

Johnson County Plan Commission

September 28, 2020 Meeting Minutes

The Johnson County Advisory Plan Commission met on Monday, September 28, 2020 in the Johnson County Courthouse Annex Auditorium. The meeting was called to order at 5:59 PM by Chairman Dan Cartwright.

I. ROLL CALL:

Present: Chad Bowman, Charlie Canary, Dan Cartwright, Gregg Cantwell, Sarah Hanson, Pete Ketchum, John Schilling, Pat Vercauteren, Ron West, Attorney Stephen Watson (Legal Counsel - not voting), David Hittle (Director – not voting), Michele Hansard (Senior Planner – not voting) and Angela Olson (Recording Secretary – not voting).

Absent: Jonathan Myers (Alternate)

II. APPROVAL OF MEETING MINUTES:

Chairman Dan Cartwright called for a motion to approve the August 24, 2020 Plan Commission meeting minutes.

Motion: Approval of August 24, 2020 Plan Commission meeting minutes. **Moved** by Pat Vercauteren. **Seconded** by Ron West. **Yes:** Bowman, Canary, Cantwell, Cartwright, Hanson, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 9-0.**

III. PUBLIC HEARINGS:

W-8-20; Glenn and Julie Rice – Waiver Request. 557 N. 150 W.

Staff presented findings and facts to the board and recommended approval of the request.

Petitioners Glenn and Julie Rice (557 N. 150 W., Franklin 46131) were present to speak and address concerns.

Board members asked questions and expressed concerns, which were addressed by Petitioners, Remonstrator and staff, as follows:

- Q. Board member Charlie Canary inquired as to whether or not the 250 foot road frontage is where the trees had been removed?
A. No. Petitioner visually pointed out where the road frontage and driveway would go.
- Q. Board member Ron West requested confirmation that the two (2) acre plot was being created exclusively for a family member?

A. Yes.

Remonstrator Mark Henderson (3711 W. Division Rd., Bargersville 46106) was present to express his concerns regarding traffic, agriculture, utility, setting precedence and nature of the area.

Motion: To approve W-8-20 to provide for a two (2) lot Roadside Subdivision where the parent tract is ten (10) acres. **Moved** by Pat Vercauteren. **Seconded** by John Schilling. **Yes:** Cantwell, Cartwright, Hanson, Ketchum, Schilling, Vercauteren and West. **No:** Bowman and Canary. **Motion approved 7-2.**

Motion: To approve W-8-20 Petitioners Findings of Fact. **Moved** by Pat Vercauteren. **Seconded** by John Schilling. **Yes:** Bowman, Canary, Cantwell, Cartwright, Hanson, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 9-0.**

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W-9-20; Robert and Patricia Tearman – Waiver Request. 6982 S. 125 W.

Staff presented findings and facts to the board and recommended approval of the request.

Petitioners Robert and Patricia Tearman (6982 S. 125 W., Trafalgar 46181) were present to speak and address concerns. The Tearmans confirmed that they will be building a separate driveway for the new lot.

Board members asked questions and expressed concerns, which were addressed by Petitioners and staff, as follows:

- Q. Board member Ron West inquired as to whether or not the existing fifty (50) foot off set was serving the existing driveway, not the new driveway?
A. Yes.
- Q. Board member Ron West inquired as to why wouldn't they be required to have a new driveway?
A. Staff advised that we cannot prevent them from having a shared driveway.
- Q. Board member Charlie Canary asked where the purposed new lot would be located at?
A. Staff visually pointed out where the new purposed lot would be located and advised the in essence they are creating two (2) lots.
- Q. Board member Charlie Canary inquired as to whether or not there was a shared driveway?
A. An egress easement exists for the shared driveway.

- Q. Board member Charlie Canary inquired as to which lot came first for the existing driveway came first between the ten (10) acre residential lots?
A. Unknown by staff.
- Q. Board member Dan Cartwright asked for confirmation that if this Petition were to be approved there could possibly be three (3) families sharing the driveway?
A. Yes.
- Q. Board member Dan Cartwright inquired as to whether or not there were any visibility issues coming around the curve going north on 125?
A. No.
- Q. Board member Charlie Canary asked if the new driveway would be on the 300 foot frontage away from the curve?
A. Yes.
- Q. Board member Charlie Canary asked if flag lots were not permitted?
A. County has no policy not permitting flag lots. However, the board is usually not favorable to them.

Motion: To approve W-9-20 to provide for a two (2) lot Minor Subdivision with one (1) of the lots having fifty (50) feet of road frontage and fifty (50) feet of lot width and Petitioners Findings of Fact. **Moved** by Ron West. **Seconded** by Pat Vercauteren. **Yes:** Bowman, Canary, Cantwell, Cartwright, Hanson, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 9-0.**

IV. NEW BUSINESS:

Impact Fee Draft Discussion/Review

Lucas Mastin, Highway Department Director addressed the board briefly and introduced the presenters for the evening, Steve Fehribach, President and Antoun Fadoul, Engineer with A & F Engineering Co., LLC (8365 Keystone Crossing, Ste. 201, Indianapolis 46240).

Steve Fehribach and Antoun Fadoul presented the draft plan (**Exhibit**) for the Impact Fee and addressed questions and concerns.

V. REPORTS AND RECOMMENDATIONS:

Preliminary Review of Proposed Residential Design Standards

Staff presented the proposed residential design standards to the board and addressed any questions and/or concerns. Staff advised the board members that the matter would be brought to the board for a vote at the October 19, 2020 meeting.

Proposed Amendment to 2020 Technical Review Committee Calendar

Staff presented the proposed amendment to the 2020 Technical Review Committee Calendar and addressed any questions and/or concerns.

Motion: To approve Amendment to 2020 Technical Review Committee Calendar. **Moved** by Charlie Canary. **Seconded** by Pat Vercauteren. **Yes:** Bowman, Canary, Cantwell, Cartwright, Hanson, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 9-0.**

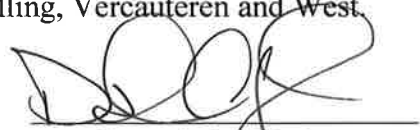
VI. ADJOURNMENT:

Chairman Dan Cartwright called for a motion to adjourn the meeting at 8:14 PM.


Motion: Adjourn the meeting. **Moved** by Pat Vercauteren. **Seconded** by Charlie Canary. **Yes:** Bowman, Canary, Cantwell, Cartwright, Hanson, Ketchum, Schilling, Vercauteren and West. **No:** None. **Motion approved 9-0.**

Approved on: October 19, 2020

By:


Dan Cartwright, Chairman

Attested By:


Pat Vercauteren, Secretary



JOHNSON COUNTY & TOWN OF BARGERSVILLE IMPACT FEE



SEPTEMBER 2020

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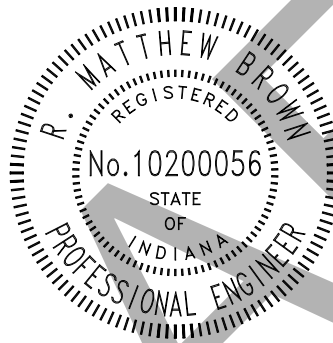
CERTIFICATION

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

A&F ENGINEERING Co., LLC



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



Antoun Fadoul, E.I.
Traffic Engineer



Surya Kumaresan,
Traffic Engineer



Sai Sharanya Velpula,
Traffic Engineer

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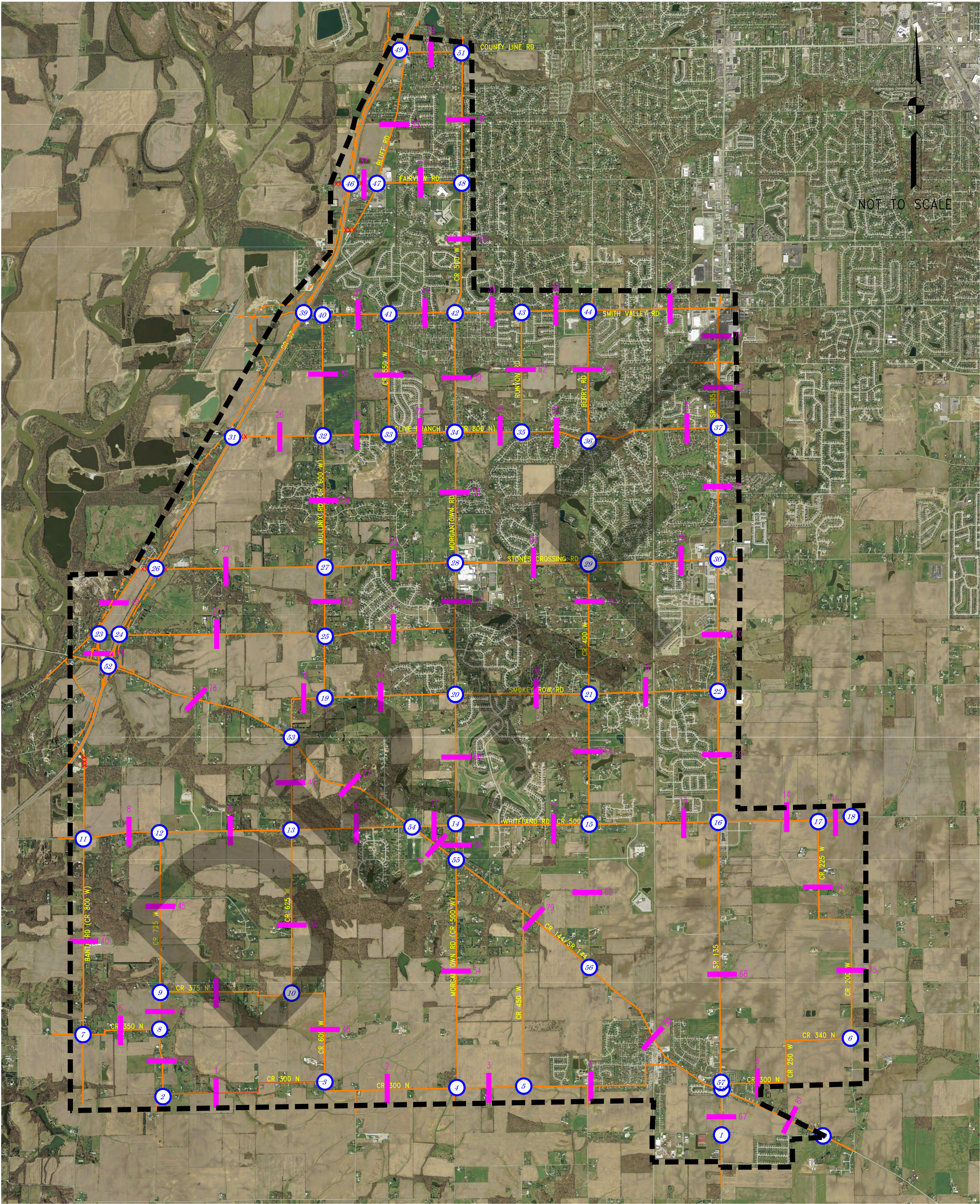


FIGURE 1
ZONE IMPROVEMENT
PLAN AREA
STUDY ROADWAY NETWORK

JOHNSON COUNTY
TOWN OF BARGERSVILLE



LEGEND	
	ROADWAY SEGMENT COUNTS
	STUDY INTERSECTIONS/TRAFFIC COUNTS
	ZONE IMPROVEMENT PLAN AREA

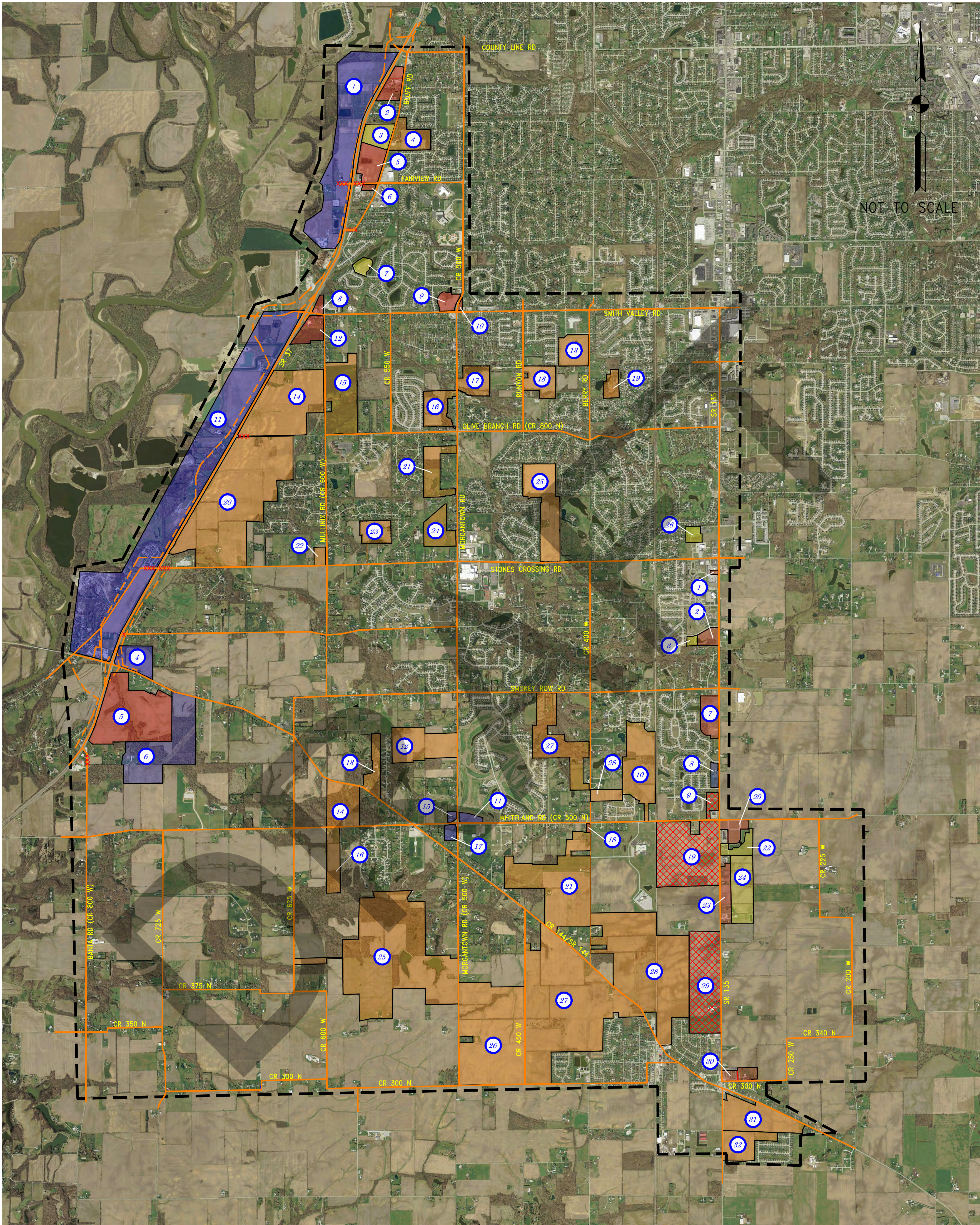


FIGURE 2
ZONE IMPROVEMENT
PLAN AREA
LAND USE MAP

JOHNSON COUNTY
TOWN OF BARGERSVILLE



LEGEND	
	PROPOSED ROADWAY
	ZONE IMPROVEMENT PLAN AREA
	RETAIL AND OFFICE
	RETAIL
	OFFICE/BUSINESS PARK
	MULTI-FAMILY RESIDENTIAL
	SINGLE FAMILY RESIDENTIAL

INTRODUCTION

Johnson County & Town of Bargersville have undertaken a project to determine the amount of Road Impact Fees that can be assessed against future developments that will be constructed within the Johnson County & Town of Bargersville limits. This analysis will project and evaluate the future impact of these developments on the roadway system.

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

The following list summarizes the Impact Fee analysis procedure:

1. The Zone Improvement Plan (ZIP) Area for this project was defined via meetings between A&F Engineering and representatives from Johnson County and the Town of Bargersville.
2. The intersections and segments in the Zone Improvement Plan (ZIP) Area that were to be analyzed were then identified.
3. A&F Engineering collected turning movement traffic volume counts at the study intersections between the hours of 6:30 AM to 8:30 AM and 3:00 PM to 7:00 PM during a typical weekday in 2019.

4. A&F Engineering collected 24-hour traffic volume counts along the study roadways during a typical weekday in 2019.
5. An Impact Fee Advisory Committee was established for guidance throughout this analysis. Members of the Impact Fee Advisory Committee were selected to meet the requirements of IC 36-7-4-1312. The Impact Fee Advisory Committee consisted of a total of 8 members representing the building, development, and engineering industries, representatives from Johnson County, and representatives from the Town of Bargersville.
6. A&F Engineering representatives met with the Impact Fee Advisory Committee to inform them on the process and scope of the project. Additionally, meetings were held to discuss the baseline levels of service for intersections and segments for the County and Town that were used in the study.
7. Capacity analyses for the existing traffic volume counts at each of the study intersections and study roadways were conducted to identify existing infrastructure deficiencies.
8. Existing deficiencies at each of the study intersections and segments were mitigated through lane additions or traffic control changes.
9. The cost associated with mitigating the existing intersection and roadway conditions to accommodate the existing traffic volumes were estimated.
10. 10-year future development projections and vacant parcels were identified within the ZIP area from the County's and Town's planning departments.
11. The *ITE Trip Generation Manual (10th Edition)*¹ was used to estimate the number of peak hour trips and 24-hour trips that would be generated by each of the vacant parcels.
12. A dynamic traffic model for the ZIP area was created. This model included all future land uses, study intersections, and study roadway segments.
13. An Origin-Destination (OD) matrix was created for the generated trips from the vacant parcel land uses based on the existing traffic patterns and location of current and future land uses. The model was then ran to yield the generated traffic volumes from the future land uses at each of the study intersections and roadway segments.
14. The volumes obtained in Step 13 were added to the existing traffic volumes at each of the study intersections and roadway segments to yield 10-year future traffic volume projections.

¹ *Trip Generation Manual*, Institute of Transportation Engineers, Tenth Edition, 2017.

15. Capacity analyses for the future traffic volumes were conducted with existing intersection and roadway conditions to identify deficiencies caused by future development.
16. The cost associated with mitigating the existing/mitigated intersection and roadway conditions to accommodate the 10-year future traffic volume projections were estimated.
17. Based on the incremental cost of existing and future mitigations and the 24-hour generated trips from the vacant parcels, the Impact Fee was calculated.

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

PURPOSE

The purpose of this project is as follows:

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

Projected 10-Year Conditions – Estimate the trips that could be generated by the vacant parcels of land and partially vacant parcels of land as identified by Johnson County & Town of Bargersville planning staff in 2019 within the study area. These trips will then be added to the existing traffic volumes to estimate the 10-year traffic volumes that will use the County's and Town's roadway systems. Intersection and roadway improvements will then be recommended based on these future traffic volumes. Estimated construction costs will be determined for the corresponding intersection and roadway improvements.

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

ZONE IMPROVEMENT PLAN AREA

The area for this analysis has been determined based on Johnson County & Town of Bargersville area limits. This area is shown on the following figures:

- **Figure 1**, which is titled “Zone Improvement Plan Area Study Roadway Network” and is located at the front of this report, shows the intersections and roadway segments that are included in the study area.
- **Figure 2** shows the location of the vacant land parcels in reference to the Zone Improvement Plan (ZIP) Area Study Roadway Network.

SCOPE OF WORK

The scope of work for this analysis is as follows:

Existing Conditions

1. Determine the existing traffic volumes at all intersections and on all roadway segments.
 - a. Perform manual turning movement traffic counts at the existing study intersections. (Shown in **Figure 1**)
 - b. Perform 24-hour machine traffic counts along the existing study roadway segments. (Shown in **Figure 1**)
2. Inventory all existing study intersections to determine traffic control and intersection geometrics. (Shown in **Figure 1**)
3. Inventory all existing study roadway segments to determine number of lanes, lane widths, shoulder widths and speed limits. (Shown in **Figure 1**)
4. Prepare a capacity analysis for each intersection and each roadway segment using existing geometrics, existing traffic controls and existing traffic volumes. The capacity analysis will provide levels of service for each of the intersections and roadway segments which can be compared to the acceptable level of service standards.
5. Make recommendations to improve the intersections and roadway segments that are below acceptable levels of service.
6. Estimate construction costs based on the corresponding intersection and roadway improvements needed to accommodate the existing traffic volumes.

Projected 10-Year Conditions

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

Impact Fee

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

EXISTING TRAFFIC DATA

Peak hour turning movement traffic volume counts were conducted at all of the study intersections by A&F Engineering Co., LLC. The counts include an hourly total of all "through" traffic and all "turning" traffic at the intersection. The counts were made during the hours of 6:30 AM to 8:30 AM and 3:00 PM to 7:00 PM in 2019. The "Intersection Traffic Movements" figures shown in **Exhibit A** summarize the existing traffic volumes for the peak hours obtained from the manual counts. The raw data sheets for the intersection traffic counts are included in **Appendix A**.

Directional, automatic machine traffic volume counts were conducted along all major existing roadway segments in the study area by A&F Engineering Co., LLC in 2019. Traffic volume counts were conducted for a period of twenty-four hours and summarized on an hourly basis for a twenty-four hour period. The total traffic over the 24-hour period is referred to as the "Average Daily Traffic" (ADT). The "Roadway Segment Summary" figures in **Exhibit B** summarize the existing traffic volumes for the peak hours and the ADT obtained from the machine traffic counts. The raw data sheets for the roadway segment traffic counts are included in **Appendix B**.

EXISTING INTERSECTION INVENTORY

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

- Traffic Controls
- Intersection Geometrics

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

EXISTING ROADWAY SEGMENT INVENTORY

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

- Number of Lanes
- Segment Length
- Speed Limits
- Percent No-Passing
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of Traffic
- Peak Hour Factor (PHF)
- % Heavy Vehicle

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

VACANT LAND PARCELS – PROPOSED USES

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

SITE GENERATED TRIPS

An estimate of traffic anticipated to be generated by each of the vacant parcels is a function of the size and character of the land use. *ITE Trip Generation Manual (10th Edition)* was used to calculate the total number of trips expected to be generated by each land use during the AM peak hour, PM peak hour and 24-hour weekday period. This report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. Based on the information provided by Johnson County & the Town of Bargersville's Planning Department as well as data taken from *ITE Trip Generation Manual (10th Edition)*, the classifications and descriptions for each of the vacant parcel uses applicable to this study are as follows:

- Single Family:** Single-family land use is defined as all single-family detached homes on individual lots. A typical example of this land use is a suburban subdivision.
- Multi-Family:** Multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and that have one or two levels (floors).
- Automobile Sales:** A used automobile sales dealership is typically located along a major arterial street characterized by abundant commercial development. The sale or lease of used cars is the primary business at these facilities; however, automobile services and parts sales may also be available. Some dealerships also include leasing options, truck sales, and servicing.
- Drive-In Bank:** A drive-in bank provides banking facilities for motorists who conduct financial transactions from their vehicles; many also serve patrons who walk into the building. The drive-in lanes may or may not provide automatic teller machines (ATMs).

High Turn-Over

- Restaurants:** This land use consists of sit-down, full-service eating establishments with typical duration of stay of approximately one hour. This type of restaurant is usually moderately priced and frequently belongs to a restaurant chain. Generally, these restaurants serve lunch and dinner; they may also be open for breakfast and are sometimes open 24 hours a day. These restaurants typically do not take reservations. Patrons commonly wait to be seated, are served by a waiter/waitress, order from menus and pay for their meal after they eat. Some facilities contained within this land use may also contain a bar area for serving food and alcoholic drinks.
- Retail:** The retail land use includes neighborhood center, regional shopping centers, and area service nodes and is defined as an integrated group of commercial establishments that are planned, developed, owned and managed as a shopping center. Also includes free standing commercial units/service institutions. A shopping center provides on-site parking facilities sufficient to serve its own parking demands.
- Office:** General office land use houses multiple tenants and is a location where affairs of businesses commercial or industrial organizations, or professional persons or firms are conducted.
- Business Park:** Business parks consist of a group of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant space is flexible and lends itself to a variety of uses; the rear side of the building is usually served by a garage door. Tenants may be start-up companies or small mature companies that require a variety of space. The space may include offices, retail and wholesale stores, restaurants, recreational areas and warehousing, manufacturing, light industrial or scientific research functions.

PASS-BY TRIPS

The vacant parcels that include retail uses will attract pass-by trips. Pass-by trips are trips already on the roadway system that are captured by a proposed development. *ITE Trip Generation Handbook*² provides procedures and data that can be used to estimate the reduction in trips for the retail land uses. The reduction in trips is a function of the size of the retail development. A 34% pass-by reduction was considered for each retail parcel based on the *ITE Trip Generation Manual (10th Edition)*.

INTERNAL TRIPS

In multi-land use developments, there will be trips made between individual land uses that are generated from within the development. These internal trips will never use the public street system. Therefore, they should not be included in the capacity calculations. For the mixed-use developments within the study area, a 20% internal trip reduction was applied based on the methods outlined in the *ITE Trip Generation Manual (10th Edition)*.

PROJECTED 10-YEAR TRAFFIC VOLUMES

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

ASSIGNMENT & DISTRIBUTION OF GENERATED TRIPS

To determine the volume of traffic that will be added to the study area roadway and intersection network, the generated traffic must be assigned and distributed by direction to the public roadway at its intersection with the development access points, and then to each of the intersections throughout the study area. For each of the vacant parcels within the study area, the assignment and distribution was based on the existing traffic patterns, the location of population and employment centers in relation to the individual parcels and the proposed street system within the study area. The

² *Trip Generation Handbook*, Institute of Transportation Engineers, Third Edition, September 2017.

assignment and distribution of the generated traffic for each parcel was expedited by using *PTV VISUM 18*, a state-of-the-art transportation planning software package that utilizes origin-destination pairs and allows for changes in the roadway system and driver behavior to be considered when future traffic flows are to be determined.

SIGNAL WARRANT ANALYSIS

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

CAPACITY ANALYSIS

The "efficiency" of an intersection or roadway segment is based on its ability to accommodate the traffic volumes that approach the intersection or that travel along the roadway. It is defined by the Level-of-Service (LOS) of the intersection or roadway segment. The LOS is determined by a series of calculations commonly called a "capacity analysis". Input data into a capacity analysis include traffic volumes, intersection geometry, number and use of lanes and, in the case of signalized intersections, traffic signal timing. To determine the LOS at each of the study intersections, a capacity analysis has been made using the recognized computer program *Synchro*³. This program allows multiple intersections to be analyzed and optimized using the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)*⁴. To determine the LOS at each of the roadway segments, a capacity analysis has been performed using the computer program *HIGHPLAN*, which uses the capacity calculation methods outlined within the *Highway Capacity Manual (HCM)* for two-lane and Multi-Lane roadway segments.

DESCRIPTION OF LEVEL OF SERVICE – INTERSECTIONS

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

³ *Synchro/SimTraffic 10.0.1*, Trafficware, 2017.

⁴ *Highway Capacity Manual Sixth Edition (HCM 6)* Transportation Research Board, National Research Council, Washington, DC, 2017.

- Level of Service A** - describes operations with a very low delay, less than or equal to 10.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all.
- Level of Service B** - describes operations with delay in the range of 10.1 to 20.0 seconds per vehicle. This generally occurs with good progression. More vehicles stop than LOS A, causing higher levels of average delay.
- Level of Service C** - describes operation with delay in the range of 20.1 seconds to 35.0 seconds per vehicle. These higher delays may result from failed progression. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
- Level of Service D** - describes operations with delay in the range of 35.1 to 55.0 seconds per vehicle. At level of service D, the influence of congestion becomes more noticeable. Longer delays may result from some combinations of unfavorable progression. Many vehicles stop, and the proportion of vehicles not stopping declines. This is the limit of acceptable delay.
- Level of Service E** - describes operations with delay in the range of 55.1 to 80.0 seconds per vehicle. These high delay values generally indicate poor progression and long cycle lengths.
- Level of Service F** - describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

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

TABLE 1 – INTERSECTION LEVEL OF SERVICE THRESHOLD

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

DESCRIPTION OF LEVEL OF SERVICE – ROADWAYS

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

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

- Number of Lanes
- Segment Length
- Speed Limit
- Percent No-Passing
- Presence of Median or Passing Lanes
- Average Daily Traffic (ADT)
- Directional Split of traffic
- Peak Hour Factor (PHF)
- % Heavy Vehicle

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

TABLE 2 – LOS THRESHOLDS FOR TWO-LANE ROADWAY SEGMENTS

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

TABLE 3 – LOS THRESHOLDS FOR MULTILANE ROADWAY SEGMENTS

Level of Service	Percentage of Free Flow Speed (%)	Minimum Speed (mph)
A	≤ 11	ALL
B	11.1-18	ALL
C	18.1-26	ALL
D	26.1-35	ALL
E	35.1-45	45-60
F	> 45	45-60

ACCEPTABLE LEVEL OF SERVICE STANDARDS

Based on meetings conducted by A&F Engineering the Impact Fee Advisory Committee have established a minimum acceptable level of service (LOS) standard that was used when performing the capacity analyses for the study intersections and roadway segments. Level of service 'D' has been selected as the minimum acceptable LOS for intersections and level of service 'E' as the minimum acceptable LOS for roadway segments in this study. This standard is used for both existing conditions and projected 10-year conditions.

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

- Intersection 1 – SR 135 & E 2 Cent Road
- Intersection 54 – CR 144/SR 144 & Whiteland Road (CR 500 N)

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

RECOMMENDED IMPROVEMENT CRITERIA

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

of this report. **Figures 3 and 4** illustrate and summarize the intersections and segments that require mitigation.

ESTIMATED CONSTRUCTION COSTS

Table 4 is a summary of the estimated construction costs that will be required to bring the intersections up to design level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions and planned improvements (Today's Cost) and the estimated construction costs associated with the recommended improvements to mitigate the projected 10-year traffic conditions (10-Year Cost). All construction estimates are based on year 2020 costs.

Table 5 is a summary of the estimated construction costs that will be required to bring the roadways up to design level of service standards (LOS D) to accommodate either the existing traffic volumes or the projected 10-year traffic volumes. The table shows the estimated construction costs associated with the improvements recommended to mitigate the existing traffic conditions and planned improvements (Today's Cost) and the estimated construction costs associated with the recommended improvements to mitigate the projected 10-year traffic conditions (10-Year Cost) and the difference between the estimated future cost and the estimated existing mitigated cost (Applicable Impact Fee Cost). All construction estimates are based on year 2020 costs.

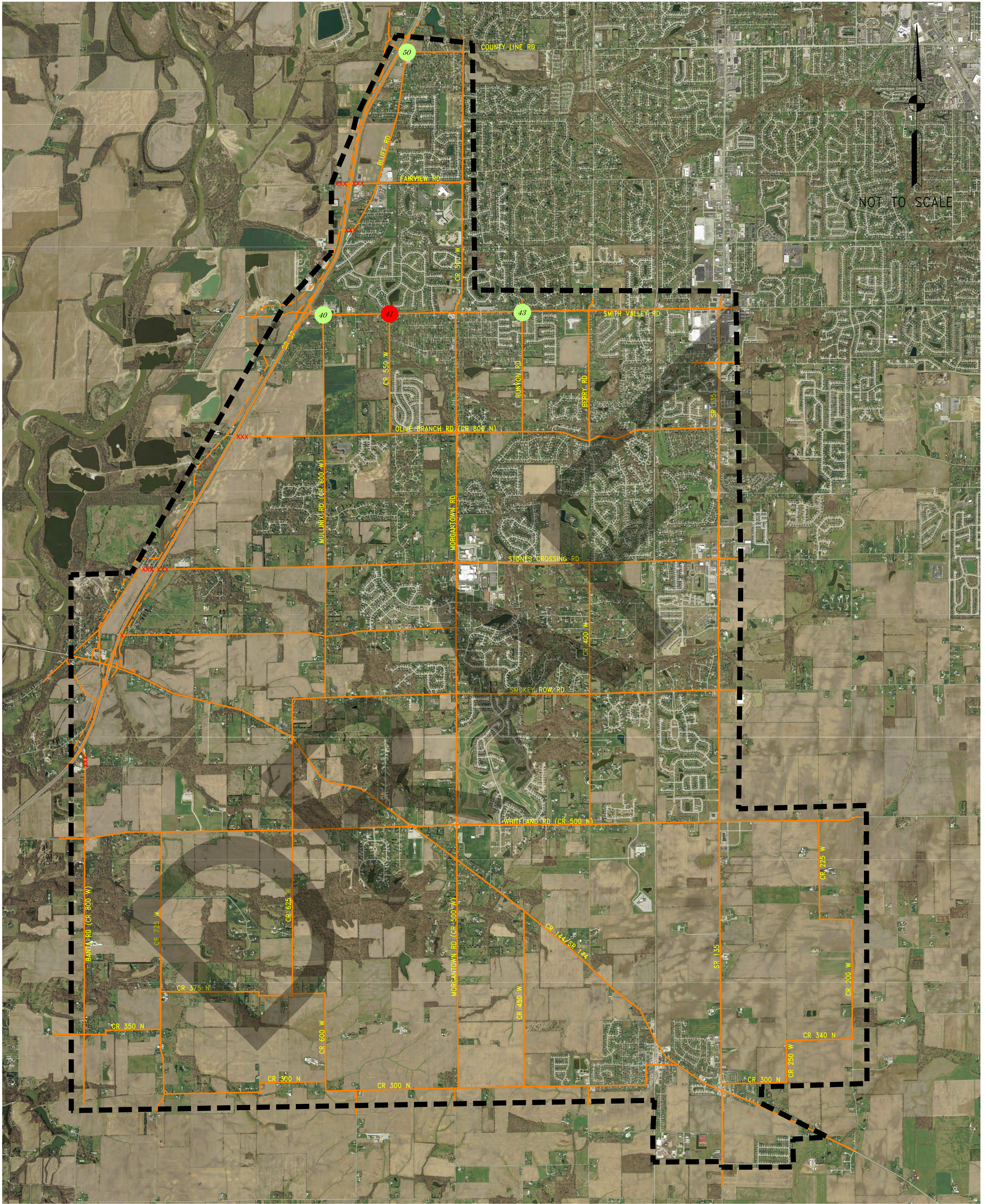


FIGURE 3
RECOMMENDED MITIGATION
LOCATIONS FOR
EXISTING TRAFFIC VOLUMES

JOHNSON COUNTY
TOWN OF BARGERSVILLE



LEGEND	
	ZONE IMPROVEMENT PLAN AREA
	LANE IMPROVEMENTS
	TRAFFIC CONTROL IMPROVEMENTS

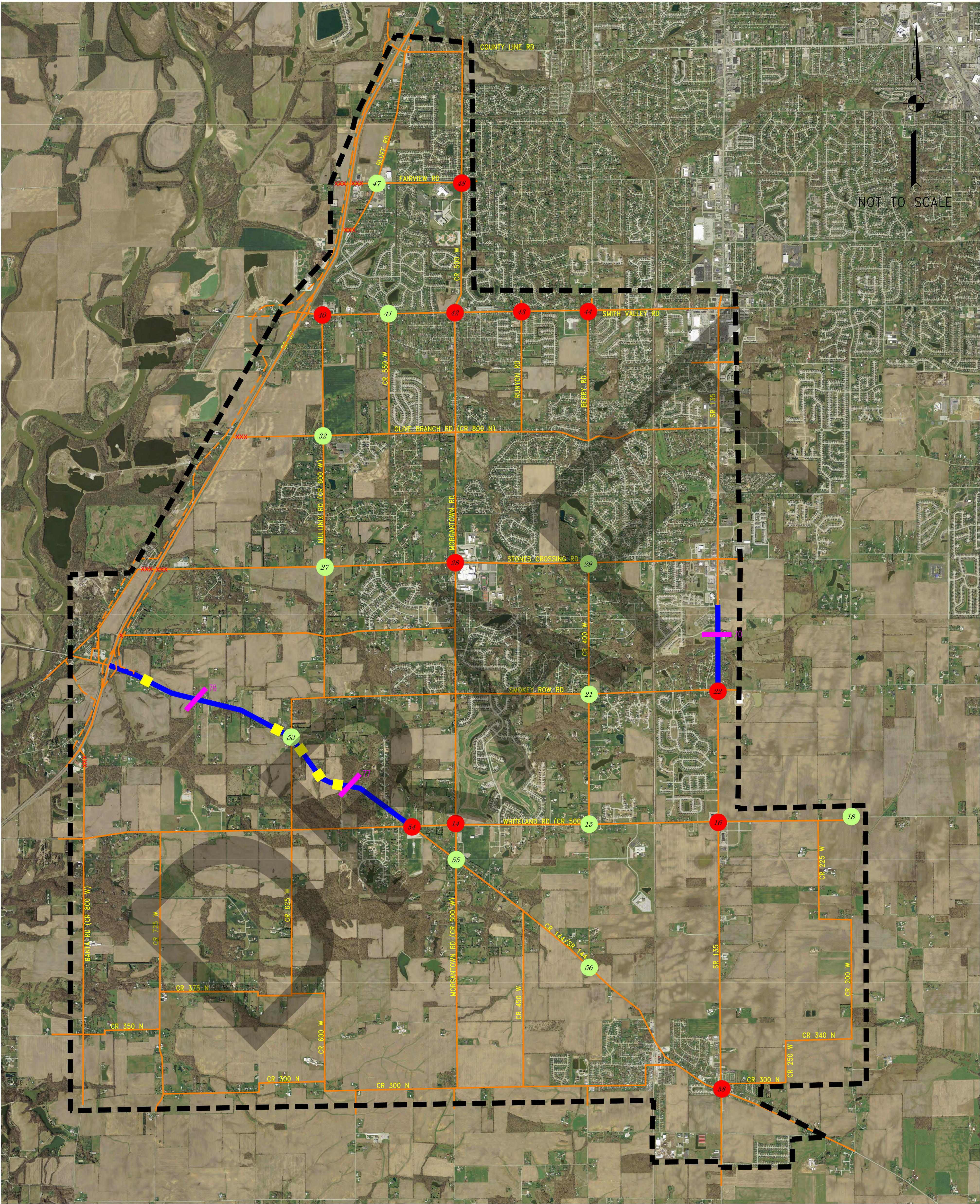


FIGURE 4
RECOMMENDED MITIGATION
LOCATIONS FOR
FUTURE TRAFFIC VOLUMES

JOHNSON COUNTY
TOWN OF BARGERSVILLE



LEGEND	
	ZONE IMPROVEMENT PLAN AREA
	CULVERT/BRIDGE UPGRADE
	ADDED TRAVEL LANES
	LANE IMPROVEMENTS
	TRAFFIC CONTROL IMPROVEMENTS

TABLE 4 – ESTIMATED INTERSECTION CONSTRUCTION COSTS

No.	Intersection	Today's Cost	Ten-year Cost	Applicable Impact Fee Cost
1	SR 135 & E 2 Cent Road	\$0	\$520,000	\$520,000
14	Whiteland Road (CR 500 N) & Morgantown Road (CR 500 W)	\$0	\$810,000	\$810,000
15	Whiteland Road (CR 500 N) & CR 400 W	\$0	\$2,650,000	\$2,650,000
16	Whiteland Road (CR 500 N) & SR 135	\$0	\$810,000	\$810,000
18	Whiteland Road (CR 500 N) & CR 200 W	\$0	\$690,000	\$690,000
20	Smokey Row Road & Morgantown Road	\$0	\$2,070,000	\$2,070,000
21	Smokey Row Road & CR 400 W	\$0	\$2,070,000	\$2,070,000
27	Stone Crossing Road & Mullinx Road (CR 600 W)	\$0	\$2,070,000	\$2,070,000
28	Stone Crossing Road & Morgantown Road (CR 500 W)	\$0	\$810,000	\$810,000
29	Stone Crossing Road & CR 400 W*	\$158,699	\$317,397	\$158,698
32	Olive Branch Road (CR 800 N) & Mullinx Road (CR 600 W)	\$0	\$2,070,000	\$2,070,000
41	Smith Valley Road & CR 550 W	\$0	\$2,070,000	\$2,070,000
42	Smith Valley Road & Morgantown Road (CR 500 W)	\$0	\$1,060,000	\$1,060,000
43	Smith Valley Road & Runyon Road	\$2,070,000	\$580,000	-\$1,490,000
44	Smith Valley Road & Berry Road	\$0	\$270,000	\$270,000
47	Fairview Road & Bluff Road	\$0	\$2,070,000	\$2,070,000
48	Fairview Road & CR 500 W	\$0	\$145,000	\$145,000
53	CR 144 & CR 625 W	\$0	\$2,650,000	\$2,650,000
54	CR 144 & Whiteland Road	\$0	\$580,000	\$580,000
55	CR 144 & Morgantown Road	\$0	\$2,650,000	\$2,650,000
56	CR 144 & CR 400 W	\$0	\$2,070,000	\$2,070,000
58	CR 144/SR 144 & SR 135	\$0	\$270,000	\$270,000
TOTALS		\$2,228,699	\$29,302,397	\$27,073,698

*PLANNED IMPROVEMENTS – The cost associated with planned improvements is split in half between today's cost and ten-year cost.

TABLE 5 – ESTIMATED ROADWAY CONSTRUCTION COSTS

No.	Street	Location	Today's Cost	Ten-year Cost	Applicable Impact Fee Cost
13	Whiteland Road	CR 400 W – SR 135	\$0	\$4,360,000	\$4,360,000
76	CR 144	SR 37 - CR 625 W	\$0	\$8,050,000	\$8,050,000
77	CR 144	CR 625 W - Whiteland Road	\$0	\$6,320,000	\$6,320,000
TOTALS			\$0	\$18,730,000	\$18,730,000

TABLE 6 – ESTIMATED CULVERT/BRIDGE UPGRADE COSTS

No.	Street	Location	Today's Cost	Ten-year Cost	Applicable Impact Fee Cost
76	CR 144	SR 37 - CR 625 W	\$0	\$264,000	\$264,000
77	CR 144	CR 625 W - Whiteland Road	\$0	\$396,000	\$396,000
TOTALS			\$0	\$660,000	\$660,000

TOTAL COSTS

Table 7 summarizes the total “Today’s Cost” and “10-Year Cost” for the study area intersections and roadways.

TABLE 7 – TOTAL COSTS

	Today’s Cost	10-Year Cost	Applicable Impact Fee Cost
Intersections (Table 4)	\$2,228,699	\$29,302,397	\$27,073,698
Roadways (Table 5)	\$0	\$18,730,000	\$18,730,000
Culvert/Bridge (Table 6)	\$0	\$660,000	\$660,000
Total Cost	\$2,228,699	\$48,692,397	\$46,463,698

GENERATED 24-HOUR TRIPS

In order to determine an impact fee per trip, the total number of trips that will be generated during a 24-hour weekday period for each of the vacant parcels has been determined. **Table 8** identifies each of the vacant parcels, the assumed land use, and the 10-year build-out size.

Figure 2 shows the location and land uses of those vacant parcels.

TABLE 8 – SUMMARY OF 24-HOUR TRIPS

Parcel #	Land Use Distribution	ITE Code	Development Size	Units
1	Retail	820	26,016	SF
	Retail	820	49,728	SF
2	Multi-Family Residential	220	155	DU
3	Single-Family Residential	210	85	DU
4	Business Park	770	571,920	SF
5	Retail	820	87,840	SF
	Retail	820	72,912	SF
6	Retail	820	15,216	SF
7	Multi-Family Residential	220	60	DU
8	Retail	820	28,080	SF
9	Retail	820	63,360	SF
10	Retail	820	7,440	SF
11	Business Park	770	1,196,160	SF
12	Retail	820	113,856	SF
13	Single-Family Residential	210	85	DU
14	Single-Family Residential	210	87	DU
	Single-Family Residential	210	288	DU
15	Single-Family Residential	210	27	DU
	Single-Family Residential	210	187	DU
16	Single-Family Residential	210	57	DU
	Single-Family Residential	210	33	DU
17	Single-Family Residential	210	79	DU
18	Single-Family Residential	210	84	DU
19	Single-Family Residential	210	16	DU
	Single-Family Residential	210	19	DU
20	Single-Family Residential	210	760	DU
	Single-Family Residential	210	52	DU
21	Single-Family Residential	210	33	DU
	Single-Family Residential	210	12	DU
	Single-Family Residential	210	54	DU
22	Single-Family Residential	210	20	DU
23	Single-Family Residential	210	67	DU
24	Single-Family Residential	210	85	DU
25	Single-Family Residential	210	219	DU
26	Multi-Family Residential	210	61	DU
27	Retail	820	5,040	SF
28	Office	710	126,630	SF
29	Senior Adult Housing - Detached	251	10	DU
30	Retail	820	15,075	SF
31	Retail	820	399,840	SF

Parcel #	Land Use Distribution	ITE Code	Development Size	Units
32	Office	710	319,740	SF
33	Single-Family Residential	210	14	DU
34	Single-Family Residential	210	11	DU
35	Single-Family Residential	210	19	DU
36	Single-Family Residential	210	23	DU
	Single-Family Residential	210	14	DU
	Single-Family Residential	210	117	DU
	Single-Family Residential	210	17	DU
37	Single-Family Residential	210	32	DU
	Single-Family Residential	210	56	DU
	Single-Family Residential	210	95	DU
38	Retail	820	132,540	SF
39	Office	710	9864	SF
40	Office	710	16,920	SF
41	Office	710	37,980	SF
42	Office	710	22,320	SF
	Retail	820	22,320	SF
43	Single-Family Residential	210	41	DU
44	Office	710	34,140	SF
45	Retail	820	7,920	SF
46	Single-Family Residential	210	10	DU
	Single-Family Residential	210	38	DU
	Single-Family Residential	210	140	DU
47	Office	710	89,993	SF
	Retail	820	89,993	SF
48	Retail	820	90,300	SF
49	Multi-Family Residential	210	121	DU
50	Retail	820	53,190	SF
51	Multi-Family Residential	210	26	DU
52	Single-Family Residential	210	165	DU
	Single-Family Residential	210	28	DU
53	Single-Family Residential	210	31	DU
	Single-Family Residential	210	28	DU
54	Single-Family Residential	210	179	DU
	Single-Family Residential	210	32	DU
	Single-Family Residential	210	48	DU
	Single-Family Residential	210	45	DU
	Single-Family Residential	210	114	DU
55	Single-Family Residential	210	387	DU
	Single-Family Residential	210	80	DU

Parcel #	Land Use Distribution	ITE Code	Development Size	Units
56	Office	710	14,628	SF
	Retail	820	14,628	SF
57	Retail	820	23,085	SF
	Retail	820	23,550	SF
58	Single-Family Residential	210	38	DU
59	Single-Family Residential	210	48	DU
	Single-Family Residential	210	18	DU

Notes: DU = Dwelling Unit; SF = Square Feet

The *ITE Trip Generation Manual (10th Edition)* was used to generate the number of 24-hour weekday trips generated by the land uses listed above. The 24-hour generated trips that will be used for the impact fee calculation is 155,199 trips.

HISTORICAL FUNDING SOURCES

The Johnson County & the Town of Bargersville have historically relied on several founding sources to construct and maintain roadway infrastructure. The following tables summarize these funding sources and funds:

TABLE 9 – TOWN OF BARGERSVILLE FUNDING SOURCES AND FUNDS

Year	LR&S Distribution	MVH Distribution	LR&B Matching Grant	MVH Distribution Restricted
2016	\$41,295	\$144,453	\$506,000	\$0
2017	\$60,093	\$151,963	\$0	\$0
2018	\$88,176	\$187,235	\$0	\$0
2019	\$91,913	\$90,007	\$900,595	\$82,717
Total	\$281,477	\$573,658	\$1,406,595	\$82,717

TABLE 10 – JOHNSON COUNTY FUNDING SOURCES AND FUNDS

Year	Cumulative Bridge	Cumulative Capital Development	LR&S Distribution	MVH Distribution Restricted	MVH Distribution	LOIT Special Distribution	Wheel/Surtax – County Portion
2015	\$67,515.37	\$765,904.51	\$738,900.42	-	\$840,030.72	-	\$1,180,019.78
2016	\$10,675.87	\$744,441.91	\$607,983.80	-	\$334,175.48	\$990,103.94	\$558,524.43
2017	\$609,526.94	\$481,346.76	\$814,280.66	-	\$622,971.01	-	\$1,752,390.83
2018	\$373,320.59	\$266,694.75	\$1,021,484.33	-	\$1,892,325.81	\$533,431.74	\$101,494.85
2019	\$110,345.39	\$318,416.07	\$738,943.25	\$1,679,562.89	\$33,891.29	-	\$1,052,822.30
Total	\$1,171,384.16	\$2,576,804	\$3,921,592.46	\$1,679,562.89	\$3,723,394.31	\$1,523,535.68	\$4,645,252.19

ROAD IMPACT FEE

The method used for determining the impact fee is based on the sum of the impact fee construction costs for all study intersections and roadways added to the cost of performing the impact fee study.

This results in the “Total Impact Fee Cost”. The total impact fee cost is then divided by the total number of 24-hour trips that will be generated by the vacant land parcels. **Table 11** shows the calculation for the impact fee.

TABLE 11 – CALCULATION OF IMPACT FEE

Total Applicable Road Impact Fee Cost	\$45,803,698
Cost of Performing Impact Fee Study	\$176,580
Total Road Impact Fee Cost	\$45,980,278
Total Applicable Culvert/Bridge Impact Fee Cost	\$660,000
24-Hour Trips from vacant Land Parcels	155,199
Road Impact Fee per 24-Hour Generated Trip (Equals Total Road Impact Fee Cost divided by the 24-hour trips)	\$296.27
Culvert/Bridge Impact Fee per 24-Hour Generated Trip (Equals Total Applicable Culvert/Bridge Impact Fee Cost divided by the 24-hour trips)	\$4.25

ANNUAL IMPACT FEE EVALUATION

The estimated construction costs that have been used to determine the impact fees presented in this report are based on year 2020 construction costs. Therefore, it may be necessary to re-evaluate the impact fee on an annual basis to reflect the annual inflation of costs for intersection and road construction or any major changes in the proposed land uses.

EXAMPLES OF TYPICAL IMPACT FEES COLLECTED

For all land uses, the number of 24-hour trips generated by each new development for a typical weekday would need to be determined on a case by case basis using the methods and procedures outlined in the most recent edition of the *ITE Trip Generation Manual* and the *ITE Trip Generation Handbook*. The generated 24-hour trip number for the new development is then multiplied by the fee per trip to determine the collected fee. **Table 12** shows the typical impact fees that would be collected for a variety of land uses. For each land use the table lists the ITE Code classification, a range of typical sizes, the 24-hour weekday trips generated by each size and the resulting impact fee to be collected. It should be noted that the land uses listed in the table are only a small sample of the different types of land uses classified by the *ITE Trip Generation* report.

TABLE 12 – EXAMPLES OF TYPICAL FEES COLLECTED PER OTHER LAND USES

Land Use	ITE Code	Size	24-Hour Trips	Road Impact Fee per 24-hour Trip	Road Impact Fee Collected	Culvert/Bridge Impact Fee per 24-hour Trip	Culvert/Bridge Impact Fee Collected
Single-Family	210	10 DU	94	\$304.05	\$27,849.06	\$4.25	\$399.50
		20 DU	189	\$304.05	\$55,994.38	\$4.25	\$803.25
		30 DU	283	\$304.05	\$83,843.44	\$4.25	\$1,202.75
Multi-Family Apartments	220	100 DU	715	\$304.05	\$211,830.61	\$4.25	\$3,038.75
		200 DU	1,471	\$304.05	\$435,808.15	\$4.25	\$6,251.75
		300 DU	2,227	\$304.05	\$659,785.69	\$4.25	\$9,464.75
Business Park	770	200,000 SF	2,840	\$304.05	\$841,397.11	\$4.25	\$12,070.00
		300,000 SF	3,902	\$304.05	\$1,156,032.22	\$4.25	\$16,583.50
		400,000 SF	4,964	\$304.05	\$1,470,667.34	\$4.25	\$21,097.00
General Office	710	50,000 SF	542	\$304.05	\$160,576.49	\$4.25	\$2,303.50
		100,000SF	1,061	\$304.05	\$314,338.85	\$4.25	\$4,509.25
		200,000 SF	2,078	\$304.05	\$615,641.97	\$4.25	\$8,831.50
General Retail*	820	50,000 SF	3,752	\$304.05	\$1,111,592.23	\$4.25	\$15,946.00
		100,000SF	6,012	\$304.05	\$1,781,154.72	\$4.25	\$25,551.00
		200,000 SF	9,632	\$304.05	\$2,853,639.76	\$4.25	\$40,936.00

Notes

DU = Dwelling Unit, SF = Square Feet

*Retail land uses attract pass-by trips. Therefore, the trips shown above represent the total number of non-pass-by 24-hour trips.

The generated 24-hour trips for a typical weekday were determined by using the methods and procedures outlined in the most recent editions of the *ITE Trip Generation Manual* (10th Edition) and the *ITE Trip Generation Handbook 3rd Edition* (September 2017). The trip report is a compilation of trip data for various land uses as collected by transportation professionals throughout the United States in order to establish the average number of trips generated by those land uses. The handbook provides the procedures and data used to estimate the pass-by traffic reductions for the retail land use.

SUMMARY TABLES FOR INTERSECTIONS

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

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

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

these planned improvements are divided between Johnson County & the Town of Bargersville and the developers which will construct several of these improvements with current funds within the existing road impact fee account.

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

INTERSECTION 1 - SR 135 & E 2 CENT ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

C/D

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

D/F*

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add eastbound and westbound left-turn lanes along E 2 Cent Road.

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

\$520,000

Note:

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

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$520,000

INTERSECTION 2 - CR 300 N & CR 725 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 3 - CR 300 N & CR 600 W

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

INTERSECTION 4 - CR 300 N & MORGANTOWN ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 5 - CR 300 N & CR 450 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 6 - CR 340 N & CR 200 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 7 - CR 350 N & BANTA ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 8 - CR 350 N & CR 725 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 9 - CR 375 N & CR 725 W

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 10 - CR 375 N & CR 625 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No Improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 11 - WHITELAND ROAD & BANTA ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

All-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 12 - WHITELAND ROAD & CR 725 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/A

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 13 - WHITELAND ROAD & CR 625 W

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

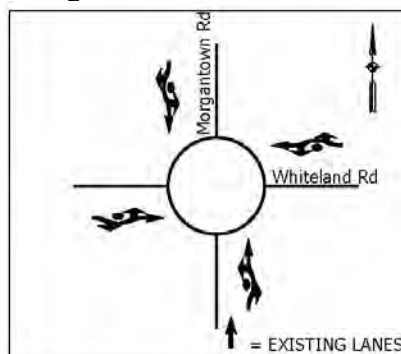
INTERSECTION 14 - WHITELAND ROAD & MORGANTOWN ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Single-Lane Roundabout



Mitigated Conditions for Existing Traffic Volumes

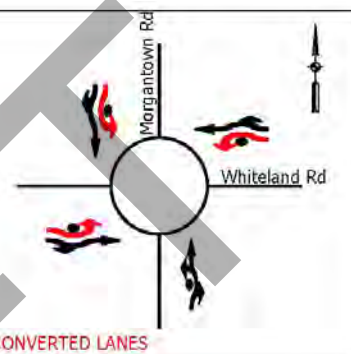
NO IMPROVEMENTS
ARE NECESSARY

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/D

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add eastbound and westbound left-turn lanes along Whiteland Road.
- Add southbound left-turn lanes along Morgantown Road.

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

\$810,00

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$810,00

INTERSECTION 15 - WHITELAND ROAD & CR 400 W

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
A/C



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a multilane roundabout.

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

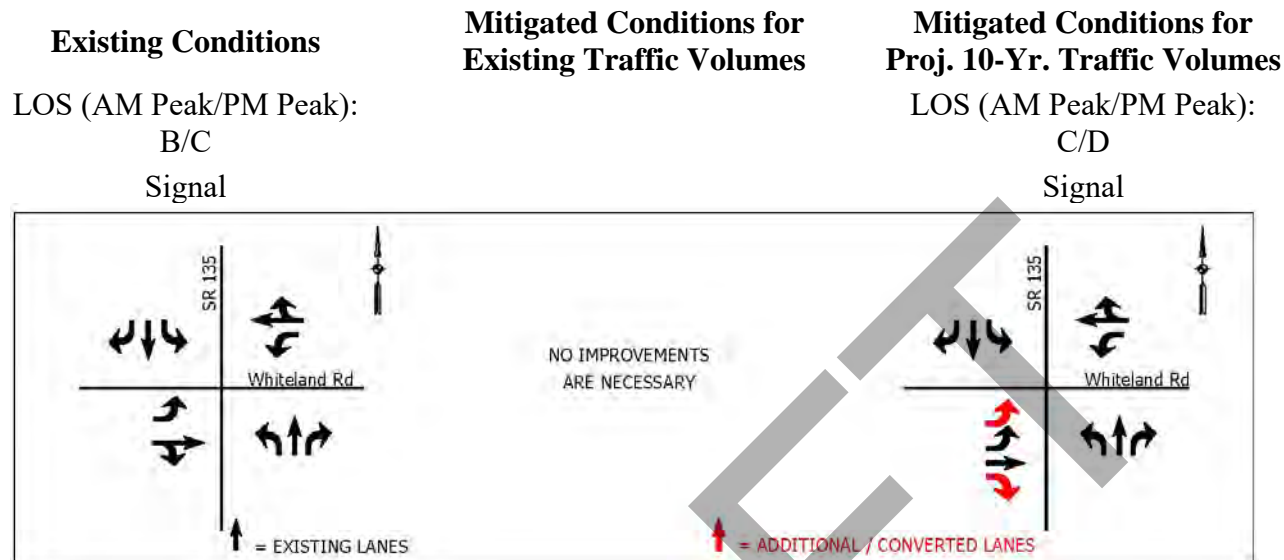
\$2,650,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,650,000

INTERSECTION 16 - WHITELAND ROAD & SR 135



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add a westbound through lane along Whiteland Road.
- Add an eastbound right-turn lane and a left-turn lane along Whiteland Road.

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

\$810,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$810,000

INTERSECTION 17 - WHITELAND ROAD & CR 225 W

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 18 - WHITELAND ROAD & CR 200 W

Existing Conditions

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

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

NO IMPROVEMENTS
ARE NECESSARY

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$690,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$690,000

INTERSECTION 19 - SMOKEY ROW ROAD & MULLINX ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 20 - SMOKEY ROW ROAD & MORGANTOWN ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

B/D

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/B

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 21 - SMOKEY ROW ROAD & CR 400 W

Existing Conditions

LOS (AM Peak/PM Peak):
A/B
All-way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 22 - SMOKEY ROW ROAD & SR 135

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Signal



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Addition of a northbound and a southbound through lane along SR 135.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 23 - CR 650 N & HUGGIN HOLLOW ROAD

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 24 - CR 650 N & SR 37

Existing Conditions

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

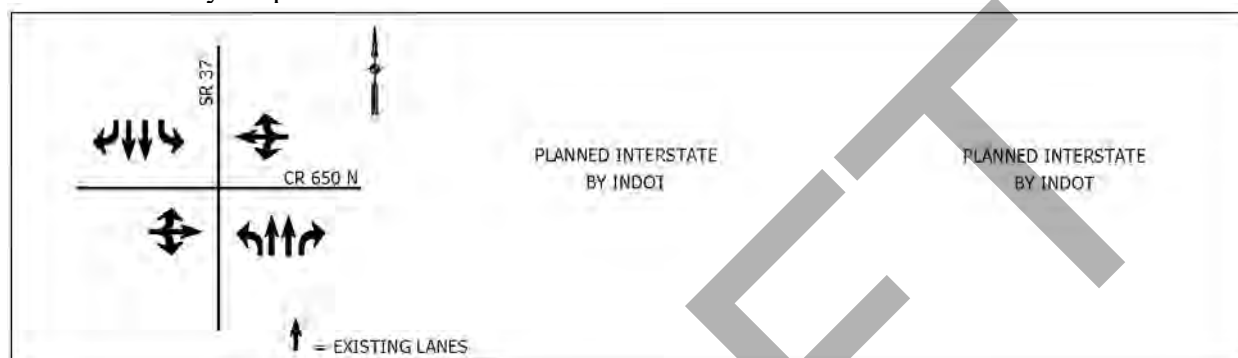
Two-Way Stop

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interchanged at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interchanged at this intersection by INDOT.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 25 - CR 650 N & MULLINX ROAD

Existing Conditions

LOS (AM Peak/PM Peak):
A/A
All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

All-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 26 - STONE CROSSING ROAD & SR 37

Existing Conditions

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

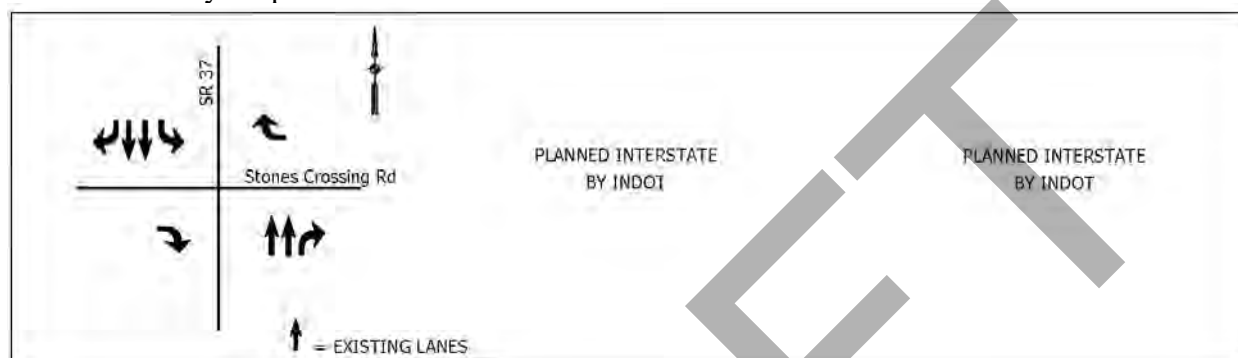
Two-Way Stop

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interchanged at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interchanged at this intersection by INDOT.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 27 - STONE CROSSING ROAD & MULLINX ROAD

Existing Conditions

LOS (AM Peak/PM Peak):
A/A
All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 28 - STONE CROSSING ROAD & MORGANTOWN ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add a southbound left-turn lane and a right-turn lane along Morgantown Road.

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

\$810,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$810,000

INTERSECTION 29 - STONE CROSSING ROAD & CR 400 W

Existing Conditions

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

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Construction of the planned single-lane roundabout

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

\$158,699

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$317,397

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$158,698

INTERSECTION 30 - STONE CROSSING ROAD & SR 135

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 31 - OLIVE BRANCH ROAD & SR 37

Existing Conditions

LOS (AM Peak/PM Peak):

F/F

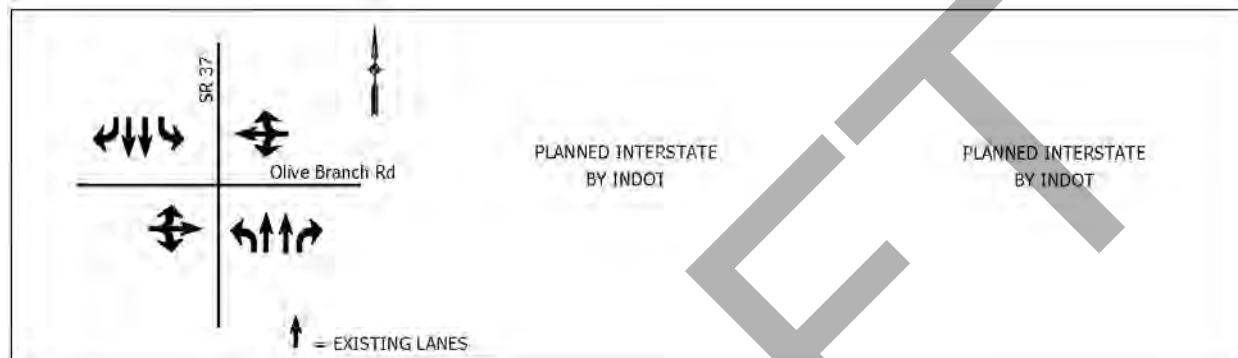
Two-Way Stop

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interchanged at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interchanged at this intersection by INDOT.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 32 - OLIVE BRANCH ROAD & MULLINX ROAD

Existing Conditions

LOS (AM Peak/PM Peak):
B/A
All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 33 - OLIVE BRANCH ROAD & CR 550 W

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 34 - OLIVE BRANCH ROAD & MORGANTOWN ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Signal

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 35 - OLIVE BRANCH ROAD & RUNYON ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

All-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 36 - OLIVE BRANCH ROAD & BERRY ROAD

Existing Conditions

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

All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

All-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 37 - OLIVE BRANCH ROAD & SR 135

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 39 - SMITH VALLEY ROAD & SR 37

Existing Conditions

LOS (AM Peak/PM Peak):

F/C

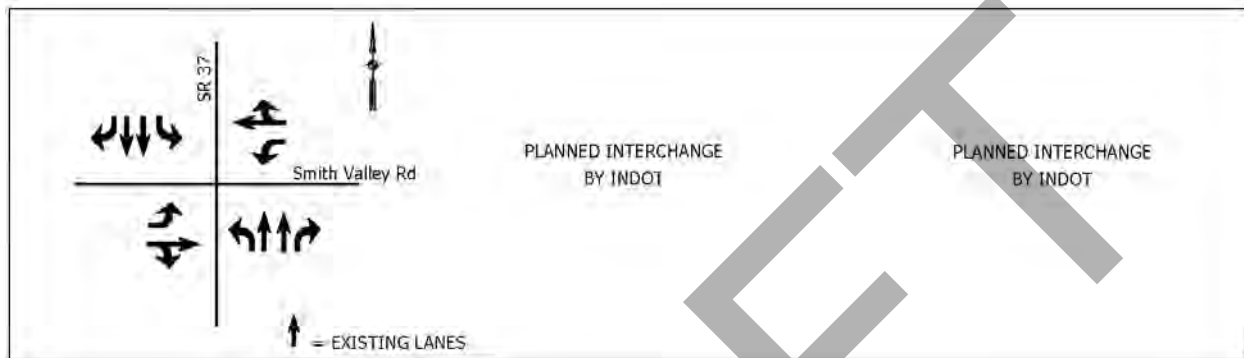
Signal

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interchanged at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interchanged at this intersection by INDOT.

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

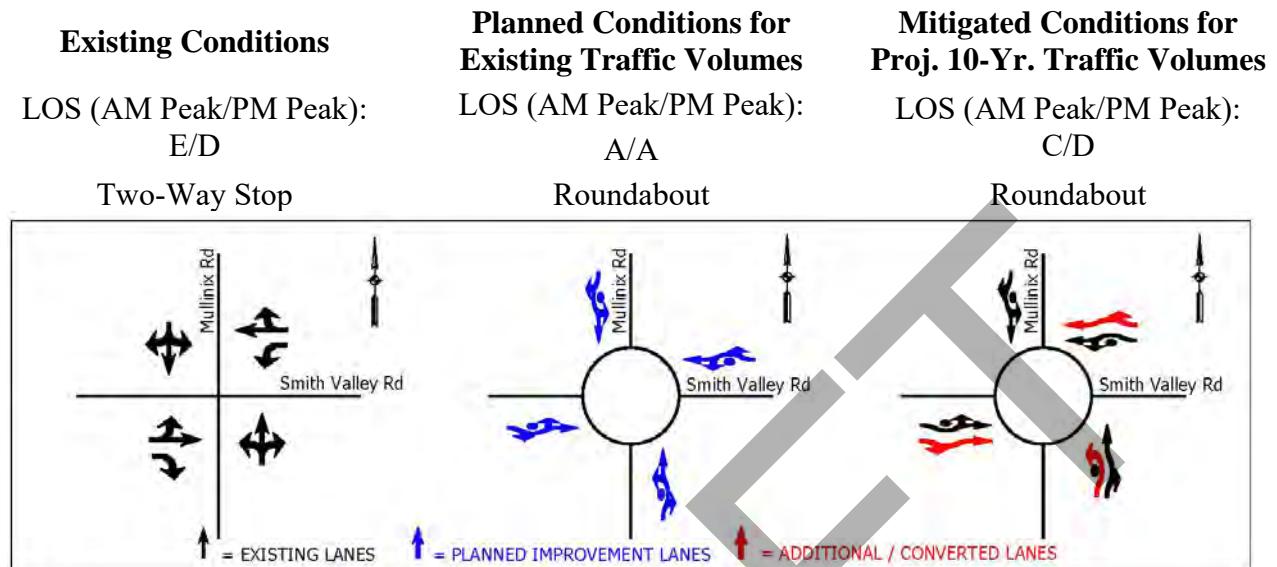
\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 40 - SMITH VALLEY ROAD & MULLINX ROAD



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Construction of the planned single-lane roundabout.

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

\$0

Projected 10-Year Conditions

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

- Conversion of the single-lane roundabout to a multi-lane roundabout.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

Note:

This intersection improvement is planned and funded by INDOT. Therefore; no cost is associated with this mitigation.

INTERSECTION 41 - SMITH VALLEY ROAD & CR 550 W

Existing Conditions

LOS (AM Peak/PM Peak):
D/E*

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Typical lane mitigations do not improve the Level of Service.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 42 - SMITH VALLEY ROAD & MORGANTOWN ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal



Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add eastbound and westbound through lanes along Smith Valley Road.
- Add northbound and southbound through lanes along Morgantown Road.

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

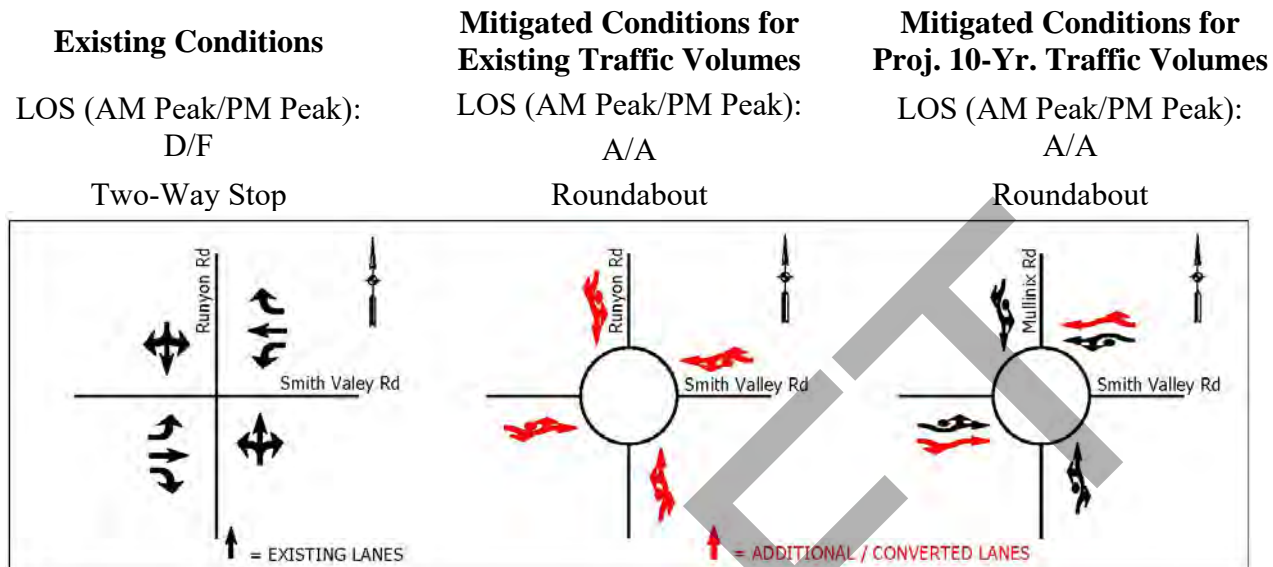
\$1,060,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$1,060,000

INTERSECTION 43 - SMITH VALLEY ROAD & RUNYON ROAD



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Construction of a single-lane roundabout.

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

\$2,070,000

Projected 10-Year Conditions

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

- Conversion of the single-lane roundabout to a multi-lane roundabout.

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

\$580,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

-\$1,490,000

INTERSECTION 44 - SMITH VALLEY ROAD & BERRY ROAD

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add southbound right-turn lane along Berry Road.

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

\$270,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$270,000

INTERSECTION 46 - FAIRVIEW ROAD & SR 37

Existing Conditions

LOS (AM Peak/PM Peak):

C/B

Signal

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interstate at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interstate at this intersection by INDOT.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 47 - FAIRVIEW ROAD & BLUFF ROAD

Existing Conditions

LOS (AM Peak/PM Peak):
B/D
All-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a single-lane roundabout.

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 48 - FAIRVIEW ROAD & CR 500 W

Existing Conditions

LOS (AM Peak/PM Peak):

A/A

Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

A/D

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Convert from a single-lane roundabout to a multilane roundabout.

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

\$145,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$145,000

INTERSECTION 49 - COUNTY LINE ROAD & SR 37

Existing Conditions

LOS (AM Peak/PM Peak):

C/B

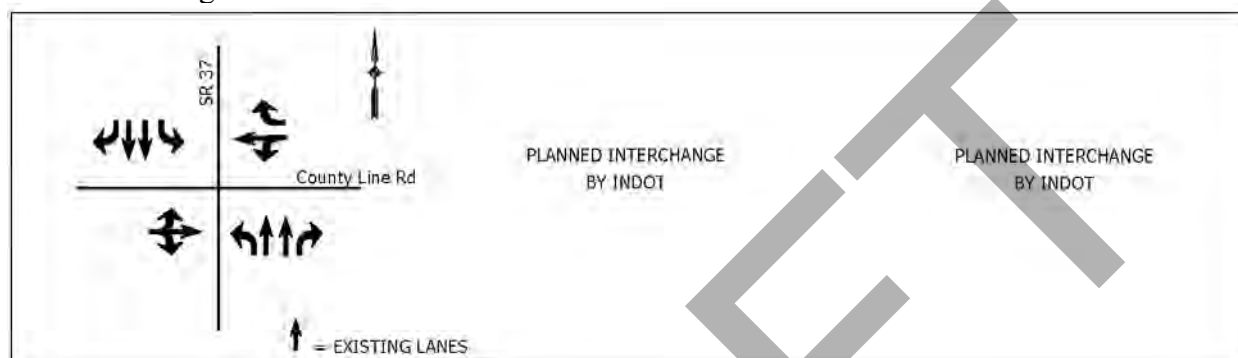
Signal

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interchange at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interchange at this intersection by INDOT.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 51 - COUNTY LINE ROAD & CR 500 W

Existing Conditions

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

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- No improvements are necessary.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 52 - CR 144/SR 144 & SR 37

Existing Conditions

LOS (AM Peak/PM Peak):

D/D

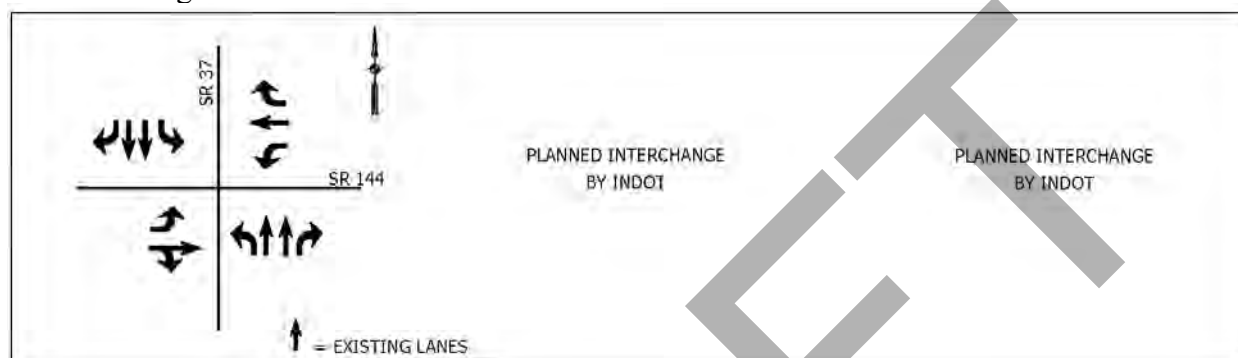
Signal

Planned Conditions for Existing Traffic Volumes

N/A

Planned Conditions for Proj. 10-Yr. Traffic Volumes

N/A



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- Planned Interchanged at this intersection by INDOT.

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

\$0

Projected 10-Year Conditions

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

- Planned Interchanged at this intersection by INDOT.

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 53 - CR 144/SR 144 & CR 625 W

Existing Conditions

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

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a multi-lane roundabout.

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

\$2,650,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,650,000

INTERSECTION 54 - CR 144/SR 144 & WHITELAND ROAD

Existing Conditions

LOS (AM Peak/PM Peak):
A/C

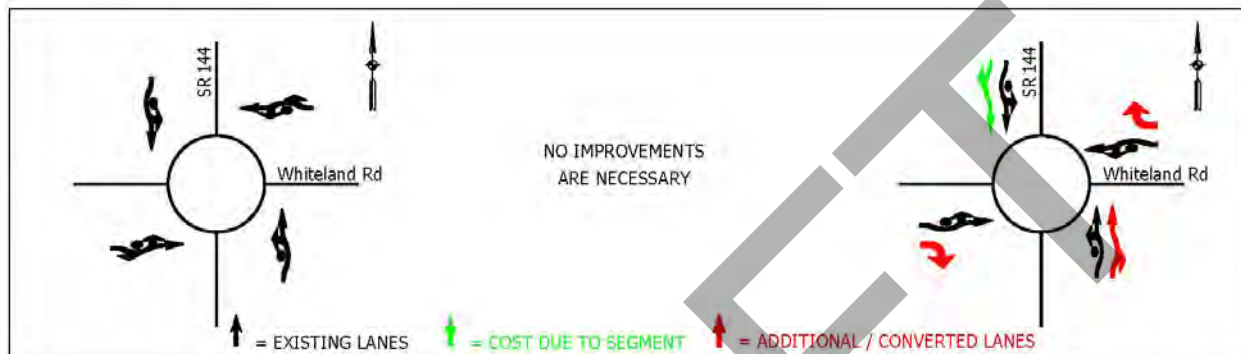
Roundabout

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):
C/E*

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Conversion from a single-lane roundabout to a multi-lane roundabout.
- Addition of a northbound and a southbound through lane along CR 144.
- Addition of an eastbound and a westbound right-turn by-pass.

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

\$580,000

Note:

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

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

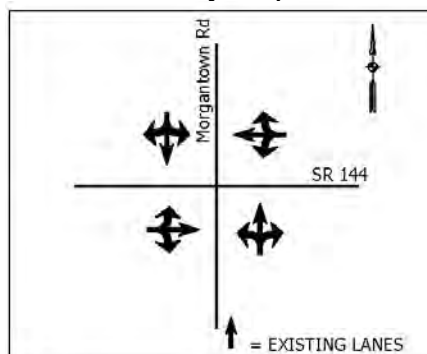
\$580,000

INTERSECTION 55 - CR 144/SR 144 & MORGANTOWN ROAD

Existing Conditions

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

Two-Way Stop



Mitigated Conditions for Existing Traffic Volumes

NO IMPROVEMENTS
ARE NECESSARY

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

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

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate
Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Construction of a multi-lane roundabout.

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

\$2,650,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,650,000

INTERSECTION 56 - CR 144/SR 144 & CR 400 W

Existing Conditions

LOS (AM Peak/PM Peak):

B/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/C

Roundabout



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

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate

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

\$2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$2,070,000

INTERSECTION 57 - CR 300 N & SR 135

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/C

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

INTERSECTION 58 - CR 144/SR 144 & SR 135

Existing Conditions

LOS (AM Peak/PM Peak):

C/C

Signal

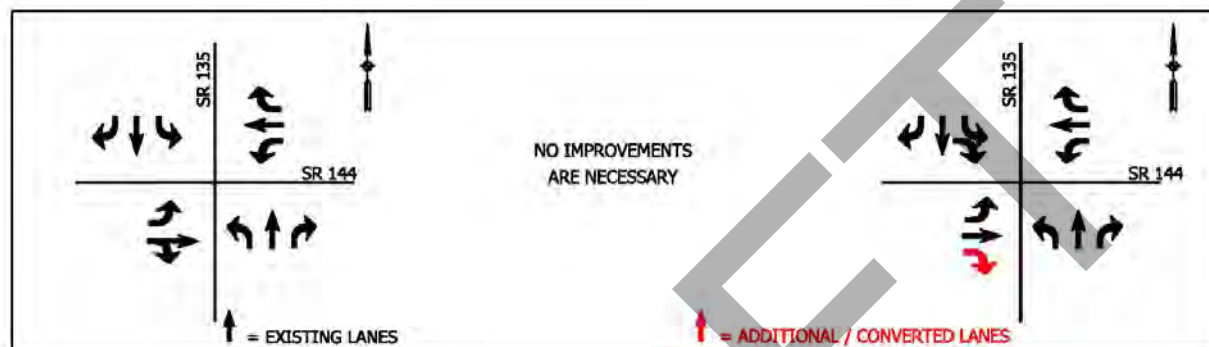
Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

C/D

Signal



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

\$0

Projected 10-Year Conditions

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

- Add an eastbound right-turn lane along CR 144/SR 144

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

\$270,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$270,000

INTERSECTION 59 - CR 144/SR 144 & E 2 CENT ROAD

Existing Conditions

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop

Mitigated Conditions for Existing Traffic Volumes

Mitigated Conditions for Proj. 10-Yr. Traffic Volumes

LOS (AM Peak/PM Peak):

B/B

Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate

Existing Traffic Volumes:

- No improvements are necessary.

Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost):

\$0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate

Projected 10-Year Traffic Volumes:

- No improvements are necessary.

Additional Estimated Construction Cost to Mitigate

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

SUMMARY TABLES FOR ROADWAY SEGMENTS

A tabular summary of each roadway segment analysis is shown in the following pages. For each roadway segment the existing conditions are listed first. These include the segment length, the number of lanes with the corresponding pavement width and the effective shoulder width. The existing level of service (LOS) results are listed which are based on the existing conditions and existing AM peak hour and PM peak hour traffic volumes along the roadway segment. The existing peak hour traffic volumes as well as the existing average daily traffic volumes (ADT) can be found on the “Roadway Segment Summary” figures in **Exhibit B**.

Level of service “D” has been selected for this study by Johnson County & the Town of Bargersville as the minimum acceptable LOS for roadway segments. If necessary, mitigated conditions for the existing traffic volumes have been recommended for roadway segments that currently operate below the minimum acceptable LOS. The estimated construction cost associated with the improvements is also listed (Today’s Cost).

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been projected for each roadway segment and can be found on the “Roadway Segment Summary” figures in **Exhibit B**. The recommended “Projected 10-Year Conditions” that will accommodate the projected traffic volumes are also listed in the summary tables. The construction cost of implementing the projected 10-Year Conditions is also listed (10-Year Cost).

All recommended segment improvements were made solely on meeting minimum acceptable level of service criteria. However, standard engineering design practices should be used to determine actual segment improvements.

CR 300 N

SEGMENT #1: CR 725 W – CR 600 N

Existing Conditions

Length: 6,898 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #2: CR 600 W – MORGANTOWN ROAD

Existing Conditions

Length: 5,374 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #3: MORGANTOWN ROAD – CR 450 W

Existing Conditions

Length: 2,691 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #4: CR 450 W – EAST STREET

Existing Conditions

Length: 4,978 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #5: SR 135 – CR 250 W

Existing Conditions

Length:	2,626 Feet
Existing # Lanes / Width:	2 Lanes / 16 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 16 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS A/A

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

CR 350 N

SEGMENT #6: BANTA ROAD – CR 725 W

Existing Conditions

Length:	3,198 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS A/A

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

CR 375 N

SEGMENT #7: CR 725 W – CR 625 N

Existing Conditions

Length: 5,345 Feet
Existing # Lanes / Width: 2 Lanes / 16 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 16 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

WHITELAND ROAD

SEGMENT #8: BANTA ROAD – CR 725 W

Existing Conditions

Length: 3,137 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #9: CR 725 W – CR 625 W

Existing Conditions

Length: 5,352 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #10: CR 625 W – CR 144/SR 144

Existing Conditions

Length: 4,828 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #11: CR 144/SR 144 – MORGANTOWN ROAD

Existing Conditions

Length:	1,657 Feet
Existing # Lanes / Width:	2 Lanes / 54 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 54 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

SEGMENT #12: MORGANTOWN ROAD – CR 400 W

Existing Conditions

Length:	5,393 Feet
Existing # Lanes / Width:	2 Lanes / 54 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 54 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

SEGMENT #13: CR 400 W – SR 135

Existing Conditions

Length:	5,287 Feet
Existing # Lanes / Width:	2 Lanes / 54 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 54 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/E

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

\$4,360,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$4,360,000

SEGMENT #14: SR 135 – CR 225 W

Existing Conditions

Length:	4,066 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

SEGMENT #15: CR 225 W – CR 200 W

Existing Conditions

Length: 1,411 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SMOKEY ROW ROAD

SEGMENT #16: MULLINX ROAD – CR 144/SR 144

Existing Conditions

Length: 2,900 Feet
Existing # Lanes / Width: 2 Lanes / 17 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 17 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #17: MULLINX ROAD – MORGANTOWN ROAD

Existing Conditions

Length: 5,357 Feet
Existing # Lanes / Width: 2 Lanes / 16 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 16 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #18: MORGANTOWN ROAD – CR 400 W

Existing Conditions

Length: 5,434 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #19: CR 400 W – SR 135

Existing Conditions

Length: 5,293 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 650 N

SEGMENT #20: SR 37 – MULLINX ROAD

Existing Conditions

Length: 8,396 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #21: MULLINX ROAD – MORGANTOWN ROAD

Existing Conditions

Length: 5,356 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

STONES CROSSING ROAD

SEGMENT #22A: SR 37 – MULLINX ROAD

Existing Conditions

Length: 2,369 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #22B: SR 37 – MULLINX ROAD

Existing Conditions

Length: 4,484 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #23: MULLINX ROAD – MORGANTOWN ROAD

Existing Conditions

Length: 5,343 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #24: MORGANTOWN ROAD – CR 400 W

Existing Conditions

Length: 5,431 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #25: CR 400 W – SR 135

Existing Conditions

Length: 5,288 Feet
Existing # Lanes / Width: 2 Lanes / 16 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 16 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

OLIVE BRANCH ROAD

SEGMENT #26: MULLINX ROAD – SR 37

Existing Conditions

Length: 3,696 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #27: MULLINX ROAD – CR 550 W

Existing Conditions

Length: 2,682 Feet
Existing # Lanes / Width: 2 Lanes / 19' Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19' Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #28: CR 550 W – MORGANTOWN ROAD

Existing Conditions

Length: 2,711 Feet
Existing # Lanes / Width: 2 Lanes / 17 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 17 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #29: MORGANTOWN ROAD – RUNYON ROAD

Existing Conditions

Length: 2,698 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #30: RUNYON ROAD – BERRY ROAD

Existing Conditions

Length: 2,780 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 2' Paved
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #31: BERRY ROAD – SR 135

Existing Conditions

Length: 5,408 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SMITH VALLEY ROAD

SEGMENT #32: MULLINX ROAD – CR 550 W

Existing Conditions

Length:	2,694 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	6' Paved
Existing Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	6' Paved
Resulting Level of Service (AM peak / PM peak):	LOS E/E

Additional Estimated Construction Cost to Mitigate

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

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #33: CR 550 W – MORGANTOWN ROAD

Existing Conditions

Length:	2,720 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	6' Paved
Existing Level of Service (AM peak / PM peak):	LOS D/D

Additional Estimated Construction Cost to Mitigate

Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	6' Paved
Resulting Level of Service (AM peak / PM peak):	LOS E/E

Additional Estimated Construction Cost to Mitigate

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

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #34: MORGANTOWN ROAD – RUNYON ROAD

Existing Conditions

Length:	2,712 Feet
Existing # Lanes / Width:	2 Lanes / 28 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS D/D

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 28 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #35: RUNYON ROAD - BERRY ROAD

Existing Conditions

Length:	2,710 Feet
Existing # Lanes / Width:	2 Lanes / 28 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/D

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 28 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #36A: BERRY ROAD – SR 135

Existing Conditions

Length: 2,169 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #36B: BERRY ROAD – SR 135

Existing Conditions

Length: 3,159 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

FAIRVIEW ROAD

SEGMENT #37: SR 37 – BLUFF ROAD

Existing Conditions

Length: 1,077 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #38: BLUFF ROAD – MORGANTOWN ROAD

Existing Conditions

Length: 3,457 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

COUNTY LINE ROAD

SEGMENT #39: BLUFF ROAD – MORGANTOWN ROAD

Existing Conditions

Length: 2,323 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

BANTA ROAD

SEGMENT #40: CR 350 N – WHITELAND ROAD

Existing Conditions

Length: 8,024 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

HUGGIN HOLLOW ROAD

SEGMENT #41: CR 650 N – CR 144/SR 144

Existing Conditions

Length: 1,152 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

OLD SR 37

SEGMENT #42: NORTH OF HUGGIN HOLLOW ROAD

Existing Conditions

Length: 2,894 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 725 W

SEGMENT #43: CR 350 N – CR 300 N

Existing Conditions

Length: 2,648 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #44: CR 350 N – CR 375 N

Existing Conditions

Length: 1,529 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #45: CR 375 N – WHITE LAND ROAD

Existing Conditions

Length: 6,519 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 18 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 625 N

SEGMENT #46: CR 375 N – WHITE LAND ROAD

Existing Conditions

Length: 6,671 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #47: WHITELAND ROAD – CR 144/SR 144

Existing Conditions

Length: 3,753 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 600 W

SEGMENT #48: CR 300 N – CR 375 N

Existing Conditions

Length: 3,553 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

MULLINX ROAD

SEGMENT #49: CR 650 N – STONES CROSSING ROAD

Existing Conditions

Length: 2,829 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #50: OLIVE BRANCH ROAD – STONES CROSSING ROAD

Existing Conditions

Length: 5,350 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #51: OLIVE BRANCH ROAD – SMITH VALLEY ROAD

Existing Conditions

Length: 4,926 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 550 W

SEGMENT #52: OLIVE BRANCH ROAD – SMITH VALLEY ROAD

Existing Conditions

Length: 4,896 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

BLUFF ROAD

SEGMENT #53: FAIRVIEW ROAD – COUNTY LINE ROAD

Existing Conditions

Length: 5,493 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

MORGANTOWN ROAD

SEGMENT #54: CR 300 N – CR 144/SR 144

Existing Conditions

Length: 9,317 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #55: CR 144/SR 144 – WHITELAND ROAD

Existing Conditions

Length: 1,423 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #56: WHITELAND ROAD – SMOKEY ROW ROAD

Existing Conditions

Length: 5,181 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/E

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #57: STONES CROSSING ROAD – SMOKEY ROW ROAD

Existing Conditions

Length: 5,347 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #58: OLIVE BRANCH ROAD – STONES CROSSING ROAD

Existing Conditions

Length: 5,324 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #59: OLIVE BRANCH ROAD – SMITH VALLEY ROAD

Existing Conditions

Length: 4,882 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #60: SMITH VALLEY ROAD – FAIRVIEW ROAD

Existing Conditions

Length: 5,272 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #61: FAIRVIEW ROAD – COUNTY LINE ROAD

Existing Conditions

Length: 5,214 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/D

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

RUNYON ROAD

SEGMENT #62: OLIVE BRANCH ROAD - SMITH VALLEY ROAD

Existing Conditions

Length: 4,911 Feet
Existing # Lanes / Width: 2 Lanes / 21 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 21 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/B

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 400 W

SEGMENT #63: CR 144/SR 144 – WHITELAND ROAD

Existing Conditions

Length: 5,793 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #64: SMOKEY ROW ROAD – WHITELAND ROAD

Existing Conditions

Length: 5,323 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/A

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #65: STONES CROSSING ROAD – SMOKEY ROW ROAD

Existing Conditions

Length: 5,339 Feet
Existing # Lanes / Width: 2 Lanes / 19 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 19 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

BERRY ROAD

SEGMENT #66: SMITH VALLEY ROAD – OLIVE BRANCH ROAD

Existing Conditions

Length: 5,300 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS C/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SR 135

SEGMENT #67: E 2 CENT ROAD – CR 144/SR 144

Existing Conditions

Length: 1,802 Feet
Existing # Lanes / Width: 2 Lanes / 23 Feet
Existing Effective Shoulder Width: 2' Paved
Existing Level of Service (AM peak / PM peak): LOS C/D

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 23 Feet
Recommended Effective Shoulder Width: 2' Paved
Resulting Level of Service (AM peak / PM peak): LOS D/E

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #68: CR 300 N – WHITELAND ROAD

Existing Conditions

Length: 10,734 Feet
Existing # Lanes / Width: 2 Lanes / 23 Feet
Existing Effective Shoulder Width: 2' Paved
Existing Level of Service (AM peak / PM peak): LOS D/D

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 23 Feet
Recommended Effective Shoulder Width: 2' Paved
Resulting Level of Service (AM peak / PM peak): LOS D/E

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #69: SMOKEY ROW ROAD – WHITELAND ROAD

Existing Conditions

Length: 5,364 Feet
Existing # Lanes / Width: 2 Lanes / 24 Feet
Existing Effective Shoulder Width: 2' Paved
Existing Level of Service (AM peak / PM peak): LOS D/E

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 2' Paved
Resulting Level of Service (AM peak / PM peak): LOS E/E

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #70A: SMOKEY ROW ROAD – STONES CROSSING ROAD

Existing Conditions

Length: 3,443 Feet
Existing # Lanes / Width: 2 Lanes / 24 Feet
Existing Effective Shoulder Width: 3' Paved
Existing Level of Service (AM peak / PM peak): LOS D/E

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): \$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 4 Lanes / 48 Feet
Recommended Effective Shoulder Width: 3' Paved
Resulting Level of Service (AM peak / PM peak): LOS B/C

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): \$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #70B: SMOKEY ROW ROAD – STONES CROSSING ROAD

Existing Conditions

Length:	1,933 Feet
Existing # Lanes / Width:	4 Lanes / 48 Feet
Existing Effective Shoulder Width:	3' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	3' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #71: OLIVE BRANCH ROAD – STONES CROSSING ROAD

Existing Conditions

Length:	5,349 Feet
Existing # Lanes / Width:	4 Lanes / 64 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 64 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #72: OLIVE BRANCH ROAD – CURRY ROAD/STELLA STREET

Existing Conditions

Length:	2,682 Feet
Existing # Lanes / Width:	4 Lanes / 70 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 70 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #73: CURRY ROAD/STELLA STREET – SMITH VALLEY ROAD

Existing Conditions

Length:	2,200 Feet
Existing # Lanes / Width:	4 Lanes / 60 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

CR 225 W

SEGMENT #74: WHITELAND ROAD – CR 425 N

Existing Conditions

Length:	3,994 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	\$0
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CR 200 W

SEGMENT #75: CR 340 N – CR 425 N

Existing Conditions

Length:	9,473 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	\$0
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CR 144/SR 144

SEGMENT #76: SR 37 – CR 625 W

Existing Conditions

Length:	8,090 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Culvert Upgrade	\$264,000
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$8,050,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	\$8,314,000
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SEGMENT #77: CR 625 W – WHITELAND ROAD

Existing Conditions

Length:	6,313 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	\$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Culvert Upgrade	\$396,000
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	\$6,320,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	\$6,716,000
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SEGMENT #78: WHITELAND ROAD – MORGANTOWN ROAD

Existing Conditions

Length: 2,269 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

SEGMENT #79A: MORGANTOWN ROAD – CR 400 W

Existing Conditions

Length: 3,424 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":

\$0

SEGMENT #79B: MORGANTOWN ROAD – CR 400 W

Existing Conditions

Length: 3,532 Feet
Existing # Lanes / Width: 2 Lanes / 22 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS B/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 22 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #80A: CR 400 W – SR 135

Existing Conditions

Length: 2,298 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS D/D

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #80B: CR 400 W – SR 135

Existing Conditions

Length: 5,392 Feet
Existing # Lanes / Width: 2 Lanes / 20 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS C/D

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 20 Feet
Recommended Effective Shoulder Width: 0'
Resulting Level of Service (AM peak / PM peak): LOS E/E

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0

SEGMENT #81: SR 135 – E 2 CENT ROAD

Existing Conditions

Length: 4,524 Feet
Existing # Lanes / Width: 2 Lanes / 24 Feet
Existing Effective Shoulder Width: 3' Paved
Existing Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Projected 10-Year Conditions

Recommended # Lanes / Width: 2 Lanes / 24 Feet
Recommended Effective Shoulder Width: 3' Paved
Resulting Level of Service (AM peak / PM peak): LOS C/C

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

\$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": \$0