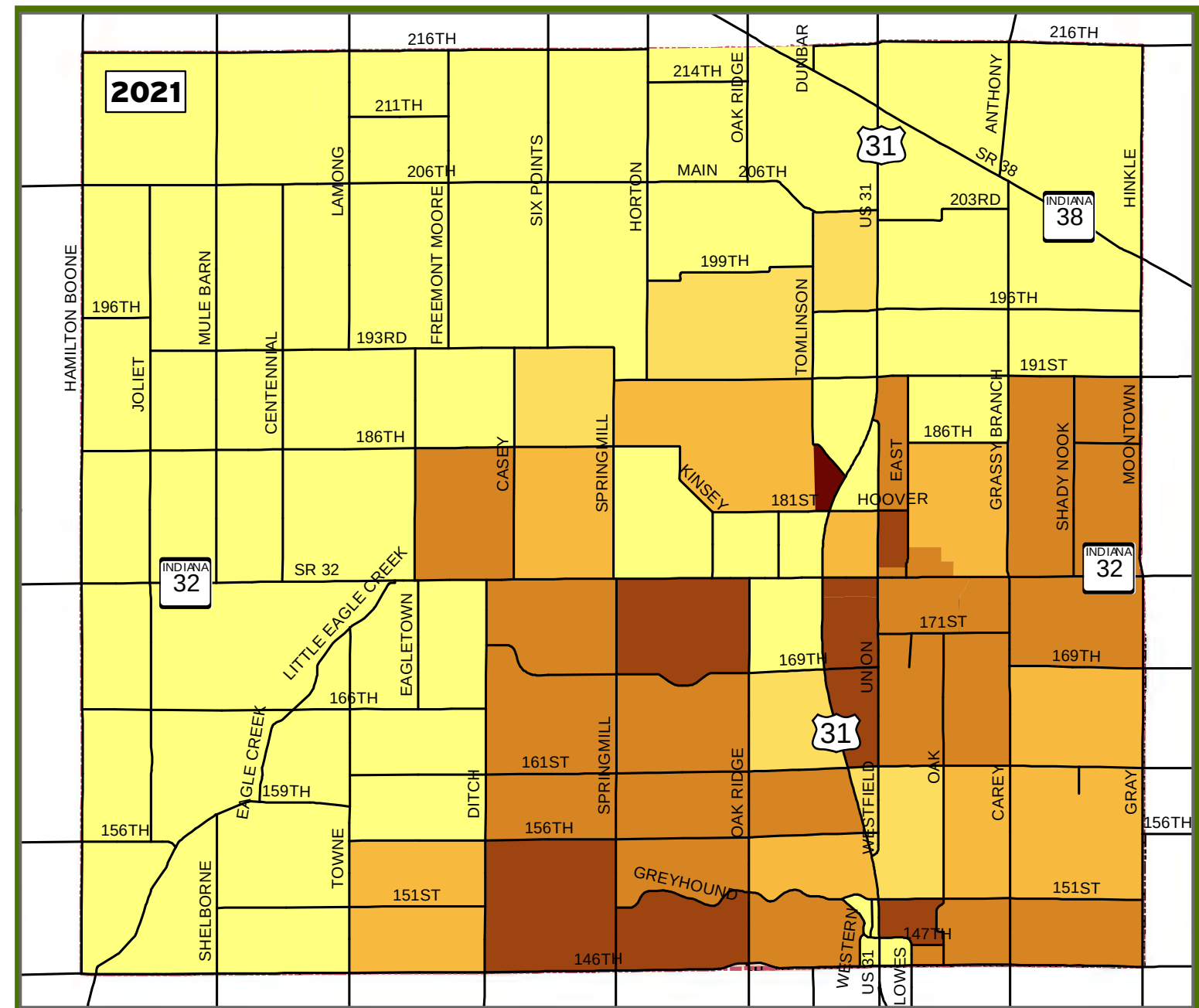
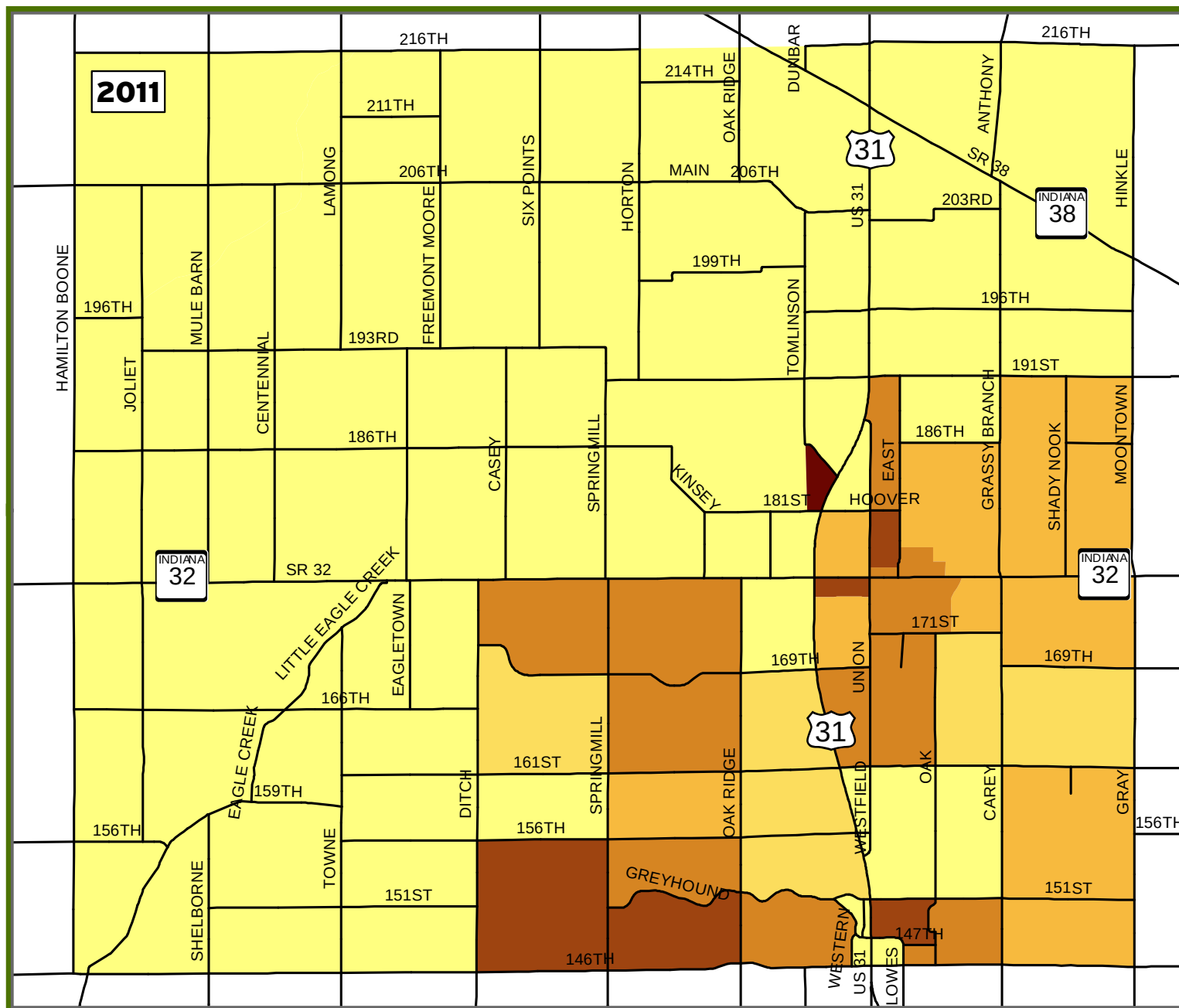
Table 4-1 summarizes the household and employment projections for each TAZ in Washington Township; **Figure 4-3** and **Figure 4-4** show this information in a graphic format. The final analysis resulted in a 2021 Washington Township housing unit forecast of 18,149 and a 2021 Washington Township employment forecast of 16,563. For more detailed information on the assumptions for planned developments, refer to **Appendix E**. For more information on household and employment projections in areas outside Washington Township, refer to **Appendix D**, which describes travel demand modeling procedures.

Table 4-1: Household and Employment Projections

TAZ	2011 Households	2021 Households	HH Growth	2011 Employment	2021 Employment	Emp. Growth
7001	16	16	0	0	0	0
7002	13	13	0	4	4	0
7003	40	40	0	27	27	0
7004	55	55	0	3	3	0
7005	33	33	0	0	0	0
7006	8	8	0	12	12	0
7007	22	22	0	5	5	0
7008	13	13	0	3	157	154
7009	24	24	0	0	0	0
7010	18	18	0	27	27	0
7011	13	13	0	350	350	0
7012	35	35	0	0	0	0
7013	8	88	80	0	245	245
7014	50	50	0	1	1	0

TAZ	2011 Households	2021 Households	HH Growth	2011 Employment	2021 Employment	Emp. Growth
7015	36	243	207	0	300	300
7016	144	157	13	0	6	6
7017	30	30	0	6	6	0
7018	33	33	0	9	9	0
7019	6	6	0	3	3	0
7020	31	31	0	2	2	0
7021	62	62	0	46	46	0
7022	13	13	0	6	6	0
7023	17	17	0	13	13	0
7024	43	43	0	11	11	0
7025	23	23	0	0	0	0
7026	58	507	449	9	9	0
7027	63	397	334	170	408	238
7028	13	13	0	122	1443	1321
7029	3	3	0	489	1157	668
7030	29	715	686	6	888	882
7031	10	34	24	38	692	654
7032	0	0	0	145	145	0
7033	90	90	0	506	672	166
7034	236	354	118	247	247	0
7035	54	54	0	14	14	0
7036	655	1017	362	57	57	0
7037	478	564	86	504	504	0
7038	201	282	81	78	78	0
7039	247	247	0	363	379	16
7040	146	412	266	29	29	0
7041	380	524	144	20	20	0
7042	100	349	249	213	218	5
7043	21	21	0	728	728	0
7044	98	98	0	502	502	0
7045	819	904	85	358	358	0
7046	914	1039	125	537	562	25
7047	468	762	294	104	104	0
7048	236	641	405	6	6	0
7049	28	28	0	61	61	0
7050	47	47	0	74	74	0
7051	54	54	0	25	25	0

TAZ	2011 Households	2021 Households	HH Growth	2011 Employment	2021 Employment	Emp. Growth
7052	25	25	0	3	3	0
7053	18	18	0	37	37	0
7054	67	316	249	79	79	0
7055	256	430	174	29	29	0
7056	69	295	226	17	17	0
7057	31	169	138	212	212	0
7058	62	213	151	4	4	0
7059	344	382	38	228	228	0
7060	241	473	232	103	103	0
7061	258	258	0	2000	2000	0
7062	0	0	0	538	538	0
7063	1	1	0	177	177	0
7064	325	406	81	58	58	0
7065	84	190	106	210	210	0
7066	513	513	0	43	43	0
7067	834	834	0	40	40	0
7068	1281	1330	49	160	160	0
7069	11	355	344	0	0	0
7070	7	7	0	6	6	0
7071	23	23	0	1	1	0
7072	69	69	0	3	3	0
7073	5	5	0	4	4	0
7074	38	38	0	0	0	0
7075	6	106	100	0	0	0
7076	222	222	0	95	95	0
7077	178	178	0	286	286	0
7078	158	158	0	64	64	0
7079	91	91	0	194	207	13
7080	286	332	46	75	75	0
7081	78	78	0	87	214	127
7082	19	19	0	0	0	0
7083	6	6	0	2	2	0
7084	0	0	0	409	409	0
7085	367	367	0	496	646	150
Total	12207	18149	5942	11593	16563	4970

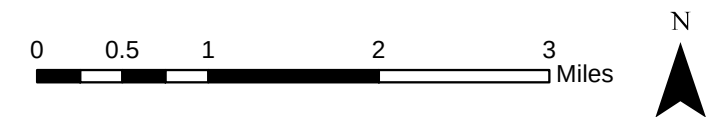


Road Impact Fee Study:

**Figure 4-3
Household Growth**



 Washington Township

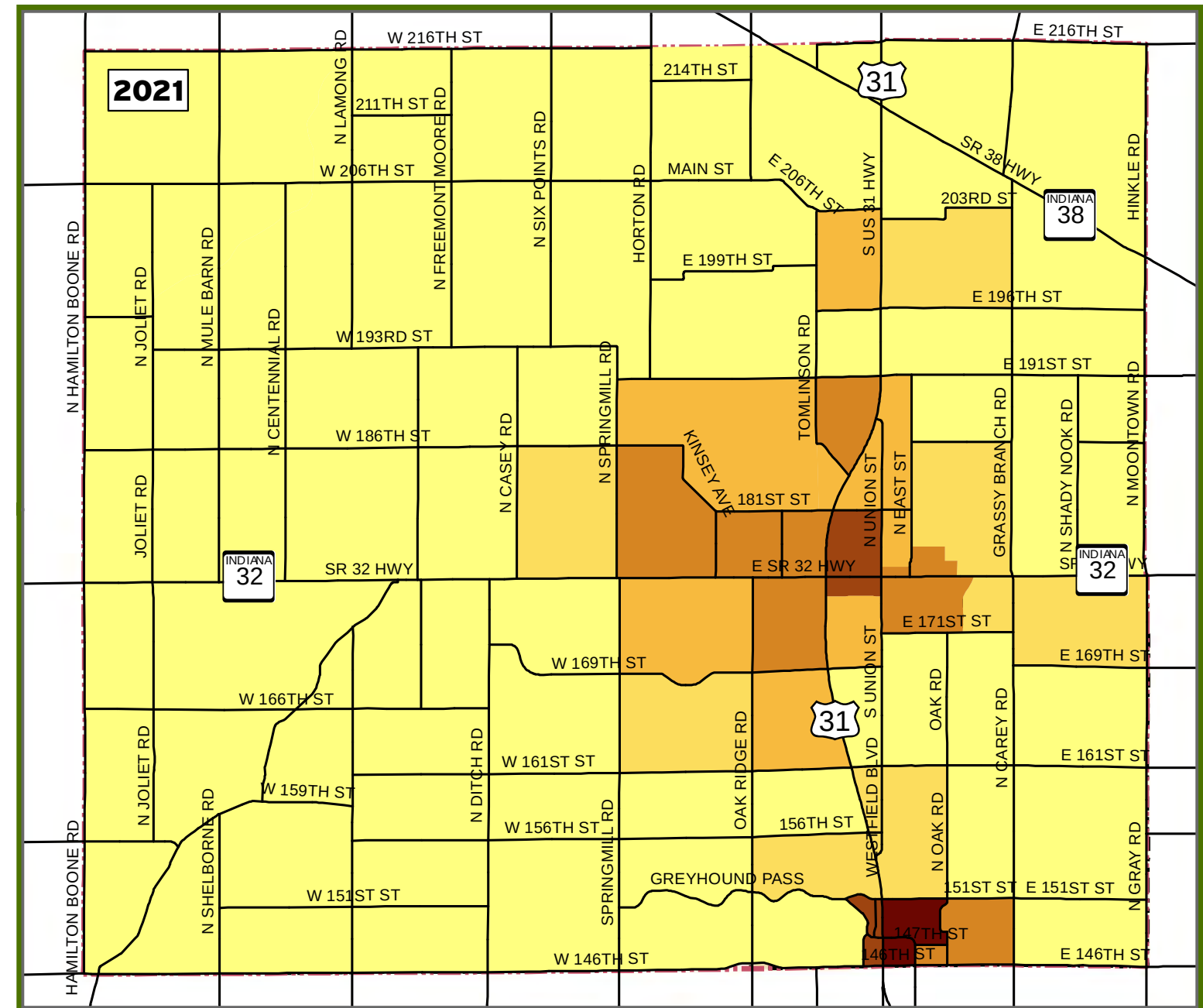
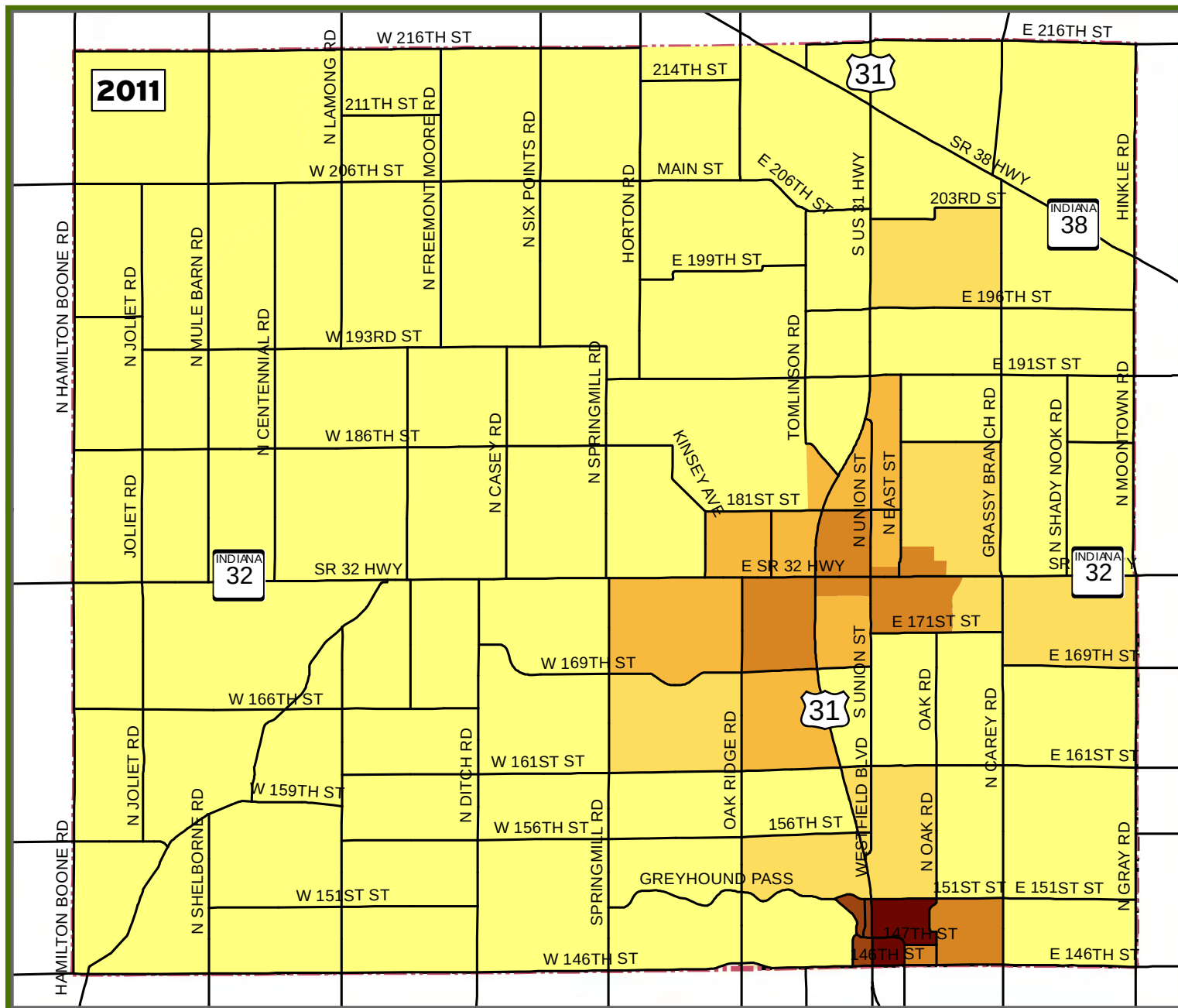


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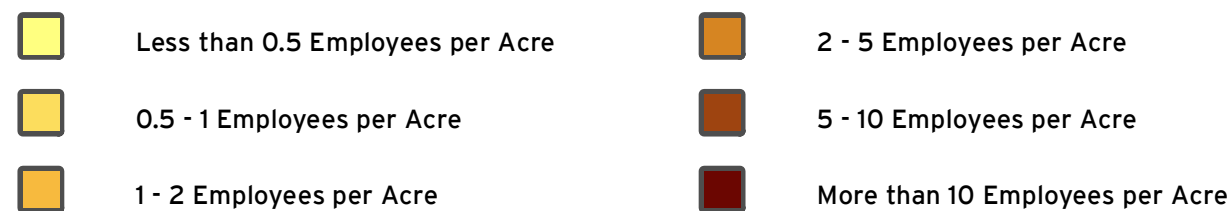
DRAFT - February 2012

Figure 4-4: Employment Growth

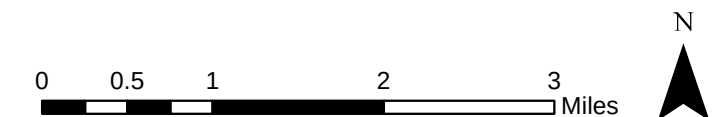


Road Impact Fee Study:

**Figure 4-4
Employment Growth**



 Washington Township



February 2012

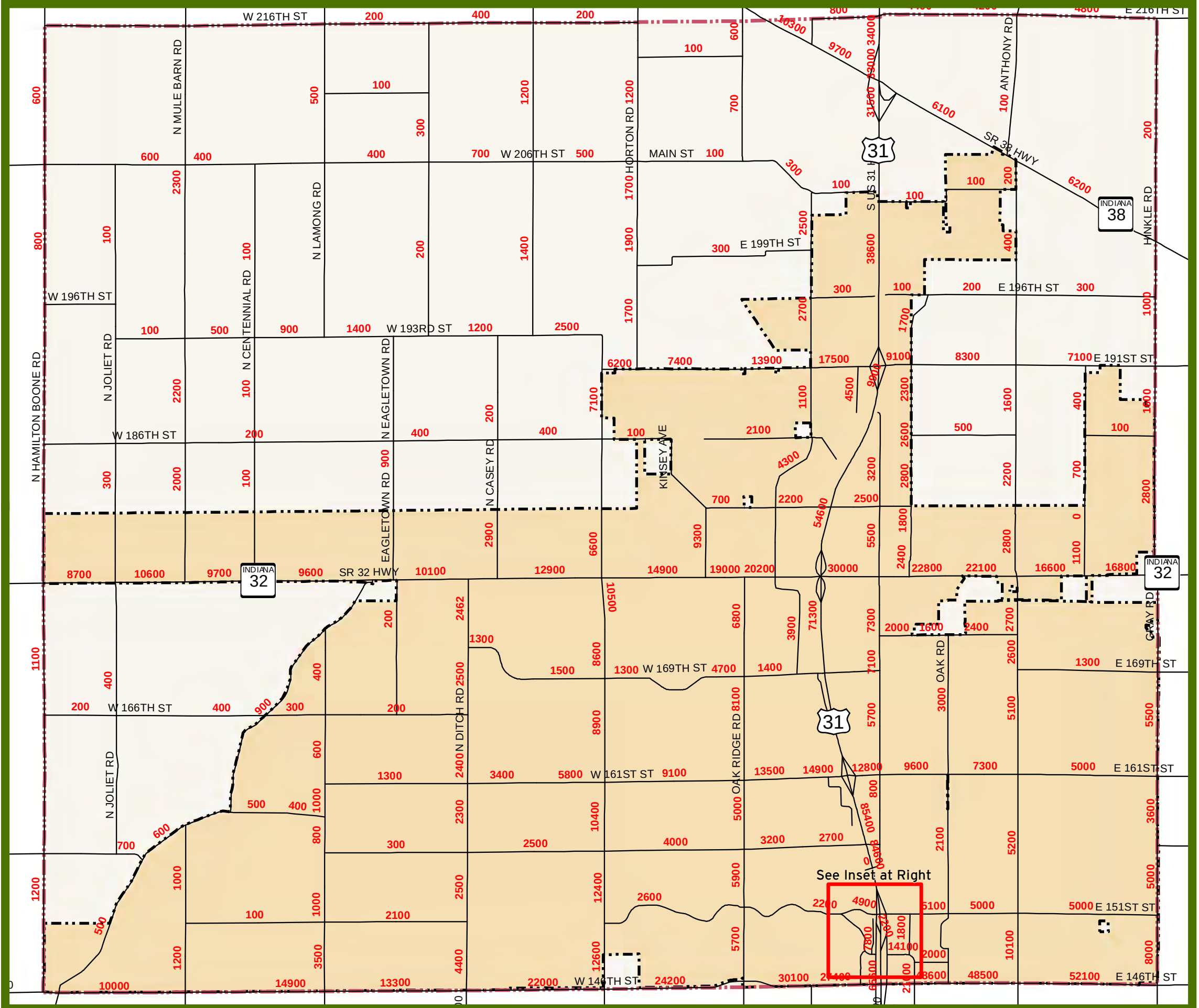


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4.5 2021 Travel Demand

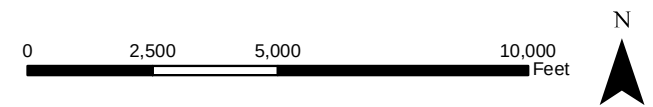
The TransCAD travel demand model was used to forecast 2021 network traffic volumes based on anticipated housing and employment and with the committed road network improvements in place. **Figure 4-5** shows the average daily traffic volumes that are forecast for the proposed study area road network in 2021. Because of the planned upgrade of US 31 to a freeway through the study area, traffic patterns through Westfield are expected to change significantly during the 10-year forecast period. Despite the forecast growth in housing and employment, 2021 traffic volumes on some Westfield roads will be only somewhat higher than today. In some cases they may be lower than today's volumes. Other roads, those that directly serve new development or provide access to the US 31 freeway, will experience higher traffic growth.

Morning and afternoon peak hour turning movement volume forecasts were developed using the daily forecasts from TransCAD along with existing and forecast estimates of peak period road link demand and the turning movement estimation procedures of NCHRP Report 255. This is the same method that was used to estimate missing intersection turning movement volumes under existing conditions. 2021 forecast intersection turning movement volumes are provided in **Appendix C**.



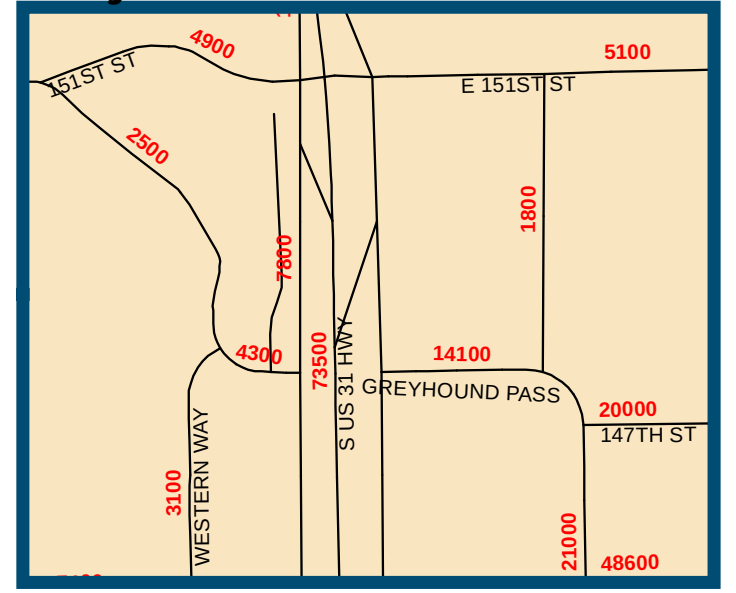
Road Impact Fee Study
Figure 4-5
2021 Forecast
Traffic Volumes

- City of Westfield
- Washington Township
- Existing Average Daily Traffic



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Greyhound Pass Inset



5 2021 Needs Assessment

Roadway capital improvements that will be necessary by 2021 were identified using the forecast 2021 traffic volumes and the same LOS criteria used to identify 2011 improvement needs. These criteria are identified in Section 2, Community Level of Service Criteria

5.1 Intersection Traffic Control

The appropriate traffic control at each intersection under forecast 2021 traffic conditions was determined by using the traffic signal and multi-way stop control warrant procedures of the Indiana MUTCD, as discussed in Section 2.1. **Figure 5-1** shows the existing intersection traffic control and new traffic control that is expected to be warranted by 2021.

5.2 Levels of Service and Infrastructure Needs

Roadway segment and intersection levels of service were evaluated using the forecast 2021 traffic volumes and assuming that the committed improvements identified in Table 4-2 are in place. These evaluations were conducted using the criteria and methods described in Section 2, Community Level of Service Criteria.

Table 5-1 lists the roadway segments that are not expected to meet the roadway cross section LOS criterion of a 22-foot minimum paved width for segments carrying at least 5,000 vehicles per day by 2021. Beyond those identified as existing 2011 needs, several additional 2-lane road segments are identified for widening by 2021. Segments of Springmill Road and 191st Street are identified as requiring improvement, but are currently outside of the Westfield municipal boundaries. The cost of improving these segments is not included in the impact fee cost calculations, but could be included in future updates if these roads become the responsibility of Westfield.

Figure 5-2 shows the intersections and road segments that are not expected to meet minimum acceptable traffic operations LOS by 2021. The figure includes both Westfield roads and other roads in the study area that are not Westfield responsibility. For Westfield roads, traffic operation LOS problems are forecast on Springmill Road, 161st Street and 191st Street. Construction of the committed roundabout at 156th and Springmill will address the existing improvement need for additional lanes at this intersection, although the road segment between 146th Street and 156th Street is still anticipated to experience unacceptable LOS. Traffic forecasts suggest that the roundabout at 161st and Carey, identified as a 2011 need, might not be necessary for adequate LOS after the US 31 freeway is in place. However, this roundabout will continue to be necessary at least until post-freeway traffic patterns are well-established.

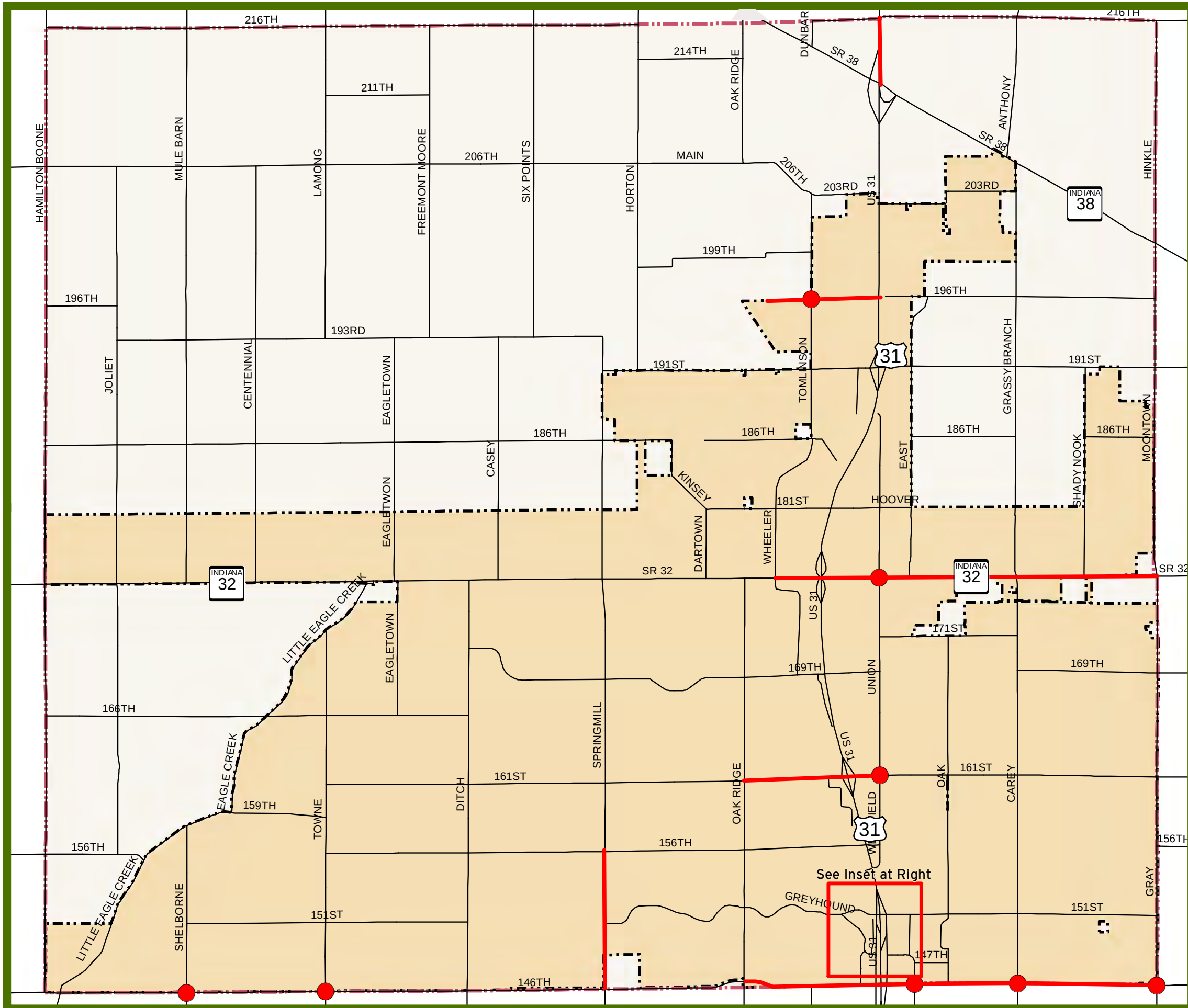
Figure 5-3 shows the expected 2021 roadway improvement needs for roads that are currently the responsibility of the City of Westfield. All identified deficiencies and recommended improvements are based on current expectations of development patterns and traffic demand through 2021. In addition to the 2011 improvement needs shown in Figure 3-4, this figure identifies the need to reconstruct segments of Springmill Road, 161st Street and 191st Street as 4-lane roads. New roundabouts will be needed at 191st and Tomlinson, at 191st and the planned West Access Road, and at 161st and Union Street. Figure 5-4 identifies the projects that are not needed to provide adequate LOS for existing development but will be required to provide for anticipated development. These projects are eligible for funding with road impact fee receipts.

Changes in the location or timing of land use development could result in some variation in the road network improvement needs identified in Figure 5-3 and should be considered in future updates of the impact fee study.

Table 5-1: 2021 Roadway Cross Section Deficiencies

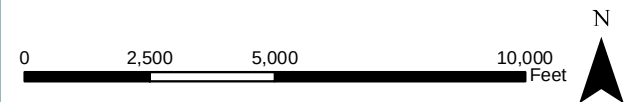
Road	Begin	End	2021 Average Daily Traffic Volume	Typical Paved Width (feet)
Carey Road	Saddlehorn Drive	151 st Street	10,100	21
Carey Road	151 st Street	161 st Street	5,200	21
Gray Road	161 st Street	Golden Hinde Way	5,500	19
Oakridge Road	Sapphire Way	Greyhound Pass	5,700	20
Oakridge Road	Greyhound Pass	156 th Street	5,900	19
Oakridge Road	156 th Street	161 st Street	5,000	19
Oakridge Road	161 st Street	169 th Street	8,100	19
Oakridge Road	169 th Street	Pine Ridge Drive	6,800	18
Springmill Road	City Limit	Greyhound Pass	12,600	20
Springmill Road	Greyhound Pass	156 th Street	12,400	20
Springmill Road	156 th Street	161 st Street	10,400	20
Springmill Road	161 st Street	169 th Street	8,900	20
Springmill Road	169 th Street	SR 32	8,600	20
Springmill Road*	SR 32	186 th Street	6,600	18
Springmill Road*	186 th Street	191 st Street	7,100	18
Union Street	161 st Street	David Brown Drive	5,700	20
Wheeler Road	SR 32	181 st Street	9,300	18
151 st Street	Carmel Landing	Oak Road	5,100	20
151 st Street	Oak Road	Carey Road	5,000	20
151 st Street	Carey Road	Setters Road	5,000	21
191 st Street	Springmill Road	Horton Road	6,200	17
191 st Street	Horton Road	Tomlinson Road	13,900	18
191 st Street	Tomlinson Road	US 31	17,500	18
191 st Street	US 31	East Street	9,100	20
191 st Street*	East Street	Moontown Road	8,300	19

*Portions of this segment are not under City of Westfield jurisdiction but could be by 2021



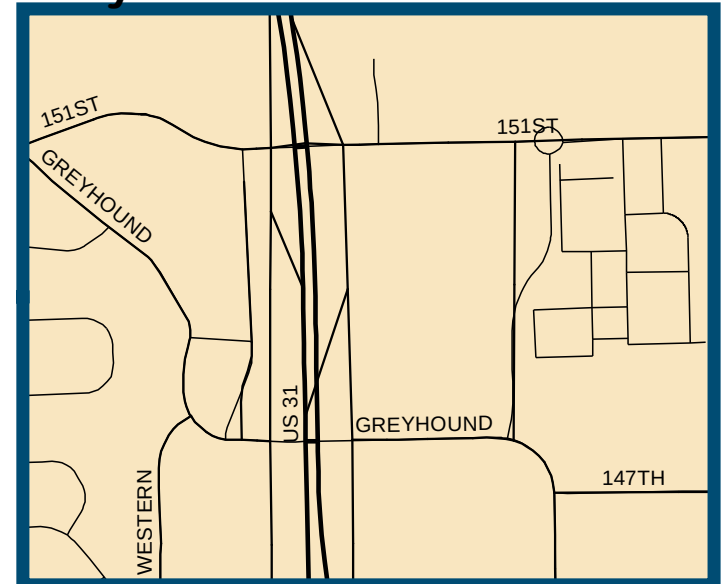
*Road Impact Fee Study
Figure 5-2
2021 Committed Network
Traffic Operation
Levels of Service*

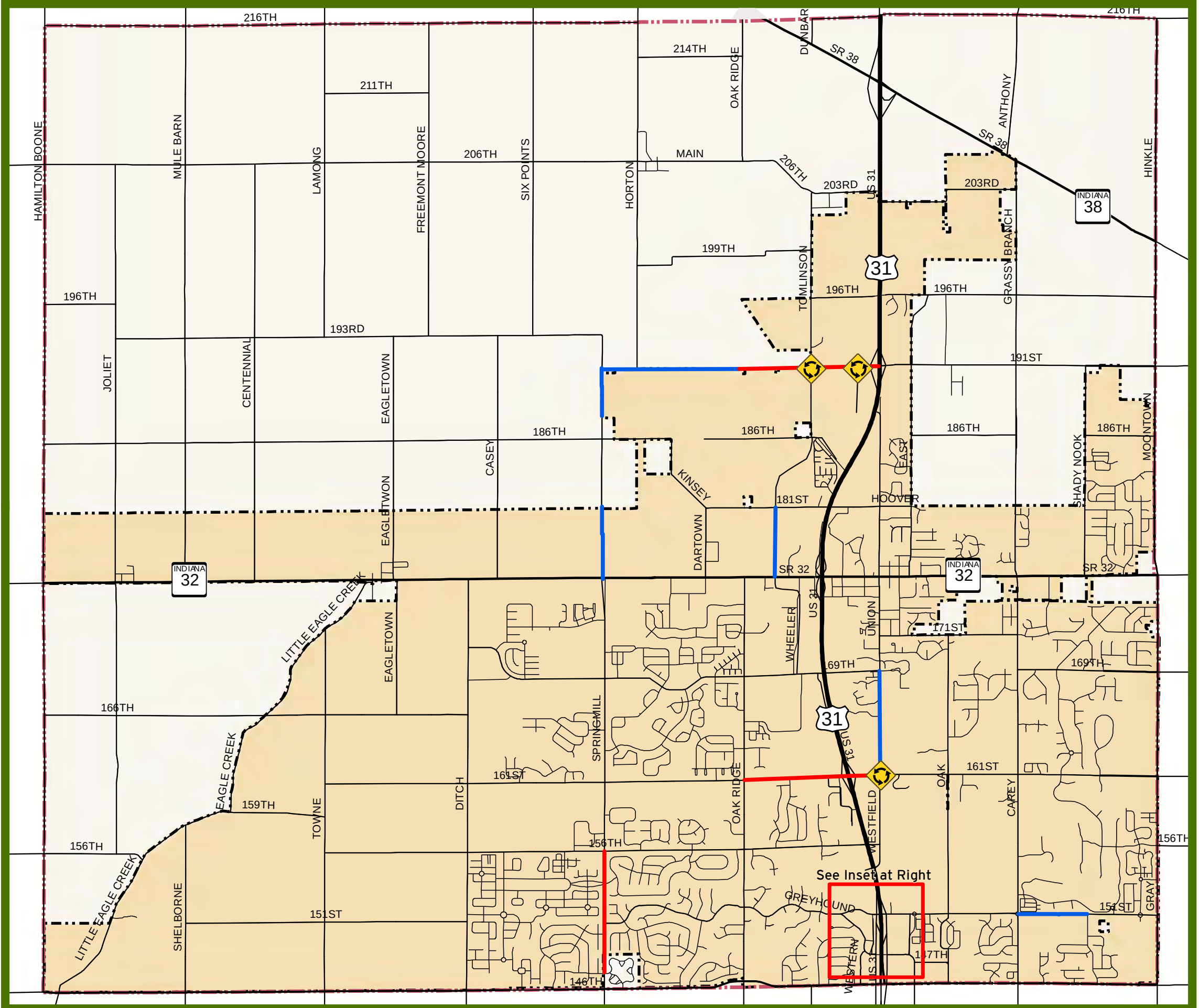
- City of Westfield
- Washington Township
- Intersection Level of Service 'E' or 'F' in either AM or PM Peak Hour
- Roadway Segment Level of Service 'E' or 'F' Based on Daily Volumes



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Greyhound Pass Inset



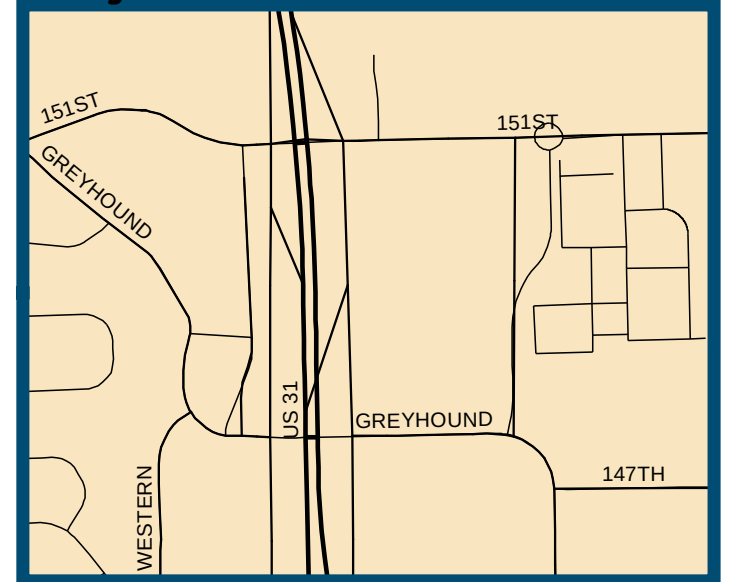


Road Impact Fee Study
Figure 5-4
Projects Eligible for
Impact Fee Funding

- City of Westfield
 - Washington Township
 - Widen & Overlay - 2 Lanes
 - Widen/Reconstruct - 4 Lanes
 - New Roundabout
- 0 2,500 5,000 10,000 Feet
- N

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Greyhound Pass Inset



6 Infrastructure Improvement Costs

The estimated costs of the improvement projects required to meet existing 2011 and projected 2021 needs are shown in Table 6-1 and Table 6-2. Detailed project cost estimates are provided in Appendix G.

Cost estimates for widening and overlay of existing 2-lane roads that do not currently meet the cross section requirements are based on providing two 12-foot travel lanes with 2-foot asphalt shoulders and open drainage on both sides. Right-of-way acquisition was assumed to be required in locations where the existing available right-of-way width is less than 50 feet, as estimated using Hamilton County Geographic Information System online maps. Right-of-way costs were estimated using average per-acre assessed values of potentially impacted parcels and adding an estimated per-parcel cost for land acquisition fees.

Cost estimates for the reconstruction of existing roads to a 4-lane section are based on providing four 12-foot travel lanes, a 16-foot raised median, curb and gutter and enclosed drainage. An 8-foot asphalt multi-use trail is assumed on each side of the new road in accordance with City of Westfield standards.

The tables identify the portion of the cost of several projects that is necessary to correct existing 2011 deficiencies. These capital costs are the responsibility of the City of Westfield and are not included in the impact fee calculation. The City of Westfield anticipates using several sources of funds to meet these capital improvement obligations. These include the use State MVH and LRS distributions, general obligation bonds, possible federal-aid highway funding, and the possible implementation of new TIF districts. Impact fees collected under the 2007 road impact fee ordinance may also be used to address existing deficiencies on Oakridge Road, Gray Road and at the 156th and Springmill intersection, as these deficiencies did not exist at that time and were identified as improvement needs in the previous Zone Improvement Plan.

The typical roadway features described in this section comply with the design requirements of the City of Westfield, but they were used only to develop improvement cost estimates. These features do not comprise specific design recommendations for the various projects.

Table 6-1: 2011 Improvement Costs

Road	Begin	End	Project	Typical Section	Cost to Meet 2011 LOS			
					Construction	Design, Survey & Inspection (15%)	Right-of-Way Acquisition	Total
Carey Road	Saddlehorn	161st Street	Widen and Resurface. Roundabout at 161st	2-lane with shoulders	\$2,451,600	\$367,700	\$23,000	\$2,842,300
Springmill Road	City Limits	156th Street	Widen and Resurface. NB and SB left turn lanes at 156th	2-lane with shoulders	\$745,500	\$111,800	\$22,700	\$880,000
Springmill Road	156th Street	161st Street	Widen and Resurface	2-lane with shoulders	\$359,000	\$53,900	\$4,300	\$417,200
Springmill Road	161st Street	SR 32	Widen and Resurface	2-lane with shoulders	\$1,015,600	\$152,300	\$26,400	\$1,194,300
Gray Road	Guerin Way	161st Street	Widen and Resurface	2-lane with shoulders	\$916,500	\$137,500	\$39,200	\$1,093,200
Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	2-lane with shoulders	\$1,031,900	\$154,800	\$59,700	\$1,246,400
Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	2-lane with shoulders	\$979,600	\$146,900	\$65,700	\$1,192,200
Oakridge Road	161st Street	169th Street	Widen and Resurface	2-lane with shoulders	\$995,800	\$149,400	\$8,500	\$1,153,700
151st Street	Carmel Landing	Carey Road	Widen and Resurface	2-lane with shoulders	\$558,100	\$83,700	\$0	\$641,800
TOTAL:					\$9,053,600	\$1,358,000	\$249,500	\$10,661,100

Table 6-2: 2021 Improvement Costs

Road	Begin	End	Project	Typical Section	Cost to Meet 2021 LOS				Cost to Meet 2011 LOS	Impact Fee Cost
					Construction	Design, Survey & Inspection (15%)	Right-of-Way Acquisition	Total		
Carey Road	Saddlehorn	161st Street	Widen and Resurface. Roundabout at 161st	2-lane with shoulders	\$2,451,600	\$367,700	\$23,000	\$2,842,300	\$2,842,300	\$0
Springmill Road	City Limits	156th Street	Widen and Reconstruct	4-lane with median, curb & gutter	\$4,533,500	\$680,000	\$144,500	\$5,358,000	\$880,000	\$4,478,000
Springmill Road	156th Street	161st Street	Widen and Resurface	2-lane with shoulders	\$359,000	\$53,900	\$4,300	\$417,200	\$417,200	\$0
Springmill Road	161st Street	SR 32	Widen and Resurface	2-lane with shoulders	\$1,015,600	\$152,300	\$26,400	\$1,194,300	\$1,194,300	\$0
Springmill Road	SR 32	191st	Widen and Resurface	2-lane with shoulders	\$669,300	\$100,400	\$65,800	\$835,500	\$0	\$835,500
Gray Road	Guerin Way	161st Street	Widen and Resurface	2-lane with shoulders	\$916,500	\$137,500	\$39,200	\$1,093,200	\$1,093,200	\$0
Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	2-lane with shoulders	\$1,031,900	\$154,800	\$59,700	\$1,246,400	\$1,246,400	\$0
151st Street	Carmel Landing	Carey Road	Widen and Resurface	2-lane with shoulders	\$558,100	\$83,700	\$0	\$641,800	\$641,800	\$0
151st Street	Carey Road	Setters Road	Widen and Resurface	2-lane with shoulders	\$389,600	\$58,400	\$0	\$448,000	\$0	\$448,000
161st Street	Oakridge Road	US 31	Widen and Reconstruct	4-lane with median, curb & gutter	\$4,633,900	\$695,100	\$1,301,400	\$6,630,400	\$0	\$6,630,400
161st Street	US 31	Union Street	Widen and Reconstruct. Roundabout at Union	4-lane with median, curb & gutter	\$2,950,300	\$442,500	\$131,500	\$3,524,300	\$0	\$3,524,300
Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	2-lane with shoulders	\$979,600	\$146,900	\$65,700	\$1,192,200	\$1,192,200	\$0
Oakridge Road	161st Street	169th Street	Widen and Resurface	2-lane with shoulders	\$995,800	\$149,400	\$8,500	\$1,153,700	\$1,153,700	\$0
Oakridge Road	169th Street	Pine Ridge Drive	Widen and Resurface	2-lane with shoulders	\$448,700	\$67,300	\$1,700	\$517,700	\$0	\$517,700
Wheeler Road	SR 32	181st Street	Widen and Resurface	2-lane with shoulders	\$380,800	\$57,100	\$40,900	\$478,800	\$0	\$478,800
Union Street	161st Street	David Brown Drive	Widen and Resurface	2-lane with shoulders	\$514,400	\$77,200	\$29,000	\$620,600	\$0	\$620,600
191st Street	Springmill Road	Grand Park Entrance	Widen and Resurface	2-lane with shoulders	\$736,700	\$110,500	\$83,500	\$930,700	\$0	\$930,700
191st Street	Grand Park Entrance	Tomlinson Road	Widen and Reconstruct. Roundabout at Tomlinson	4-lane with median, curb & gutter	\$6,176,100	\$926,400	\$1,034,800	\$8,137,300	\$0	\$8,137,300
191st Street	Tomlinson Road	US 31	Widen and Reconstruct. Roundabout at West Access	4-lane with median, curb & gutter	\$4,041,800	\$606,300	\$2,230,300	\$6,878,400	\$0	\$6,878,400
TOTAL:					\$33,783,200	\$5,067,400	\$5,290,200	\$44,140,800	\$10,661,100	\$33,479,700

7 Impact Fee Calculation

7.1 Supportable Impact Fee

Based on an analysis of trip patterns using the TransCAD travel demand model, two impact zones (each with reasonably uniform benefits) are established by dividing the City of Westfield at US 31. All development and road improvements east of US 31 are included in the East Impact Zone, while all development and road improvements west of US 31 are included in the West Impact Zone. These impact zones are shown in Figure 7-1.

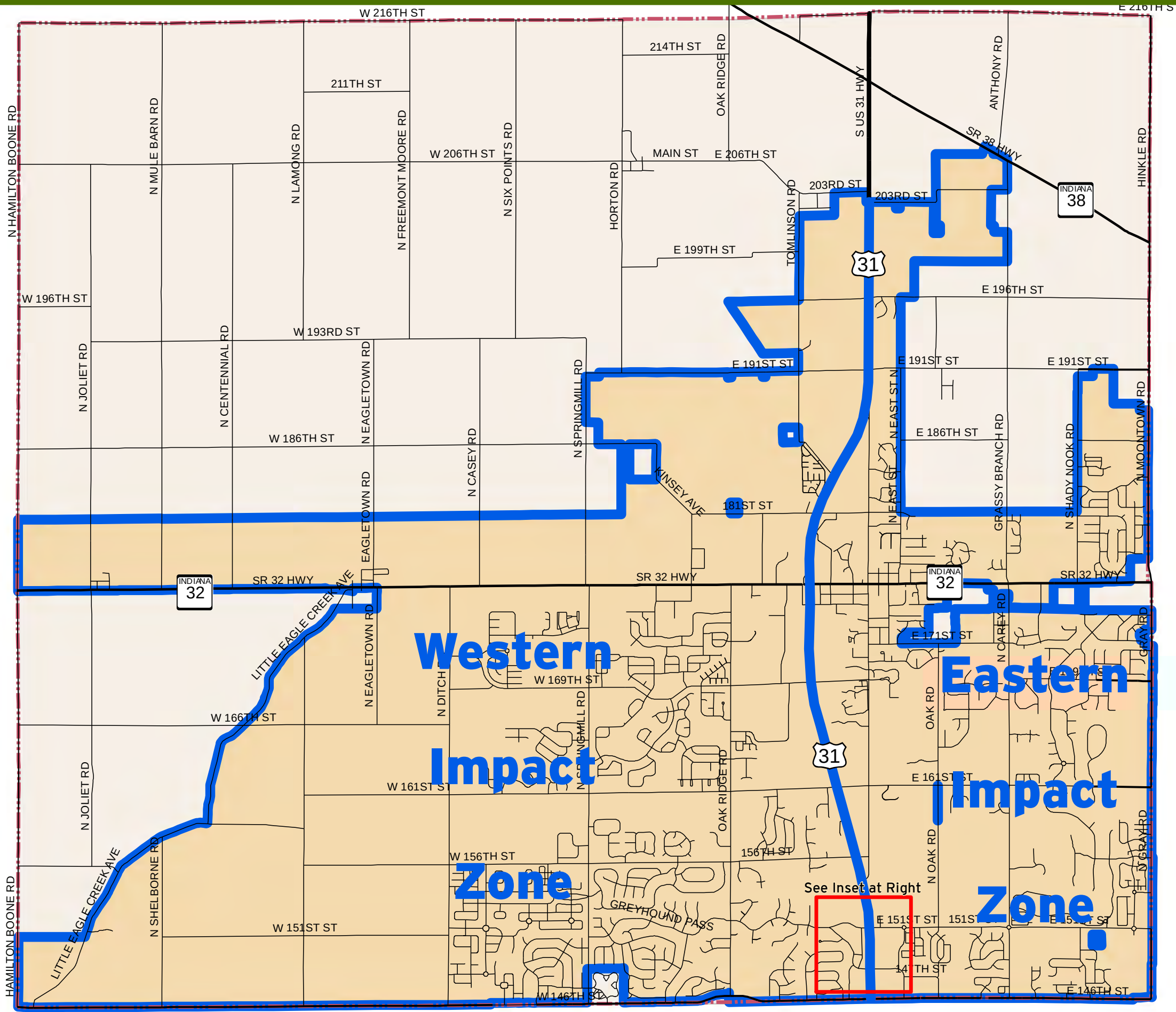
Table 7-1 shows the road impact fee rates that can be supported for new development in the East Impact Zone and the West Impact Zone. The actual road impact fee rates that the City of Westfield decides to assess could differ from these rates for various reasons. The supportable rates are based on the total impact cost of improvements in each zone divided by the number of new daily trip ends anticipated in that impact zone by 2021. The number of new daily trip ends in each impact zone was determined from the travel demand model.

The cost of projects to bring existing LOS up to Community LOS standards is the responsibility of Westfield. This cost is subtracted from the 2021 needs in determining the total impact cost. No impact deductions or non-local funding sources have been identified at this time to further reduce the total impact cost of either zone.

Table 7-1: Calculation of Supportable Impact Fees

	West Zone	East Zone	Total
2021 Road Improvement Needs	\$33,724,200	\$10,416,600	\$44,140,800
Cost to Serve Existing Traffic	(\$4,837,400)	(\$5,823,700)	(\$10,661,100)
Cost of Impact Fee Study*	\$188,650	\$48,100	\$236,750
Total Impact Cost	\$29,075,450	\$4,641,000	\$33,716,450
New Daily Trip Ends	66,953	17,070	84,023
Impact Fee Per New Daily Trip End	\$434	\$272	

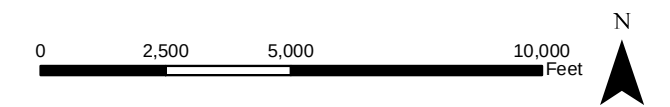
* Cost of the impact fee study was allocated to each zone based on the number of trip ends.



Road Impact Fee Study

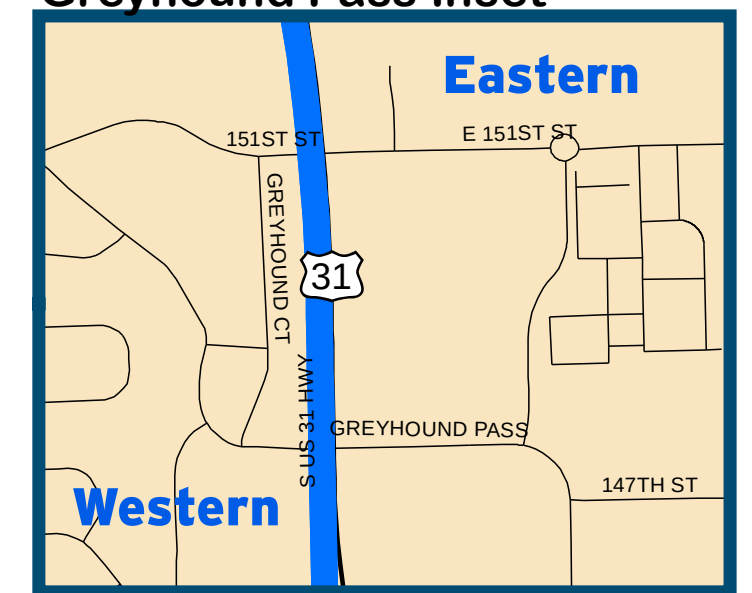
Figure 7-1
Road Impact Zones

-  City of Westfield
-  Washington Township
-  Road Impact Zones



HNTB DRAFT - February 2012

Greyhound Pass Inset



7.2 Impact Fee Assessment

Procedures

The impact fees calculated in this study are based on average daily trip ends generated by new development. With the following exceptions and restrictions, the City of Westfield will assess impact fees for individual developments based on a calculation of average weekday trip ends according to the methods and rates provided in the latest editions of *Trip Generation*⁹ and the *Trip Generation Handbook*¹⁰, published by the Institute of Transportation Engineers.

1. Independent Variable

- a. The independent variable used to calculate average weekday trip ends shall be as follows:
 - Residential Uses: Dwelling Units
 - Retail Uses: Gross Floor Area or Gross Leasable Area
 - Industrial Uses: Gross Floor Area
 - Office Uses: Gross Floor Area
 - Lodging Uses: Total Number of Rooms
 - Churches: Gross Floor Area
 - Gasoline/Service Stations: Number of Fueling Positions
 - Other Services Uses: Gross Floor Area
- b. For land uses not listed above or for which the above independent variables cannot be used, the independent variable to be used will be approved by the City of Westfield

2. Trip End Calculation

- a. Trip ends for residential uses shall be calculated using the average weekday trip rate provided in *Trip Generation*.
- b. Trip ends for land uses other than residential shall be calculated using either the average weekday trip rate or the weekday fitted curve regression equation provided in *Trip Generation*. The determination of whether to use the average rate or the regression equation shall be based on the recommended procedure in the *Trip Generation Handbook*.

⁹ Institute of Transportation Engineers, *Trip Generation*, 8th Edition, Washington, DC, 2008 (or later edition).

¹⁰ Institute of Transportation Engineers, *Trip Generation Handbook*, Second Edition, An ITE Recommended Practice, Washington, DC, 2004 (or later edition).

3. Passby Trip Reduction

- a. The following daily passby trip reduction percentages will be allowed:
 - Free-Standing Discount Superstore (ITE 813): 28%
 - Shopping Center (ITE 820): 34%
 - Home Improvement Superstore (ITE 862): 48%
 - Drive-in Bank (ITE 912): 47%
 - Quality Restaurant (ITE 931): 44%
 - High-Turnover (Sit-Down) Restaurant (ITE 932): 43%
 - Fast Food Restaurant with Drive Through (ITE 934): 50%
 - Gasoline/Service Station with Convenience Market (ITE 945): 62%
- b. Passby reduction for other uses will be allowed only if justification is provided.

4. Internal capture rates for multi-use development, when used, shall be calculated using the procedures of the *Trip Generation Handbook*, using the daily capture rates. Internal capture rates may not be applied to:

- Shopping centers
- Office parks or office buildings with retail
- Hotels with limited retail and/or restaurant space
- Any development where traffic between the uses crosses a thoroughfare

Examples

1. An example calculation of the impact fee assessment for a 100 home residential development in the West Impact Zone is as follows:

ITE Trip Generation rate for single-family detached housing (ITE Code 210):

$$T = 9.57 (X)$$

Where, T = the daily trip ends
 X = the number of dwelling units

For 100 dwelling units, the number of daily trip ends = 957 trips/day

$$\begin{aligned} 957 \text{ trips/day} \times \$434/\text{trip} &= \$415,338 \text{ impact fee for the entire development} \\ &= \$4,153 \text{ per home} \end{aligned}$$

2. An example calculation of the impact fee assessment for a 400,000 square foot shopping center in the East Impact Zone is as follows:

ITE Trip Generation rate for a shopping center (ITE Code 820):

$$\ln(T) = 0.65 \ln(X) + 5.83$$

Where, T = the daily trip ends
 X = 1,000 square feet of gross leasable area

For a 400,000 SF shopping center, the number of daily trip ends = 16,721 trips/day

Passby reduction = 34% x 16,721 trips/day = 5,685 trips/day

Total new trips generated = 16,721 – 5,685 = 11,036 trips/day

11,036 trips/day * \$272/trip = \$3,001,792 impact fee for the entire development

7.3 Impact Fee Adjustment

The impact fees calculated in this study were developed based on 2011 construction cost estimates and current forecasts of development. It will be necessary to periodically update the calculations and assumptions used to develop the impact fees to account for cost inflation and changes in development forecasts. In any case, the this Zone Improvement Plan will need to be updated within 5 years in order to meet the schedule for replacement of the impact fee ordinance that is dictated by Indiana code.

8 Anticipated Timing of Improvements

Table 8-1 and Table 8-2 show example construction schedules for identified improvements in the East and West impact zones, respectively. The schedules are based on estimates of future development patterns over the next ten years. Actual construction should occur as needed to meet evolving system requirements. These schedules are primarily intended to indicate the priority groupings of individual projects within the impact zones. Construction according to these schedules would require the following to occur:

- The full value of supportable impact fees is assessed for all development
- Development occurs as expected and evenly throughout the 10-year impact fee horizon
- Other funding sources are available when needed
- City, contract and consultant staffing resources are sufficient to design and construct all projects within the required time frame

Table 8-1: East Impact Zone Example Construction Schedule

Project	Road	Begin	End	Project	Construction Years*
E1	Carey Road	Saddlehorn Drive	161st Street	Widen and Resurface. Roundabout at 161st	1-3
E2	161st Street	US 31	Union Street	Widen and Reconstruct. Roundabout at Union	4-6
E3	Gray Road	Guerin Way	161st Street	Widen and Resurface	7-10
E4	Gray Road	161st Street	Golden Hinde Way	Widen and Resurface	7-10
E5	151st Street	Carmel Landing	Carey Road	Widen and Resurface	7-10
E6	151st Street	Carey Road	Setters Road	Widen and Resurface	7-10
E7	Union Street	161st Street	David Brown Drive	Widen and Resurface	7-10

*Illustrative schedule only. See text for assumptions.

Table 8-2: West Impact Zone Example Construction Schedule

Project	Road	Begin	End	Project	Construction Years*
W1	Springmill Road	at 156th Street		Roundabout (committed project)	1-3
W2	Oakridge Road	at 161st Street		Roundabout (committed project)	1-3
W3	186th Street	Grand Park Entrance	Tomlinson Road	New 2-lane road (committed project)	1-3
W4	Oakridge Road	Sapphire Drive	161st Street	Widen and Resurface	1-3
W5	Oakridge Road	161st Street	169th Street	Widen and Resurface	1-3
W6	Wheeler Road	SR 32	181st Street	Widen and Resurface	1-3
W7	Springmill Road	City Limits	156th Street	Widen and Reconstruct	4-6
W8	Springmill Road	156th Street	161st Street	Widen and Resurface	4-6
W9	161st Street	Oakridge Road	US 31	Widen and Reconstruct	4-6
W10	191st Street	Springmill Road	Grand Park Entrance	Widen and Resurface	4-6
W11	191st Street	Grand Park Entrance	Tomlinson Road	Widen and Reconstruct. Roundabout at Tomlinson	4-6
W12	191st Street	Tomlinson Road	US 31	Widen and Reconstruct. Roundabout at West Access	4-6
W13	Springmill Road	161st Street	SR 32	Widen and Resurface	7-10
W14	Springmill Road	SR 32	191st	Widen and Resurface	7-10
W15	Oakridge Road	169th Street	Pine Ridge Drive	Widen and Resurface	7-10

*Illustrative schedule only. See text for assumptions.

ORDINANCE 12-07

AN ORDINANCE OF THE CITY OF WESTFIELD CREATING A NEW FUND FOR THE DEPOSIT AND MANAGEMENT OF SUMS DERIVED FROM THE SALE OF SURPLUS INFORMATICS EQUIPMENT

WHEREAS, The City of Westfield, (“City”) is a duly formed municipal corporation within the State of Indiana, governed by its duly elected Mayor and Common Council (“Council”); and,

WHEREAS, the Council has the duty and authority to maintain and allocate funds as necessary from the duly adopted budget to maintain the fiscal integrity of the City and maximize efficiency; and,

WHEREAS, it has become necessary to create a new fund for the proper management of the City’s finances and the proper accounting of those sums derived from the sale of informatics equipment.

NOW, THEREFORE, BE IT ORDAINED by the Westfield City Common Council meeting in session as follows:

- Section 1.** That the Clerk-Treasurer is hereby authorized to create and maintain fund 270 for the deposit and management of all sums received from the sale of surplus informatics equipment for the City of Westfield.
- Section 2.** All funds shall be non-reverting and subject to any and all restrictions pursuant to the terms in place by any policy, procedure of the City of Westfield and/or future order of the Council.
- Section 3.** This Ordinance shall be in full force and effect in accordance with Indiana law, upon the passage of any applicable waiting periods, all as provided by the laws of the State of Indiana. All ordinances or parts thereof that are in conflict herewith are hereby ordered repealed.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]

ALL OF WHICH IS ORDAINED THIS _____ DAY OF _____ 2012.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

John Dippel

John Dippel

John Dippel

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert J. Smith

Robert J. Smith

Robert J. Smith

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy J. Gossard, Clerk Treasurer

I hereby certify that ORDINANCE 12-07 was delivered to the Mayor of Westfield
on the _____ day of _____, 2012, at _____ m.

Cindy J. Gossard, Clerk Treasurer

I hereby APPROVE ORDINANCE 12-07 I hereby VETO ORDINANCE 12-07
this _____ day of _____, 2012. this _____ day of _____, 2012.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

ATTEST:

Cindy J. Gossard, Clerk Treasurer

This document prepared by
Brian J. Zaiger, Esq.
KRIEG DEVAULT, LLP
(317) 238-6266

YOUTH ART MONTH PROCLAMATION

A Proclamation Declaring March 2012 as Youth Art Month

Office of the Mayor of Westfield, IN

To all whom these presents may come, Greetings:

WHEREAS, art education contributes powerful educational benefits to all elementary and secondary students; and

WHEREAS, art education develops students' creative, problem-solving and critical thinking abilities; and

WHEREAS, art education teaches sensitivity to beauty, order and other expressive qualities; and

WHEREAS, art education gives students a deeper understanding of multi-cultural values and beliefs; and

WHEREAS, art education reinforces and brings to life what students learn in other subjects; and

WHEREAS, art education interrelates student learning in art production, art history, art criticism and aesthetics; and

WHEREAS, our national leaders have acknowledged the necessity of including arts experiences in all students' education.

THEREFORE, BE IT RESOLVED that support should be given to art teachers as they attempt to strengthen art education in their schools and communities.

NOW, THEREFORE, I, Andy Cook, Mayor of the City of Westfield, do hereby proclaim March 2012 as YOUTH ART MONTH.

All citizens are urged to take interest in and give full support to quality school art programs for children and youth.

IN WITNESS, WHEREOF, I have hereunto set my hand and caused the Seal of the City of Westfield, IN to be affixed on the 12th day of March, 2012 .

J. Andrew Cook, Mayor
City of Westfield, Indiana

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

March 12, 2012

Fiscal Officer

ALLOWANCE OF ACCOUNTS PAYABLE VOUCHERS

CITY OF WESTFIELD

MARCH 2012

We have examined the Accounts Payable Vouchers listed on the foregoing Register of Accounts Payable Vouchers consisting of 17 pages and except for accounts payables not allowed as shown on the Register such accounts payables are hereby allowed in the total amount of \$_____.

Dated this 12th day of March 2012.

_____	_____	_____
_____	_____	_____
_____	_____	_____

Signatures of Governing Board

ACCOUNTS PAYABLE REGISTER

MARCH 2012

DATE FILED	APV NO.	NAME OF PAYEE	APPROP #	APPROPRIATION	DESCRIPTION	AMOUNT	CK NUM	CK DATE	APPROVED
** DEPARTMENT TOTAL		101001							
//	36462	PAYROLL	101001111.000	ADM SALARY	SAL	35493.90	0	02/28/2012	Approved
//	36603	PAYROLL	101001111.000	ADM SALARY	SAL	-5375.00	0	02/29/2012	Approved
//	36604	PAYROLL	101001111.000	ADM SALARY	SAL	-4161.54	0	02/29/2012	Approved
//	36605	PAYROLL	101001111.000	ADM SALARY	SAL	-10276.79	0	02/29/2012	Approved
//	36606	PAYROLL	101001111.000	ADM SALARY	SAL	-21426.68	0	02/29/2012	Approved
//	36608	PAYROLL	101001111.000	ADM SALARY	SAL	-3104.00	0	02/29/2012	Approved
//	36497	PRUDENTIAL LIFE	101001119.000	HEALTH & DENTAL INSURANCE	MARCH INS LIFE	24.66	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101001119.000	HEALTH & DENTAL INSURANCE	MARCH DENTAL INS	376.32	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101001119.000	HEALTH & DENTAL INSURANCE	MARCH INS	5837.85	47448	03/02/2012	Approved
//	36462	PAYROLL	101001120.000	FICA & MEDICARE	FICA	2061.83	0	02/28/2012	Approved
//	36462	PAYROLL	101001120.000	FICA & MEDICARE	MED	482.20	0	02/28/2012	Approved
//	36604	PAYROLL	101001120.000	FICA & MEDICARE	FICA	-344.08	0	02/29/2012	Approved
//	36604	PAYROLL	101001120.000	FICA & MEDICARE	MED	-118.80	0	02/29/2012	Approved
//	36605	PAYROLL	101001120.000	FICA & MEDICARE	FICA	-793.75	0	02/29/2012	Approved
//	36605	PAYROLL	101001120.000	FICA & MEDICARE	MED	-274.03	0	02/29/2012	Approved
//	36606	PAYROLL	101001120.000	FICA & MEDICARE	FICA	-1242.75	0	02/29/2012	Approved
//	36606	PAYROLL	101001120.000	FICA & MEDICARE	MED	-429.07	0	02/29/2012	Approved
//	36608	PAYROLL	101001120.000	FICA & MEDICARE	FICA	-123.93	0	02/29/2012	Approved
//	36608	PAYROLL	101001120.000	FICA & MEDICARE	MED	-42.77	0	02/29/2012	Approved
//	36462	PAYROLL	101001121.000	P.E.R.F.-ADM.	PERF	3162.48	0	02/28/2012	Approved
//	36604	PAYROLL	101001121.000	P.E.R.F.-ADM.	PERF	-436.96	0	02/29/2012	Approved
//	36605	PAYROLL	101001121.000	P.E.R.F.-ADM.	PERF	-1079.06	0	02/29/2012	Approved
//	36606	PAYROLL	101001121.000	P.E.R.F.-ADM.	PERF	-2256.60	0	02/29/2012	Approved
//	36608	PAYROLL	101001121.000	P.E.R.F.-ADM.	PERF	-325.92	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101001122.000	WORKMAN'S COMPENSATION	WORKERS COMP INS	242.02	0	03/06/2012	Approved
//	36550	STAPLES CONTRACT & COMMER	101001223.000	OFFICE SUPPLIES-ADM.	SUPPLIES	356.55	0	03/06/2012	Approved
//	36591	JP MORGAN CHASE	101001223.000	OFFICE SUPPLIES-ADM.	MARCH STMNT	-19.07	0	03/07/2012	Approved
//	36591	JP MORGAN CHASE	101001224.000	OPERATING SUPPLIES-ADM.	MARCH STMNT	43.99	0	03/07/2012	Approved
//	36519	CITIZENS GAS	101001328.000	HEAT-GAS-ADM.	MONTHLY SERVICE/ CLINIC HOUSE	144.66	47457	03/06/2012	Approved
//	36520	CITIZENS GAS	101001328.000	HEAT-GAS-ADM.	MONTHLY SERVICE/ DWNA	124.94	47458	03/06/2012	Approved
//	36480	ICE MILLER LLC	101001330.000	ATTORNEY/CONSULTANT-AD M.	MAR 2012 RETAINER	5110.53	0	02/29/2012	Approved
//	36522	FRONTIER	101001335.000	TELEPHONE-ADM.	MONTHLY SERVICE	42.19	47460	03/06/2012	Approved
//	36478	CAVE & COMPANY PRINTING	101001337.000	PRINTING-ADM.	BUSINESS CARDS	87.40	0	02/29/2012	Approved

ACCOUNTS PAYABLE REGISTER

MARCH 2012

DATE FILED	APV NO.	NAME OF PAYEE	APPROP #	APPROPRIATION	DESCRIPTION	AMOUNT	CK NUM	CK DATE	APPROVED
//	36547	INDIANAPOLIS STAR	101001337.000	PRINTING-ADM.	LEGAL AD	214.59	0	03/06/2012	Approved
//	36596	OFFICE 360	101001337.000	PRINTING-ADM.	NAME PLATE	8.49	0	03/08/2012	Approved
//	36514	DUKE ENERGY	101001341.000	ELECTRICITY-ADM.	MONTHLY SERVICE/ DWNA	56.53	47452	03/06/2012	Approved
//	36516	DUKE ENERGY	101001341.000	ELECTRICITY-ADM.	MONTHLY SERVICE/ WOMEN'S MINISTRIES	24.06	47454	03/06/2012	Approved
//	36517	DUKE ENERGY	101001341.000	ELECTRICITY-ADM.	MONTHLY SERVICE/ UNITS 1/2	70.78	47455	03/06/2012	Approved
//	36518	DUKE ENERGY	101001341.000	ELECTRICITY-ADM.	MONTHLY SERVICE/ CLINIC HOUSE	82.99	47456	03/06/2012	Approved
//	36489	WESTFIELD PUBLIC WORKS	101001342.000	WATER/SEWER	MONTHLY SERVICE/ WOMEN'S MINISTRIES	53.22	47438	03/01/2012	Approved
//	36490	WESTFIELD PUBLIC WORKS	101001342.000	WATER/SEWER	MONTHLY SERVICE/ CLINIC HOUSE	53.22	47439	03/01/2012	Approved
//	36491	WESTFIELD PUBLIC WORKS	101001342.000	WATER/SEWER	MONTHLY SERVICE/ DWNA	53.83	47440	03/01/2012	Approved
//	36492	WESTFIELD PUBLIC WORKS	101001342.000	WATER/SEWER	MONTHLY SERVICE/ CITY HALL	53.22	47441	03/01/2012	Approved
//	36496	WESTFIELD PUBLIC WORKS	101001342.000	WATER/SEWER	MONTHLY SERVICE / HISTORICAL SOCIET	53.22	47445	03/01/2012	Approved
//	36481	DWNA	101001343.000	BUILDING MAINTENANCE-ADM.	CIRCUIT BOARD	478.00	0	02/29/2012	Approved
//	36485	OES OVERNITE ELECTRIC SUPPLY	101001343.000	BUILDING MAINTENANCE-ADM.	MASTIC PAD,ELECT COATING, COVER	47.35	47435	03/01/2012	Approved
//	36551	HALEY'S LOCK,SAFE, & KEY	101001343.000	BUILDING MAINTENANCE-ADM.	KEY BLANKS	50.50	0	03/06/2012	Approved
//	36553	BUSY BEE CLEANING SERVICE	101001343.000	BUILDING MAINTENANCE-ADM.	JANITORIAL CLEANING	425.00	0	03/06/2012	Approved
//	36591	JP MORGAN CHASE	101001347.000	PROMOTION-ADM.	MARCH STMNT	382.69	0	03/07/2012	Approved
//	36552	SIMON AND CO	101001349.000	SERVICES CONTRACTUAL-ADM	PROFESSIONAL SERVICES	2503.77	0	03/06/2012	Approved
//	36593	DLZ	101001349.000	SERVICES CONTRACTUAL-ADM	PAYMENT REQUEST 4/ MONON TRAIL	3239.44	0	03/08/2012	Approved
//	36486	HUMANE SOCIETY FOR HAMILT	101001349.000	SERVICES CONTRACTUAL-ADM	STRAY ANIMALS	3693.75	0	03/01/2012	Approved
//	36591	JP MORGAN CHASE	101001349.000	SERVICES CONTRACTUAL-ADM	MARCH STMNT	25.00	0	03/07/2012	Approved
** Subtotal **						13330.37			
** DEPARTMENT TOTAL		101002							
//	36462	PAYROLL	101002112.000	POLICE SALARY	SAL	102948.36	0	02/28/2012	Approved
//	36497	PRUDENTIAL LIFE	101002119.000	HEALTH & DENTAL INSURANCE-POLICE	MARCH INS LIFE	115.08	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101002119.000	HEALTH & DENTAL INSURANCE-POLICE	MARCH DENTAL INS	1693.61	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101002119.000	HEALTH & DENTAL INSURANCE-POLICE	MARCH INS	22466.88	47448	03/02/2012	Approved

ACCOUNTS PAYABLE REGISTER

BCLDOCON.FRX

MARCH 2012

DATE FILED	APV NO.	NAME OF PAYEE	APPROP #	APPROPRIATION	DESCRIPTION	AMOUNT	CK NUM	CK DATE	APPROVED
//	36462	PAYROLL	101002120.000	FICA & MEDICARE	FICA	6222.17	0	02/28/2012	Approved
//	36462	PAYROLL	101002120.000	FICA & MEDICARE	MED	1455.21	0	02/28/2012	Approved
//	36462	PAYROLL	101002121.000	P.E.R.F.-POLICE	PERF	13653.62	0	02/28/2012	Approved
//	36555	M-J INSURANCE, INC.	101002122.000	WORKERS COMPENSATION-POLICE	WORKERS COMP INS	11964.44	0	03/06/2012	Approved
//	36543	MARSH SUPERMARKET	101002224.000	OPERATING SUPPLIES-POLICE	SUPPLIES	82.40	0	03/06/2012	Approved
//	36586	SPEEDWAY SUPERAMERICA	101002226.000	VEHICLE GAS AND SUPPLIES-POLICE	FUEL	345.73	0	03/07/2012	Approved
//	36535	AIM RIGHT INC	101002229.000	UNIFORMS-POLICE	UNIFORMS	675.25	0	03/06/2012	Approved
//	36588	STEVEN R JENKINS	101002229.000	UNIFORMS-POLICE	SIMICHROME FUZEE	189.93	0	03/07/2012	Approved
//	36601	BILLY ADAMS	101002229.000	UNIFORMS-POLICE	REIMBURSE/ BOOTS	140.00	47465	03/08/2012	Approved
//	36541	PITNEY BOWES	101002333.000	POSTAGE-POLICE	SHIPPING	107.00	0	03/06/2012	Approved
//	36542	PAT MCCARTHY PRODUCTION	101002334.000	TRAINING/SEMINARS-POLICE	SEMINARS	295.00	0	03/06/2012	Approved
//	36584	ILEA	101002334.000	TRAINING/SEMINARS-POLICE	TRAINING	175.00	0	03/07/2012	Approved
//	36585	PROTECTIVE TRAINING SERVI	101002334.000	TRAINING/SEMINARS-POLICE	TRAINING	500.00	0	03/07/2012	Approved
//	36599	NCPAA	101002334.000	TRAINING/SEMINARS-POLICE	CONFERENCE	200.00	0	03/08/2012	Approved
//	36600	NCPAA	101002334.000	TRAINING/SEMINARS-POLICE	CONFERENCE	35.00	0	03/08/2012	Approved
//	36591	JP MORGAN CHASE	101002334.000	TRAINING/SEMINARS-POLICE	MARCH STMNT	107.50	0	03/07/2012	Approved
//	36522	FRONTIER	101002335.000	TELEPHONE	MONTHLY SERVICE	59.03	47460	03/06/2012	Approved
//	36536	WESTFIELD PUBLIC WORKS	101002342.000	WATER/SEWER	MONTHLY SERVICE/ PSB	59.30	0	03/06/2012	Approved
//	36579	WESTFIELD PUBLIC WORKS	101002342.000	WATER/SEWER	MONTHLY SERVICE/ PSB	149.60	0	03/07/2012	Approved
//	36501	ENVIRO-MAX INC.	101002343.000	BUILDING MAINTENANCE	REPAIR DUCT INSULATION	79.00	0	03/02/2012	Approved
//	36526	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	VIDEO CABLE	77.99	0	03/06/2012	Approved
//	36527	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	PATCH GREEN	46.54	0	03/06/2012	Approved
//	36528	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	VIDEO STEREO/ AUDIO	213.64	0	03/06/2012	Approved
//	36529	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	BLACK BOX SHELF	261.01	0	03/06/2012	Approved
//	36530	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	FIXED UNIVERSAL RAC	86.20	0	03/06/2012	Approved
//	36531	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	CAT5E ASSEMBLED CBL	14.45	0	03/06/2012	Approved
//	36532	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	VALUE RCA AUDIO VID CABLE/ WALL MNT	761.22	0	03/06/2012	Approved
//	36533	CDW GOVERNMENT, INC.	101002343.000	BUILDING MAINTENANCE	AUDIO VIDEO AMP	419.40	0	03/06/2012	Approved
//	36538	CHAPMAN ELECTRIC SUPPLY,	101002343.000	BUILDING MAINTENANCE	CONNECTOR	68.78	0	03/06/2012	Approved
//	36539	MENARDS	101002343.000	BUILDING MAINTENANCE	PARTS	52.67	0	03/06/2012	Approved
//	36540	MENARDS	101002343.000	BUILDING MAINTENANCE	SUPPLIES	68.90	0	03/06/2012	Approved
//	36583	MIKE ALLEN	101002347.000	PROMOTIONS/PUBLIC RELATIONS-POLICE	REIMBURSE/ TRAINING	44.34	0	03/07/2012	Approved
//	36591	JP MORGAN CHASE	101002347.000	PROMOTIONS/PUBLIC RELATIONS-POLICE	MARCH STMNT	170.41	0	03/07/2012	Approved
//	36534	SUZANNA K CABLE	101002349.000	SERVICES CONTRACTUAL-POLICE	TRANSCRIPT	795.00	0	03/06/2012	Approved
//	36537	SAFETY KLEEN	101002349.000	SERVICES CONTRACTUAL-POLICE	PARTS/ WASHER SOLVENT	155.12	0	03/06/2012	Approved

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//	36544	COMCAST CABLE	101002349.000	SERVICES	CABLE	42.10	47461	03/06/2012	Approved
				CONTRACTUAL-POLICE					
//	36587	LEXISNEXIS	101002350.000	SUBSCRIPTIONS/DUES/MEMBERSHIPS-POLICE	USER FEES	82.50	0	03/07/2012	Approved
** Subtotal **						167079.38			
** DEPARTMENT TOTAL		101003							
//	36462	PAYROLL	101003113.000	SALARY COMM. DEV.	SAL	19006.74	0	02/28/2012	Approved
//	36607	PAYROLL	101003113.000	SALARY COMM. DEV.	SAL	-6612.80	0	02/29/2012	Approved
//	36499	PRUDENTIAL DENTAL	101003119.000	HEALTH & DENTAL INSUR.-COM.DEV.	MARCH DENTAL INS	135.21	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101003119.000	HEALTH & DENTAL INSUR.-COM.DEV.	MARCH INS	1926.36	47448	03/02/2012	Approved
//	36462	PAYROLL	101003120.000	FICA & MEDICARE	FICA	1154.48	0	02/28/2012	Approved
//	36462	PAYROLL	101003120.000	FICA & MEDICARE	MED	269.99	0	02/28/2012	Approved
//	36607	PAYROLL	101003120.000	FICA & MEDICARE	FICA	-268.66	0	02/29/2012	Approved
//	36607	PAYROLL	101003120.000	FICA & MEDICARE	MED	-92.75	0	02/29/2012	Approved
//	36462	PAYROLL	101003121.000	P.E.R.F.-COMM. DEV.	PERF	1995.71	0	02/28/2012	Approved
//	36607	PAYROLL	101003121.000	P.E.R.F.-COMM. DEV.	PERF	-694.36	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101003122.000	WORKERS COMPENSATION-COM DEV	WORKERS COMP INS	181.51	0	03/06/2012	Approved
//	36559	RJE BUSINESS INTERIORS	101003223.000	OFFICE SUPPLIES-COMM. DEV.	HIGH BACK SWIVEL TILT ARM/ CHAIR	641.98	0	03/06/2012	Approved
//	36592	MATT SKELTON	101003223.000	OFFICE SUPPLIES-COMM. DEV.	REIMBURSE/ ITUNES/ WORLD CARD MOBIL	14.96	0	03/08/2012	Approved
//	36560	JENNIFER MILLER	101003334.000	TRAVEL/TRAINING/SEMINAR SI-COMM. DEV.	REIMBURSE/ LUNCH MEETING	27.29	47463	03/06/2012	Approved
//	36487	OFFICE 360	101003337.000	PRINTING-COMM. DEV.	NAME PLATE	10.77	47436	02/29/2012	Approved
//	36558	CSI SIGNS	101003337.000	PRINTING-COMM. DEV.	ROLL SIGN	158.84	0	03/06/2012	Approved
//	36596	OFFICE 360	101003337.000	PRINTING-COMM. DEV.	NAME PLATE	10.77	0	03/08/2012	Approved
//	36448	THE TIMES	101003338.000	LEGAL NOTICES/RECORDINGS-COM. DEV.	LEGAL AD	18.13	47425	02/28/2012	Approved
//	36591	JP MORGAN CHASE	101003347.000	PROMOTION COMMUNITY DEVELOPMENT	MARCH STMNT	74.60	0	03/07/2012	Approved
//	36449	COPYCO OFFICE SOLUTIONS	101003349.000	SERVICES CONTRACTUAL-COMM. DEV.	COPIES	311.05	47426	02/28/2012	Approved
//	36447	MATTHEW BENDER & CO	101003350.000	SUBSCRIPTIONS/DUES/MEMBERSHIPS-COMM.DEV	BURNS IN ADVANCE CODE SERVICE	118.89	47424	02/28/2012	Approved
//	36557	AMERICAN PLANNING ASSOC.	101003350.000	SUBSCRIPTIONS/DUES/MEMBERSHIPS-COMM.DEV	SUBSCRIPTION	380.00	0	03/06/2012	Approved
** Subtotal **						18768.71			

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** DEPARTMENT TOTAL		101004							
//	36607	PAYROLL	101004114.000	BLDG. DEPT. SALARY	SAL	6612.80	0	02/29/2012	Approved
//	36497	PRUDENTIAL LIFE	101004119.000	HEALTH & DENTAL	MARCH INS LIFE	8.22	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101004119.000	HEALTH & DENTAL	MARCH DENTAL INS	58.86	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101004119.000	HEALTH & DENTAL	MARCH INS	1309.18	47448	03/02/2012	Approved
//	36607	PAYROLL	101004120.000	FICA & MEDICARE	FICA	268.66	0	02/29/2012	Approved
//	36607	PAYROLL	101004120.000	FICA & MEDICARE	MED	92.75	0	02/29/2012	Approved
//	36607	PAYROLL	101004121.000	PERF	PERF	694.36	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101004122.000	WORKERS COMPENSATION	WORKERS COMP INS	45.38	0	03/06/2012	Approved
** Subtotal **						9090.21			
** DEPARTMENT TOTAL		101005							
//	36462	PAYROLL	101005100.000	PARKS SALARY	SAL	9142.09	0	02/28/2012	Approved
//	36497	PRUDENTIAL LIFE	101005119.000	HEALTH & DENTAL INSUR-PARKS	MARCH INS LIFE	13.70	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101005119.000	HEALTH & DENTAL INSUR-PARKS	MARCH DENTAL INS	135.21	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101005119.000	HEALTH & DENTAL INSUR-PARKS	MARCH INS	1926.36	47448	03/02/2012	Approved
//	36462	PAYROLL	101005120.000	FICA/MEDICARE PARKS	FICA	555.74	0	02/28/2012	Approved
//	36462	PAYROLL	101005120.000	FICA/MEDICARE PARKS	MED	129.97	0	02/28/2012	Approved
//	36462	PAYROLL	101005121.000	PERF	PERF	959.92	0	02/28/2012	Approved
//	36555	M-J INSURANCE, INC.	101005122.000	WORKERS COMPENSATION	WORKERS COMP INS	277.31	0	03/06/2012	Approved
//	36595	OFFICE 360	101005223.000	OFFICE SUPPLIES	SUPPLIES	99.84	0	03/08/2012	Approved
//	36591	JP MORGAN CHASE	101005224.000	OPERATING SUPPLIES	MARCH STMNT	56.00	0	03/07/2012	Approved
//	36472	UNIFIRST CORPORATION	101005229.000	UNIFORMS	UNIFORM	14.00	0	02/29/2012	Approved
//	36473	UNIFIRST CORPORATION	101005229.000	UNIFORMS	UNIFORM	14.00	0	02/29/2012	Approved
//	36591	JP MORGAN CHASE	101005310.000	PLANNING CONSULTANT	MARCH STMNT	100.00	0	03/07/2012	Approved
//	36548	WESTFIELD FIRE DEPT.	101005334.000	PARKS-TRAVEL/TRAINING	TRAINING/ CPR	16.00	0	03/06/2012	Approved
//	36512	DUKE ENERGY	101005341.000	ELECTRIC	MONTHLY SERVICE/ PARKS	16.87	47450	03/06/2012	Approved
//	36515	DUKE ENERGY	101005341.000	ELECTRIC	MONTHLY SERVICE/ PARKS	13.43	47453	03/06/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	19.92	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	68.22	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	68.22	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved

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//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	8.76	0	03/07/2012	Approved
//	36590	WESTFIELD PUBLIC WORKS	101005342.000	WATER/SEWER PARKS	02/23 BILLING	22.28	0	03/07/2012	Approved
//	36591	JP MORGAN CHASE	101005350.000	SUBSCRIPTIONS/DUES/MEM PARKS	MARCH STMNT	12.00	0	03/07/2012	Approved
//	36554	TRACTOR SUPPLY COMPANY	101005472.000	EQUIPMENT - PARKS	SUPPLIES	115.90	0	03/06/2012	Approved
//	36471	GORDON PLUMBING	101005476.000	EQUIPMENT LEASES - PARKS	02/04-03/02/12 RENT	80.00	0	02/29/2012	Approved
** Subtotal **						13918.30			
** DEPARTMENT TOTAL		101006							
//	36608	PAYROLL	101006116.000	ECONOMIC DEV - SALARY	SAL	3104.00	0	02/29/2012	Approved
//	36497	PRUDENTIAL LIFE	101006119.000	HEALTH - DENTAL ECO DEV	MARCH INS LIFE	2.74	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101006119.000	HEALTH - DENTAL ECO DEV	MARCH DENTAL INS	95.15	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101006119.000	HEALTH - DENTAL ECO DEV	MARCH INS	970.28	47448	03/02/2012	Approved
//	36608	PAYROLL	101006120.000	FICE & MEDICARE ECO DEV	FICA	123.93	0	02/29/2012	Approved
//	36608	PAYROLL	101006120.000	FICE & MEDICARE ECO DEV	MED	42.77	0	02/29/2012	Approved
//	36608	PAYROLL	101006121.000	P.E.R.F --ECO DEV	PERF	325.92	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101006122.000	WORKERS COMP -- ECO DEV	WORKERS COMP INS	50.42	0	03/06/2012	Approved
//	36525	ZENTZ CONSULTING	101006331.000	CONSULTING -- ECO DEV	ECON DEV SERVICE/ FEB 2012	6500.00	0	03/06/2012	Approved
//	36591	JP MORGAN CHASE	101006334.000	TRAVEL/TRAINING/SEMINAR S -- ECO DEV	MARCH STMNT	149.00	0	03/07/2012	Approved
//	36446	CAVE & COMPANY PRINTING	101006337.000	PRINTING -- ECO DEV	ENVELOPES	308.00	47423	02/28/2012	Approved
//	36591	JP MORGAN CHASE	101006347.000	PROMOTION -- ECO DEV	MARCH STMNT	110.28	0	03/07/2012	Approved
//	36591	JP MORGAN CHASE	101006350.000	SUBSCRIPTIONS/DUES/MEM BERSHIP ECO DEV	MARCH STMNT	7.14	0	03/07/2012	Approved
** Subtotal **						11789.63			
** DEPARTMENT TOTAL		101007							
//	36606	PAYROLL	101007117.000	SALARY-IT	SAL	21426.68	0	02/29/2012	Approved
//	36497	PRUDENTIAL LIFE	101007119.000	HEALTH/DENTAL- IT	MARCH INS LIFE	19.18	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101007119.000	HEALTH/DENTAL- IT	MARCH DENTAL INS	268.59	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101007119.000	HEALTH/DENTAL- IT	MARCH INS	4398.40	47448	03/02/2012	Approved
//	36606	PAYROLL	101007120.000	FICA/MEDICAID - IT	FICA	1242.75	0	02/29/2012	Approved
//	36606	PAYROLL	101007120.000	FICA/MEDICAID - IT	MED	429.07	0	02/29/2012	Approved
//	36606	PAYROLL	101007121.000	PERF- IT	PERF	2256.60	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101007122.000	WORKMAN'S COMP- IT	WORKERS COMP INS	161.34	0	03/06/2012	Approved
//	36591	JP MORGAN CHASE	101007334.000	TRAVEL/TRAINING - IT	MARCH STMNT	857.99	0	03/07/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE	858.44	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/CHAMBER	128.96	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/CT	266.28	0	03/08/2012	Approved

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//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/FIRE	1334.66	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/FIRE	508.03	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/PARKS	54.64	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/POLICE	2301.24	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/COMM DEV	34.69	0	03/08/2012	Approved
//	36598	FIRST MILE TECHNOLOGIES	101007335.000	TELEPHONE -IT	MONTHLY SERVICE/INFORM	213.84	0	03/08/2012	Approved
//	36591	JP MORGAN CHASE	101007347.000	PROMOTION	MARCH STMNT	253.84	0	03/07/2012	Approved
//	36524	HHPA	101007349.000	SERVICES CONTRACTURAL -IT	BANDWIDTH	911.25	0	03/06/2012	Approved
//	36454	INDIANA GEOGRAPHIC	101007350.000	SUBSCRIPTIONS/DUES/MEM BERSHIP -IT	REGISTRATION	95.00	47429	02/28/2012	Approved
//	36591	JP MORGAN CHASE	101007451.000	COMPUTER/EQUIP -IT	MARCH STMNT	543.48	0	03/07/2012	Approved
** Subtotal **						38564.95			
** DEPARTMENT TOTAL		101008							
//	36605	PAYROLL	101008118.000	SALARY CLERK TREASURER	SAL	10276.79	0	02/29/2012	Approved
//	36497	PRUDENTIAL LIFE	101008119.000	HEALTH/DENTAL	MARCH INS LIFE	16.44	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101008119.000	HEALTH/DENTAL	MARCH DENTAL INS	263.19	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101008119.000	HEALTH/DENTAL	MARCH INS	3431.74	47448	03/02/2012	Approved
//	36605	PAYROLL	101008120.000	CT - FICA/MEDICARE	FICA	793.75	0	02/29/2012	Approved
//	36605	PAYROLL	101008120.000	CT - FICA/MEDICARE	MED	274.03	0	02/29/2012	Approved
//	36605	PAYROLL	101008121.000	CT - PERF	PERF	1079.06	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101008122.000	CT- WORKER COMP	WORKERS COMP INS	80.67	0	03/06/2012	Approved
//	36477	CAVE & COMPANY PRINTING	101008224.000	CT - OPERATING SUPPLES	BUSINESS CARDS	56.20	0	02/29/2012	Approved
//	36591	JP MORGAN CHASE	101008224.000	CT - OPERATING SUPPLES	MARCH STMNT	76.07	0	03/07/2012	Approved
//	36549	PAYROLL	101008331.000	CT - ADMN CONSULTING	ADP CHARGES	792.81	0	03/06/2012	Approved
//	36591	JP MORGAN CHASE	101008347.000	CT - PROMOTION	MARCH STMNT	285.40	0	03/07/2012	Approved
//	36475	HUNTINGTON NATIONAL BANK	101008349.000	CT- CONTRACTURAL SERVICES	JAN 2012 SERVICE CHARGES	362.17	0	02/29/2012	Approved
** Subtotal **						17788.32			
** DEPARTMENT TOTAL		101009							
//	36497	PRUDENTIAL LIFE	101009119.000	MAYOR - HEALTH./DENTAL	MARCH INS LIFE	2.74	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	101009119.000	MAYOR - HEALTH./DENTAL	MARCH DENTAL INS	39.51	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	101009119.000	MAYOR - HEALTH./DENTAL	MARCH INS	652.80	47448	03/02/2012	Approved
//	36604	PAYROLL	101009119.000	MAYOR - HEALTH./DENTAL	SAL	4161.54	0	02/29/2012	Approved
//	36604	PAYROLL	101009120.000	MAYOR - FICA/MEDICARE	FICA	344.08	0	02/29/2012	Approved
//	36604	PAYROLL	101009120.000	MAYOR - FICA/MEDICARE	MED	118.80	0	02/29/2012	Approved
//	36604	PAYROLL	101009121.000	MAYOR - PERF	PERF	436.96	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	101009122.000	MAYOR - WORKERS COMP	WORKERS COMP INS	25.21	0	03/06/2012	Approved

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//	36591	JP MORGAN CHASE	101009334.000	MAYOR-TRAVEL/TRAINING/S EMINARS	MARCH STMNT	29.50	0	03/07/2012	Approved
//	36591	JP MORGAN CHASE	101009347.000	MAYOR - PROMOTION	MARCH STMNT	281.93	0	03/07/2012	Approved
** Subtotal **						6093.07			
** DEPARTMENT TOTAL		101010							
//	36603	PAYROLL	101010111.000	SALARIES - CITY COUNCIL	sal	5375.00	0	02/29/2012	Approved
//	36596	OFFICE 360	101010347.000	PROMOTION - CC	NAME PLATE	10.77	0	03/08/2012	Approved
//	36597	ASCAP	101010347.000	PROMOTION - CC	BMI LICENSE	331.92	0	03/08/2012	Approved
//	36591	JP MORGAN CHASE	101010347.000	PROMOTION - CC	MARCH STMNT	88.25	0	03/07/2012	Approved
//	36479	CAVE & COMPANY PRINTING	101010349.000	CONTRACTURAL SERVICES - CC	GOLF INSP FORUMS	280.67	0	02/29/2012	Approved
** Subtotal **						6086.61			
** DEPARTMENT TOTAL		201001							
//	36462	PAYROLL	201001115.000	SALARY MVH	SAL	6279.79	0	02/28/2012	Approved
//	36462	PAYROLL	201001120.000	SOCIAL SECURITY & MEDICARE-MVH	FICA	389.35	0	02/28/2012	Approved
//	36462	PAYROLL	201001120.000	SOCIAL SECURITY & MEDICARE-MVH	MED	91.06	0	02/28/2012	Approved
//	36462	PAYROLL	201001121.000	P.E.R.F.-MVH	PERF	659.38	0	02/28/2012	Approved
//	36474	CORRECTING ENTRIES	201001121.000	P.E.R.F.-MVH	JAN 18TH PAYROLL UNDERPSTD	9.00	0	02/29/2012	Approved
//	36555	M-J INSURANCE, INC.	201001122.000	WORKERS COMPENSATION-MVH	WORKERS COMP INS	8354.74	0	03/06/2012	Approved
//	36483	CARGILL, INCORPORATED	201001231.000	GRAVEL, SAND, SALT,ETC.-MVH	DEICER	5497.78	0	02/29/2012	Approved
//	36510	IRVING MATERIALS	201001231.000	GRAVEL, SAND, SALT,ETC.-MVH	COMMERCIAL STONE	930.12	0	03/02/2012	Approved
//	36556	CARGILL, INCORPORATED	201001231.000	GRAVEL, SAND, SALT,ETC.-MVH	DEICER	8960.17	0	03/06/2012	Approved
//	36562	BUILDER'S CONCRETE & SUPP	201001231.000	GRAVEL, SAND, SALT,ETC.-MVH	STONE	343.00	0	03/07/2012	Approved
//	36488	DUKE ENERGY	201001341.000	ELECTRICITY-MVH	MONTHLY SERVICE	89.68	47437	03/01/2012	Approved
//	36521	DUKE ENERGY	201001341.000	ELECTRICITY-MVH	MONTHLY SERVICE / STREETS	19.37	47459	03/06/2012	Approved
//	36563	YOUNG AND SONS ASPHALT PA	201001349.000	SERVICES CONTRACTUAL-MVH	PAVING	10586.00	0	03/07/2012	Approved
//	36561	S K OSBORNE	201001472.000	EQUIPMENT-MVH	REPAIRS/ SNOW PLOW	111.74	0	03/07/2012	Approved
** Subtotal **						42321.18			
** DEPARTMENT TOTAL		202001							
//	36508	QUALITY TRUCK & TRAILER	202001472.000	LR & S EQUIPMENT	BLOWER MOTOR	402.11	0	03/02/2012	Approved

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DATE FILED	APV NO.	NAME OF PAYEE	APPROP #	APPROPRIATION	DESCRIPTION	AMOUNT	CK NUM	CK DATE	APPROVED
//	36509	STELLO PRODUCTS INC	202001472.000	LR & S EQUIPMENT	GREEN EC FILM	32.58	0	03/02/2012	Approved
//	36546	STELLO PRODUCTS INC	202001472.000	LR & S EQUIPMENT	NO TRESPASSING SIGN	454.22	0	03/06/2012	Approved
//	36554	TRACTOR SUPPLY COMPANY	202001472.000	LR & S EQUIPMENT	SUPPLIES	81.77	0	03/06/2012	Approved
//	36564	RUNYON EQUIPMENT	202001472.000	LR & S EQUIPMENT	SAW CIRCULAR/ BLADE CARBIDE	29.00	0	03/07/2012	Approved
** Subtotal **						999.68			
** DEPARTMENT TOTAL		203001							
//	36462	PAYROLL	203001114.000	FIRE SALARY	SAL	158853.98	0	02/28/2012	Approved
//	36497	PRUDENTIAL LIFE	203001119.000	HEALTH & DENTAL	MARCH INS LIFE	191.80	47446	03/01/2012	Approved
//	36499	PRUDENTIAL DENTAL	203001119.000	HEALTH & DENTAL	MARCH DENTAL INS	3419.85	47447	03/01/2012	Approved
//	36506	ADVANTAGE HMO HEALTH PLAN	203001119.000	HEALTH & DENTAL	MARCH INS	48213.64	47448	03/02/2012	Approved
//	36462	PAYROLL	203001120.000	FICA & MEDICARE	FICA	9486.29	0	02/28/2012	Approved
//	36462	PAYROLL	203001120.000	FICA & MEDICARE	MED	2218.59	0	02/28/2012	Approved
//	36462	PAYROLL	203001121.000	PERF	PERF	31096.13	0	02/28/2012	Approved
//	36555	M-J INSURANCE, INC.	203001122.000	WORKERS COMPENSATION	WORKERS COMP INS	23062.11	0	03/06/2012	Approved
//	36591	JP MORGAN CHASE	203001223.000	OFFICE SUPPLIES	MARCH STMNT	1119.92	0	03/07/2012	Approved
//	36582	COMCAST CABLE	203001224.000	FIRE/OPERATING SUPPLIES	CABLE	88.77	47464	03/07/2012	Approved
//	36455	SPEEDWAY SUPERAMERICA	203001226.000	VEHICLE-GAS AND SUPPLIES	02/12/12 CLOSING	45.63	47431	02/28/2012	Approved
//	36591	JP MORGAN CHASE	203001226.000	VEHICLE-GAS AND SUPPLIES	MARCH STMNT	30.94	0	03/07/2012	Approved
//	36578	MARTINIZING DRY CLEANING	203001229.000	UNIFORMS-FIRE	DRY CLEANING	92.29	0	03/07/2012	Approved
//	36602	REGIONS	203001229.000	UNIFORMS-FIRE	FIRE TRUCKS & EQUIP LEASE	9782.93	0	03/08/2012	Approved
//	36503	AIRE-MATE, INC	203001244.000	FIRE PREVENTION/PUBLIC RELATIONS	SPECIAL F/X FOG FL	112.00	0	03/02/2012	Approved
//	36565	ROBERTS	203001244.000	FIRE PREVENTION/PUBLIC RELATIONS	EQUIP	1030.94	0	03/07/2012	Approved
//	36545	VECTREN ENERGY DELIVERY	203001328.000	GAS/HEAT	MONTHLY SERVICE	250.38	47462	03/06/2012	Approved
//	36573	PITNEY BOWES	203001333.000	FIRE-POSTAGE	SHIPPING	87.08	0	03/07/2012	Approved
//	36459	BROTHERHOOD INSTRUCTORS LLC	203001334.000	TRAVEL/TRAINING/SEMINAR S	04/15/12 FORCIBLE ENTRY OPER	260.00	47433	02/28/2012	Approved
//	36511	PHI AIR MEDICAL	203001334.000	TRAVEL/TRAINING/SEMINAR S	TRAINING	30.00	47449	03/02/2012	Approved
//	36522	FRONTIER	203001335.000	TELEPHONE	MONTHLY SERVICE	59.04	47460	03/06/2012	Approved
//	36513	DUKE ENERGY	203001341.000	ELECTRIC	MONTHLY SERVICE/ TRAINING FACILITY	157.68	47451	03/06/2012	Approved
//	36493	WESTFIELD PUBLIC WORKS	203001342.000	WATER/SEWER	MONTHLY SERVICE/ FIRE STATION 82	157.89	47442	03/01/2012	Approved
//	36494	WESTFIELD PUBLIC WORKS	203001342.000	WATER/SEWER	MONTHLY SERVICE/ FIRE STATION 83	93.33	47443	03/01/2012	Approved
//	36495	WESTFIELD PUBLIC WORKS	203001342.000	WATER/SEWER	MONTHLY SERVICE/ FIRE STATION 83	8.76	47444	03/01/2012	Approved
//	36536	WESTFIELD PUBLIC WORKS	203001342.000	WATER/SEWER	MONTHLY SERVICE/ PSB	59.29	0	03/06/2012	Approved

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DATE FILED	APV NO.	NAME OF PAYEE	APPROP #	APPROPRIATION	DESCRIPTION	AMOUNT	CK NUM	CK DATE	APPROVED
//	36579	WESTFIELD PUBLIC WORKS	203001342.000	WATER/SEWER	MONTHLY SERVICE/ PSB	188.09	0	03/07/2012	Approved
//	36501	ENVIRO-MAX INC.	203001343.000	BUILDING MAINTENANCE	REPAIR DUCT INSULATION	79.00	0	03/02/2012	Approved
//	36567	INDUSTRIAL MAINTENANCE	203001343.000	BUILDING MAINTENANCE	CONCRETE CLEANER	116.06	0	03/07/2012	Approved
//	36568	ENVIRO-MAX INC.	203001343.000	BUILDING MAINTENANCE	PREVENTIVE MAINT	133.00	0	03/07/2012	Approved
//	36575	AMK SERVICES	203001343.000	BUILDING MAINTENANCE	FIXED CONNECTIONS AMPLIFIER/ SPEAKE	60.00	0	03/07/2012	Approved
//	36576	DARLENE KLINGENSMITH	203001347.000	PROMOTION- FIRE	REIMBURSE SUPPLIES	78.51	0	03/07/2012	Approved
//	36580	GARRY HARLING	203001347.000	PROMOTION- FIRE	REIMBURSE/ BOOK	20.32	0	03/07/2012	Approved
//	36581	GARY SOUTHERLAND	203001347.000	PROMOTION- FIRE	RIEMBURSE/ SUPPLIES	4.15	0	03/07/2012	Approved
//	36591	JP MORGAN CHASE	203001347.000	PROMOTION- FIRE	MARCH STMNT	32.25	0	03/07/2012	Approved
//	36569	COPYCO OFFICE SOLUTIONS	203001348.000	MACHINE MAINTENANCE	COPIES	12.83	0	03/07/2012	Approved
//	36500	ENVIRO-MAX INC.	203001349.000	CONTRACTUAL SERVICES	PREVENTIVE MAINT	528.00	0	03/02/2012	Approved
//	36602	REGIONS	203001349.000	CONTRACTUAL SERVICES	FIRE TRUCKS & EQUIP LEASE	23204.04	0	03/08/2012	Approved
//	36504	BUCKEYE POWER SALES CO	203001360.000	VEHICLE MAINTENANCE	REPLACED FUSE HOLDER/ GENERATOR	560.26	0	03/02/2012	Approved
//	36566	CUSTOM TRUCK & AUTO	203001360.000	VEHICLE MAINTENANCE	COMPUTER DIAGNOSIS	195.69	0	03/07/2012	Approved
//	36570	DONLEY SAFETY	203001360.000	VEHICLE MAINTENANCE	PART	28.62	0	03/07/2012	Approved
//	36577	NAPA AUTO PARTS	203001360.000	VEHICLE MAINTENANCE	PARTS	343.10	0	03/07/2012	Approved
//	36574	KEEVERS SHERIDAN HARDWARE	203001472.000	EQUIPMENT	SALT DEFLECTO	289.06	0	03/07/2012	Approved
** Subtotal **						315882.24			
** DEPARTMENT TOTAL		268001							
//	36572	CIPROMS INC	268001349.000	CONTRACTURAL SERVICES	BILLING SERVICE	1195.35	0	03/07/2012	Approved
//	36502	BOUND TREE MEDICAL	268001473.000	EMERGENCY MEDICAL EQUIP-VEHICLE LEASES	EMS SUPPLIES	747.37	0	03/02/2012	Approved
//	36505	NATIONAL CREATIVE ENTERPR	268001473.000	EMERGENCY MEDICAL EQUIP-VEHICLE LEASES	DEFIB MOUNT	370.00	0	03/02/2012	Approved
//	36571	AIRGAS MID AMERICA	268001473.000	EMERGENCY MEDICAL EQUIP-VEHICLE LEASES	OXYGEN	24.84	0	03/07/2012	Approved
** Subtotal **						2337.56			
** DEPARTMENT TOTAL		306001							
//	36451	HENKE DEVELOPMENT GROUP	306001474.000	CONSTRUCTION COSTS	CONSULTING/ SPORTS CAMPUS	25000.00	47427	02/28/2012	Approved
//	36452	DLZ	306001474.000	CONSTRUCTION COSTS	186 ST EXTENSION/ SPORTS CAMPUS	2059.00	47428	02/28/2012	Approved
//	36453	DLZ	306001474.000	CONSTRUCTION COSTS	WATERSHED EASEMENT/ SPORTS CAMPUS	3068.28	47428	02/28/2012	Approved
//	36470	MEYER-NAJEM CONSTRUCTION	306001474.000	CONSTRUCTION COSTS	PROJECT PERIOD 02/28/12 GRAND PK	30000.00	0	02/29/2012	Approved
//	36523	CRIDER & CRIDER	306001474.000	CONSTRUCTION COSTS	SITEWORK/ GRAND PARK	40700.00	0	03/06/2012	Approved
//	36589	HENKE DEVELOPMENT GROUP	306001474.000	CONSTRUCTION COSTS	SPORTS CAMPUS	25000.00	0	03/07/2012	Approved

ACCOUNTS PAYABLE REGISTER

MARCH 2012

DATE FILED	APV NO.	NAME OF PAYEE	APPROP #	APPROPRIATION	DESCRIPTION	AMOUNT	CK NUM	CK DATE	APPROVED
** Subtotal **						125827.28			
** DEPARTMENT TOTAL		330001							
//	36482	ESCO COMMUNICATION INC	330001349.000	FIRE STATION 83 PROCEEDS	AV UPGRADE 81 82 83	34661.00	0	02/29/2012	Approved
** Subtotal **						34661.00			
** DEPARTMENT TOTAL		701001							
//	36458	PAYROLL	701001110.000	NET SALARIES	NET SAL	298960.56	0	02/28/2012	Approved
//	36460	HUNTINGTON NATIONAL BANK	701001131.000	EMPLOYERS SHARE OF FICA	FICA	26132.83	0	02/28/2012	Approved
//	36460	HUNTINGTON NATIONAL BANK	701001132.000	EMPLOYER'S SHARE-MEDICARE	MED	6111.71	0	02/28/2012	Approved
//	36463	IN FAMILY & SOCIAL	701001140.000	SUPPORT WITHHOLDING	CHILD SUPPORT	2849.90	0	02/28/2012	Approved
//	36464	FIRE FIGHTERS CREDIT	701001141.000	UNION DUES	UNION DUES	2186.99	15899	02/28/2012	Approved
//	36466	HUMANE SOCIETY FOR HAMILT	701001142.000	GARNISHMENT	CONTRIBUTIONS/ COUNCIL PAY	665.28	15901	02/28/2012	Approved
//	36467	US DEPT OF EDUCATION	701001142.000	GARNISHMENT	TRACKING/ S317867024	191.54	15902	02/28/2012	Approved
//	36468	ROBERT A. BROTHERS	701001142.000	GARNISHMENT	CASE/ 07-0358-JKC-13	57.70	15903	02/28/2012	Approved
//	36469	HAMILTON CO. SUPERIOR COU	701001142.000	GARNISHMENT	CAUSE/ 29D01-1109-CC-9220	328.87	15904	02/28/2012	Approved
//	36460	HUNTINGTON NATIONAL BANK	701001921.000	FEDERAL WITHHOLDING	FED	48918.90	0	02/28/2012	Approved
//	36460	HUNTINGTON NATIONAL BANK	701001922.000	EMPLOYEE FICA	MED	6111.75	0	02/28/2012	Approved
//	36460	HUNTINGTON NATIONAL BANK	701001922.000	EMPLOYEE FICA	FICA	17702.91	0	02/28/2012	Approved
//	36461	INDIANA DEPT OF REVENUE	701001923.000	STATE WITHHOLDING	STATE	13703.16	0	02/28/2012	Approved
//	36461	INDIANA DEPT OF REVENUE	701001923.000	STATE WITHHOLDING	COIT	4457.29	0	02/28/2012	Approved
//	36445	HEWITT ASSOC.	701001930.000	INSURANCE DEDUCTIONS	MARCH INS	231.66	15897	02/23/2012	Approved
//	36450	AFLAC	701001930.000	INSURANCE DEDUCTIONS	INS	7394.64	15898	02/24/2012	Approved
//	36465	POLICE & FIREMEN'S INSUR	701001930.000	INSURANCE DEDUCTIONS	INSURANCE	8.91	15900	02/28/2012	Approved
//	36498	PRUDENTIAL DENTAL	701001930.000	INSURANCE DEDUCTIONS	MARCH INS DENTAL	1750.19	15906	03/01/2012	Approved
//	36507	ADVANTAGE HMO HEALTH PLAN	701001930.000	INSURANCE DEDUCTIONS	MARCH INS	22989.30	15907	03/02/2012	Approved
//	36456	AUL RETIREMENT SERVICES	701001931.000	PEBSCO-DEFERRED COMP.	RETIREMENT/ LOAN PAYMENTS BATCH 229	2572.30	0	02/28/2012	Approved
//	36457	AUL RETIREMENT SERVICES	701001931.000	PEBSCO-DEFERRED COMP.	RETIREMENT/ BATCH 228	11220.11	0	02/28/2012	Approved
//	36476	HUNTINGTON NATIONAL BANK	701001990.000	MISC/BANK CHARGES	JAN SERVICE CHARGES	91.92	0	02/29/2012	Approved
** Subtotal **						474638.42			
*** Total ***						1299176.91			

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For 03/08/12-Water Utility:MARCH WATER

Journal Code	Account Number	Description	Check Number	Check Date	Vendor Name	Debit Amount	Credit Amount	APV Invoice Number	Invoice Date	Invoice Number	Fund Name	No Due Pay	Due Date
Account Code : Water Utility													
	635.15 - Water -	FEB / INTERIOR	19937	02/28/12	ENGLEDOW GROUP	77.50	0.00	17859	/ /	355511		N	/ /
	101.18 - Water Fixed	SITE WK /GRAND PARK	19938	02/28/12	CRIDER & CRIDER	195450.00	0.00	17860	/ /			N	/ /
	667.154 - Water - Office	PAPER	19939	02/28/12	Westfield Washington	49.98	0.00	17869	/ /	1674		N	/ /
	618.12 - Water - Chemical	CHEMICALS	19940	02/28/12	Hach Company	743.74	0.00	17870	/ /	7610582		N	/ /
	620.13 - Water - Material &	INITIAL INSPECTION ON	19941	02/28/12	ESTEEM WIRELESS	146.56	0.00	17871	/ /	5834		N	/ /
	650.15 - Water -	FUEL	19942	02/28/12	Hamilton County Co-Op	650.00	0.00	17875	/ /	107036		N	/ /
	635.15 - Water -	COPIES	19943	02/28/12	COPYCO OFFICE	152.38	0.00	17876	/ /	12R876		N	/ /
	635.15 - Water -	DRUG TESTING	19944	02/28/12	Midwest Toxicology	114.00	0.00	17877	/ /	259714		N	/ /
	636.12 - Lab Testing -	COLIFORM, COLILERT	19945	02/28/12	Environmental	400.00	0.00	17878	/ /	20120879		N	/ /
	620.13 - Water - Material &	OXYGEN	19946	02/28/12	INDIANA OXYGEN	31.42	0.00	17879	/ /	00784678		N	/ /
	635.15 - Water -	FINANCIAL SERVICES	19947	02/28/12	O W Krohn &	14317.50	0.00	17880	/ /	W020812		N	/ /
	667.162 - Uniforms	UNIFORMS	19948	02/28/12	UNIFIRST	164.84	0.00	17881	/ /	0820656744		N	/ /
	620.12 - Water - Material &	1-5 GAL PAIL OF	19949	02/28/12	Bastin Logan Water	185.00	0.00	17882	/ /	12843		N	/ /
	667.155 - Billing Supplies	YELLOW DOOR	19950	02/28/12	Cave & Company	57.54	0.00	17883	/ /	9731		N	/ /
	667.155 - Billing Supplies	ENVELOPES	19951	02/28/12	Cave & Company	213.98	0.00	17884	/ /	9581		N	/ /
	620.13 - Water - Material &	DEGREASER SPRAY	19952	02/28/12	USA Blue Book	113.84	0.00	17885	/ /	591764		N	/ /
	631.15 - Water -	HYDROGEOLOGIC	19953	02/28/12	Eagon & Associates	12251.80	0.00	17886	/ /	630A-1201231		N	/ /
	620.13 - Water - Material &	EQUIP	19954	02/28/12	Chapman Electric	41.20	0.00	17887	/ /	1062045		N	/ /
	620.13 - Water - Material &	PAINT	19955	02/28/12	SHERWIN WILLIAMS	37.74	0.00	17888	/ /	4638-3		N	/ /
	620.13 - Water - Material &	SUPPLIES	19956	02/28/12	KROGER	46.45	0.00	17889	/ /			N	/ /
	635.15 - Water -	STANDARD MAINT	19957	02/28/12	NEOPOST	244.44	0.00	17890	/ /	48292917		N	/ /
	650.15 - Water -	FUEL/ JAN	19958	02/28/12	Westfield Washington	47.24	0.00	17891	/ /	1675		N	/ /
	620.13 - Water - Material &	FUEL/ JAN	19958	02/28/12	Westfield Washington	2279.56	0.00	17891	/ /	1675		N	/ /
	101.14 - Water Fixed	METER	19959	02/28/12	E J Prescott	6226.56	0.00	17912	/ /	4491599		N	/ /
	620.13 - Water - Material &	TIRES, DISPOSAL FEE	19960	02/28/12	INDY TIRE CENTERS	263.68	0.00	17913	/ /	9997965		N	/ /
	675.15 - Water - Misc	CONFERENCE	19961	02/28/12	Awwa-Indiana Section	600.00	0.00	17914	/ /			N	/ /
	655.15 - Water - Insurance	MARCH INS	19934	02/23/12	HEWITT & ASSOC	645.76	0.00	17920	/ /			N	/ /
	635.15 - Water -	POSTAGE	19935	02/23/12	United States Postal	700.00	0.00	17922	/ /			N	/ /
	620.13 - Water - Material &	FUEL	19962	02/28/12	Hamilton County Co-Op	428.15	0.00	17923	/ /	021049		N	/ /
	620.13 - Water - Material &	BOLTS FOR PUMPS	19963	02/28/12	Fastenal	3.56	0.00	17924	/ /	87041		N	/ /

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For 03/08/12-Water Utility:MARCH WATER

Journal Code	Account Number	Description	Check Number	Check Date	Vendor Name	Debit Amount	Credit Amount	APV Invoice Number	Invoice Date	Invoice Number	Fund Name	No Due Pay Date
	620.13 - Water - Material &SUPPLIES		19964	02/28/12	E J Prescottt	1300.00	0.00	17929	//	4501360		N //
	620.13 - Water - Material ®ISTRATION/EXPO		19936	02/24/12	COLE PUBLISHING	100.00	0.00	17931	//	2-24		N //
	655.15 - Water - Insurance	REPLACE CK 19825 JAN	19965	02/28/12	HEWITT & ASSOC	645.77	0.00	17935	//			N //
	620.13 - Water - Material &GAUGE		0	//	USA Blue Book	133.36	0.00	17936	//	601677		N //
	630.13 - Water -	WELL HOUSE PAINTING	0	//	ICP PAINTING	564.26	0.00	17937	//	WESTFIELD6		N //
	655.15 - Water - Insurance	MARCH DENTAL INS	19966	03/01/12	PRUDENTIAL DENTAL	860.03	0.00	17944	//			N //
	655.15 - Water - Insurance	MARCH LIFE INS	19967	03/01/12	PRUDENTIAL LIFE	58.20	0.00	17945	//			N //
	655.15 - Water - Insurance	MARCH INS	19968	03/02/12	ADVANTAGE HMO	12188.45	0.00	17947	//			N //
	630.13 - Water -	EQUIP	0	//	Berry Electric	42478.50	0.00	17948	//	3756		N //
	675.15 - Water - Misc	PEWTER ORNAMENTS	0	//	Imagery, LLC	716.97	0.00	17949	//	0016781		N //
	667.155 - Billing Supplies	BILLING	0	//	WORRELL	5244.08	0.00	17950	//	0221800		N //
	635.15 - Water -	ANNUAL SPRINKLER ,	0	//	USAUTOMATIC FIRE	340.00	0.00	17951	//	12-0371-01		N //
	650.15 - Water -	ACCEL PEDAL ASSY/	0	//	ESLER'S AUTO	116.35	0.00	17952	//	70054		N //
	667.154 - Water - Office	INK CARTRIDGE	0	//	NEOPOST	90.49	0.00	17953	//	15FEB2012		N //
	667.155 - Billing Supplies	ENVELOPES	0	//	WORRELL	17.50	0.00	17954	//	0222190		N //
	635.15 - Water -	FINANCIAL SERVICES	0	//	O W Krohn &	1557.50	0.00	17955	//	WCT0202812		N //
	620.12 - Water - Material &STAINLESS STEEL		0	//	WATERLINE	16.60	0.00	17956	//	18087		N //
	667.154 - Water - Office	SUPPLIES	0	//	STAPLES BUSINESS	47.40	0.00	17957	//	8021012751		N //
	620.13 - Water - Material &FAN COIL STAT		0	//	LEE SUPPLY CORP	72.52	0.00	17958	//	5315912		N //
	635.15 - Water -	CHECKED WATER	0	//	ENTERPRISE	387.50	0.00	17959	//	76143		N //
	667.162 - Uniforms	UNIFORMS	0	//	UNIFIRST	193.99	0.00	17960	//	0820658316		N //
	667.162 - Uniforms	UNIFORMS	0	//	UNIFIRST	159.39	0.00	17961	//	0820659907		N //
	667.154 - Water - Office	SUPPLIES	0	//	STAPLES BUSINESS	155.37	0.00	17962	//	8021074969		N //
	675.15 - Water - Misc	MEMBERSHIP	0	//	IACE	15.00	0.00	17963	//			N //
	620.13 - Water - Material &SUPPLIES		0	//	INDUSTRIAL	614.05	0.00	17964	//	112221		N //
	667.159 -	REIMBURSE/ PARKING/	19969	03/02/12	T.J. WERTENBERGER	12.00	0.00	17989	//			N //
	667.151 - Water -	MONTHLY SERVICE	19970	03/06/12	FRONTIER	187.64	0.00	17992	//			N //
	101.18 - Water Fixed	SITWORK / GRAND	0	//	CRIDER & CRIDER	384070.60	0.00	17995	//	PO 960		N //
	667.159 -	TRAINING/ REIMB /	0	03/06/12	City of Westfield	27.00	0.00	17996	//			N //
	620.13 - Water - Material &SUPPLIES		0	//	Tractor Supply	9.24	0.00	18002	//			N //
	655.15 - Water - Insurance	WORKERS COMP INS	0	//	M J INSURANCE	3660.49	0.00	18003	//	4-1-12		N //

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Journal Code	Account Number	Description	Check Number	Check Date	Vendor Name	Debit Amount	Credit Amount	APV Invoice Number	Invoice Date	Invoice Number	Fund Name	No Due Pay Date
	635.15 - Water -	SHIPPING	0	/ /	THE UPS STORE	76.47	0.00	18004	/ /	2-29		N / /
	630.12 - Water -	MAINT CONTRACT	0	/ /	UTILITY SERVICE CO.	2711.47	0.00	18005	/ /	284636-39		N / /
	667.154 - Water - Office	SUPPLIES	0	/ /	STAPLES BUSINESS	17.45	0.00	18006	/ /	802128133		N / /
	635.15 - Water -	DRUG TESTING	0	/ /	Midwest Toxicology	28.50	0.00	18007	/ /	2660192		N / /
	635.15 - Water -	LEGAL ADS	0	/ /	INDIANAPOLIS STAR	1513.46	0.00	18008	/ /	829753		N / /
	635.15 - Water -	JANITORIAL SERVICES	0	/ /	BUSY BEE CLEANING	1400.00	0.00	18009	/ /	20551		N / /
	650.15 - Water -	MOULDING	0	/ /	Don Hinds Ford	39.85	0.00	18010	/ /	314100		N / /
	635.15 - Water -	CPR TRAINING	0	/ /	WESTFIELD FIRE	72.00	0.00	18011	/ /	2-14		N / /
	667.162 - Uniforms	UNIFORMS	0	/ /	UNIFIRST	125.61	0.00	18012	/ /	0820661491		N / /
	635.15 - Water -	LEGAL ADS	0	/ /	INDIANAPOLIS STAR	756.73	0.00	18023	/ /	829753		N / /
Account Code Subtotal :						699466.21	0.00					
Total						699466.21	0.00					

Accounts Payable Voucher Register

Grouped by Account Code and Vendor

Sorted by Order Entered

For 03/08/12-Sewer Utility:MARCH SEWER

Date: 03/08/12 11:35:47 AM

DOCKET.FRX

Journal Code	Account Number	Description	Check Number	Check Date	Vendor Name	Debit Amount	Credit Amount	APV Invoice Number	Invoice Date	Invoice Number	Fund Name	No Due Pay	Due Date
Account Code : Sewer Utility													
	101.69 - Stormwater	DRAINAGE EASEMENT/	25561	02/28/12	EAGLETOWN TWO	12300.00	0.00	17848	//			N	//
	611.62 - Sewer-Sludge	VAC TRUCK	25562	02/28/12	HERITAGE CRYSTAL	456.91	0.00	17849	//	11965590		N	//
	636.62 - Sewer Gallon	JAN BILLING/ USAGE	25563	02/28/12	Carmel Utilities	59457.71	0.00	17850	//			N	//
	635.63 - Sewer -	FEB / INTERIOR	25564	02/28/12	ENGLEDOW GROUP	77.50	0.00	17851	//	355511		N	//
	673.64 - Wus-Interest	IND BOND BANK	25554	03/01/12	The Bank of New York	187971.75	0.00	17858	//			N	//
	672.63 - Sewer - Interest	SEWER WORKS REV	25553	03/01/12	Us Bank	213221.88	0.00	17859	//			N	//
	672.63 - Sewer - Interest	REFUNDING REV BONDS	25552	03/01/12	Us Bank	103301.25	0.00	17860	//			N	//
	667.634 - Sewer - Office	PAPER	25565	02/28/12	Westfield Washington	49.98	0.00	17861	//	1674		N	//
	620.62 - Materials and	BATTERIES	25566	02/28/12	BATTERIES PLUS -	782.90	0.00	17866	//	007-700546-0		N	//
	620.61 - Sewer Materials &	FUEL/ JAN	25567	02/28/12	Westfield Washington	2279.56	0.00	17884	//	1675		N	//
	650.63 - Sewer -	FUEL/ JAN	25567	02/28/12	Westfield Washington	47.24	0.00	17884	//	1675		N	//
	635.63 - Sewer -	STANDARD MAINT	25568	02/28/12	NEOPOST	244.44	0.00	17885	//	48292917		N	//
	620.61 - Sewer Materials &	SUPPLIES	25569	02/28/12	KROGER	46.44	0.00	17886	//			N	//
	620.61 - Sewer Materials &	PAINT	25570	02/28/12	SHERWIN WILLIAMS	37.74	0.00	17887	//	4638.-3		N	//
	620.61 - Sewer Materials &	EQUIP	25571	02/28/12	Chapman Electric	41.20	0.00	17888	//	1062045		N	//
	620.61 - Sewer Materials &	DEGREASER SPRAY	25572	02/28/12	USA Blue Book	113.84	0.00	17889	//	591764		N	//
	667.636 - Billing Supplies	ENVELOPES	25573	02/28/12	Cave & Company	213.99	0.00	17890	//	9581		N	//
	667.636 - Billing Supplies	YELLOW DOOR	25574	02/28/12	Cave & Company	57.54	0.00	17891	//	9731		N	//
	667.644 - Uniforms	UNIFORMS	25575	02/28/12	UNIFIRST	164.83	0.00	17892	//	0820656744		N	//
	635.63 - Sewer -	COPIES	25576	02/28/12	COPYCO OFFICE	152.37	0.00	17893	//	12R876		N	//
	650.63 - Sewer -	FUEL	25577	02/28/12	Hamilton County Co-Op	750.00	0.00	17894	//	107036		N	//
	141.60 - Sewer - Accounts	CREDIT BAL	25578	02/28/12	TODD OR TRACY	26.81	0.00	17895	//			N	//
	620.61 - Sewer Materials &	PUSH BUTTON SWITCH	25579	02/28/12	BBC Pump &	140.40	0.00	17896	//	30010314		N	//
	605.64 - Stormwater Con	TELEWISE STORM LINE	25580	02/28/12	Fluid Waste Services	508.75	0.00	17897	//	WO4875		N	//
	620.61 - Sewer Materials &	EQUIP	25581	02/28/12	Chapman Electric	406.00	0.00	17898	//	1062170		N	//
	635.63 - Sewer -	JET CLEAN ROOT CUT	25582	02/28/12	Fluid Waste Services	2906.25	0.00	17899	//	WO4851		N	//
	635.63 - Sewer -	FINANCIAL SERVICES	25583	02/28/12	O W Krohn &	14950.00	0.00	17900	//	S020812		N	//
	635.63 - Sewer -	PROTECTOR WEAR/	25584	02/28/12	XYLEM INC	95.00	0.00	17901	//	07672630		N	//
	635.63 - Sewer -	GASKET, O RING	25585	02/28/12	XYLEM INC	111.30	0.00	17902	//	07672629		N	//
	672.63 - Sewer - Interest	SEWER WORKS REV	25556	03/01/12	Us Bank	325218.76	0.00	17907	//	MARCH		N	//

Accounts Payable Voucher Register

Grouped by Account Code and Vendor

Sorted by Order Entered

For 03/08/12-Sewer Utility:MARCH SEWER

Journal Code	Account Number	Description	Check Number	Check Date	Vendor Name	Debit Amount	Credit Amount	APV Invoice Number	Invoice Date	Invoice Number	Fund Name	No Due Pay	Due Date
	655.63 - Sewer - Insurance	MARCH INS	25558	02/23/12	HEWITT & ASSOC	645.77	0.00	17910	//			N	//
	635.63 - Sewer -	POSTAGE	25559	02/23/12	United States Postal	700.00	0.00	17912	//			N	//
	620.61 - Sewer Materials &	FUEL	25586	02/28/12	Hamilton County Co-Op	428.15	0.00	17916	//	021049		N	//
	605.64 - Stormwater Con	LEGAL ADS	25587	02/28/12	INDIANAPOLIS STAR	196.68	0.00	17917	//	827289		N	//
	635.62 - Contractual Servi	LAB TESTING	25588	02/28/12	CLAY TOWNSHIP	980.00	0.00	17918	//	2813		N	//
	635.63 - Sewer -	RESET ROD	25589	02/28/12	BBC Pump &	45.40	0.00	17919	//	30010285		N	//
	620.61 - Sewer Materials &	REGISTRATION/ EXPO	25560	02/24/12	COLE PUBLISHING	100.00	0.00	17921	//	2-24		N	//
	101.69 - Stormwater	WATERLINE	25590	02/28/12	DLZ	825.00	0.00	17923	//	816328		N	//
	635.63 - Sewer -	FEB TRASH SERVICE 01/19-02/17/12	25591	02/28/12	RAY'S TRASH	93088.16	0.00	17924	//	FEB		N	//
	620.61 - Sewer Materials &	REPLACE LOST CK	25592	02/29/12	INDUSTRIAL	50.04	0.00	17929	//	112169		N	//
	655.63 - Sewer - Insurance	LIFE INS MARCH	25593	03/01/12	PRUDENTIAL LIFE	58.20	0.00	17930	//			N	//
	655.63 - Sewer - Insurance	MARCH DENTAL INS	25594	03/01/12	PRUDENTIAL DENTAL	860.02	0.00	17931	//			N	//
	655.63 - Sewer - Insurance	MARCH INS	25595	03/02/12	ADVANTAGE HMO	12188.45	0.00	17934	//			N	//
	101.69 - Stormwater	DRAINAGE EASEMENT	0	//	EAGLETOWN TWO	12300.00	0.00	17955	//	JAN 10 2012		N	//
	620.61 - Sewer Materials &	SUPPLIES	0	//	INDUSTRIAL	614.05	0.00	17956	//	112221		N	//
	675.63 - Sewer -	MEMBERSHIP	0	//	IACE	15.00	0.00	17957	//			N	//
	667.634 - Sewer - Office	SUPPLIES	0	//	STAPLES BUSINESS	155.38	0.00	17958	//	8021074969		N	//
	667.644 - Uniforms	UNIFORMS	0	//	UNIFIRST	159.40	0.00	17959	//	0820659907		N	//
	667.644 - Uniforms	UNIFORMS	0	//	UNIFIRST	193.98	0.00	17960	//	0820658316		N	//
	634.62 - Contractual	CDL RENEWAL/ MED	0	//	Riverview Hospital	65.00	0.00	17961	//			N	//
	620.62 - Materials and	WATER WORKS	0	//	HD SUPPLY	143.49	0.00	17962	//	4396086		N	//
	635.63 - Sewer -	CHECKED WATER	0	//	ENTERPRISE	387.50	0.00	17963	//	76143		N	//
	667.634 - Sewer - Office	SUPPLIES	0	//	STAPLES BUSINESS	47.40	0.00	17964	//	8021012751		N	//
	635.63 - Sewer -	FINANCIAL SERVICE	0	//	O W Krohn &	1528.75	0.00	17965	//	SCT020812		N	//
	667.636 - Billing Supplies	BILLING	0	//	WORRELL	15.00	0.00	17966	//	0221587		N	//
	141.60 - Sewer - Accounts	REFUND CREDIT BAL	0	//	WYNKOOP	62.58	0.00	17967	//			N	//
	667.634 - Sewer - Office	INK CARTRIDGES	0	//	NEOPOST	90.50	0.00	17968	//	13640173		N	//
	650.63 - Sewer -	ACCEL PEDAL ASSY	0	//	ESLER'S AUTO	116.36	0.00	17969	//	70054		N	//
	635.63 - Sewer -	ANNUAL SPRINKLER	0	//	USAUTOMATIC FIRE	340.00	0.00	17970	//	12-0371-01		N	//
	141.60 - Sewer - Accounts	REFUND CREDIT BAL	0	//	CORONADO HOMES	76.53	0.00	17971	//			N	//

Accounts Payable Voucher Register

Grouped by Account Code and Vendor

Sorted by Order Entered

For 03/08/12-Sewer Utility:MARCH SEWER

Journal Code	Account Number	Description	Check Number	Check Date	Vendor Name	Debit Amount	Credit Amount	APV Invoice Number	Invoice Date	Invoice Number	Fund Name	No Due Pay Date
	141.60 - Sewer - Accounts	REFUND CREDIT BAL	0	/ /	BEDROCK BUILDERS	23.98	0.00	17972	/ /			N / /
	101.65 - Construction in	WESTSIDE	0	/ /	JFNew & Associates	1190.00	0.00	17973	/ /	54766		N / /
	667.636 - Billing Supplies	BILLING	0	/ /	WORRELL	5244.08	0.00	17974	/ /	0221800		N / /
	620.61 - Sewer Materials &	CONTACTOR OR	0	/ /	KIRBY RISK	545.40	0.00	17975	/ /	S106104636		N / /
	675.63 - Sewer -	PEWTER ORNAMENT	0	/ /	Imagery, LLC	716.98	0.00	17976	/ /	0016781		N / /
	667.631 - Sewer -	MONTHLY SERVICE	25596	03/06/12	FRONTIER	187.63	0.00	17980	/ /			N / /
	101.65 - Construction in	SITEWORK/ GRAND	0	/ /	CRIDER & CRIDER	86658.00	0.00	17982	/ /	PO 898		N / /
	141.60 - Sewer - Accounts	REFUND FOR DUP PMT	25597	03/06/12	TOM CRITCHLOW	145.00	0.00	17985	/ /	REFUND		N / /
	101.65 - Construction in	WESTSIDE	0	/ /	JFNew & Associates	1190.00	0.00	17986	/ /	53572		N / /
	655.63 - Sewer - Insurance	WORKERS COMP INS	0	/ /	M J INSURANCE	2057.14	0.00	17987	/ /	4-1-12		N / /
	620.61 - Sewer Materials &	SUPPLIES	0	/ /	Tractor Supply	25.56	0.00	17988	/ /			N / /
	667.644 - Uniforms	UNIFORMS	0	/ /	UNIFIRST	125.60	0.00	18001	/ /	0820661491		N / /
	635.63 - Sewer -	CPR TRAINING	0	/ /	WESTFIELD FIRE	72.00	0.00	18002	/ /	2-24		N / /
	635.63 - Sewer -	JANITORIAL CLEANING	0	/ /	BUSY BEE CLEANING	1400.00	0.00	18003	/ /	20551		N / /
	635.63 - Sewer -	LEGAL ADS	0	/ /	INDIANAPOLIS STAR	756.73	0.00	18004	/ /			N / /
	635.63 - Sewer -	DRUG TESTING	0	/ /	Midwest Toxicology	28.50	0.00	18005	/ /	260192		N / /
	625.62 - Repairs-Wwtp	BRUSH ASSEMBLY,	0	/ /	Lakeside Equipment	690.00	0.00	18006	/ /	12-1062		N / /
	141.60 - Sewer - Accounts	REFUND	0	/ /	KIMBERLY ZEMAN	96.00	0.00	18007	/ /			N / /
	141.60 - Sewer - Accounts	REFUND CREDIT BAL	0	/ /	RBC BANK USA	330.69	0.00	18008	/ /			N / /
	141.60 - Sewer - Accounts	REFUND CREDIT BAL	0	/ /	CORONADO HOMES	59.53	0.00	18009	/ /			N / /
	650.63 - Sewer -	LAMP ASSEMB/ BULB	0	/ /	Don Hinds Ford	53.89	0.00	18010	/ /	314099		N / /
Account Code Subtotal :						1154205.84	0.00					
Total						1154205.84	0.00					

ORDINANCE 12-08

AN ORDINANCE OF THE CITY OF WESTFIELD CREATING A NEW FUND FOR THE DEPOSIT AND MANAGEMENT OF SUMS DERIVED FROM THE OPERATION OF THE WESTFIELD TRAINING CENTER

WHEREAS, The City of Westfield, (“City”) is a duly formed municipal corporation within the State of Indiana, governed by its duly elected Mayor and Common Council (“Council”); and,

WHEREAS, the Council has the duty and authority to maintain and allocate funds as necessary from the duly adopted budget to maintain the fiscal integrity of the City and maximize efficiency; and,

WHEREAS, it has become necessary to create a new fund for the proper management of the City’s finances and the proper accounting of those sums derived from operation of the Westfield Training Center.

NOW, THEREFORE, BE IT ORDAINED by the Westfield City Common Council meeting in session as follows:

Section 1. That the Clerk-Treasurer is hereby authorized to create and maintain fund 269 for the deposit and management of all sums received from the operation of the Westfield Training Center for the City of Westfield.

Section 2. All funds shall be non-reverting and subject to any and all restrictions pursuant to the terms in place by any policy and procedure of the City of Westfield as well as any future order of the Council.

Section 3. This Ordinance shall be in full force and effect in accordance with Indiana law, upon the passage of any applicable waiting periods, all as provided by the laws of the State of Indiana. All ordinances or parts thereof that are in conflict herewith are hereby ordered repealed.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]

ALL OF WHICH IS ORDAINED THIS _____DAY OF _____2012.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

John Dippel

John Dippel

John Dippel

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert J. Smith

Robert J. Smith

Robert J. Smith

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy J. Gossard, Clerk Treasurer

I hereby certify that ORDINANCE 12-08 was delivered to the Mayor of Westfield
on the _____ day of _____, 2012, at _____ m.

Cindy J. Gossard, Clerk Treasurer

I hereby APPROVE ORDINANCE 12-08 I hereby VETO ORDINANCE 12-08
this _____ day of _____, 2012. this _____ day of _____, 2012.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

ATTEST:

Cindy J. Gossard, Clerk Treasurer

This document prepared by
Brian J. Zaiger, Esq.
KRIEG DEVAULT, LLP
(317) 238-6266

ORDINANCE 12-01

AN ORDINANCE OF THE CITY OF WESTFIELD CONCERNING WATER RATES AND CHARGES AND AMENDING THE “WATER SERVICE RULES AND REGULATIONS” AND AMENDING PRIOR ORDINANCES OF THE WESTFIELD DEPARTMENT OF PUBLIC WORKS

WHEREAS, the City of Westfield, Indiana (the “City”) is governed by the City Council (the “Council”); and,

WHEREAS, the City owns and operates a water utility through its Department of Public Works (the “Department”); and,

WHEREAS, the Council adopted rates and charges for water service pursuant to Ordinance 06-28 enacted on September 14, 2006; and Ordinance 09-04 enacted on April 13, 2009; and,

WHEREAS, the Council has the authority to amend ordinances and to establish and adjust rates and charges for water utility service; and,

WHEREAS, the City requested its financial adviser to examine the rates and charges in respect to the cost of service for providing water utility service to the City’s customers; and,

WHEREAS, as a result of the cost of service studies conducted by the City’s financial adviser, the Council has determined that it is in the best interest of the City to adjust the City’s rates and charges to fully recover the reasonable and necessary costs of serving its customers pursuant to IC 8-1.5-3-8; and,

WHEREAS, the City finds that the changes contemplated hereby are reasonable, non-discriminatory and just; and,

WHEREAS, the Council has been advised that the proper notice has been given as required and a hearing on the rate changes has been conducted by the Council;

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

Section 1. The Water Services Rules and Regulations, as adopted by Ordinance 03-21 and as amended by Ordinance 05-26 Ordinance 06-28, and Ordinance 09-04 are hereby amended as outlined by Exhibit “A” attached hereto and incorporated by reference herein.

Section 2. The area served by the Westfield Public Utilities is identified by Exhibit “B” attached hereto and incorporated by reference herein.

Section 3. Any current City or Department policy in effect contrary to the provisions of this Ordinance shall be deemed void. Any portion of this Ordinance that may later be deemed invalid shall not affect the remaining provisions.

Section 4. This Ordinance shall become effective upon its adoption and proper publication in accordance with Indiana law; provided, however, that the rates adopted on “Table 1” shall be effective for bills rendered after April 15, 2012. All ordinances or parts thereof in conflict herewith are hereby ordered repealed, except as set forth herein. All acts undertaken to create this Ordinance are hereby ratified.

[REMAINDER OF PAGE LEFT BLANK INTENTIONALLY]

ADOPTED AND PASSED this _____ day of _____, 2012, by the
Westfield City Council, Hamilton County.

WESTFIELD CITY COUNCIL

<u>Voting For</u>	<u>Voting Against</u>	<u>Abstain</u>
_____ Jim Ake	_____ Jim Ake	_____ Jim Ake
_____ John Dippel	_____ John Dippel	_____ John Dippel
_____ Steven Hoover	_____ Steven Hoover	_____ Steven Hoover
_____ Bob Horkay	_____ Bob Horkay	_____ Bob Horkay
_____ Bob Smith	_____ Bob Smith	_____ Bob Smith
_____ Cindy Spoljaric	_____ Cindy Spoljaric	_____ Cindy Spoljaric
_____ Rob Stokes	_____ Rob Stokes	_____ Rob Stokes

ATTEST:

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

This ordinance prepared by
Brian Zaiger, Attorney at Law
KRIEG DEVAULT, LLP
12800 North Meridian Street
Suite 300
Carmel, Indiana 46032
317-238-6266

Exhibit A

City of Westfield
Water Service Rates and Charges

Table 1

City of Westfield
Water Service Rates and Charges

All Metered Users: Monthly Rate = Base Charge + Usage Charges

Residential	2012	2013	2014	2015	2016
Monthly Base Charge	\$ 8.75	\$ 9.63	\$ 10.11	\$ 10.41	\$ 10.62

Monthly Usage Per 1,000 Gallons	2012	2013	2014	2015	2016
First 5,000 gallons	\$ 3.00	\$ 3.50	\$ 3.68	\$ 3.79	\$ 3.87
Next 5,000 gallons	\$ 3.50	\$ 3.50	\$ 3.68	\$ 3.79	\$ 3.87
Next 15,000 gallons	\$ 5.00	\$ 5.00	\$ 5.25	\$ 5.41	\$ 5.52
Over 25,000 gallons	\$ 3.00	\$ 3.00	\$ 3.15	\$ 3.24	\$ 3.30

Non Residential

Monthly Base Charges:

Meters	Area Ratio	2012	2013	2014	2015	2016
5/8' - 3/4" Inch or less	1	\$ 8.75	\$ 9.63	\$ 10.11	\$ 10.41	\$ 10.62
1 Inch Meter	2.5	\$ 20.00	\$ 22.00	\$ 23.10	\$ 23.79	\$ 24.27
1.25 Inch Meter	4.0	\$ 32.00	\$ 35.20	\$ 36.96	\$ 38.06	\$ 38.83
1.5 Inch Meter	5.8	\$ 46.40	\$ 51.04	\$ 53.59	\$ 55.19	\$ 56.31
2 Inch Meter	10.0	\$ 80.00	\$ 88.00	\$ 92.40	\$ 95.16	\$ 97.08
3 Inch Meter	23.0	\$ 184.00	\$ 202.40	\$ 212.52	\$ 218.87	\$ 223.28
4 Inch Meter	40.0	\$ 320.00	\$ 352.00	\$ 369.60	\$ 380.64	\$ 388.32
6 Inch Meter	91.0	\$ 728.00	\$ 800.80	\$ 840.84	\$ 865.96	\$ 883.43
8 Inch Meter	161.8	\$ 1,294.40	\$1,423.84	\$1,495.03	\$1,539.69	\$1,570.75

Monthly Usage Per 1,000 Gallons	2012	2013	2014	2015	2016
First 5,000 gallons	\$ 3.00	\$ 3.50	\$ 3.68	\$ 3.79	\$ 3.87
Next 5,000 gallons	\$ 3.50	\$ 3.50	\$ 3.68	\$ 3.79	\$ 3.87
Next 15,000 gallons	\$ 5.00	\$ 5.00	\$ 5.25	\$ 5.41	\$ 5.52
Over 25,000 gallons	\$ 3.00	\$ 3.00	\$ 3.15	\$ 3.24	\$ 3.30

Public Fire Protection Service Fee Per Month

Inside City

<u>Meters</u>		<u>Area Ratio</u>	2012	2013	2014	2015	2016
5/8 - 3/4	Inch Meter	1.0	\$2.76	\$3.11	\$3.27	\$3.37	\$3.44
1	Inch Meter	2.5	\$6.90	\$7.78	\$8.18	\$8.43	\$8.60
1.25	Inch Meter	4.0	\$11.04	\$12.44	\$13.08	\$13.48	\$13.76
1.5	Inch Meter	5.8	\$16.01	\$18.04	\$18.97	\$19.55	\$19.95
2	Inch Meter	10.0	\$27.60	\$31.10	\$32.70	\$33.70	\$34.40
3	Inch Meter	23.0	\$63.48	\$71.53	\$75.21	\$77.51	\$79.12
4	Inch Meter	40.0	\$110.40	\$124.40	\$130.80	\$134.80	\$137.60
6	Inch Meter	91.0	\$251.16	\$283.01	\$297.57	\$306.67	\$313.04

Outside City

<u>Meters</u>		<u>Area Ratio</u>	2012	2013	2014	2015	2016
5/8 - 3/4	Inch Meter	1.0	\$5.66	\$6.23	\$6.54	\$6.74	\$6.87
1	Inch Meter	2.5	\$14.15	\$15.58	\$16.35	\$16.85	\$17.18
1.25	Inch Meter	4.0	\$22.64	\$24.92	\$26.16	\$26.96	\$27.48
1.5	Inch Meter	5.8	\$32.83	\$36.13	\$37.93	\$39.09	\$39.85
2	Inch Meter	10.0	\$56.60	\$62.30	\$65.40	\$67.40	\$68.70
3	Inch Meter	23.0	\$130.18	\$143.29	\$150.42	\$155.02	\$158.01
4	Inch Meter	40.0	\$226.40	\$249.20	\$261.60	\$269.60	\$274.80
6	Inch Meter	91.0	\$515.06	\$566.93	\$595.14	\$613.34	\$625.17

Fire Sprinkler Systems

Monthly Service Fee

Line Size	2012	2013	2014	2015	2016
2 inches	\$15.76	\$17.34	\$18.20	\$18.75	\$19.12
3 inches	\$31.64	\$34.80	\$36.54	\$37.64	\$38.39
4 inches	\$47.40	\$52.14	\$54.74	\$56.39	\$57.51
6 inches	\$79.03	\$86.94	\$91.28	\$94.02	\$95.90
8 inches	\$142.30	\$156.54	\$164.36	\$169.29	\$172.68
10 inches	\$283.56	\$311.92	\$327.51	\$337.34	\$344.08

Private Fire Hydrants

Monthly Service Fee

2012	2013	2014	2015	2016
\$ 79.03	\$ 86.94	\$ 91.28	\$ 94.02	\$ 95.90

Non-recurring Charges. The following non-recurring charges shall be charged by the Department throughout all of Westfield's service areas:

Reconnection Charge. All customers shall be subject to a reconnection charge to reconnect disconnected service of \$24.00.

Return Check Charge. All customers shall be subject to a return check charge for checks returned for insufficient funds of \$27.00.

Administrative Account Change Fee. For customers choosing to change information on their accounts, these customers shall be assessed a fee for such change in the amount of \$20.00. (In Lieu of Meter Connection Fee or Meter Deposit Fee.)

Lawn Irrigation Permit. Any customer who chooses to install a lawn irrigation service, must obtain a Lawn Irrigation Permit through the City Public Works Department in the amount of \$250.00. An Encroachment Permit may also be required.

Fire Service Application. Any customer who plans on installing a fire service must complete a Fire Service Application. The New Fire Service Application Fee shall be \$250.00.

Change in Existing Fire Service. Any customer who plans to modify or change an existing Fire Service must complete an Application for Existing Fire Service. The fee for a change in an existing fire service shall be \$250.00.

Meter Testing Charge. Any customer who requests a meter test will be permitted one meter testing at no charge. Any customer requesting a second meter test within 12 months of the previous test or sequential test will be charged a fee per the schedule below. Should the meter test determine the meter to be malfunctioning, the fee shall be waived and an adjustment will be assessed to the account by the Customer Service Division based on historical data. Fees for testing shall be:

5/8" to 2" Meter Test: \$37.50
Greater than 2": Actual Cost

After Hours Turn On/Turn Off. Any customer who requests that water service be turned on or turned off, at no fault of the City or Department, outside of normal business hours shall pay an After Hours Turn On/Turn Off Fee. The customer shall pay an after-hours service call charge of \$45.00 per hour, with a minimum charge of one hour.

After Hours Service Call. Any customer who requests service outside of normal business hours, at no fault of the City or Public Work's Department shall be assessed an After Hours Service Fee. The customer shall pay an After Hours service call charge of \$45.00 per hour, with a minimum charge of one hour.

Credit Card. Any customer who conducts a credit card transaction via a credit card shall be assessed a transaction fee charge as set or determined by a third party vendor.

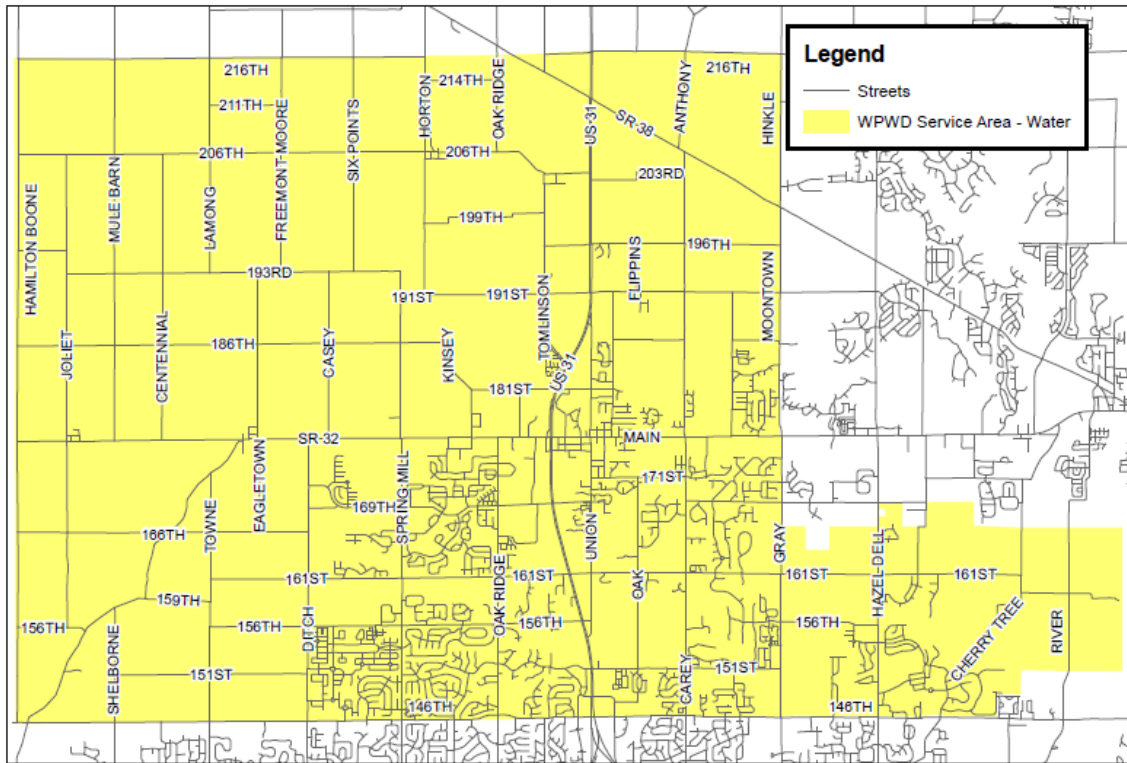
Customer Account Deposit. Any existing or new customers rendering services, that have a history of poor credit ratings either with the City of Westfield Public Works

Department or have a documented poor credit rating, shall deposit an amount not to exceed an amount equal to 3 monthly water bills based on 5000 gallons usage. Administration of Customer Account Deposits will be administered pursuant to IC 39-9-23-28.

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Attachment B

WPWD Service Area - Water



ORDINANCE 12-02

AN ORDINANCE OF THE CITY OF WESTFIELD AMENDING WASTEWATER RATES AND CHARGES AND CERTAIN RELATED MATTERS

WHEREAS, the City of Westfield, Indiana (the “City”) is governed by its duly elected Mayor and City Council (the “Council”); and,

WHEREAS, the City owns and operates a wastewater utility through its Department of Public Works (the “Department”); and,

WHEREAS, the Council has previously adopted rates and charges for wastewater services pursuant by Ordinances 04-16 and Ordinance 08-39; and,

WHEREAS, the Council has the authority and to amend ordinances and to establish and adjust rates and charges for wastewater utility service pursuant to IC 36-9-23-25; and,

WHEREAS, the City requested its financial adviser to conduct a financial study to assess the adequacy and fairness of the rates and charges in respect to the cost of service for providing wastewater utility service to the City’s customers, pursuant to IC 36-9-23-25; and,

WHEREAS, as a result of the cost of service studies, the Council has determined that it is in the best interest of the City to adjust the rates and charges to fully recover the cost of service to its customers, as required by IC 36-9-23-25; and,

WHEREAS, the City has consulted with its financial advisor and finds that the changes contemplated hereby are reasonable, equitable, non-discriminatory and just; and,

WHEREAS, the Council has been advised that the proper notice has been given as required and a hearing on such rates and charges has been conducted by the Council;

**NOW, THEREFORE, BE IT ORDAINED, by this City Council of the City of Westfield,
Indiana, meeting in regular session, that:**

Section 1. The Public Utilities of the City of Westfield, Indiana, Basic Code of Ordinances, Section 13.12.030 is hereby amended by the provisions of Exhibit “A”, attached hereto and incorporated by reference herein.

Section 2. The Wastewater Services Rules and Regulations, as adopted by Ordinance 03-21 and as amended by Ordinance 05-26 Ordinance 06-28, and Ordinance 09-04 are hereby amended. An illustrative map of the service area is attached as Exhibit “B” and incorporated by reference herein.

Section 3. Any current City or Department policy in effect contrary to the provisions of this Ordinance shall be deemed void. Any portion of this Ordinance that may later be deemed invalid shall not affect the remaining provisions.

Section 4. This Ordinance shall become effective upon its adoption and proper publication in accordance with Indiana law. All ordinances or parts thereof in conflict herewith are hereby ordered repealed. All acts undertaken to create this Ordinance are hereby ratified.

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ALL OF WHICH IS ORDAINED THIS _____ DAY OF _____ 2012.

WESTFIELD CITY COUNCIL

Voting For

Voting Against

Abstain

Jim Ake

Jim Ake

Jim Ake

John Dippel

John Dippel

John Dippel

Steven Hoover

Steven Hoover

Steven Hoover

Robert L. Horkay

Robert L. Horkay

Robert L. Horkay

Cindy L. Spoljaric

Cindy L. Spoljaric

Cindy L. Spoljaric

Robert J. Smith

Robert J. Smith

Robert J. Smith

Robert W. Stokes

Robert W. Stokes

Robert W. Stokes

ATTEST:

Cindy J. Gossard, Clerk Treasurer

I hereby certify that ORDINANCE 12-02 was delivered to the Mayor of Westfield
on the _____ day of _____, 2012, at _____

Cindy J. Gossard, Clerk Treasurer

I hereby APPROVE ORDINANCE 12-02 I hereby VETO ORDINANCE 12-02
this _____ day of _____, 2012. this _____ day of _____, 2012.

J. Andrew Cook, Mayor

J. Andrew Cook, Mayor

ATTEST:

Cindy J. Gossard, Clerk Treasurer

This ordinance prepared by
Brian Zaiger, Attorney at Law
KRIEG DEVAULT, LLP
12800 North Meridian St.
Carmel, Indiana
317-238-6266

Exhibit A

City of Westfield
Wastewater Service Rates and Charges

Table 1

City of Westfield								
Waste Water Rates and Charges								
RESIDENTIAL SEWER RATES								
<i>Total monthly charges consist of Base + Usage</i>								
				2012	2013	2014	2015	2016
Base Charge				\$ 13.51	\$ 14.73	\$ 15.32	\$ 15.78	\$ 16.10
Proposed Minimum Usage Charges	0-5000 gallons			\$ 29.35	\$ 32.00	\$ 33.30	\$ 34.30	\$ 35.00
Total of Minimum Charges				\$ 42.86	\$ 46.73	\$ 48.62	\$ 50.08	\$ 51.10
All Usage over 5000 gallons	Rate per 1,000 gallons			\$ 5.87	\$ 6.40	\$ 6.66	\$ 6.86	\$ 7.00
<u>Summer Sewer Savings Program</u>								
For the months of May-October, usage billed will be based upon the lesser of actual or 125% of the average winter water usage. Winter average water usage shall be calculated using the 125% of each customer's average for the previous November - February. If no reliable history is available, the winter average will equal 9,000. In no event will the sewer usage billed be less than 5,000 which is the minimum charge.								
Monthly Rate for Unmetered Residential (Residential Base + Usage for 9000 gallons)				\$ 66.34	\$ 72.33	\$ 75.26	\$ 77.52	\$ 79.10

NON-RESIDENTIAL SEWER RATES								
Non-Residential Users - Base Meter Charge				2012	2013	2014	2015	2016
5/8 - 3/4	Inch Meter			\$ 13.51	\$ 14.73	\$ 15.32	\$ 15.78	\$ 16.10
1	Inch Meter			\$ 33.78	\$ 36.82	\$ 38.29	\$ 39.44	\$ 40.23
1 1/4	Inch Meter			\$ 54.05	\$ 58.91	\$ 61.27	\$ 63.11	\$ 64.37
1 1/2	Inch Meter			\$ 78.38	\$ 85.43	\$ 88.85	\$ 91.52	\$ 93.35
2	Inch Meter			\$ 135.14	\$ 147.30	\$ 153.19	\$ 157.79	\$ 160.95
3	Inch Meter			\$ 310.81	\$ 338.78	\$ 352.33	\$ 362.90	\$ 370.16
4	Inch Meter			\$ 540.54	\$ 589.19	\$ 612.76	\$ 631.14	\$ 643.76
6	Inch Meter			\$ 1,229.73	\$ 1,340.41	\$ 1,394.03	\$ 1,435.85	\$ 1,464.57
8	Inch Meter			\$ 2,186.48	\$ 2,383.26	\$ 2,478.59	\$ 2,552.95	\$ 2,604.01
Non-Residential Users - Total Minimum Charge (Minimum Usage + Base Meter Charge)								
		Min Gallons		2012	2013	2014	2015	2016
5/8 - 3/4	Inch Meter	5,000		\$ 42.86	\$ 46.73	\$ 48.62	\$ 50.08	\$ 51.10
1	Inch Meter	12,500		\$ 107.16	\$ 116.82	\$ 121.54	\$ 125.19	\$ 127.73
1 1/4	Inch Meter	20,000		\$ 171.45	\$ 186.91	\$ 194.47	\$ 200.31	\$ 204.37
1 1/2	Inch Meter	29,000		\$ 248.61	\$ 271.03	\$ 281.99	\$ 290.46	\$ 296.35
2	Inch Meter	50,000		\$ 428.64	\$ 467.30	\$ 486.19	\$ 500.79	\$ 510.95
3	Inch Meter	115,000		\$ 985.86	\$ 1,074.78	\$ 1,118.23	\$ 1,151.80	\$ 1,175.16
4	Inch Meter	200,000		\$ 1,714.54	\$ 1,869.19	\$ 1,940.76	\$ 2,003.14	\$ 2,043.76
6	Inch Meter	455,000		\$ 3,900.58	\$ 4,252.41	\$ 4,424.33	\$ 4,557.15	\$ 4,649.57
8	Inch Meter	809,000		\$ 6,935.31	\$ 7,560.86	\$ 7,866.53	\$ 8,102.69	\$ 8,267.01
All Usage over Meter Size Minimum				2012	2013	2014	2015	2016
Rate per 1,000 gallons				\$ 5.87	\$ 6.40	\$ 6.66	\$ 6.86	\$ 7.00

Customer Account Deposit. Any existing or new customers rendering services that have a history of poor credit ratings either with the City of Westfield Public Works Department or have a documented poor credit rating, shall deposit an amount not to exceed an amount equal to 3 monthly wastewater bills based on 5000 gallons usage. Administration of Customer Account Deposits will be administered pursuant to IC 39-9-23-28.

Other Charges.

All customers shall be subject to the following charges:

Reconnection Charge-----\$24.00

Returned Check Charge-----\$27.00

Administrative Account Charge-----\$20.00

Fee for customers choosing to change
information on their account.

After Hours Service Call. Any customer who requests service outside of normal business hours, at no fault of the City or Public Work's Department shall be assessed an After Hours Service Fee. The customer shall pay an After Hours service call charge of \$45.00 per hour, with a minimum charge of one hour.

Credit Card. Any customer who conducts a credit card transaction via a credit card shall be assessed a transaction fee charge as set or determined by a third party vendor.

Reduction Credit. Any owner-occupant who is eligible for, and has filed one of the following claims listed below is eligible for a ten dollar (\$10.00) per month credit from the residential minimum monthly scheduled rates listed above:

- a. A claim for an over age 65 deduction for property taxes pursuant to Indiana Code 6-1.1-12-9;
- b. A claim for a blind and disabled deduction for property taxes under Indiana Code 6-1.1-12-11;
- c. A claim for a disabled veteran or surviving spouse of a World War I veteran deduction for property taxes pursuant to Indiana Code 6-1.1-12-13

A residential parcel may receive only one (1) credit even though the owner-occupant may be eligible under more than one statute.

Such claims must be filed with the Hamilton County Auditor and the property owner shall not be eligible until the first billing cycle after the claim is filed. Any owner-occupant must file a marked copy of the owner's affidavit requesting one of the above listed deductions with the Westfield Public Works Department's Customer Service Division to be eligible.

EXHIBIT B

WPWD Service Area - Sewer

