A&F ENGINEERING
Transportation & Site Engineering
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8365 Keystone Crossing, Suite 201
Indianapolis, IN 46240
Phone: (317) 202-0864 Fax: (317) 202-0908

CITY OF NOBLESVILLE ROAD IMPACT FEE

ZONE IMPROVEMENT PLAN

DECEMBER 2020

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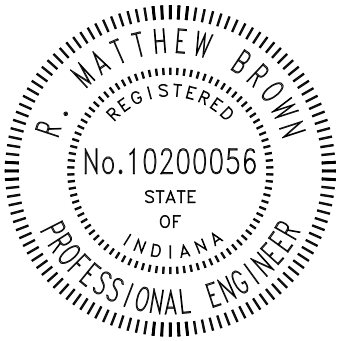
CERTIFICATION

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

A&F ENGINEERING CO., LLC



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

Antoun Fadoul, E.I.
Traffic Engineer

Surya Kumaresan,
Traffic Engineer

Sai Sharanya Velpula,
Traffic Engineer

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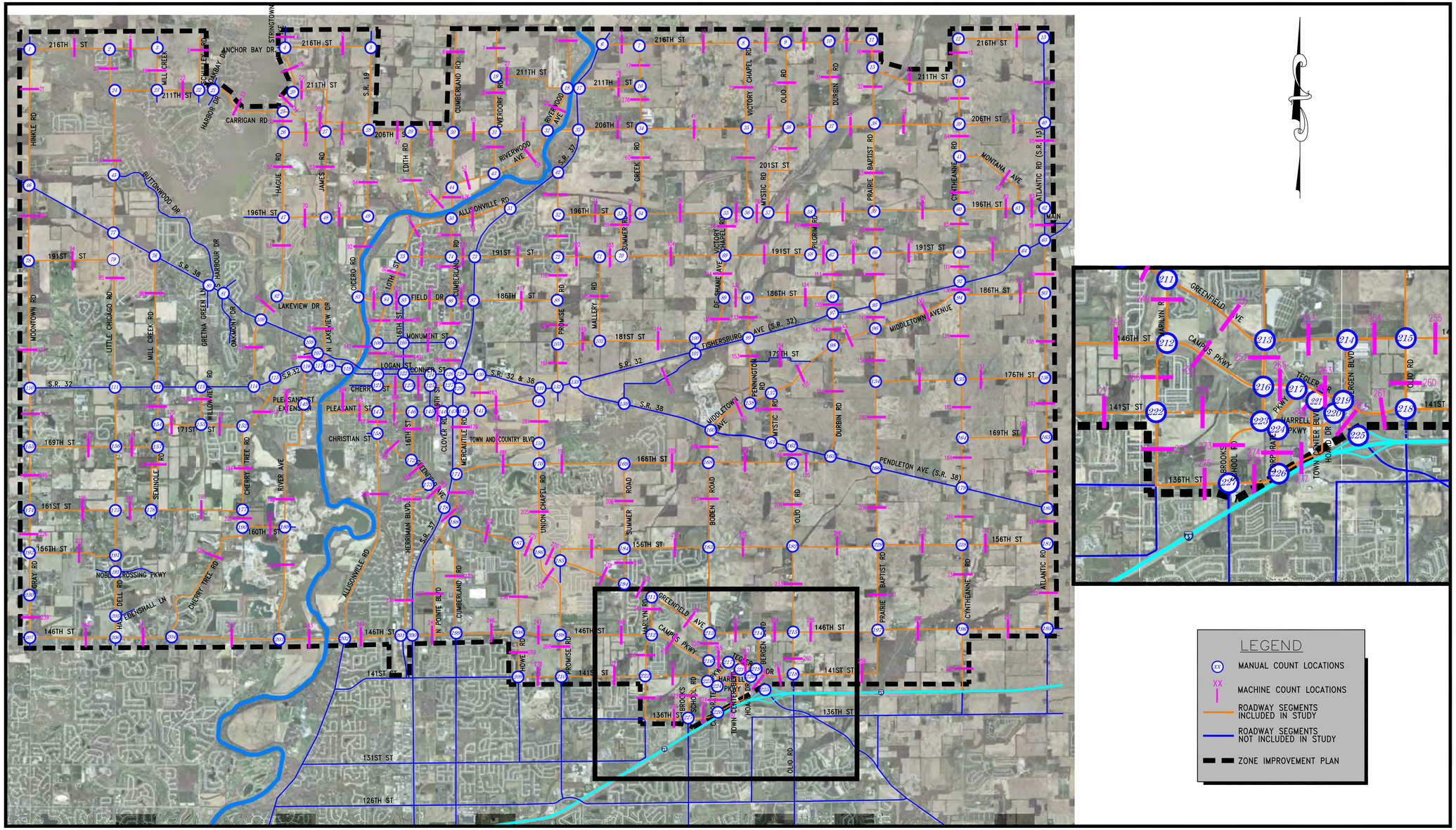

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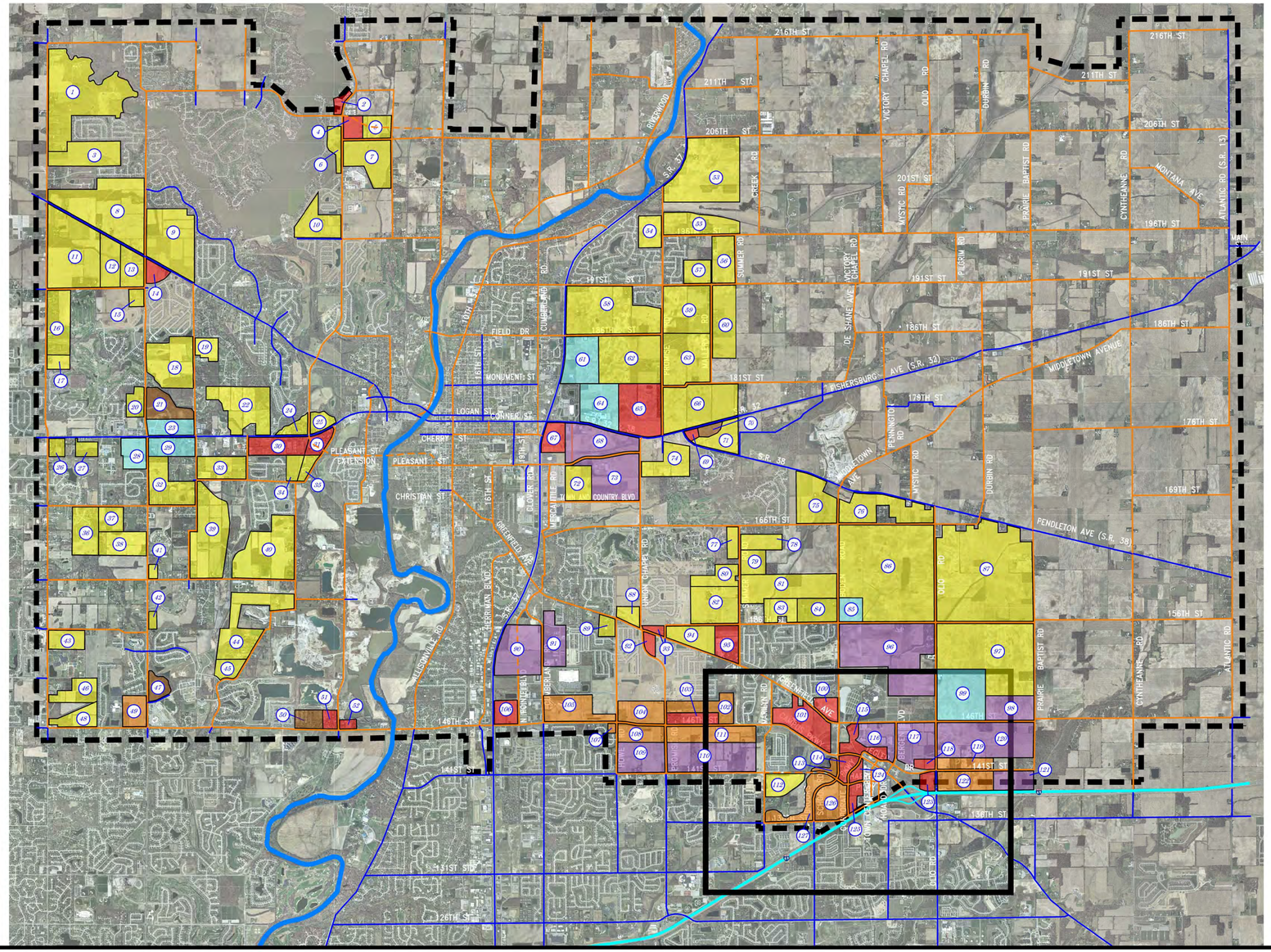
TRAFFIC IMPACT FEE ANALYSIS
NOBLESVILLE, INDIANA

FIGURE 1
STUDY AREA ROADWAY NETWORK



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TRAFFIC IMPACT FEE ANALYSIS
NOBLESVILLE, INDIANA

FIGURE 2
VACANT LAND PARCELS

INTRODUCTION

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

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

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

PURPOSE

The purpose of this project is as follows:

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

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

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

STUDY AREA

The study area for this analysis has been determined based on guidelines set by the City of Noblesville. The area is bounded by 216th Street to the north, Moontown Road/Gray Road to the west, Atlantic Road to the east, and 146th Street/141st Street to the south. **Figure 1**, which is titled "Study Area Roadway Network" and is located at the front of this report, shows the intersections and roadway segments that are included in the study area. **Figure 2** shows the location of the vacant land parcels in reference to the study area roadway network.

SCOPE OF WORK

The scope of work for this analysis is as follows:

Existing Conditions

1. Determine the existing traffic volumes at all intersections and on all roadway segments.
    a. Perform manual turning movement traffic counts at the existing study area intersections.
    b. Perform 24-hour machine traffic counts along the existing study area roadway segments.
2. Inventory all existing study area intersections to determine traffic control and intersection geometrics.
3. Inventory all existing roadway segments to determine number of lanes, lane widths, shoulder widths and speed limits.

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

Projected 10-Year Conditions

1. Based on input from the City of Noblesville'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 the City of Noblesville. 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 9:30 AM and 3:00 PM to 7:00 PM in years 2018 and 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 years 2018 and 2019. Traffic volume counts were conducted for a period of 24-hours and summarized on an hourly basis for a 24-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
- Speed Limit

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 the City of Noblesville Planning Department and are illustrated on **Figure 2.** In addition, the individual land uses and densities that could be built on these parcels were determined based on the information provided by the City of Noblesville Planning Department.

SITE GENERATED TRIPS

An estimate of traffic anticipated to be generated by each of the vacant parcels is a function of the size and character of the land use. *ITE Trip Generation Manual (9th Edition)*[1] was used to calculate the total number of trips expected to be generated by each land use during the AM peak hour, PM peak hour and 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 the City of Noblesville's Planning Department as well as data taken from *ITE Trip Generation Manual (9th Edition)*, the classifications and descriptions for each of the vacant parcel uses applicable to this study are as follows:

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

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 the City of Noblesville Planning Department was used to develop land use and density determinations for each parcel of vacant land. The generated traffic volumes from each parcel were totaled for both the AM peak hour and the PM peak hour at each of the study intersections and roadway segments. These generated volumes were then added to the existing traffic volumes at each intersection and roadway segment to obtain the 10-year traffic

[2] *Trip Generation Handbook*, Institute of Transportation Engineers, Tenth Edition, August 2017.

volumes. The projected 10-year traffic volumes are summarized for the AM peak hour and PM peak hour for each intersection on the "Intersection Traffic Movements" figures in **Exhibit A** and for each roadway segment on the "Roadway Segment summary" figures in **Exhibit B**.

Assignment & Distribution of Generated Trips

To determine the volume of traffic that will be added to the study area roadway and intersection network, the generated traffic must be assigned and distributed by direction to the public roadway at its intersection with the development access points, and then to each of the intersections throughout the study area. For each of the vacant parcels within the study area, the assignment and distribution was based on the existing traffic patterns, the location of population and employment centers in relation to the individual parcels and the proposed street system within the study area. The assignment and distribution of the generated traffic for each parcel was expedited by using *PTV VISUM 18*[3], 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.

Pleasant Street Extension Project

Included within the traffic model is the proposed Pleasant Street Extension. This project will provide an additional east-west corridor crossing the White River in order to relieve traffic congestion in downtown Noblesville along SR 32 from SR 37 to the intersection of Hague Road and SR 32. The Pleasant Street Extension project is anticipated to be funded by several entities and multiple funding sources. **Table 1** shows the combined material, construction, and engineering costs associated with different phases of the Pleasant Street Extension project.

[3] *PTV VISUM 18.02-12*, PTV Group, 2019.

TABLE 1 – PLEASANT STREET EXTENSION COST

Construction Breakdown	Costs
Hague Road/SR 32 to 19th Street	**$44,101,730**
19th Street to SR 37	**$35,313,200***

*These costs have been excluded under the assumption that the majority or all of the costs could be funded by entities outside of the City of Noblesville.

Due to the fact that the Pleasant Street Extension will mitigate existing deficiencies and will provide future capacity for 10-year traffic projections; these costs are divided 50/50 between existing and 10-year costs.

CAPACITY ANALYSIS

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

[4] *Synchro/SimTraffic 10.0.1*, Trafficware, 2017.
[5] *Highway Capacity Manual Sixth Edition (HCM 6)* Transportation Research Board, National Research Council, Washington, DC, 2017.

DESCRIPTION OF LEVEL OF SERVICE – INTERSECTIONS

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

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

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 2 – INTERSECTION LEVEL OF SERVICE THRESHOLD

Level of Service	Control Delay (seconds/vehicle)	
	UNSIGNALIZED	SIGNALIZED/ROUNDABOUT
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 3 – LOS THRESHOLDS FOR TWO-LANE ROADWAY SEGMENTS

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

TABLE 4 – LOS THRESHOLDS FOR MULTILANE ROADWAY SEGMENTS

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

ACCEPTABLE LEVEL OF SERVICE STANDARDS

The City of Noblesville has established a minimum acceptable level of service (LOS) standard that was used when performing the capacity analyses for the study intersections and roadway segments. Level of service 'D' has been selected as the minimum acceptable LOS for intersections and level of service '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.

In addition to the LOS standards from roadway segments, a maximum width standard is considered. In this standard, a 20-foot wide roadway with a 2-foot shoulder was considered to be the minimum acceptable cross-section of a roadway segment. However, the costs associated with

widening any deficient segments were not considered as it was assumed that the segments will be widened as development occurs along the frontage of these roadways.

RECOMMENDED IMPROVEMENT CRITERIA

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

ESTIMATED CONSTRUCTION COSTS

Table 5 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 6 is a summary of the estimated construction costs that will be required to bring the roadways up to design level of service standards (LOS E) 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.

TABLE 5 – ESTIMATED INTERSECTION CONSTRUCTION COSTS

Int	Intersection	Today's Cost	Ten-year Cost	Applicable Impact Fee Cost
5	216th Street & SR 19	$0	$1,035,000	$1,035,000
6	216th Street & SR 37	$0	$270,000	$270,000
27	206th Street & James Road	$0	$2,070,000	$2,070,000
28	206th Street & SR 19	$0	$810,000	$810,000
30	206th Street & Cumberland Road	$0	$270,000	$270,000
45	SR 37 & Promise Road	$0	$240,000	$240,000
46	SR 38 & Hinkle Road	$0	$1,035,000	$1,035,000
49	196th Street & SR 19	$0	$1,035,000	$1,035,000
63	Atlantic Road & SR 32	$0	$1,035,000	$1,035,000
72	191st Street & Promise Road	$0	$2,070,000	$2,070,000
73	191st Street & SR 37	$0	$270,000	$270,000
74	191st Street & Cumberland Road	$0	$2,070,000	$2,070,000
78	191st Street & Moontown Road	$0	$2,070,000	$2,070,000
81	SR 38 & Oakmont Dr*	$0	$580,000	$580,000
88	186th Street & Promise Road	$0	$2,070,000	$2,070,000
92	SR 32 & Cyntheanne Road	$0	$1,035,000	$1,035,000
95	SR 32 & Prairie Baptist Road	$0	$1,035,000	$1,035,000
99	SR 32 & Pennington Road	$0	$270,000	$270,000
107	Logan Street & SR 38*	$0	$290,000	$290,000
109	Hague Road & SR 38	$0	$520,000	$520,000
111	SR 32 & Little Chicago Road	$0	$270,000	$270,000
112	SR 32 & Mill Creek Road*	$0	$520,000	$520,000
113	SR 32 & Willowview Road	$270,000	$390,000	$120,000
115	SR 32 & Cherry Tree Road	$0	$1,325,000	$1,325,000
120	SR 32 & 10th Street	$0	$270,000	$270,000
121	Cherry Street & 10th Street	$0	$520,000	$520,000
122	SR 32 & 16th Street	$0	$270,000	$270,000
141	Pleasant Street & Presley Drive	$0	$330,000	$330,000
142	Pleasant Street & Mercantile Road	$0	$330,000	$330,000
158	10th Street & Greenfield Avenue	$0	$580,000	$580,000
160	SR 38 & Boden Road/Middletown Road*	$0	$290,000	$290,000
162	SR 38 & Olio Road	$0	$1,035,000	$1,035,000
166	SR 38 & Prairie Baptist Road	$0	$1,035,000	$1,035,000
167	166th Street & Olio Road	$0	$2,650,000	$2,650,000
168	166th Street & Boden Road	$0	$2,650,000	$2,650,000
169	166th Street & Summer Road	$0	$2,070,000	$2,070,000
170	166th Street & Union Chapel Road	$0	$270,000	$270,000

Int	Intersection	Today's Cost	Ten-year Cost	Applicable Impact Fee Cost
172	Greenfield Avenue & 16th Street	$0	$2,650,000	$2,650,000
173	Greenfield Avenue &Herriman Boulevard	$0	$2,650,000	$2,650,000
174	161st Street & Gray Road	$0	$1,035,000	$1,035,000
175	161st Street & Hazel Dell Road	$0	$580,000	$580,000
177	161st Street & Cherry Tree Road	$0	$2,070,000	$2,070,000
179	SR 38 & Cyntheanne Road	$0	$270,000	$270,000
182	156th Street & Olio Road	$0	$2,650,000	$2,650,000
183	156th Street & Boden Road	$0	$6,360,000	$6,360,000
184	156th Street & Summer Road	$0	$2,070,000	$2,070,000
185	Promise Road & Greenfield Avenue	$0	$2,650,000	$2,650,000
186	Greenfield Avenue & Union Chapel Road	$0	$580,000	$580,000
187	Greenfield Avenue & Howe Road	$0	$580,000	$580,000
188	Greenfield Avenue & Cumberland Road	$0	$270,000	$270,000
189	160th Street & River Avenue	$0	$2,070,000	$2,070,000
191	156th Street & Hazel Dell Road	$0	$2,650,000	$2,650,000
194	Summer Road & Greenfield Avenue	$0	$2,650,000	$2,650,000
203	146th Street & River Avenue	$0	$520,000	$520,000
206	146th Street & Hazel Dell Road	$0	$270,000	$270,000
210	146th Street & Promise Road	$0	$2,070,000	$2,070,000
211	Greenfield Avenue & Marilyn Road	$0	$2,650,000	$2,650,000
213	Greenfield Avenue & Boden Road	$0	$810,000	$810,000
214	146th Street & Bergen Boulevard	$0	$2,920,000	$2,920,000
215	146th Street & Olio Road*	$0	$1,060,000	$1,060,000
216	Campus Parkway & Boden Road	$0	$270,000	$270,000
217	Campus Parkway & Corporate Parkway	$0	$270,000	$270,000
220	Campus Parkway & Bergen Boulevard	$0	$270,000	$270,000
230	151st Street & Gray Road	$0	$1,035,000	$1,035,000
TOTALS		**$270,000**	**$78,815,000**	**$78,545,000**

*PLANNED IMPROVEMENTS

TABLE 6 – ESTIMATED ROADWAY CONSTRUCTION COSTS

Seg	Street	Location	Today's Cost	Ten-year Cost	Applicable Impact Fee Cost
177	Allisonville Rd	Pleasant St – Christian Rd	$0	$920,000	$920,000
186	Olio Rd	166th St – SR 38	$0	$1,020,000	$1,020,000
188	Boden Rd	166th St – SR 38	$0	$3,130,000	$3,130,000
193	Greenfield Ave	16th St – Allisonville Rd	$0	$2,730,000	$2,730,000
201	Greenfield Ave	16th St – Herriman Blvd	$0	$1,850,000	$1,850,000
203	Greenfield Ave	SR 37 – Herriman Blvd	$0	$1,250,000	$1,250,000
205	Union Chapel Rd	Greenfield Ave – 166th St	$0	$8,450,000	$8,450,000
207	Boden Rd	166th St – 156th St	$0	$5,320,000	$5,320,000
208	Olio Rd	166th St – 156th St	$0	$8,210,000	$8,210,000
218	Greenfield Ave	Summer Rd – 156th St	$0	$4,280,000	$4,280,000
220	Greenfield Ave	156th St – Union Chapel Rd	$0	$1,960,000	$1,960,000
221	Greenfield Ave	Union Chapel Rd – Howe Rd	$0	$2,240,000	$2,240,000
232	Greenfield Ave	Marilyn Rd – 156th St	$0	$6,130,000	$6,130,000
233	Olio Rd	146th St – 156th St	$0	$5,280,000	$5,280,000
237	N Pointe Blvd*	150th St – Cumberland Rd	$1,225,000	$2,450,000	$1,225,000
250	Campus Pkwy	Marilyn Rd – Boden Rd	$0	$5,510,000	$5,510,000
251	Greenfield Ave	Marilyn Rd – Brooks School Rd	$0	$2,720,000	$2,720,000
253	146th Street	Boden Rd – Bergen Blvd	$0	$4,870,000	$4,870,000
254	146th Street	Bergen Blvd – Olio Rd	$0	$4,360,000	$4,360,000
255	146th Street	Olio Rd – Prairie Baptist Rd	$0	$8,170,000	$8,170,000
259	141st Street	Olio Rd – Prairie Baptist Rd	$0	$3,370,000	$3,370,000
282	Carrigan Rd*	Hague Rd – SR19	$2,200,000	$4,400,000	$2,200,000
283	Pleasant Street Extension Project*	Hague Rd/SR 32 – 19th St	$22,050,865**	$44,101,730**	$22,050,865**
		19th St – SR 37	THESE COSTS HAVE BEEN EXCLUDED UNDER THE ASSUMPTION THAT THE MAJORITY OR ALL OF THE COSTS COULD BE FUNDED BY ENTITIES OUTSIDE OF THE CITY OF NOBLESVILLE.		
285	Proposed 141st Street*	Brooks School Rd – Marilyn Rd	$1,645,000	$3,290,000	$1,645,000
Totals			$27,120,865	$136,011,730	$108,890,865

*PROPOSED ROADWAY SEGMENTS

**COST INCLUDE ALL INTERSECTIONS AND ROADWAYS ASSOCIATED WITH THE PLEASANT STREET EXTENSION PROJECT FROM HAGUE ROAD/SR 32 TO 19TH STREET

TOTAL COSTS

Table 3 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 1)	$270,000	$78,815,000	$78,545,000
Roadways (Table 2)	$27,120,865	$136,011,730	$108,890,865
Total Cost	**$27,390,865**	**$214,826,730**	**$187,435,865**

GENERATED 24-HOUR TRIPS

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

TABLE 8 – SUMMARY OF 24-HOUR TRIPS

Parcel #	Land Use Distribution	ITE Code	Development Size
1	Single Family	210	122 DU
2	Retail	820	12474 SF
3	Single Family	210	181 DU
4	Retail	820	13320 SF
5	Single Family	210	48 DU
6	Single Family	210	53 DU
7	Single Family	210	228 DU
8	Single Family	210	254 DU
9	Single Family	210	497 DU
10	Single Family	210	99 DU
11	Single Family	210	233 DU
12	Single Family	210	93 DU
13	Single Family	210	60 DU
14	Retail	820	73800 SF
15	Single Family	210	16 DU
16	Single Family	210	31 DU
17	Single Family	210	90 DU
18	Single Family	210	236 DU
19	Single Family	210	56 DU
20	Single Family	210	34 DU
21	Apartments	220	233 DU
22	Single Family	210	393 DU

Parcel #	Land Use Distribution	ITE Code	Development Size
23	Office	710	83183 SF
	Retail	820	49910 SF
	Single Family	210	29 DU
24	Single Family	210	9 DU
25	Single Family	210	9 DU
26	Single Family	210	7 DU
27	Single Family	210	41 DU
28	Office	710	16780 SF
	Retail	820	10068 SF
	Single Family	210	6 DU
29	Office	710	19290 SF
	Retail	820	11574 SF
	Single Family	210	7 DU
30	Retail	820	200370 SF
31	Retail	820	89550 SF
32	Single Family	210	285 DU
33	Single Family	210	174 DU
34	Single Family	210	36 DU
35	Single Family	210	33 DU
36	Single Family	210	122 DU
37	Single Family	210	80 DU
38	Single Family	210	132 DU
39	Single Family	210	468 DU
40	Single Family	210	173 DU
41	Single Family	210	19 DU
42	Single Family	210	18 DU
43	Single Family	210	43 DU
44	Single Family	210	180 DU
45	Single Family	210	35 DU
46	Single Family	210	127 DU
47	Apartments	220	220 DU
48	Single Family	210	169 DU
49	Office	710	217580 SF
50	Apartments	220	142 DU
51	Retail	820	66240 SF
52	Retail	820	37260 SF
53	Single Family	210	47 DU
54	Single Family	210	84 DU
55	Single Family	210	17 DU
56	Single Family	210	25 DU
57	Single Family	210	68 DU

Parcel #	Land Use Distribution	ITE Code	Development Size
58	Single Family	210	274 DU
59	Single Family	210	206 DU
60	Single Family	210	20 DU
61	Office	710	72053 SF
62	Retail	820	43232 SF
	Single Family	210	25 DU
	Single Family	210	69 DU
63	Single Family	210	188 DU
64	Office (50%)	710	481950 SF
	Retail (50%)	820	481950 SF
65	Retail	820	643050 SF
66	Single Family	210	363 DU
67	Retail	820	120000 SF
	Automobile Sales	841	30000 SF
	Drive-In Bank	912	3000 SF
	High-Turn Over Restaurants	932	12000 SF
68	Business Park	770	786053 SF
69	Retail	820	38025 SF
70	Apartments	220	172 DU
71	Single Family	210	157 DU
72	Single Family	210	166 DU
73	Business Park	770	1862730 SF
74	Single Family	210	157 DU
75	Single Family	210	297 DU
76	Single Family	210	115 DU
77	Single Family	210	80 DU
78	Single Family	210	95 DU
79	Single Family	210	70 DU
80	Single Family	210	115 DU
81	Single Family	210	293 DU
82	Single Family	210	319 DU
83	Single Family	210	88 DU
84	Single Family	210	170 DU
85	Office (50%)	710	122400 SF
	Retail (50%)	820	122400 SF
86	Single Family	210	1490 DU
87	Single Family	210	206 DU
88	Single Family	210	16 DU
89	Single Family	210	15 DU
90	Business Park	770	852900 SF

Parcel #	Land Use Distribution	ITE Code	Development Size
91	Business Park	770	344496 SF
92	Retail	820	98700 SF
93	Retail	820	2985 SF
94	Single Family	210	112 DU
95	Retail	820	318900 SF
96	Business Park	770	2094480 SF
97	Single Family	210	702 DU
98	Business Park	770	693000 SF
99	Office (50%)	710	729000 SF
	Retail (50%)	820	729000 SF
100	Retail	820	71880 SF
101	Retail	820	317160 SF
102	Office	710	176725 SF
103	Retail	820	175005 SF
104	Office	710	203580 SF
105	Office	710	666260 SF
106	Retail	820	153426 SF
107	Office	710	5090 SF
108	Office	710	156870 SF
109	Business Park	770	169596 SF
110	Business Park	770	310716 SF
111	Office	710	144075 SF
112	Single Family	210	151 DU
113	Office	710	12820 SF
114	Retail	820	99769 SF
115	Retail	820	156456 SF
116	Business Park	770	528528 SF
117	Business Park	770	580200 SF
118	Retail	820	42510 SF
119	Office	710	41260 SF
120	Business Park	770	1429800 SF
121	Business Park	770	30426 SF
122	Office	710	128754 SF
123	Retail	820	55620 SF
124	Retail	820	45288 SF
125	Retail	820	70418 SF
126	Office	710	184756 SF
127	Office	710	57960 SF

Notes: DU = Dwelling Unit; SF = Square Feet

The *ITE Trip Generation Manual (9th Edition)* was used to generate the number of 24-hour weekday trips generated by the land uses listed above. The 24-hour generated trips that will be used for the impact fee calculation is 478,949 trips.

HISTORICAL FUNDING SOURCES

The City of Noblesville have historically relied on several founding sources to construct and maintain roadway infrastructure. The following tables summarize these funding sources and funds:

TABLE 9 – CITY OF NOBLESVILLE FUNDING SOURCES AND FUNDS

Year	LRS	MVH	General Fund	CCMG	Road Impact
2015	$419,200.00	$4,147,652.00	$1,249,068.94	-	$1,117,865.39
2016	$496,076.00	$3,727,380.00	$1,654,442.18	-	-
2017	$326,185.00	$4,769,958.00	$3,152,217.60	$388,933.72	-
2018	$764,227.00	$6,794,300.00	$913,755.62	$267,086.48	$1,704,657.00
2019	$851,193.00	$8,757,019.00	$57,711.50	$789,860.50	$2,141,280.00
Total	$2,856,881.00	$28,196,309	$7,027,195.84	$1,445,880.7	$4,963,802.39

ROAD IMPACT FEE

The method used for determining the impact fee is based on the sum of the impact fee construction costs for all study intersections and roadways added to the cost of performing the impact fee study minus any year to date Impact Fee funds that have been collected. The City of Noblesville currently has approximately $985,628.31 in Net Year-To-Date (YTD) impact fee funds. The Net YTD impact fee funds exclude the costs that have been programmed for planned improvements within this project. However, these funds will be applied for projects included in this report. Therefore, these funds are subtracted within the impact fee calculation. This results in the "Total Impact Fee Cost". The total impact fee cost is then divided by the total number of 24-hour trips that will be generated by the vacant land parcels. **Table 5** shows the calculation for the impact fee.

TABLE 10 – CALCULATION OF IMPACT FEE

Impact Fee Cost	$187,435,865
Cost of Performing Impact Fee Study	$575,000
Total Impact Fee Cost	$188,010,865
Net YTD Impact Fee Receipts	-$985,628.31
Total Impact Fee Cost	**$187,025,236.69**
24-Hour Trips from vacant Land Parcels	478,949
Impact Fee per 24-Hour Generated Trip (Equals Total Impact Fee Cost divided by the 24-hour trips)	**$390**

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 6** shows the typical impact fees that would be collected for a variety of land uses. For each land use the table lists the ITE Code classification, a range of typical sizes, the 24-hour weekday trips generated by each size and the resulting impact fee to be collected. It should be noted that the land uses listed in the table are only a small sample of the different types of land uses classified by the *ITE Trip Generation* report.

TABLE 11 – EXAMPLES OF TYPICAL FEES COLLECTED PER OTHER LAND USES

Land Use	ITE Code	Size	24-Hour Trips	Impact Fee per 24-hour Trip	Impact Fee Collected
Single-Family	210	10 DU	100*	$390	$39,000.00
		20 DU	200*	$390	$78,000.00
		30 DU	300*	$390	$117,000.00
Multi-Family Apartments	220	100 DU	715	$390	$278,850.00
		200 DU	1,471	$390	$573,690.00
		300 DU	2,227	$390	$868,530.00
Business Park	770	200,000 SF	2,840	$390	$1,107,600.00
		300,000 SF	3,902	$390	$1,521,780.00
		400,000 SF	4,964	$390	$1,935,960.00
General Office	710	50,000 SF	542	$390	$211,380.00
		100,000SF	1,061	$390	$413,790.00
		200,000 SF	2,078	$390	$810,420.00
General Retail**	820	50,000 SF	3,752	$390	$1,463,280.00
		100,000SF	6,012	$390	$2,344,680.00
		200,000 SF	9,632	$390	$3,756,480.00

Notes
DU = Dwelling Unit, SF = Square Feet

*Based on the ITE data, Single-Family houses are assumed to generate 10 trips per dwelling unit per day.
**Retail land uses attract pass-by trips. Therefore, the trips shown above represent the total number of non-pass-by 24-hour trips.

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

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

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

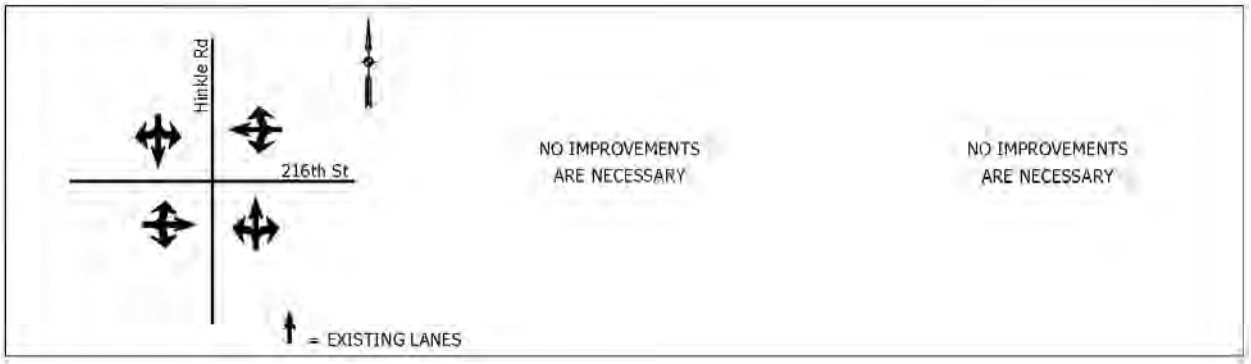
If necessary, mitigated conditions have been recommended so that the intersection will operate at acceptable levels of service (LOS D) during the peak hours with the projected 10-year traffic volumes. These conditions are shown in the top right-hand corner under the heading "Mitigated Conditions for 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.

The following intersections listed below have been planned by the City of Noblesville:

- Intersection 81: SR 38 & Oakmont Dr
- Intersection 87: 186th St & SR 37
- Intersection 107: Logan St & SR 38
- Intersection 112: SR 32 & Mill Creek Rd
- Intersection 114: SR 32 & Hague Rd
- Intersection 116: SR 32 & River Ave
- Intersection 117: SR 32 & SR 38 NW
- Intersection 144: Pleasant St & Clover Rd
- Intersection 145: Pleasant St & 19th St
- Intersection 146: Pleasant St & 16th St
- Intersection 147: Pleasant St & 10th St
- Intersection 149: Pleasant St & River Ave
- Intersection 160: SR 38 & Boden Rd (Middletown Rd)
- Intersection 183: 156th Street & Boden Rd
- Intersection 200: 146th St & SR 37
- Intersection 215: Greenfield Ave/146th Street & Olio Rd

INTERSECTION 1 - 216TH STREET & HINKLE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

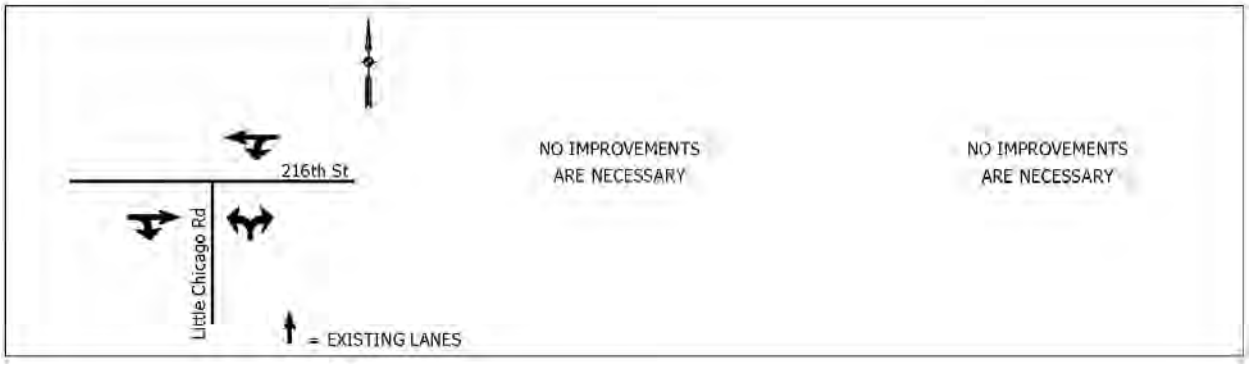
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 2 - 216TH STREET & LITTLE CHICAGO ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

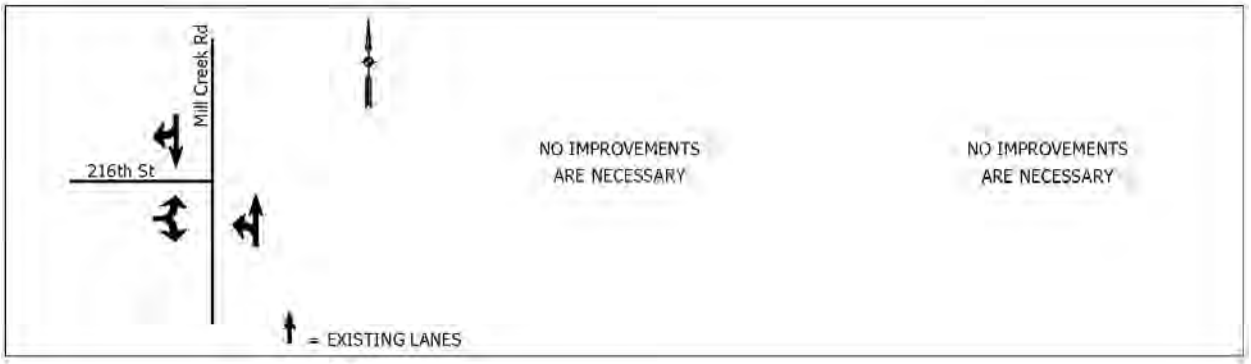
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 3 - 216TH STREET & MILL CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

INTERSECTION 4 - 216TH STREET & HAGUE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 5 - 216TH STREET & SR 19

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

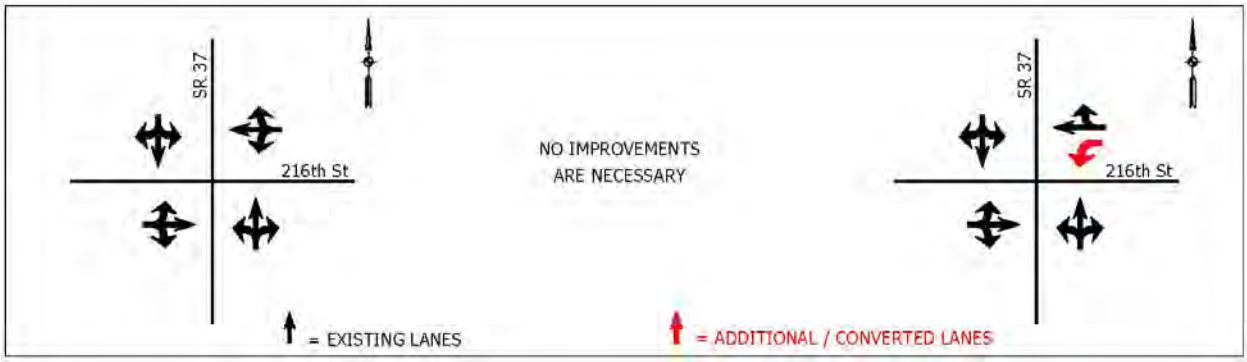
Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 19 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 6 - 216TH STREET & SR 37

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add WB left-turn lane along 216th Street

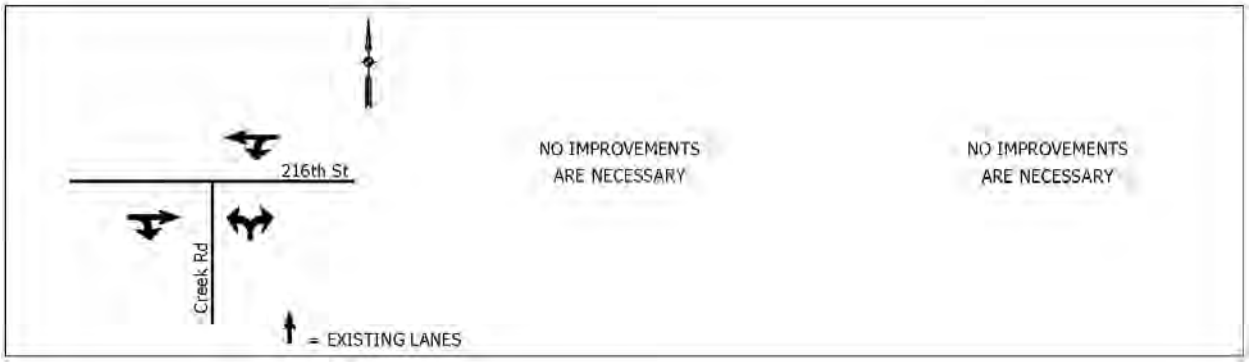
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 7 - 216TH STREET & CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

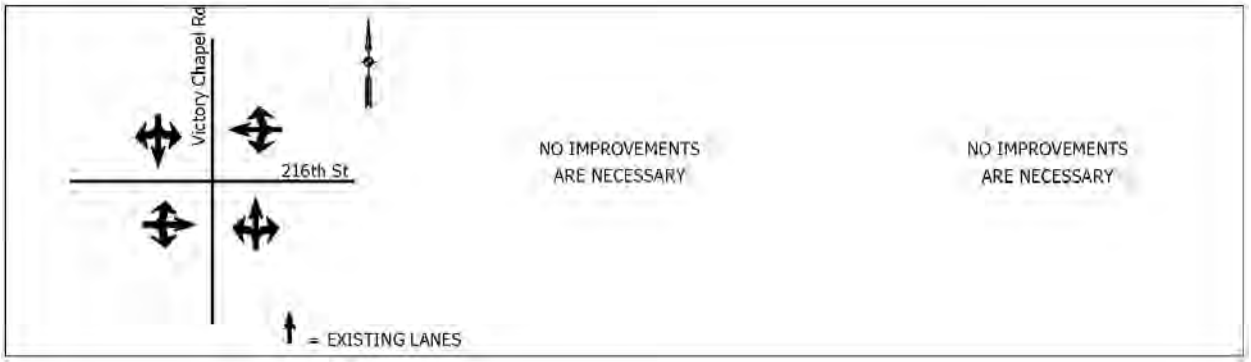
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 8 - 216TH STREET & VICTORY CHAPEL ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

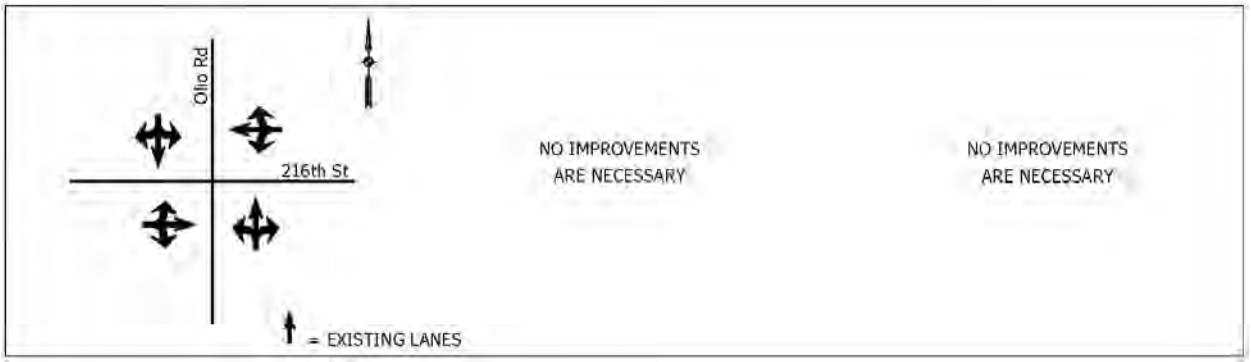
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 9 - 216TH STREET & OLIO ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

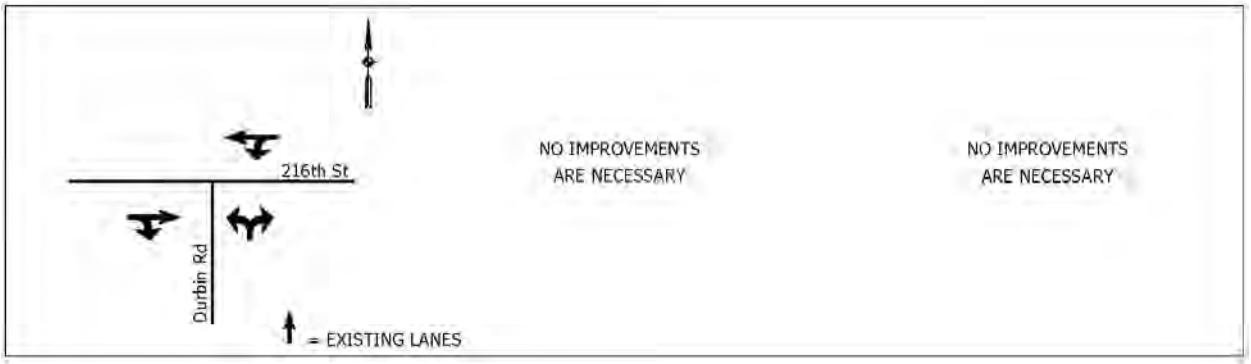
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 10 - 216TH STREET & DURBIN ROAD/143RD STREET

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No Improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 11 - 216TH STREET & PRAIRIE BAPTIST ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

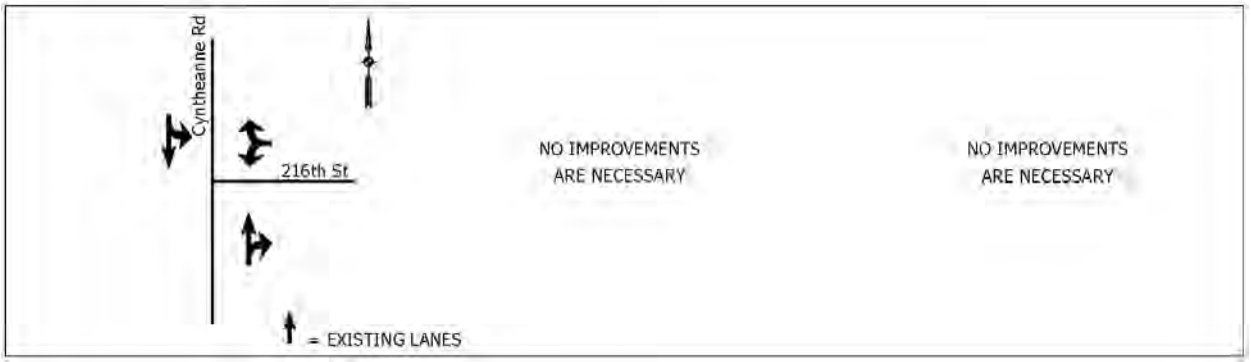
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 12 - 216TH STREET & CYNTHEANNE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 13 - 216TH STREET & SR 13

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

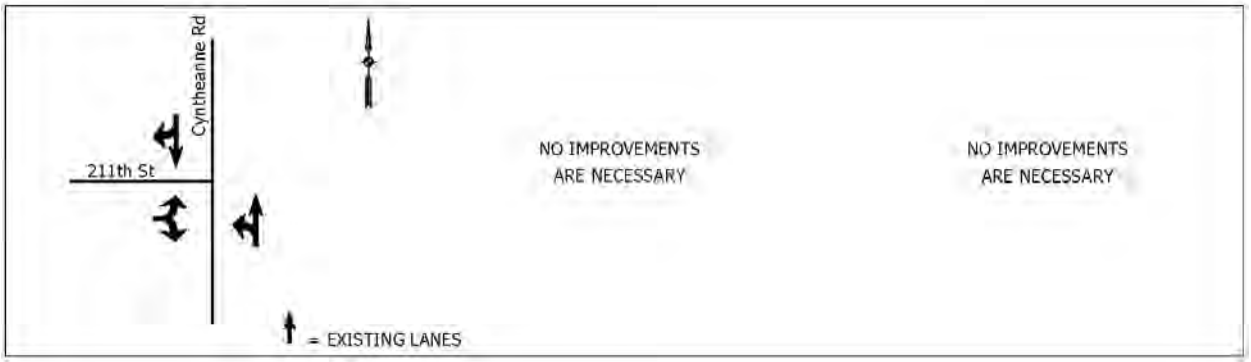
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 14 - 211TH STREET & CYNTHEANNE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

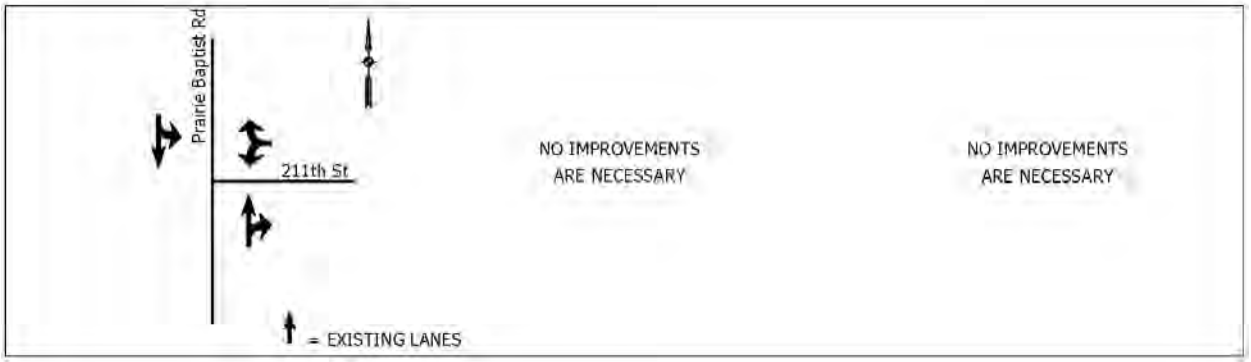
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 15 - 211TH STREET & PRAIRIE BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

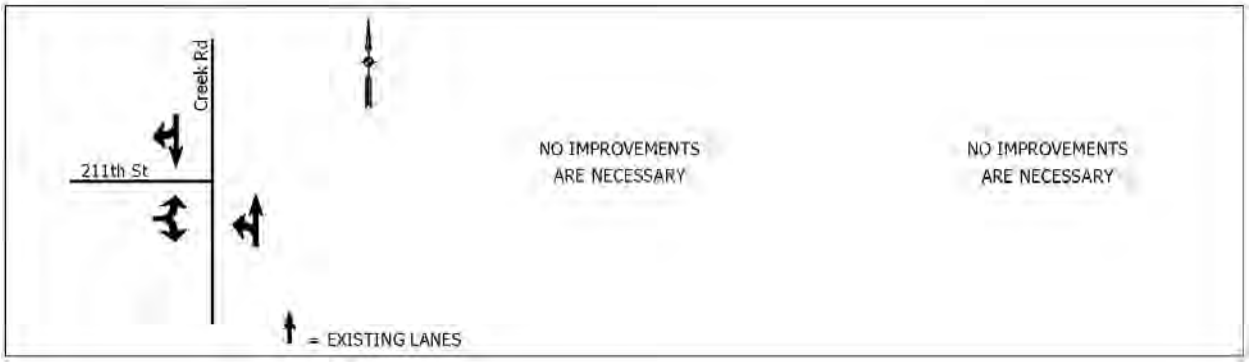
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 16 - 211TH STREET & CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

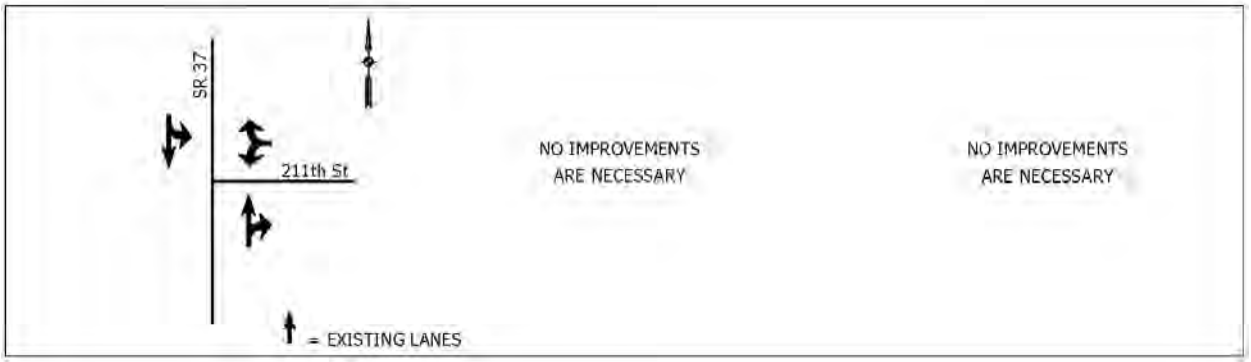
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 17 - 211TH STREET & SR 37

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

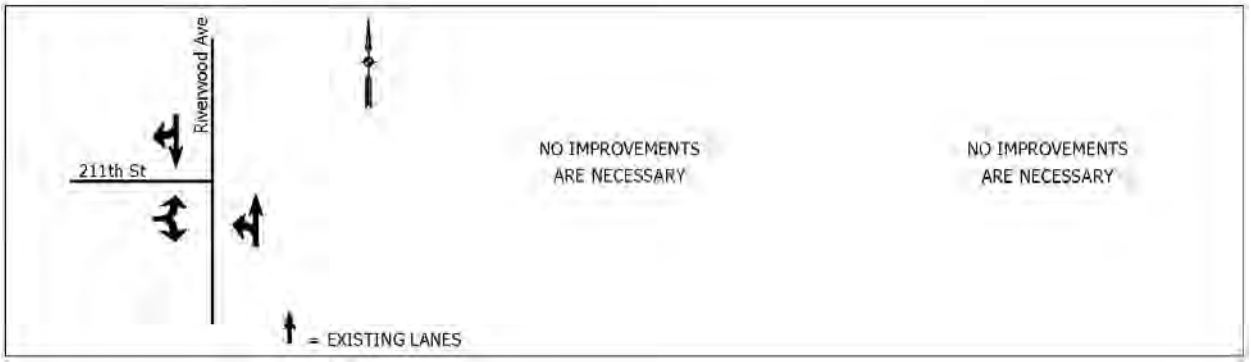
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 18 - 211TH STREET & RIVERWOOD AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 19 - 211TH STREET & OVERDORF ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

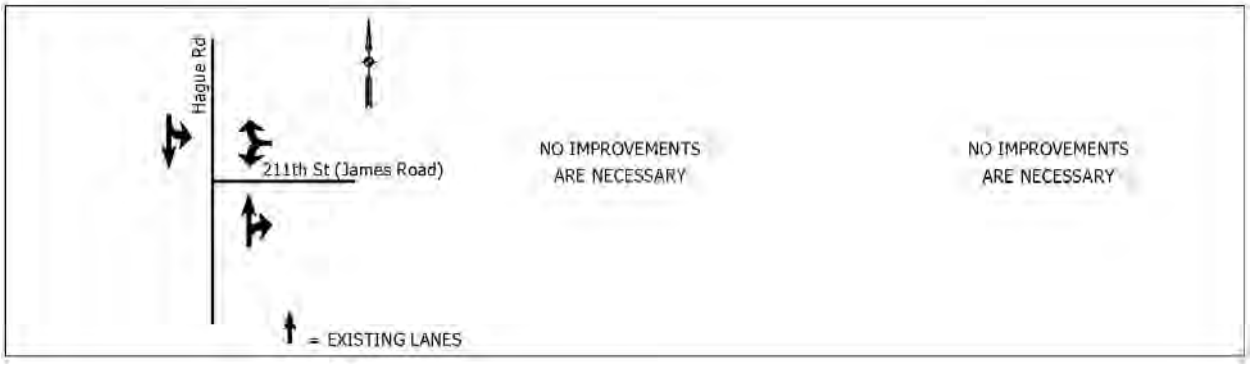
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 20 - JAMES ROAD & HAGUE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

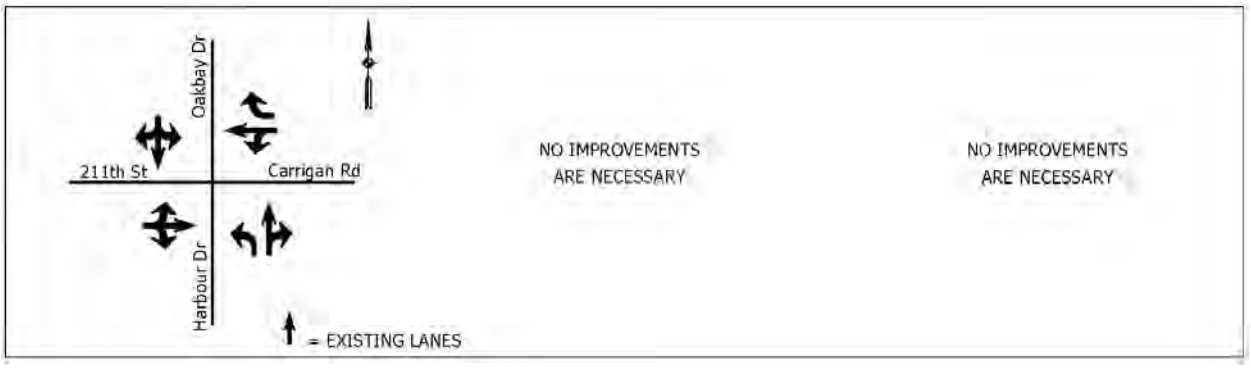
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 21 - CARRIGAN ROAD & HARBOUR DRIVE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- 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 22 - 211TH STREET & SCHULLEY ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- 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 23 - 211TH STREET & MILL CREEK ROAD

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

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

<u>Existing Conditions</u>

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

<u>Projected 10-Year Conditions</u>

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

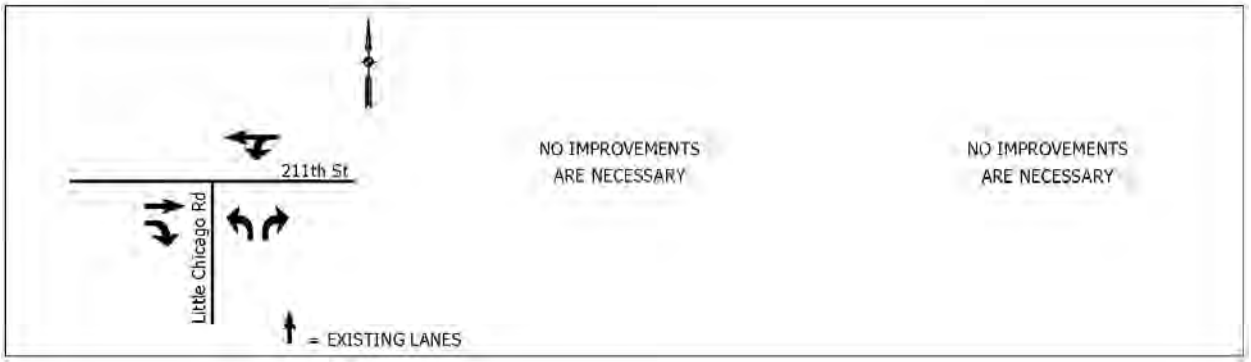
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

<u>Applicable Impact Fee Cost</u>

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

INTERSECTION 24 - 211TH STREET & LITTLE CHICAGO ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

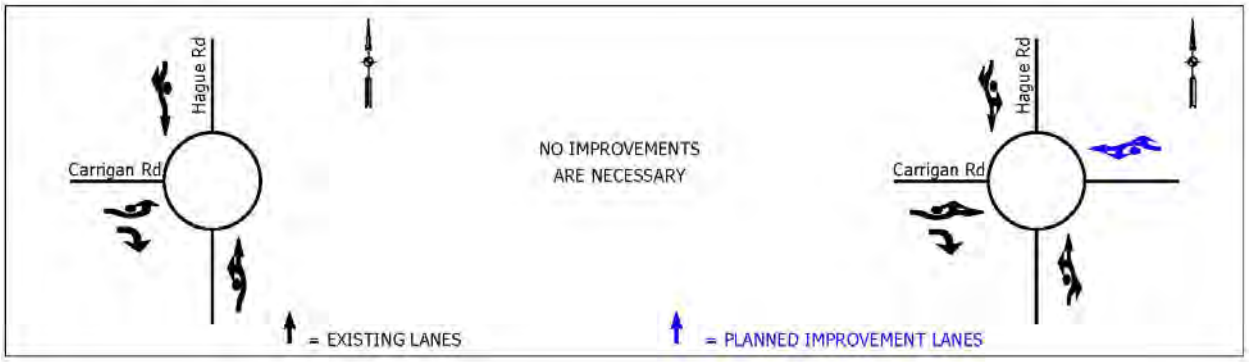
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 25 - CARRIGAN ROAD & HAGUE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

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

Note:

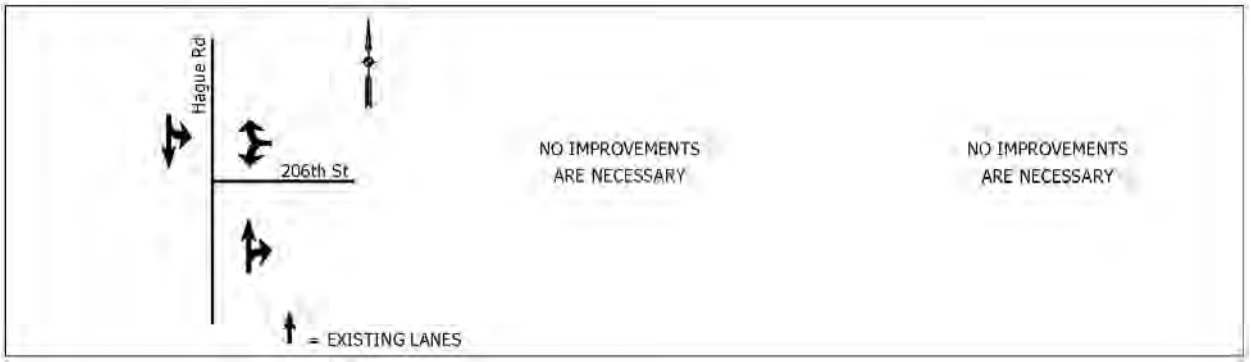
There is no additional cost associated with the addition of the WB through lane. The cost of this proposed roadway is included in segment 282 mitigated cost.

Applicable Impact Fee Cost

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

INTERSECTION 26 - 206TH STREET & HAGUE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- 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 27 - 206TH STREET & JAMES ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

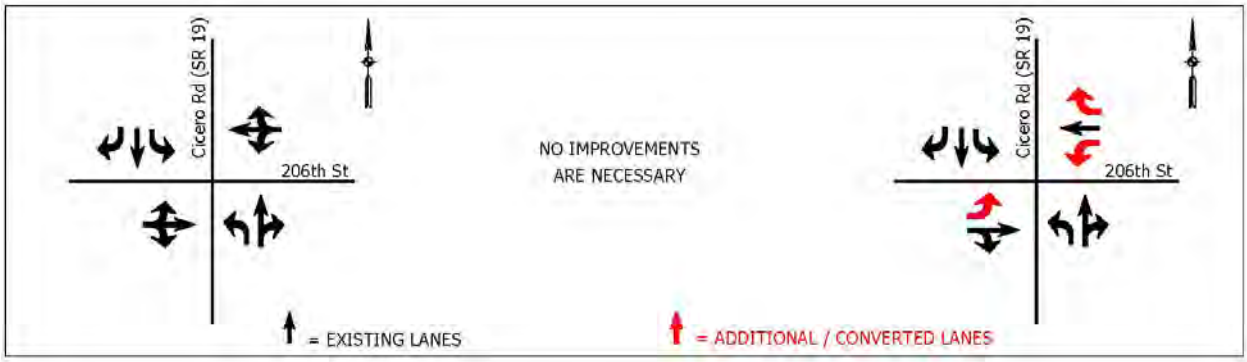
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 28 - 206TH STREET & SR 19

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB left-turn lane along 206th Street.
- Add WB left-turn and right-turn lanes along 206th Street.

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 - 206TH STREET & EDITH ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigation do not improve level of service.

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

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": $0

INTERSECTION 30 - 206TH STREET & CUMBERLAND ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No Improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB right-turn lane along 206th Street.

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 31 - 206TH STREET & OVERDORF ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

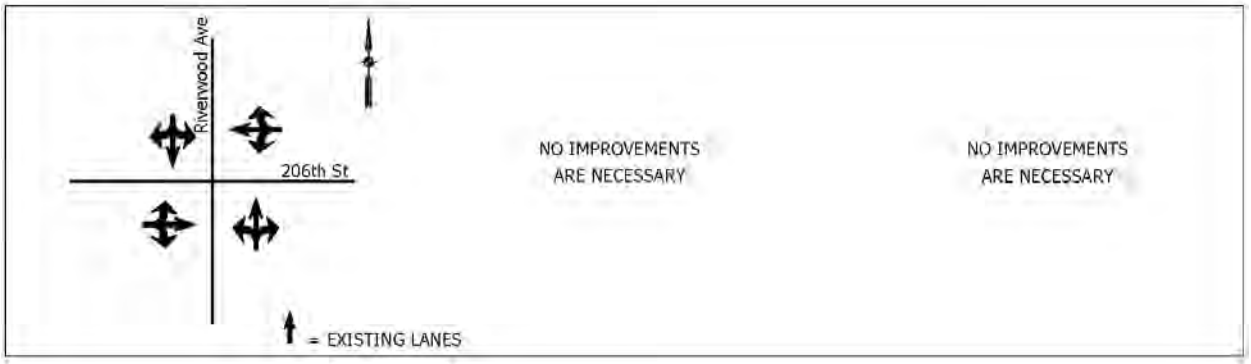
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 32 - 206TH STREET & RIVERWOOD AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 33 - 206TH STREET & SR 37

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

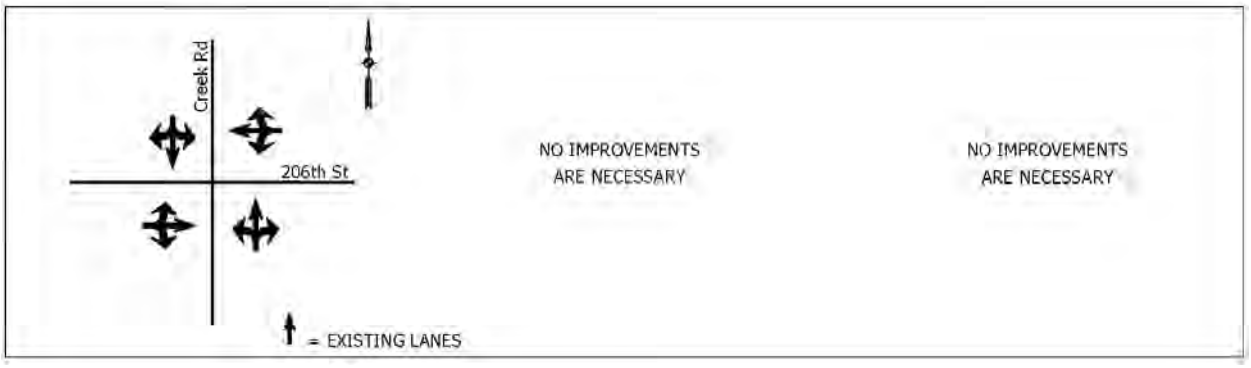
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 34 - 206TH STREET & CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 35 - 206TH STREET & VICTORY CHAPEL ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 - 206TH STREET & OLIO ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 37 - 206TH STREET & DURBIN ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 38 - 206TH STREET & PRAIRIE BAPTIST ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/B
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 - 206TH STREET & CYNTHEANNE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 40 - 206TH STREET & SR 13

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

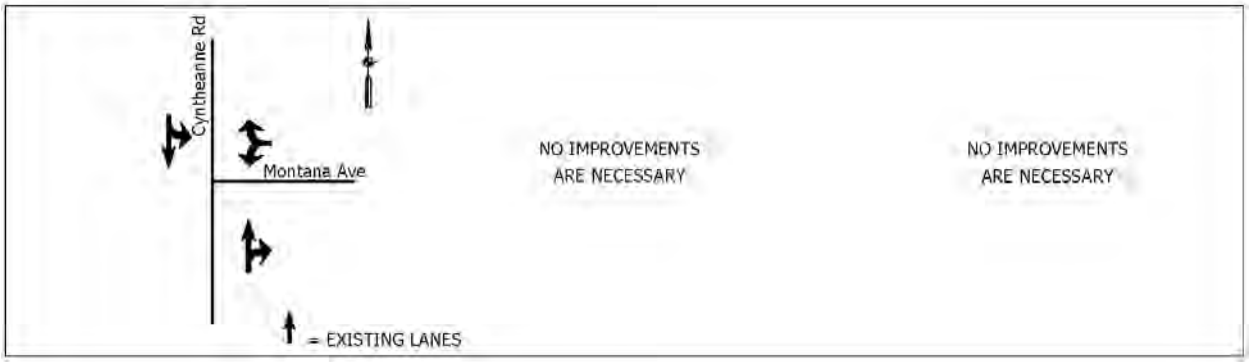
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 41 - CYNTHEANNE ROAD & MONTANA AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

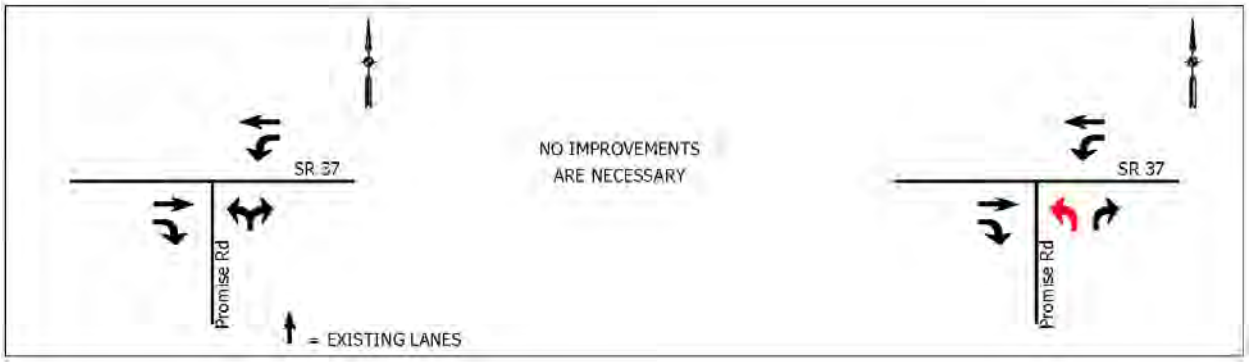
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 42 - SR 37 & PROMISE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of traffic signal.
- Add a NB left-turn lane along Promise Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $240,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $240,000

INTERSECTION 43 - Riverwood Avenue & Overdorf Road

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 44 - CUMBERLAND ROAD & RIVERWOOD AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No Improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service.

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

Note:

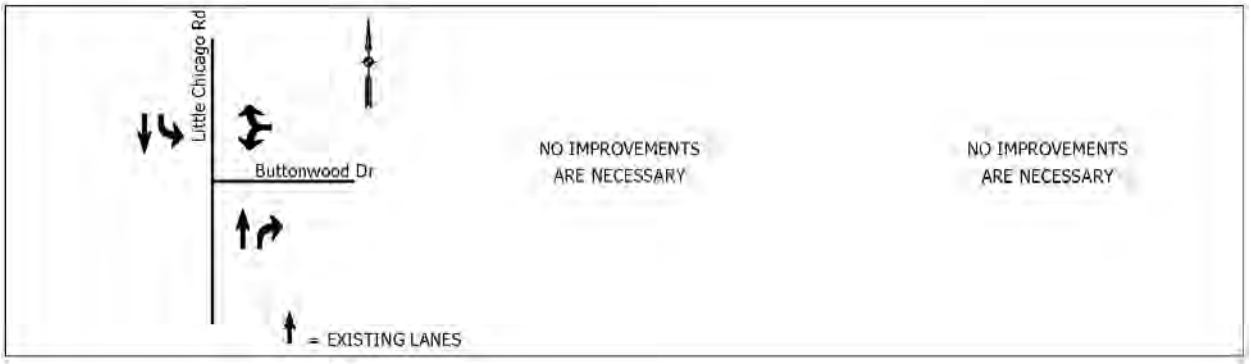
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 45 - LITTLE CHICAGO ROAD & BUTTONWOOD DRIVE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

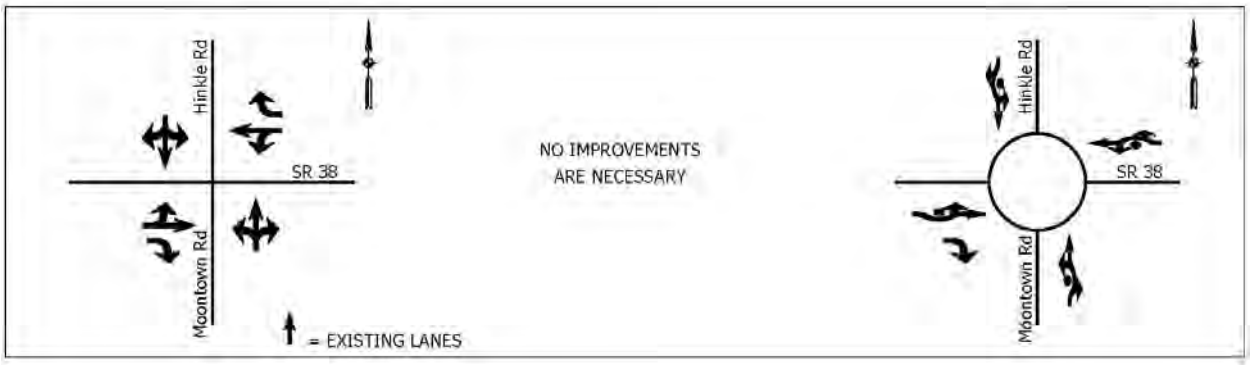
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 46 - SR 38 & HINKLE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 38 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 47 - 196TH STREET & HAGUE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

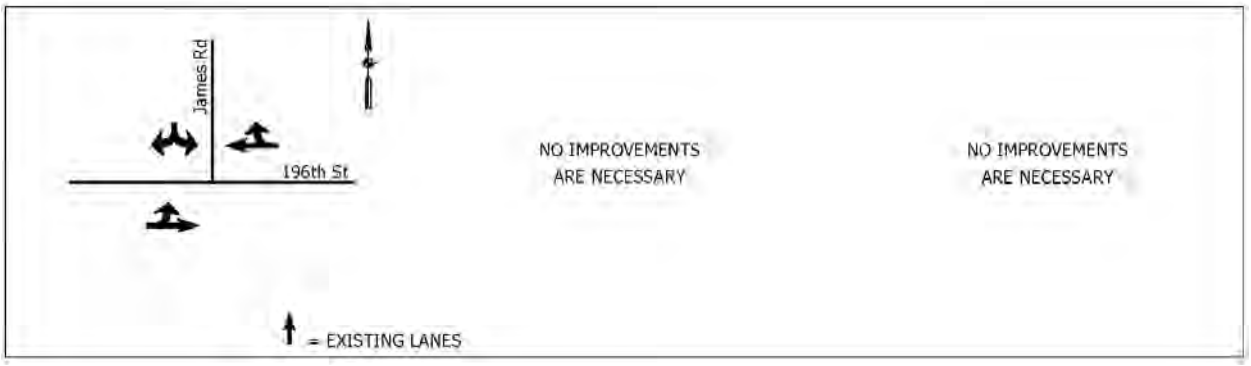
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 48 - 196TH STREET & JAMES ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 49 - 196TH STREET & SR 19

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

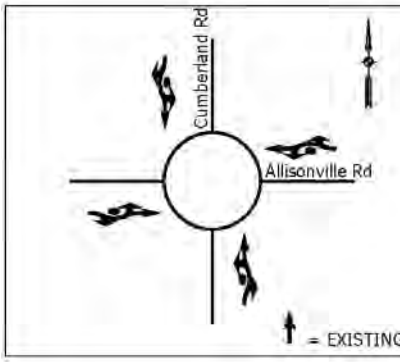
Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 19 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 50 - ALLISONVILLE ROAD & CUMBERLAND ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/C
Single-Lane Roundabout		Single-Lane Roundabout
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 51 - ALLISONVILLE ROAD & SR 37

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

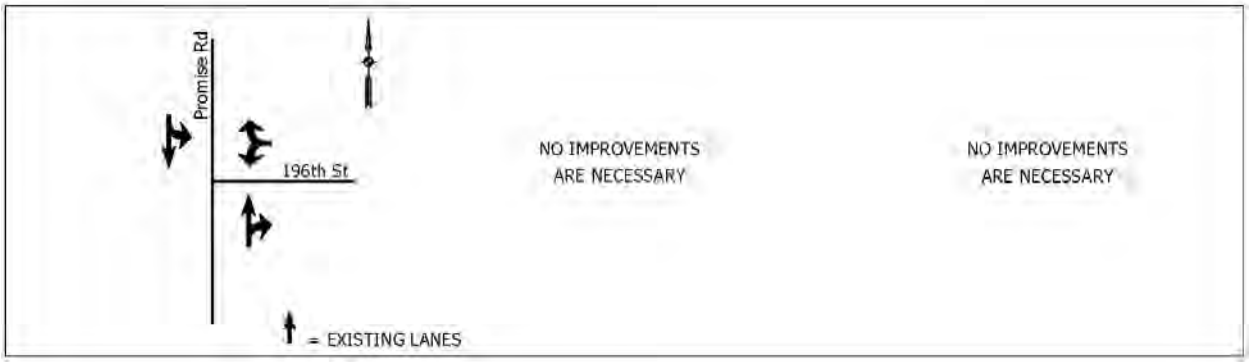
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 52 - 196TH STREET & PROMISE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

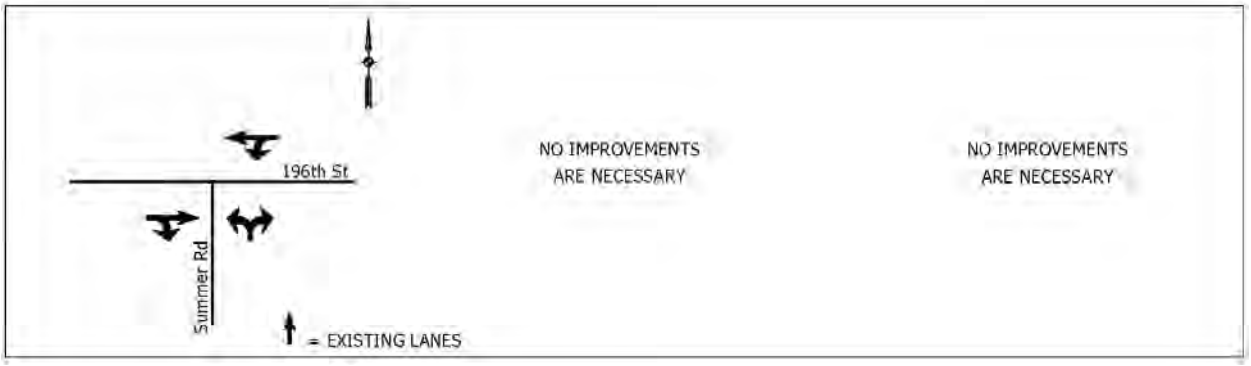
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 53 - 196TH STREET & SUMMER ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

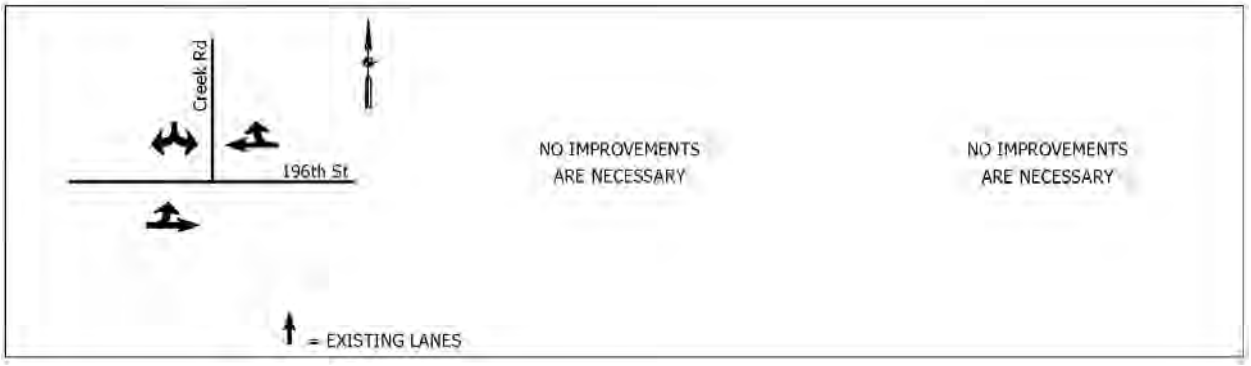
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 54 - 196TH STREET & CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 55 - 196TH STREET & VICTORY CHAPEL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

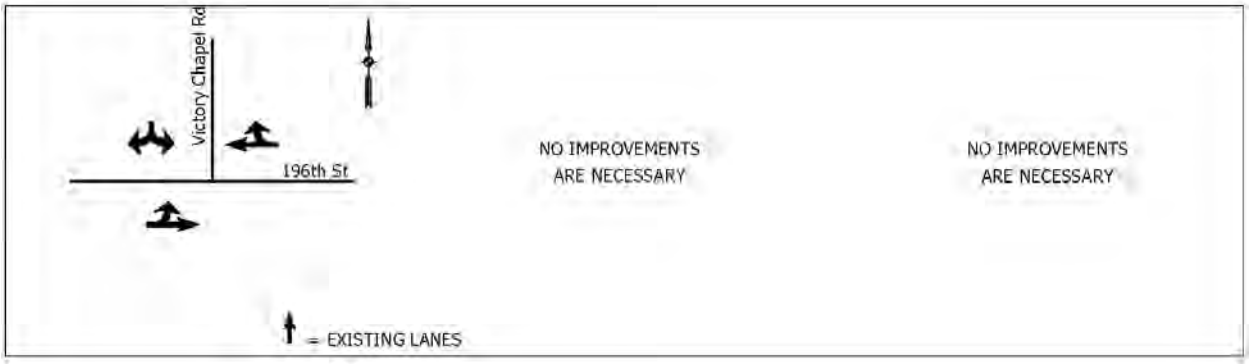
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 56 - 196TH STREET & NORTH VICTORY CHAPEL ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

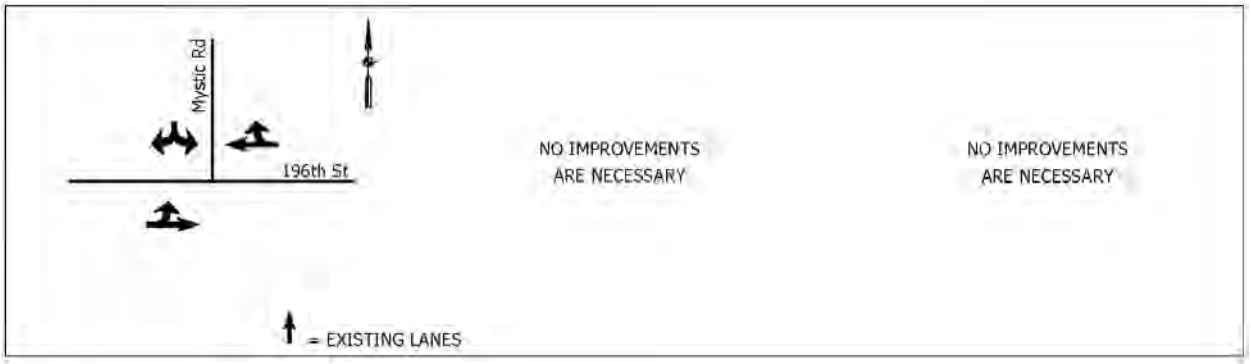
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 57 - 196TH STREET & MYSTIC ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

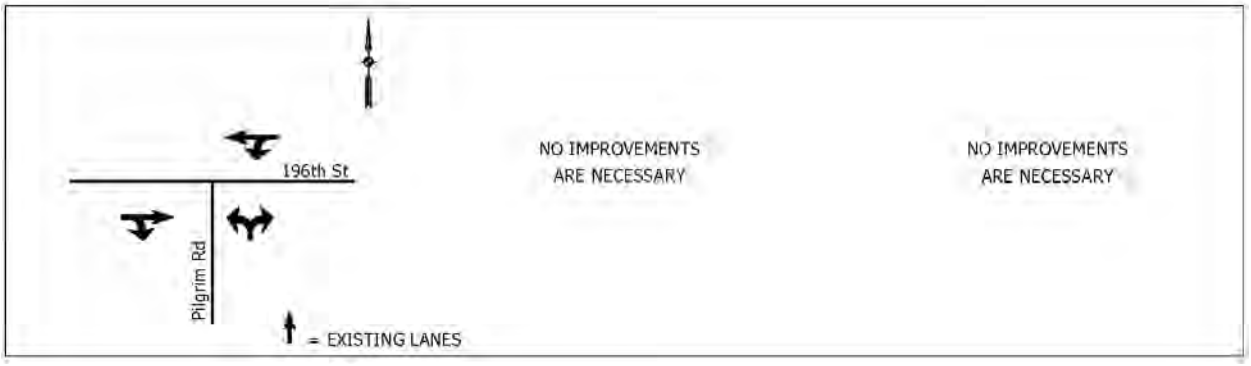
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 58 - 196TH STREET & PILGRIM BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

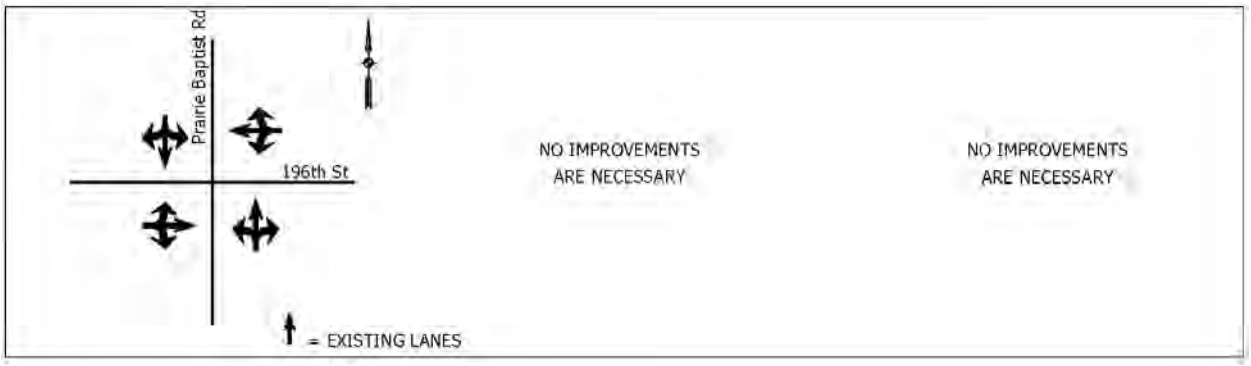
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 59 - 196TH STREET & PRAIRIE BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

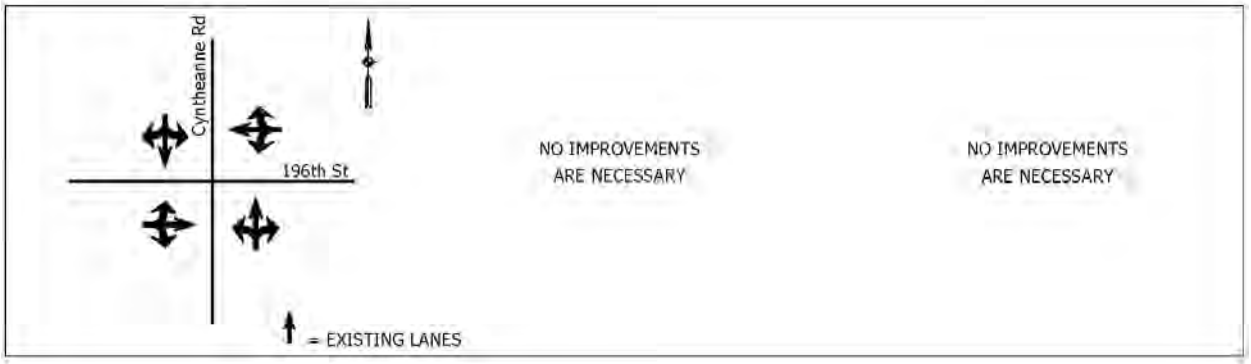
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 60 - 196TH STREET & CYNTHEANNE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

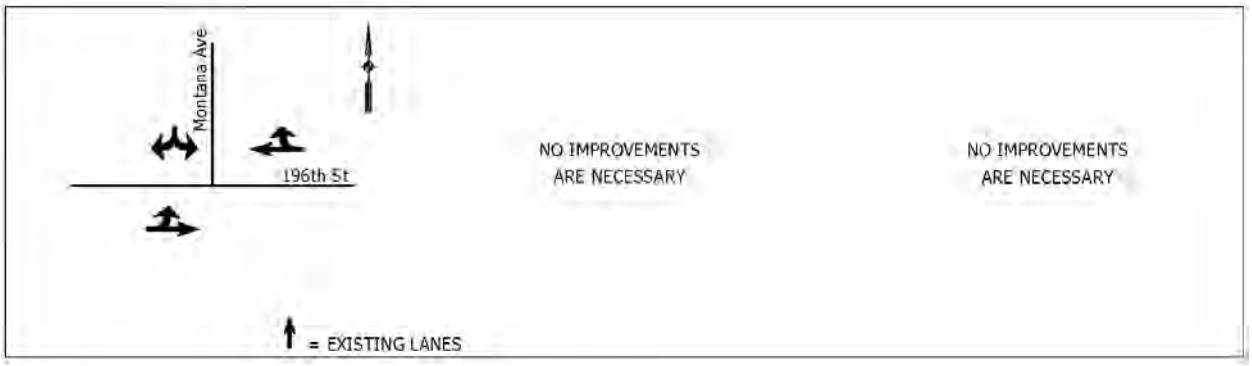
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 61 - 196TH STREET & MONTANA AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

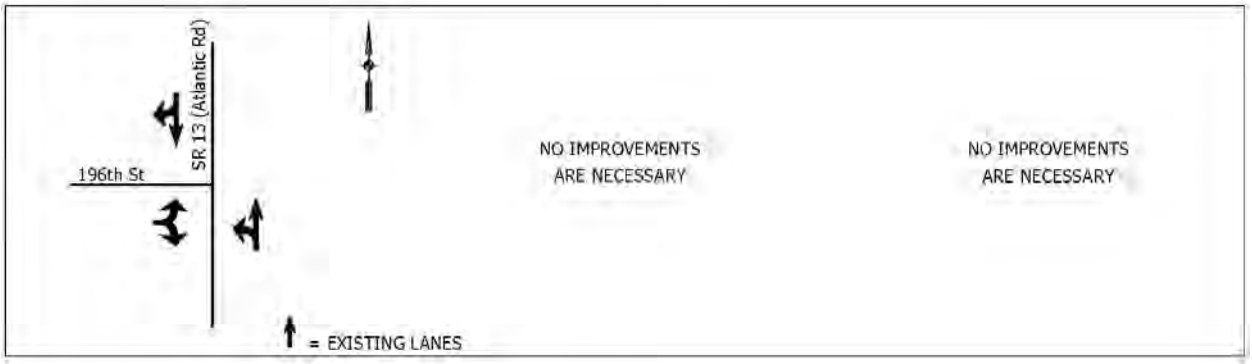
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 62 - 196TH STREET & SR 13

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

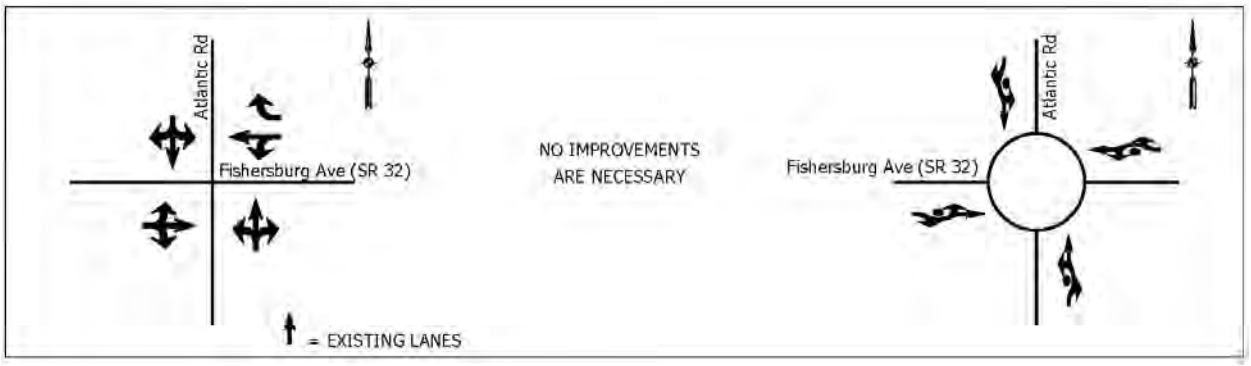
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 63 - ATLANTIC ROAD & SR 32

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

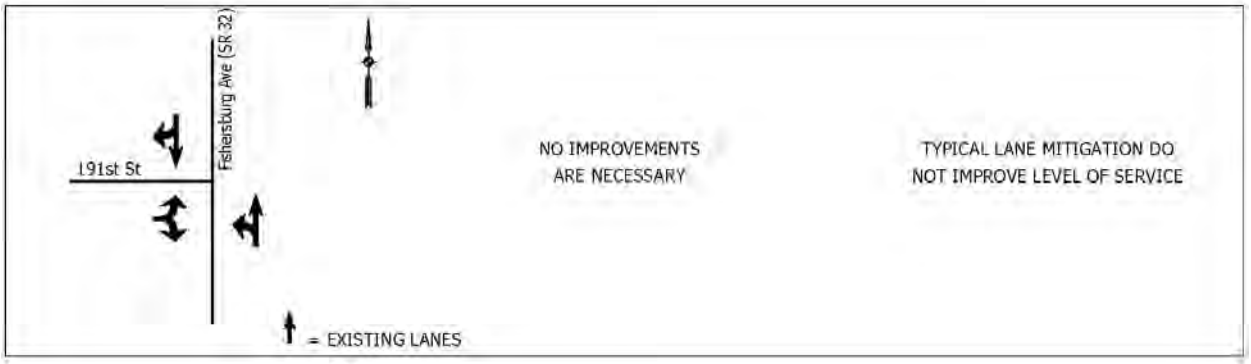
Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 32 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 64 - 191ST STREET & SR 32

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/C		LOS (AM Peak/PM Peak): E*/F*
Two-Way Stop		Two-Way Stop



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service.

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

Note:

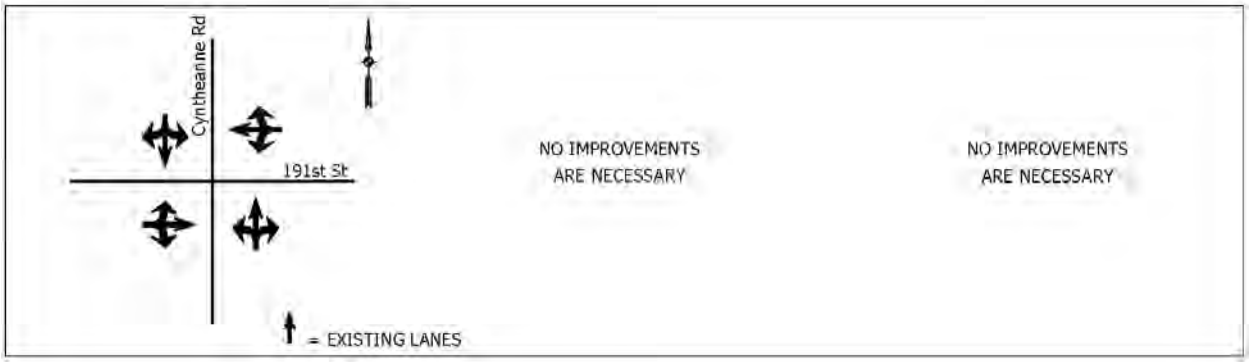
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 65 - 191ST STREET & CYNTHEANNE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

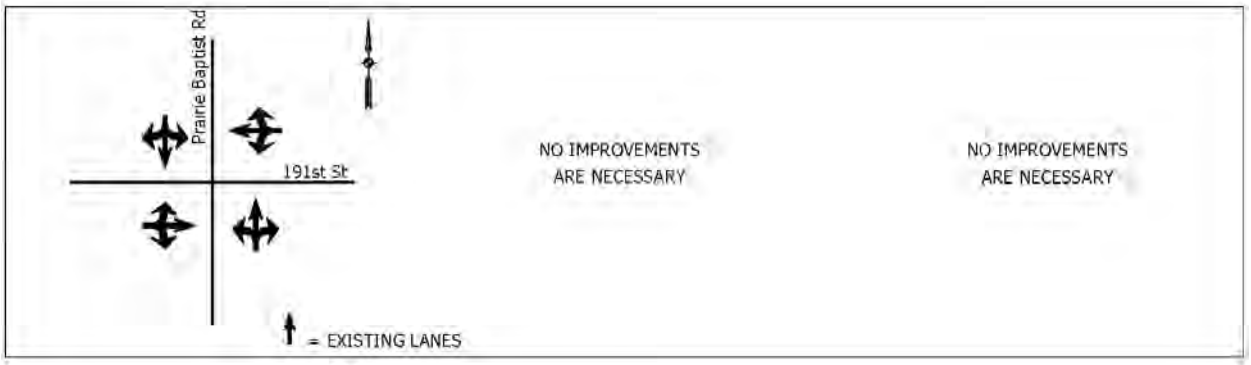
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 66 - 191ST STREET & PRAIRIE BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

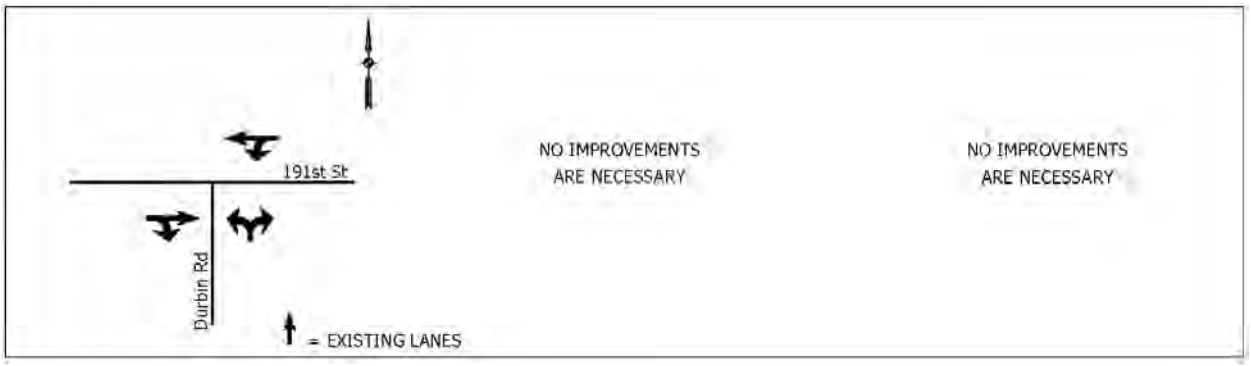
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 67 - 191ST STREET & DURBIN ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 68 - 191ST STREET & PILGRIM BAPTIST ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary

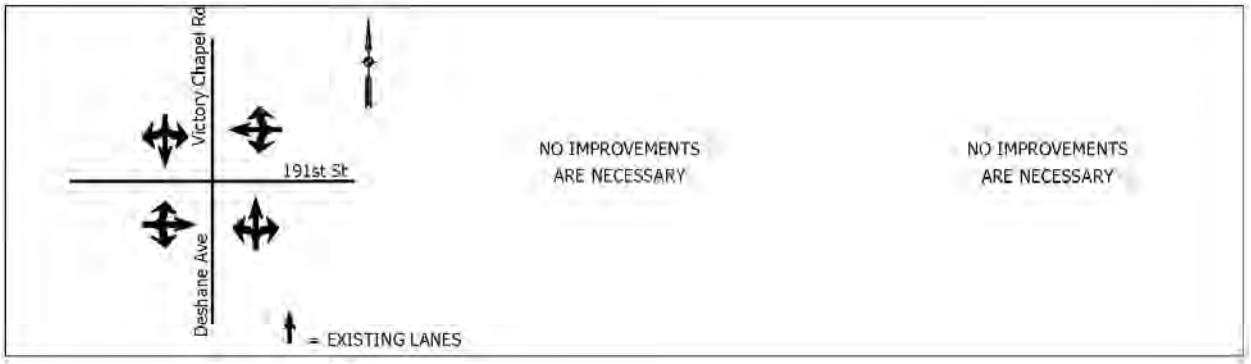
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 69 - 191ST STREET & VICTORY CHAPEL ROAD/DE SHANE AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

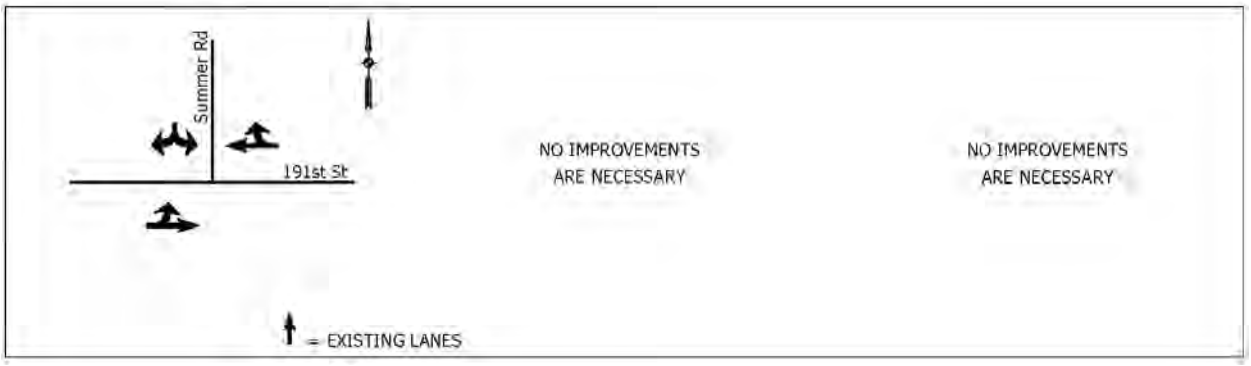
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 70 - 191ST STREET & SUMMER ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

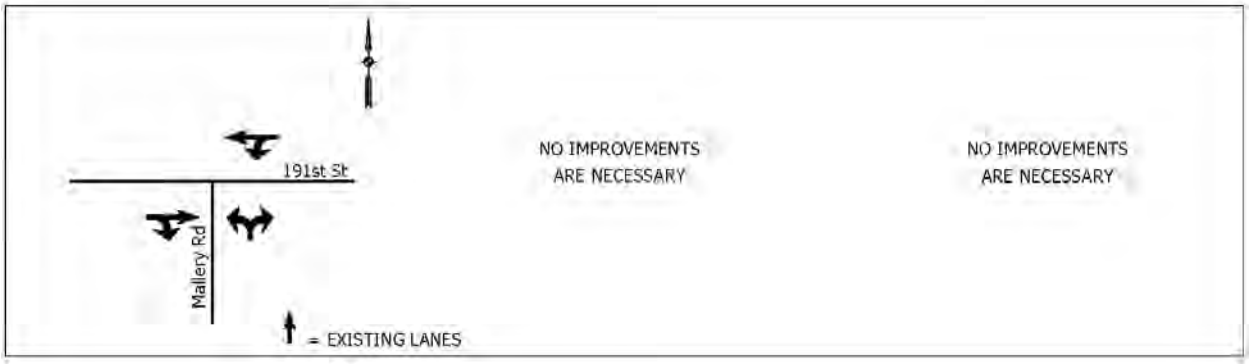
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 71 - 191ST STREET & MALLERY ROAD/115TH STREET

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

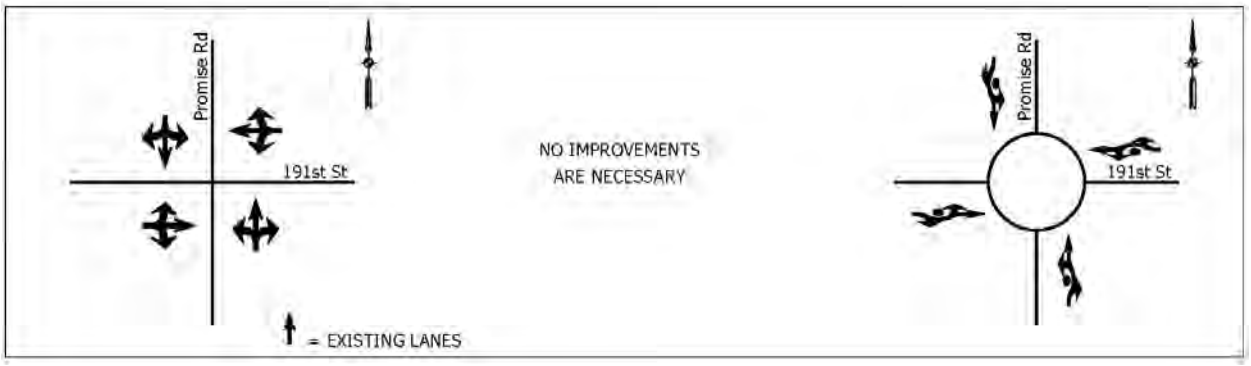
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 72 - 191ST STREET & PROMISE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 73 - 191ST STREET & SR 37

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB right-turn lane along 191st Street.

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 74 - 191ST STREET & CUMBERLAND ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.
- Add SB left-turn lane along Cumberland Road.

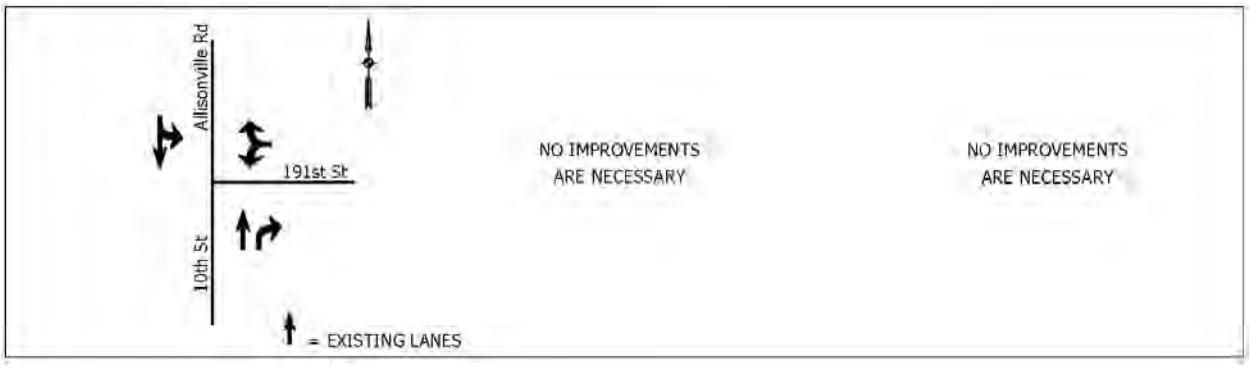
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 75 - 191ST STREET & 10TH STREET

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

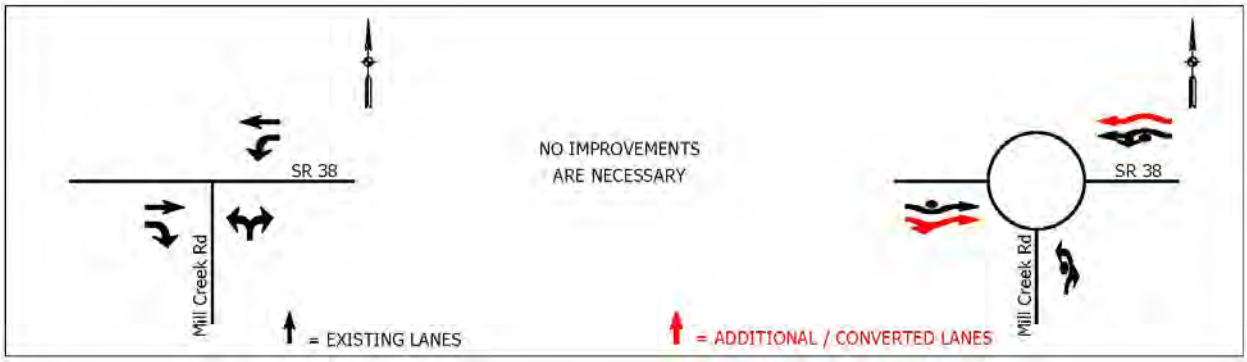
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 76 - SR 38 & MILL CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a Multi-Lane roundabout.
- Add EB and WB through lanes along SR 38.

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

Note:

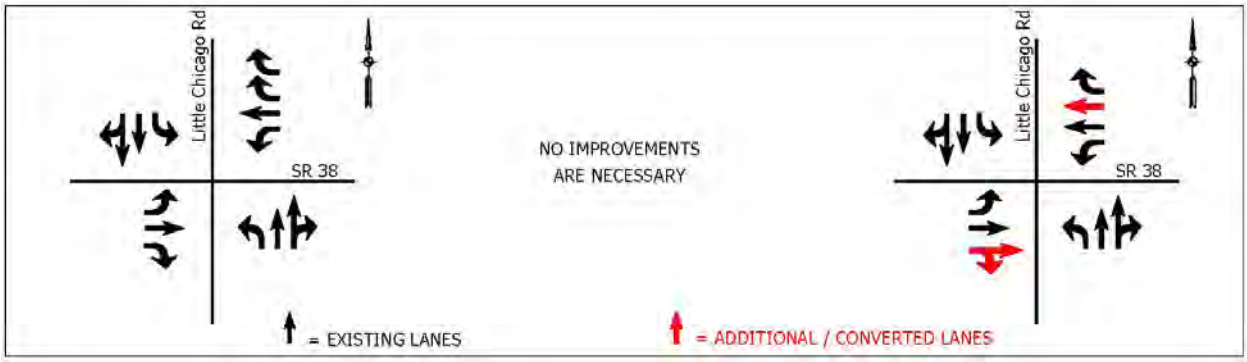
SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 77 - SR 38 & LITTLE CHICAGO ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No Improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Convert EB right only lane to EB shared through/right-turn lane along SR 38.
- Add WB through lane along SR 38 in place of a right-only lane.

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

Note:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 78 - 191ST STREET & MOONTOWN ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 79 - 191ST STREET & LITTLE CHICAGO ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/C
Multi-Lane Roundabout		Multi-Lane Roundabout
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

<u>Existing Conditions</u>

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

<u>Projected 10-Year Conditions</u>

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

<u>Applicable Impact Fee Cost</u>

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

INTERSECTION 80 - SR 38 & HARBOUR DRIVE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add an EB through lane along SR 38.
- Convert WB right-only lane to shared through/right-turn lane along SR 38.

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

Note:

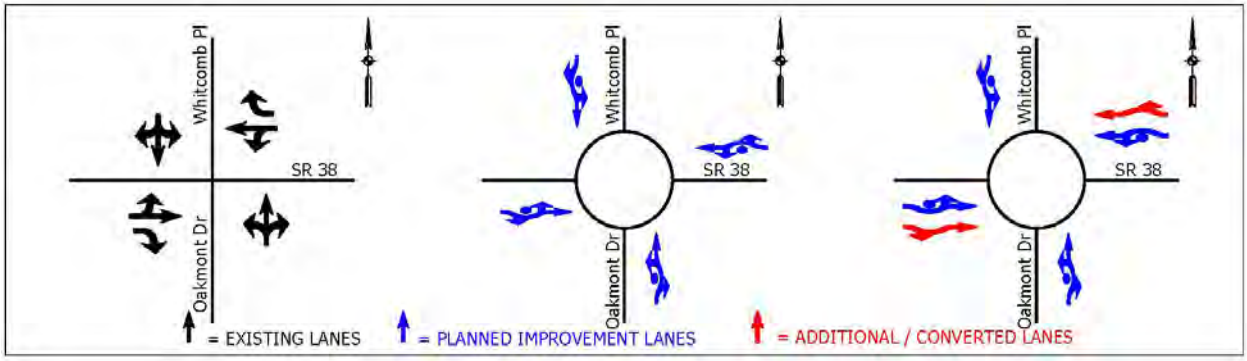
SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 81 - SR 38 & OAKMONT DRIVE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Convert to multi-lane roundabout.
- Add EB and WB through lanes along SR 38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $580,000

Note:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $580,000

INTERSECTION 82 - HAGUE ROAD & LAKEVIEW DRIVE

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/B		LOS (AM Peak/PM Peak): D/C
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 83 - SR 19 & FIELD DRIVE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

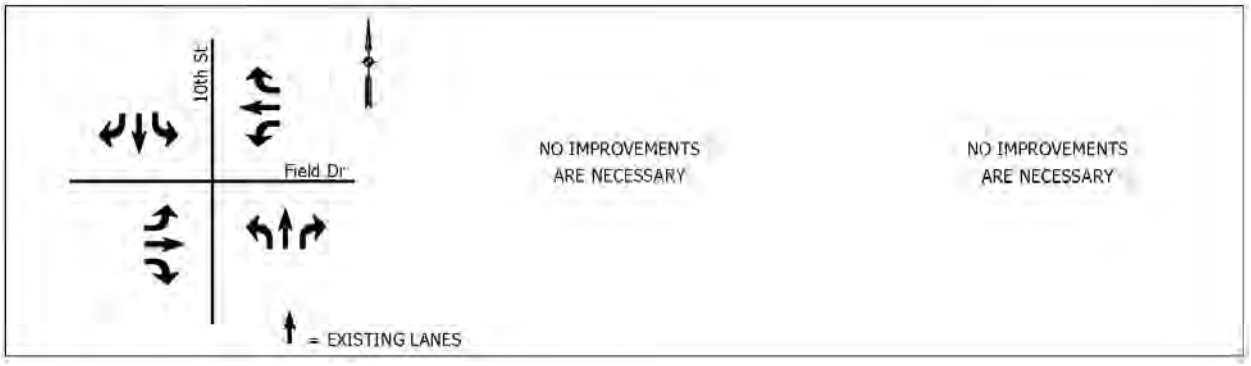
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 84 - 10TH STREET & FIELD DRIVE

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): C/C
Signal		Signal
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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.

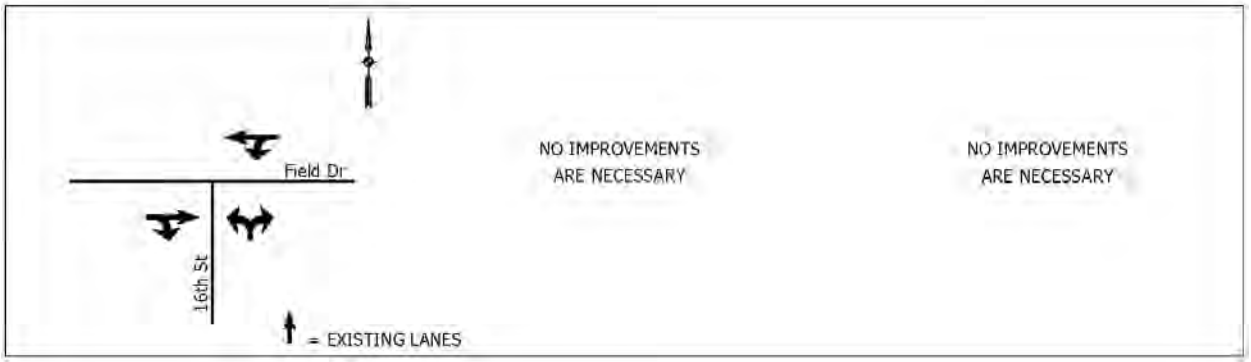
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 85 - FIELD DRIVE & 16TH AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 86 - FIELD DRIVE & CUMBERLAND ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Single-Lane Roundabout		Single-Lane Roundabout
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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.

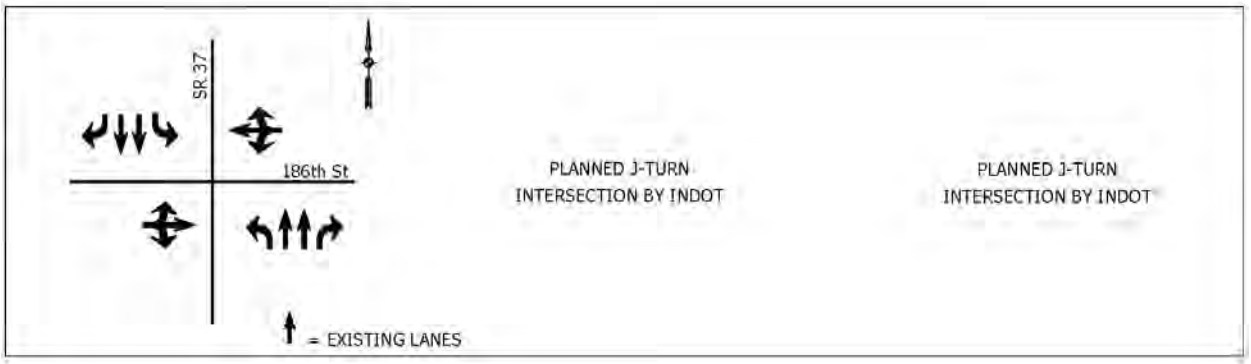
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 87 - 186TH STREET & SR 37

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): E/F	LOS (AM Peak/PM Peak): N/A	LOS (AM Peak/PM Peak): N/A
Two-Way Stop	J-Turn Intersection	J-Turn Intersection



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- Planned J-Turn 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 J-Turn 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 88 - 186TH STREET & PROMISE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

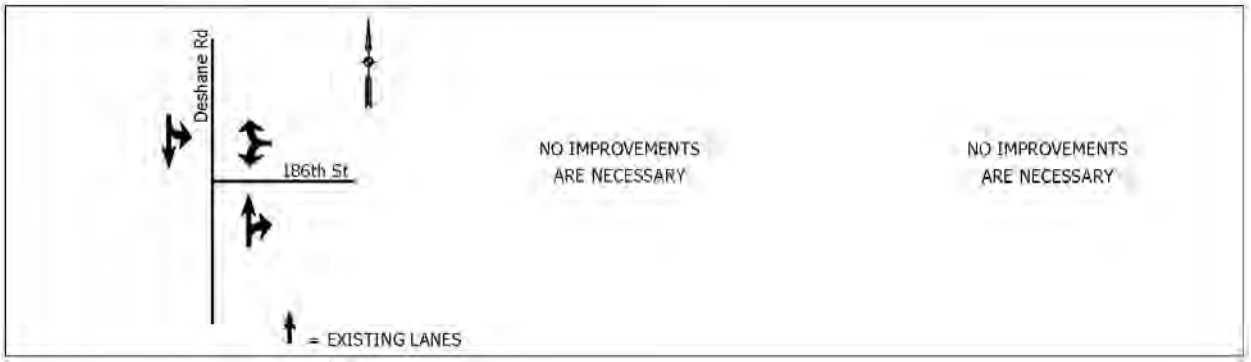
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 89 - 186TH STREET & DE SHANE AVE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

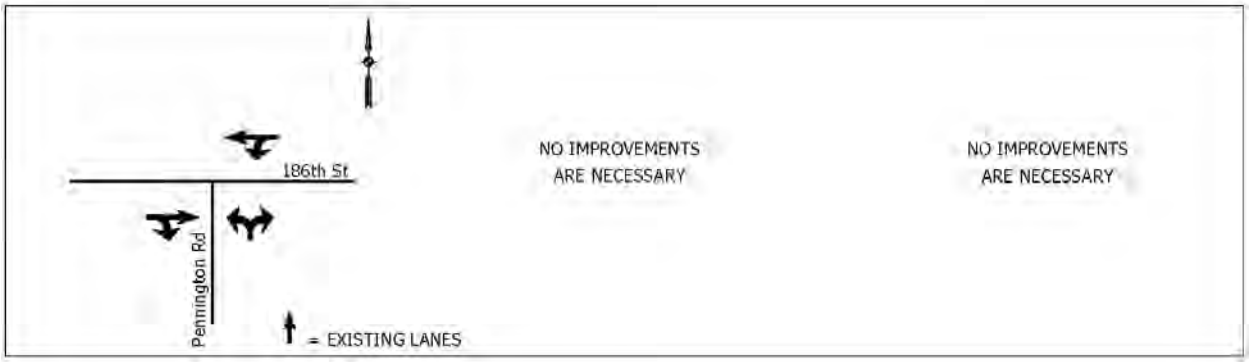
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 90 - 186TH STREET & PENNINGTON ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

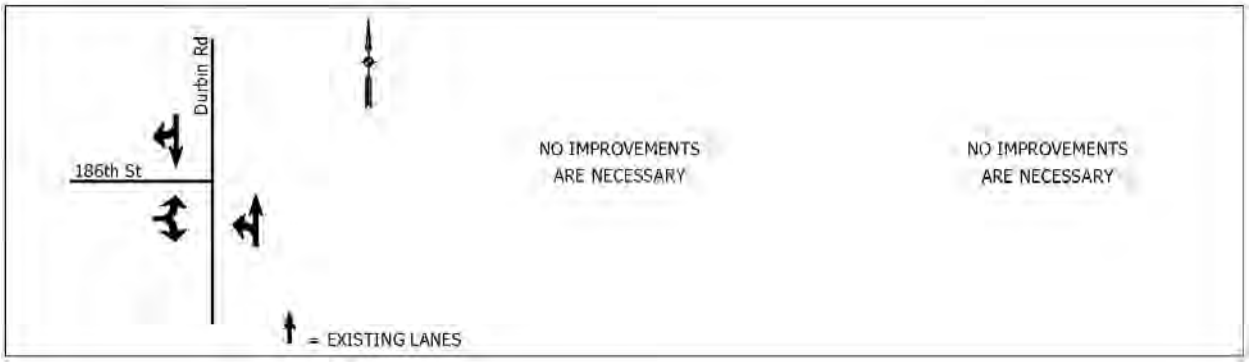
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 91 - 186TH STREET & DURBIN ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

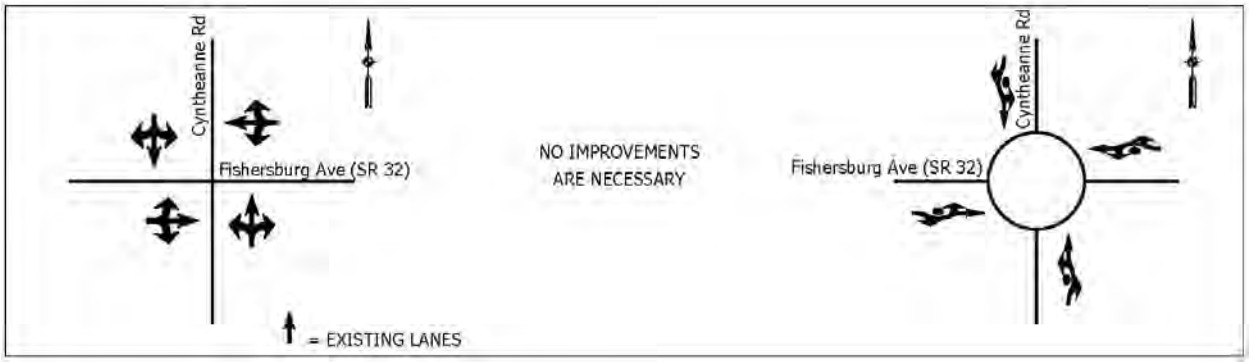
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 92 - SR 32 & CYNTHEANNE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 32 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 93 - 186TH STREET & ATLANTIC ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 94 - 186TH STREET & CYNTHEANNE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/B		LOS (AM Peak/PM Peak): B/B
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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.

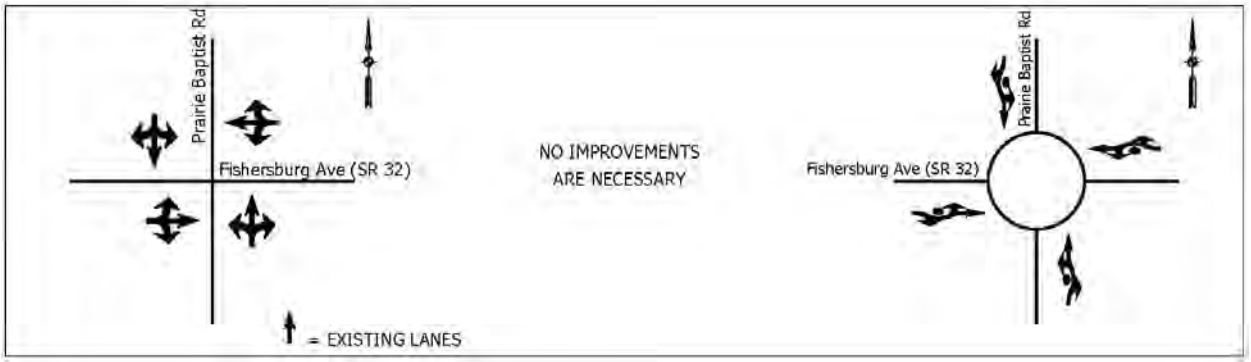
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 95 - SR 32 & PRAIRIE BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

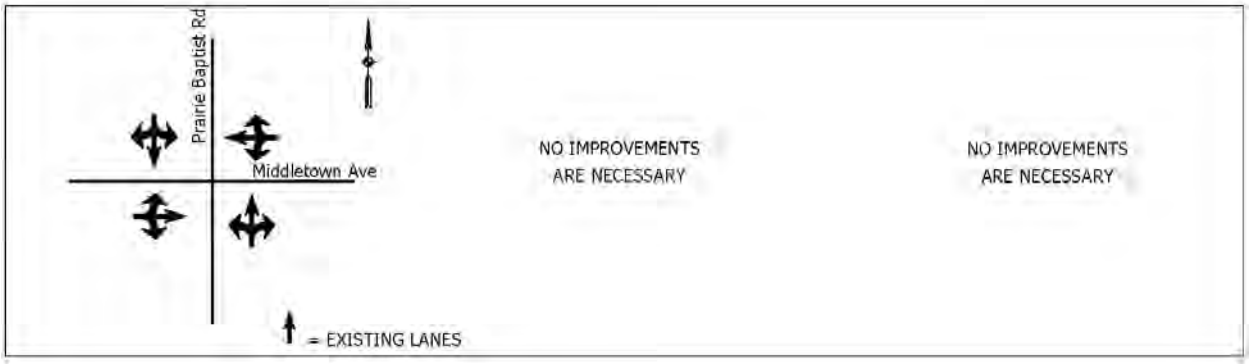
Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 32 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 96 - MIDDLETOWN AVENUE & PRAIRIE BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

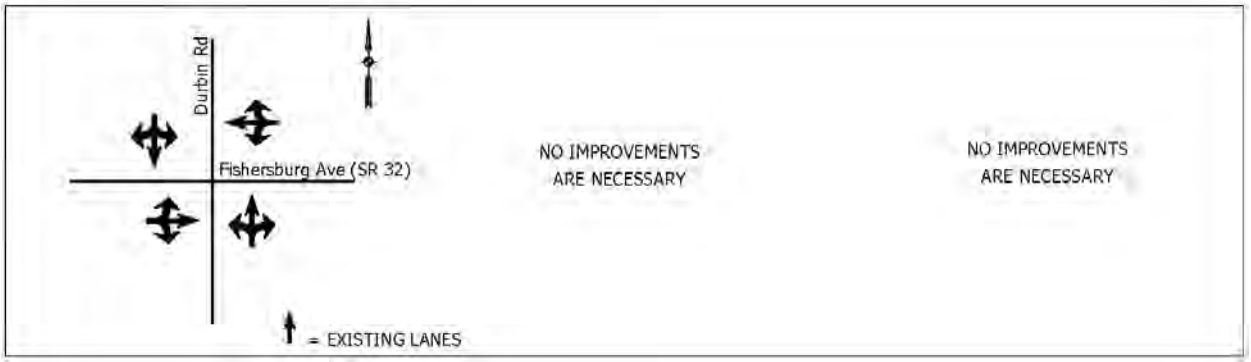
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 97 - SR 32 & DURBIN ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- 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 98 - MIDDLETOWN AVENUE & DURBIN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
All-Way Stop		All-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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.

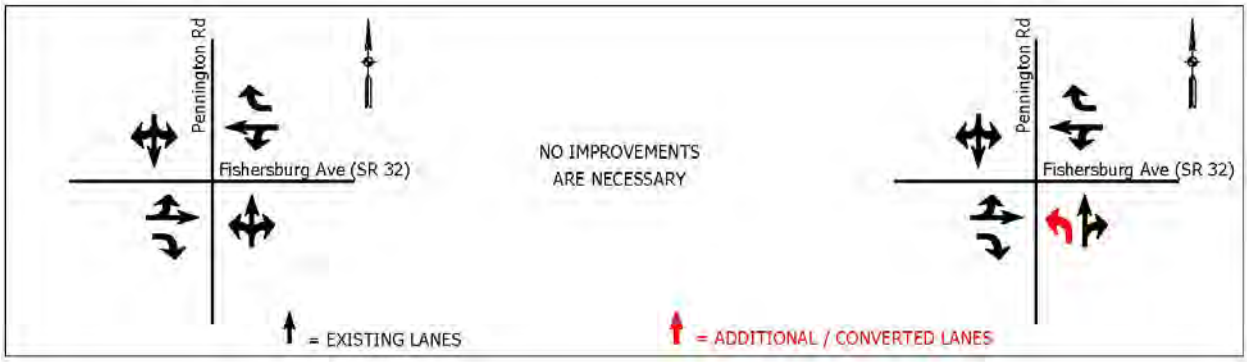
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 99 - SR 32 & PENNINGTON ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add NB left-turn lane along Pennington Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

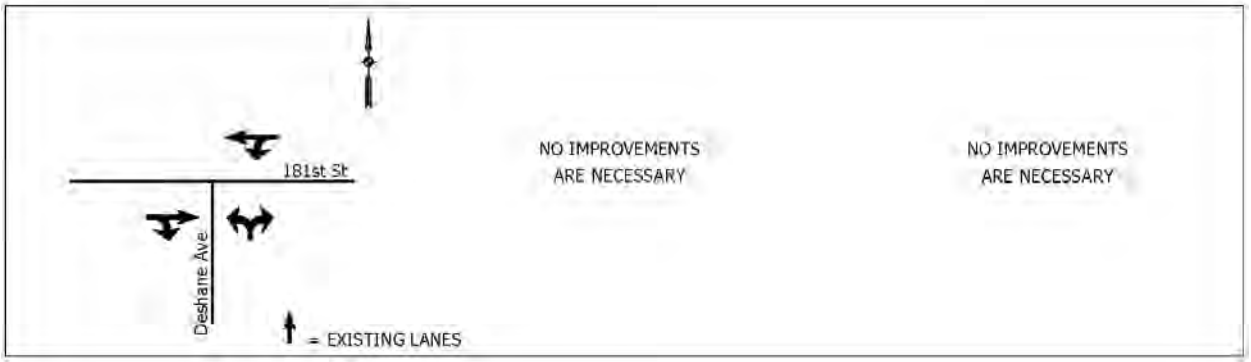
Note:

* 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 and that this intersection does not warrant a signal, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 100 - 181ST STREET & DE SHANE AVENUE

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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.

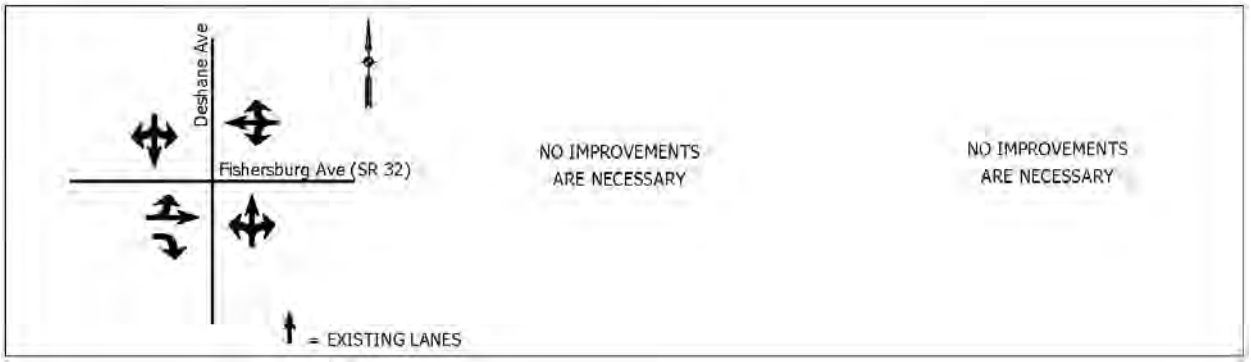
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 101 - SR 32 & DE SHANE AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- 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 102 - 181ST STREET & MALLERY ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary

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

Applicable Impact Fee Cost

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

INTERSECTION 103 - 181ST STREET & PROMISE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

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": $0

INTERSECTION 104 - CUMBERLAND ROAD & MONUMENT STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/B		LOS (AM Peak/PM Peak): C/B
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 105 - 16TH STREET & MONUMENT STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
All-Way Stop		All-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 106 - MONUMENT STREET & 10TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

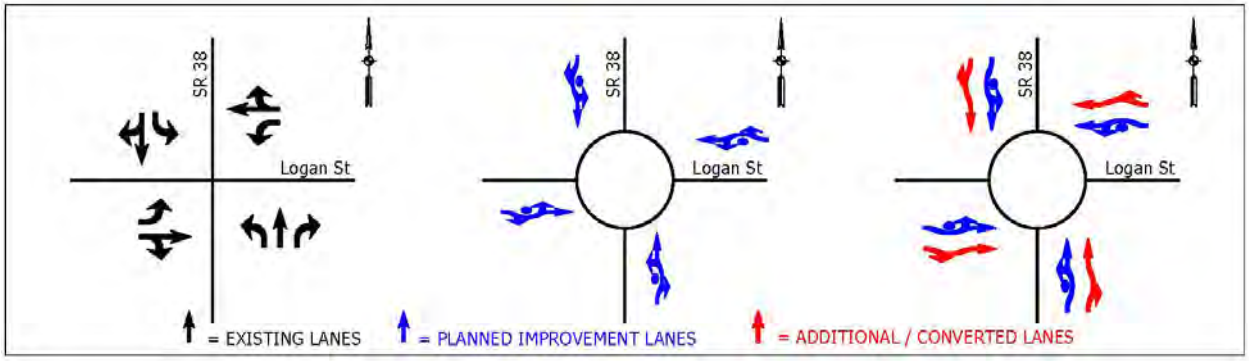
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 107 - LOGAN STREET & SR 38

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:	• No improvements are necessary.
Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:	• Construction of a single-lane roundabout.
Estimated Construction Cost for Planned Improvements (Today's Cost):	$0
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:	• Convert to a multi-lane roundabout. • Add NB, SB, EB and WB through lanes along SR 38.
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$290,000

Notes:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the NB and SB approaches will not be included in the impact fee cost.

* 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":	$290,000

INTERSECTION 108 - SR 38 & RIVER AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- Typical lane mitigation do no improve 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:
- Typical lane mitigation do no improve level of service.

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

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 and that this intersection does not warrant a signal, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 109 - HAGUE ROAD & SR 38

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 38.
- Add NB and SB right-turn lanes along Hague Road.
- Add EB left-turn lane along SR 38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $520,000

Notes:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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 110 - SR 32 & MOONTOWN ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB right-turn lanes along SR 32.
- Add a NB right-turn lane along Gray Road.

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

Notes:

SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost. Additionally, Gray Road south of SR 32 is City of Westfield jurisdiction; therefore, the costs of the improvements along the NB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 111 - SR 32 & LITTLE CHICAGO ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 32.
- Add a NB right-turn lane along Hazel Dell Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Notes:

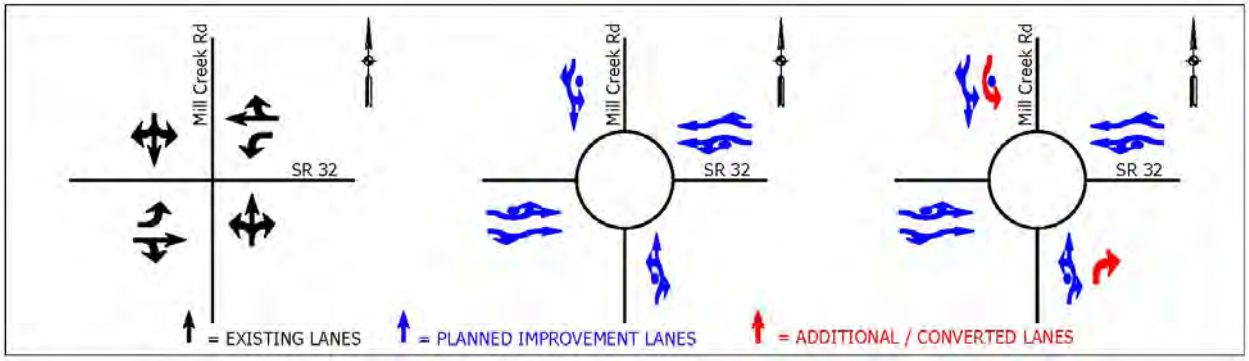
SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 112 - SR 32 & MILL CREEK ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): D/E	LOS (AM Peak/PM Peak): F*/F*	LOS (AM Peak/PM Peak): E*/F*
Two-Way Stop	Multi-Lane Roundabout	Multi-Lane Roundabout



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a multi-lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add NB right-turn lane and SB left-turn lane along Mill Creek Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $520,000

Note:

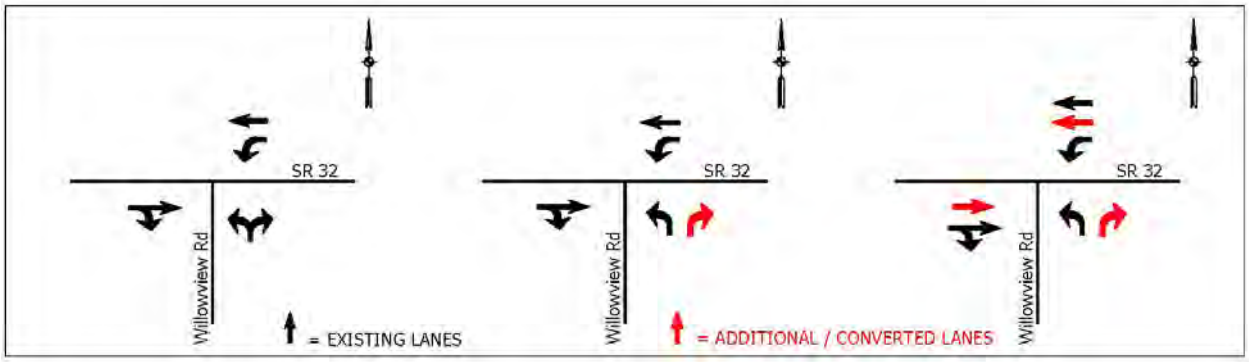
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $520,000

INTERSECTION 113 - SR 32 & WILLOWVIEW ROAD

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



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:

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

Estimated Construction Cost for Planned Improvements (Today's Cost): $270,000

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

- Installation of traffic signal.
- Add EB and WB through lanes along SR 32.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $390,000

Notes:

SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

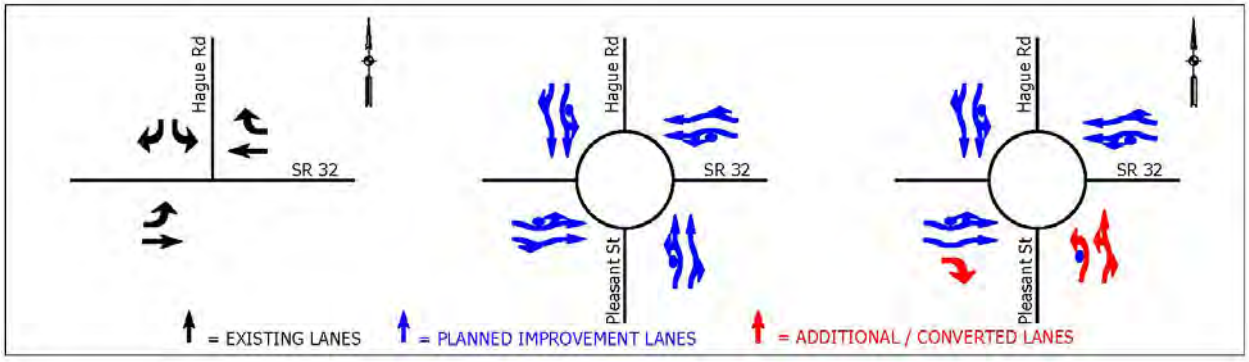
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $120,000

INTERSECTION 114 - SR 32 & HAGUE ROAD/PLEASANT STREET EXTENSION (PROPOSED)

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



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a multi-lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add an EB right-turn lane along SR 32.
- Convert NB to an exclusive left-turn lane and a shared left-turn/through/right-turn lane.

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

Notes:

SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

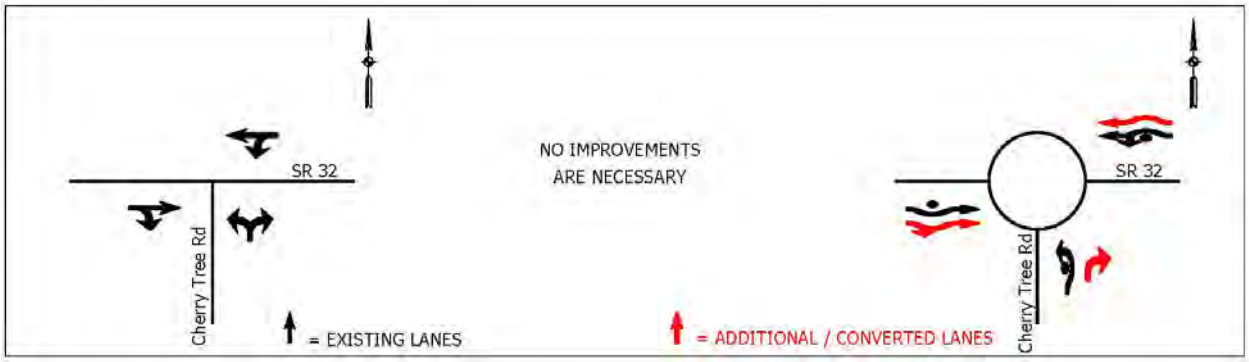
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 115 - SR 32 & CHERRY TREE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a Multi-Lane roundabout.
- Add EB and WB through lanes along SR 32.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,325,000

Notes:

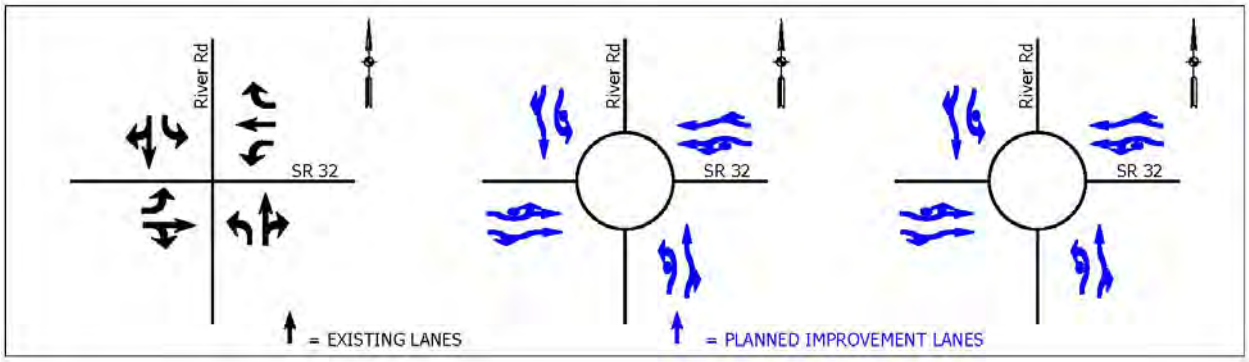
SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost and the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost"..

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,325,000

INTERSECTION 116 - SR 32 & RIVER AVENUE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a Multi-Lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve Level of Service.

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

Note:

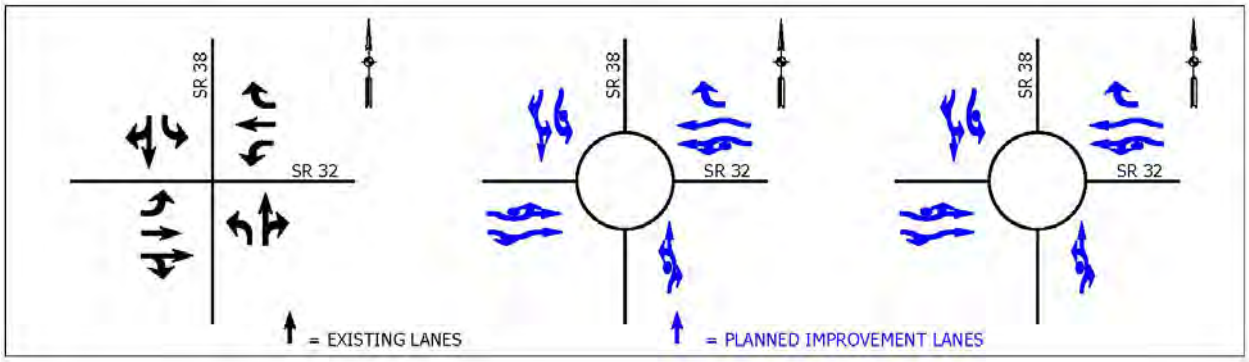
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 117 - SR 32 & SR 38 NW

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a Multi-Lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve Level of Service.

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

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": $0

INTERSECTION 118 - SR 32 & LAKEVIEW DRIVE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

Projected 10-Year Conditions

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

- Typical lane mitigations do not improve level of service.

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

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": $0

INTERSECTION 119 - SR 32 & SR 19

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service.

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

Note:

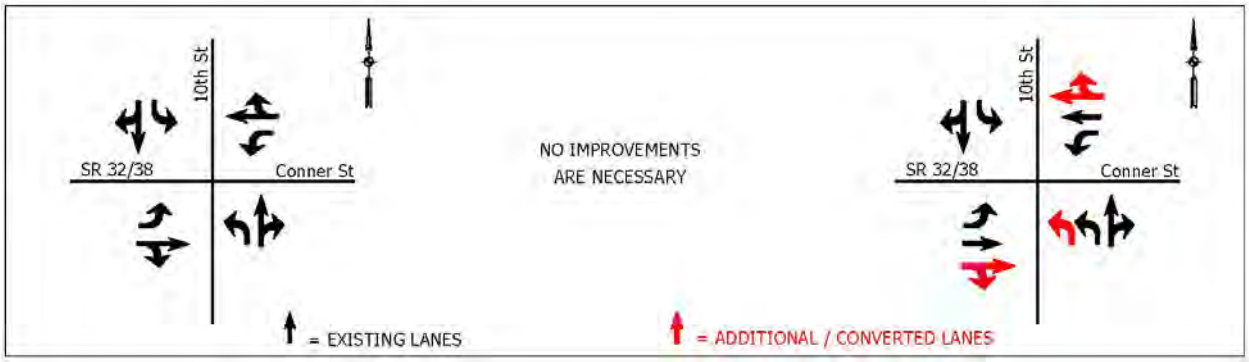
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 120 - SR 32 & 10TH STREET

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 32
- Add additional NB left-turn lane along 10th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Note:

SR 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $270,000

INTERSECTION 121 - CHERRY STREET & 10TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add a SB left-turn lane along 10th Street
- Add a WB right-turn lane along Cherry Street

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 and that this intersection does not warrant a signal, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $520,000

INTERSECTION 122 - SR 32 & 16TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 32
- Add SB Left-turn lane along 16th Street

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

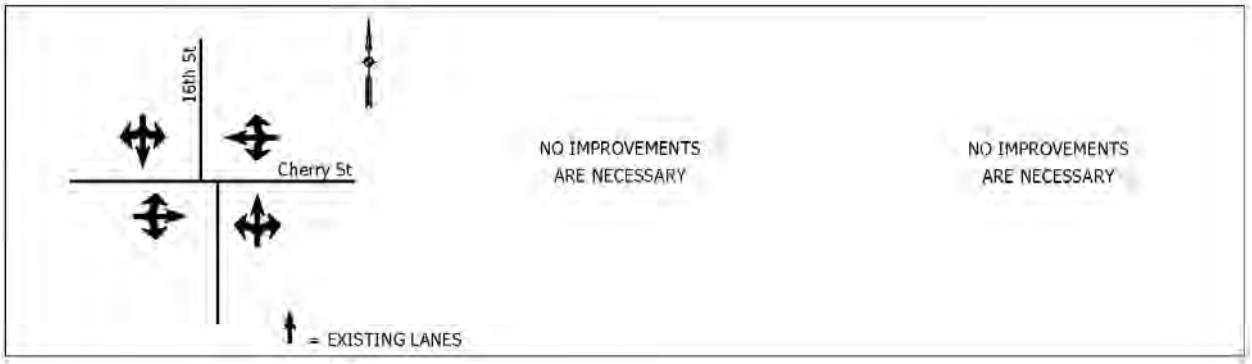
Note:

SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 123 - CHERRY STREET & 16TH STREET

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 124 - CONNER STREET (SR 32/38) & 19TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 32/38 Street

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

Note:

SR 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 125 - CHERRY STREET & 19TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

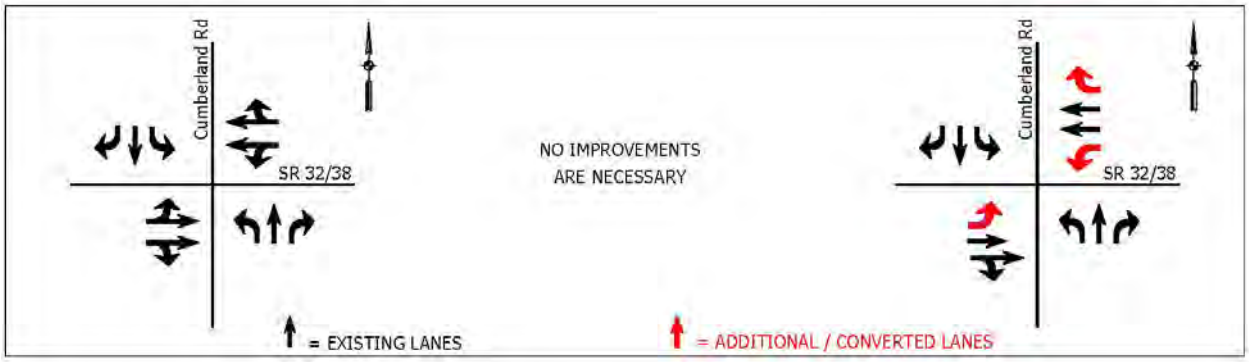
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 126 - CONNER STREET & CUMBERLAND ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB Left-turn lanes along SR 32/38
- Add WB left-turn lane along SR 32/38

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

Note:

SR 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 127 - CHERRY STREET & CUMBERLAND ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 128 - SR 37 & CONNER STREET/SR 32/SR38

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

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 roundabout interchange by INDOT, City of Noblesville & Hamilton County.

Estimated Construction 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 roundabout interchange by INDOT, City of Noblesville & Hamilton County.

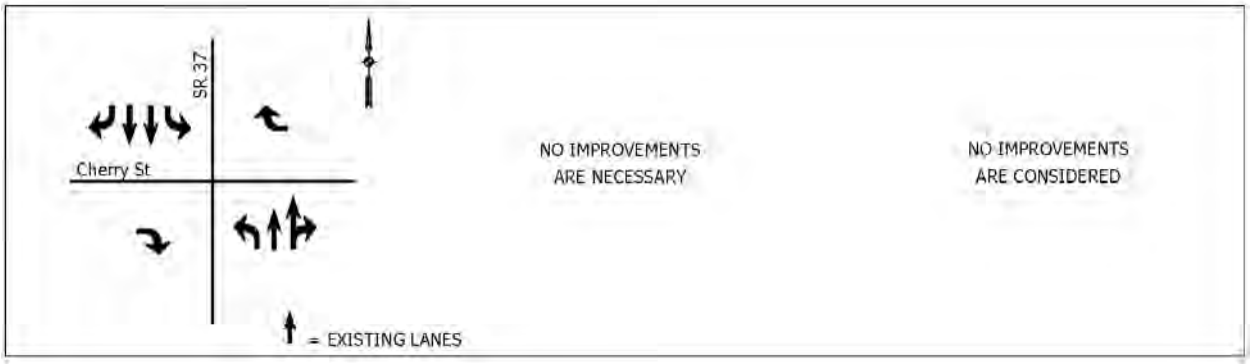
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (Today's Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 129 - SR 37 & CHERRY STREET

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are considered.

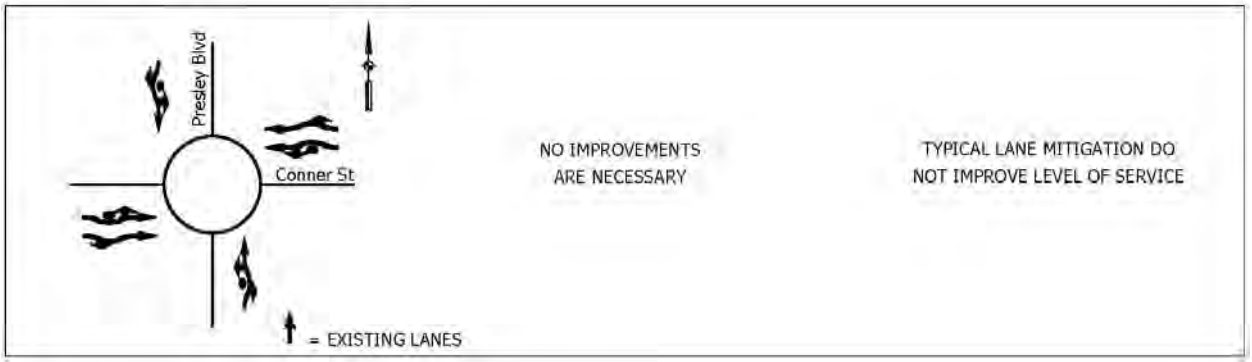
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 130 - SR 32 & PRESLEY DRIVE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service

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

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": $0

INTERSECTION 131 - SR 32 & UNION CHAPEL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service

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

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": $0

INTERSECTION 132 - SR 32 & PROMISE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service

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

Note:

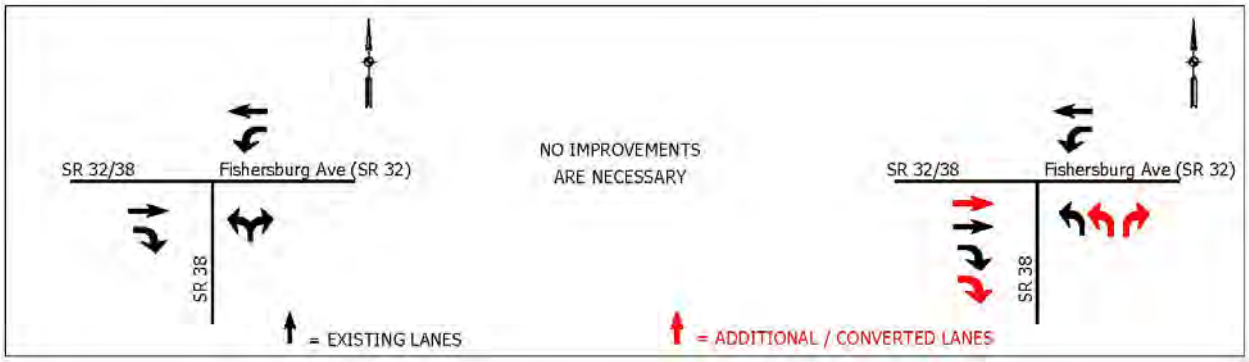
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 133 - SR 32 & SR 38 SE

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB through lane and additional EB right-lane along SR 32/38
- Add additional NB left-lane (full lane) and right-turn lane along SR 38

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

Note:

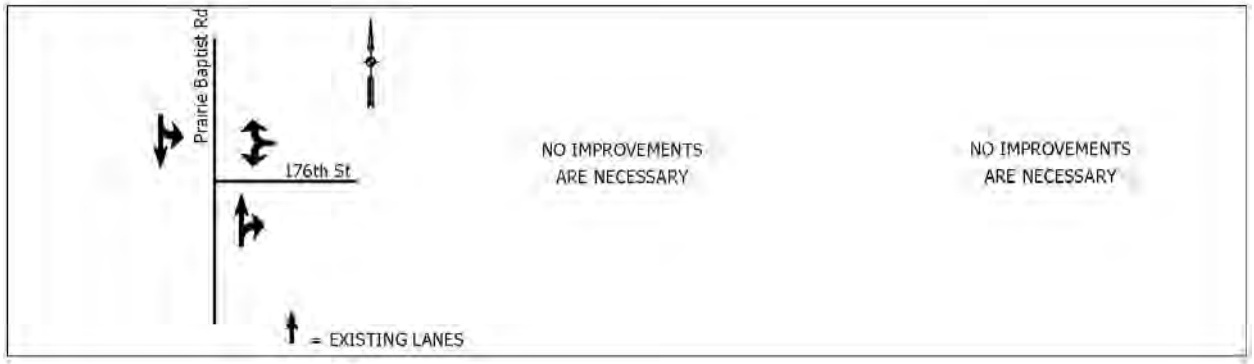
SR 32/38 and SR 38 are a state controlled roadways; therefore, the costs of the improvements along the NB, EB, and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

INTERSECTION 134 - 176TH STREET/BANK STREET & PRAIRIE BAPTIST ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 135 - 176TH STREET & CYNTHEANNE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 136 - 176TH STREET & ATLANTIC ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 137 - MYSTIC ROAD & MIDDLETOWN AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

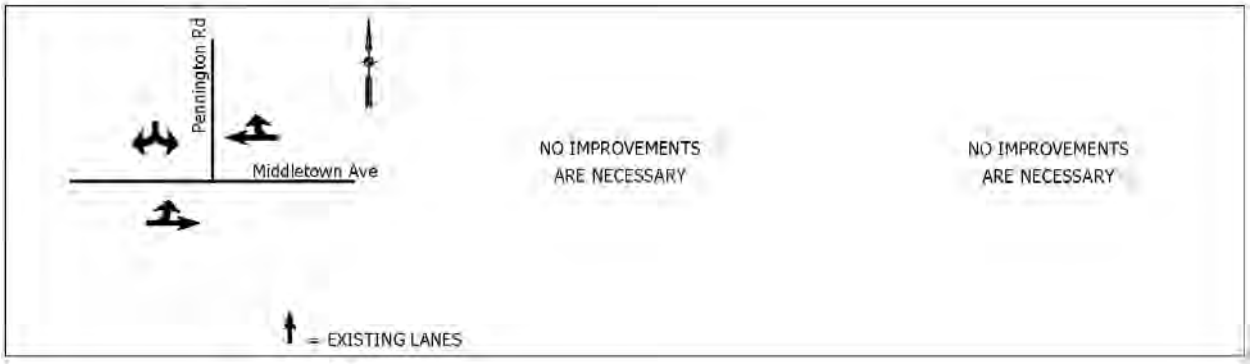
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 138 - MIDDLETOWN AVENUE & PENNINGTON ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 139 - SR 38 & DE SHANE AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 38

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

Notes:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $0

INTERSECTION 140 - PLEASANT STREET & UNION CHAPEL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- 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 141 - PLEASANT STREET & PRESLEY DRIVE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add full EB left-turn lane.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $330,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $330,000

INTERSECTION 142 - PLEASANT STREET & MERCANTILE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add WB through lane along pleasant street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $330,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $330,000

INTERSECTION 143 - PLEASANT STREET & SR 37

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

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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Planned intersection improvements by INDOT, City of Noblesville, and Hamilton County.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Planned intersection improvements by INDOT, City of Noblesville, and Hamilton County.

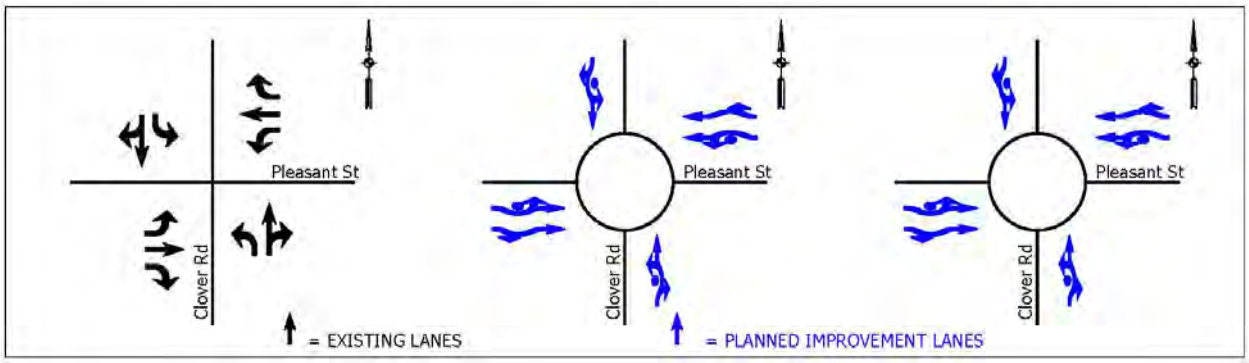
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 144 - PLEASANT STREET & CLOVER ROAD

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



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

Projected 10-Year Conditions

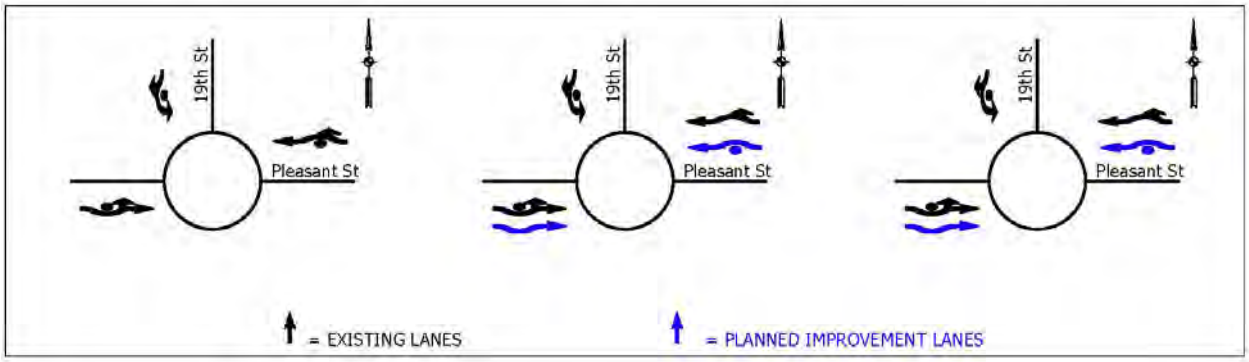
Planned Improvements by City of Noblesville:	• Construction of a Multi-Lane roundabout.
Estimated Construction Cost for Planned Improvements (Today's Cost):	$0
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:	• No improvements are necessary.
Additional Estimated Construction 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 145 - PLEASANT STREET & 19TH STREET

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



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Add EB and WB through lanes along Pleasant Street.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

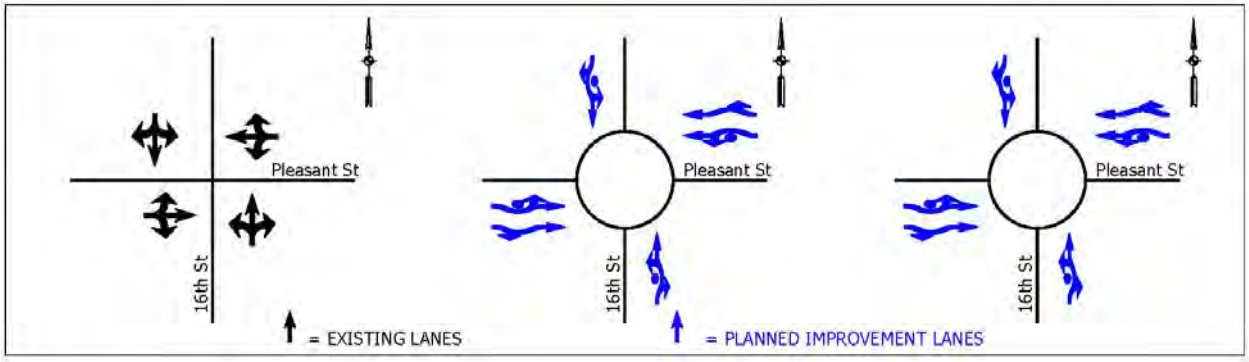
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 146 - PLEASANT STREET & 16TH STREET

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



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a Multi-Lane Roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

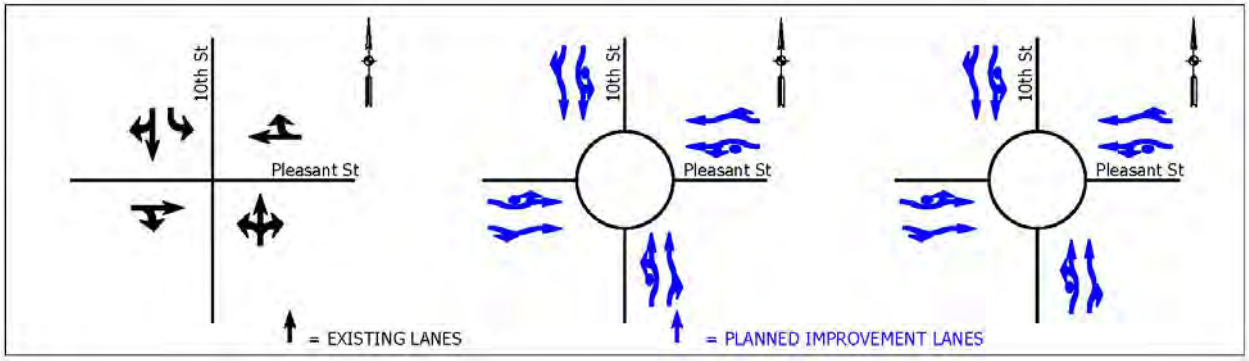
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 147 - PLEASANT STREET & 10TH STREET

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



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a Multi-Lane Roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Typical lane mitigations do not improve level of service.

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

Note:

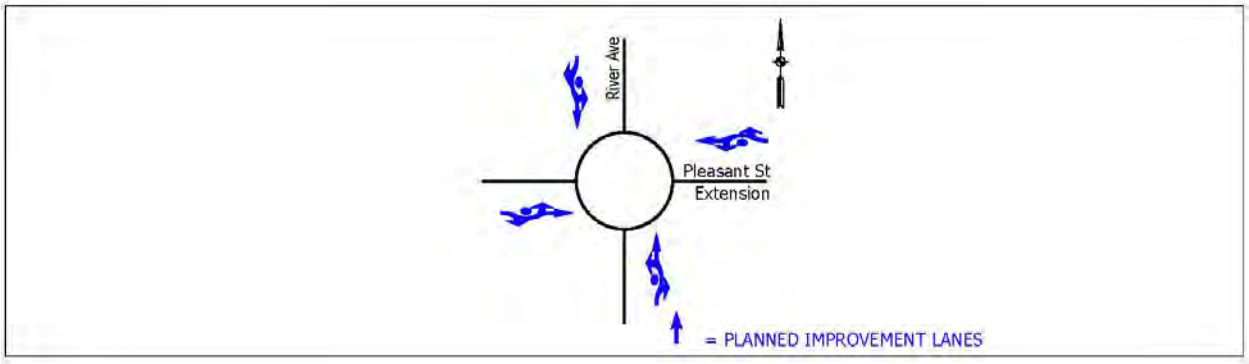
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 149 - PLEASANT STREET EXTENSION & RIVER AVENUE (PROPOSED)

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



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

Projected 10-Year Conditions

Planned Improvements by City of Noblesville:
- Construction of a single-lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

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 152 - 171ST STREET & CHERRY TREE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

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 153 - 171ST STREET & WILLOWVIEW ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

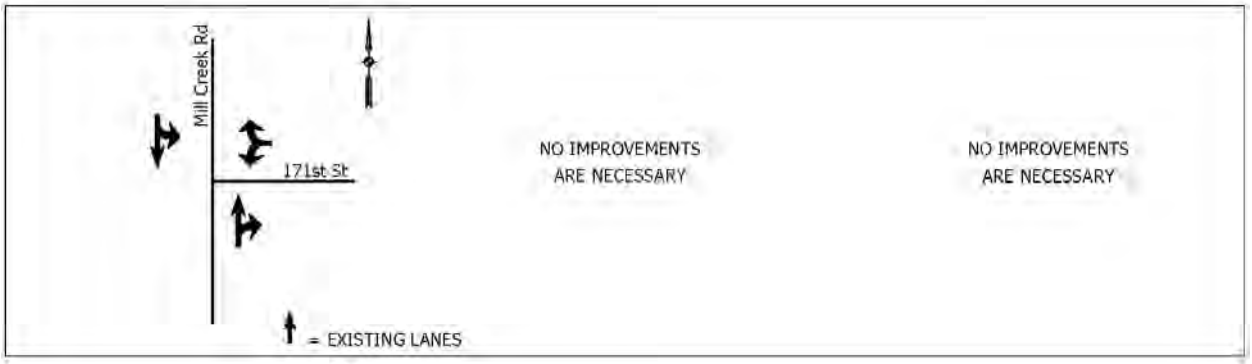
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 154 - 171ST STREET & MILL CREEK ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/B
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 155 - 169TH STREET & GRAY ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

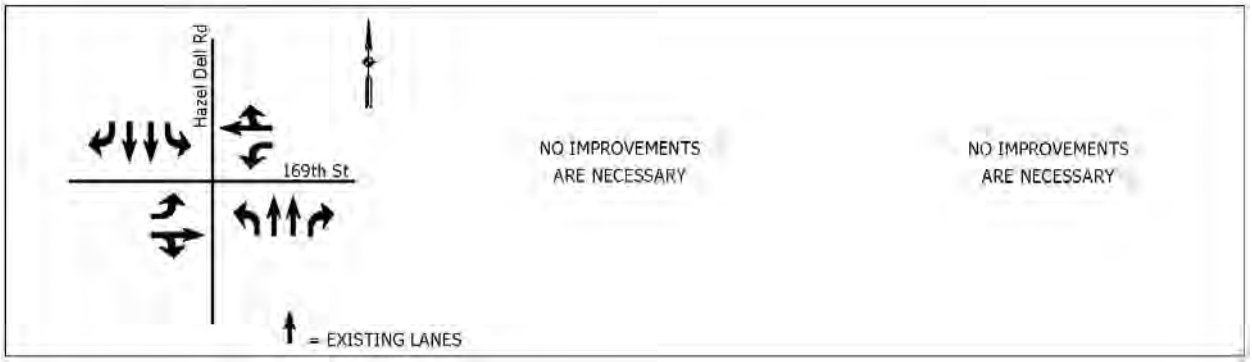
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 156 - 169TH STREET & HAZEL DELL ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

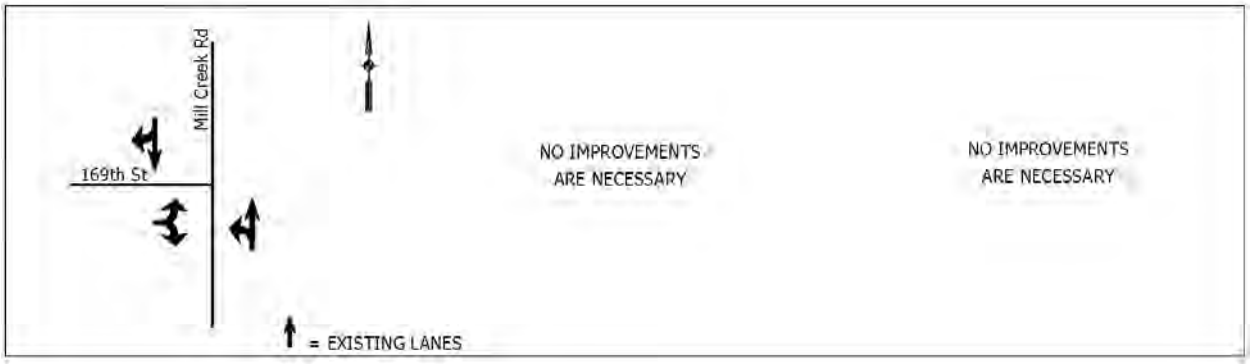
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 157 - 169TH STREET & MILL CREEK ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 158 - 10TH STREET & GREENFIELD AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- No improvements are necessary.

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

Projected 10-Year Conditions

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

- Convert to a Multi-Lane Roundabout
- Add a SB left-turn lane along 10th Street.
- Add a WB by-pass lane along Greenfield Avenue.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $580,000

Note:

There is no additional cost associated with the addition of the SB and WB lanes. The costs of these improvements are included in segment 177 mitigated cost and segment 193 mitigated cost, respectively.

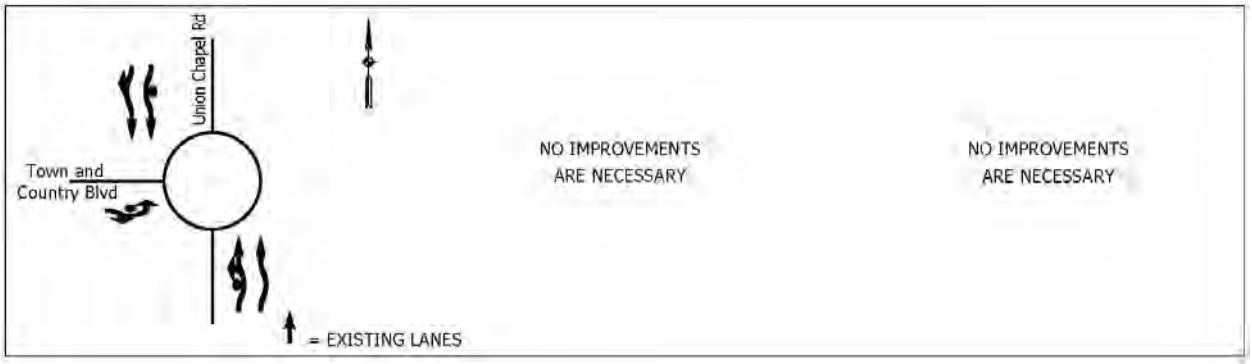
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $580,000

INTERSECTION 159 - TOWN AND COUNTRY BOULEVARD & UNION CHAPEL ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

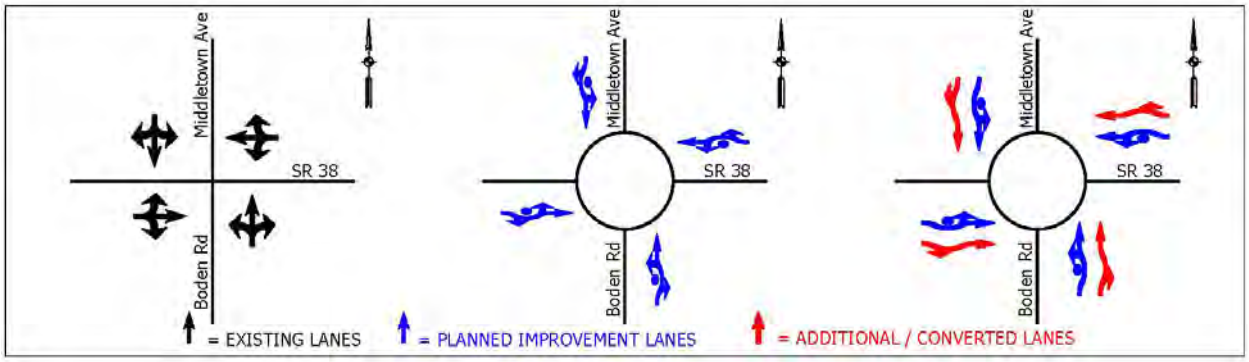
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 160 - SR 38 & BODEN ROAD/MIDDLETOWN ROAD

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



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

Proposed Intersection Conditions

Planned Improvements by City of Noblesville:
- Construction of a Single-Lane roundabout.

Estimated Construction Cost for Planned Improvements (Today's Cost): $0

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a Multi-Lane roundabout.
- Add NB and SB through lanes along Boden Road.
- Add EB and through lanes along SR 38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $290,000

Notes:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

There is no additional cost associated with the addition of the NB through lane. The cost of this improvement is included in segment 188 mitigated cost.

* 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": $290,000

INTERSECTION 161 - SR 38 & MYSTIC ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): F*/E*
Two-Way Stop		Two-Way Stop

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along SR 38

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

Notes:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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 and that this intersection does not warrant a signal, no further mitigation was considered.

Applicable Impact Fee Cost

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

INTERSECTION 162 - SR 38 & OLIO ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.
- Add EB right-turn full lane along SR 38
- Add NB right-turn full lane along Olio Road

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Notes:

SR 38 is a state controlled roadway; therefore, the costs of the improvements along the EB approach will not be included in the impact fee cost and the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

There is no additional cost associated with the addition of the NB through lane. The cost of this improvement is included in segment 186 mitigated cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

INTERSECTION 163 - SR 38 & DURBIN ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

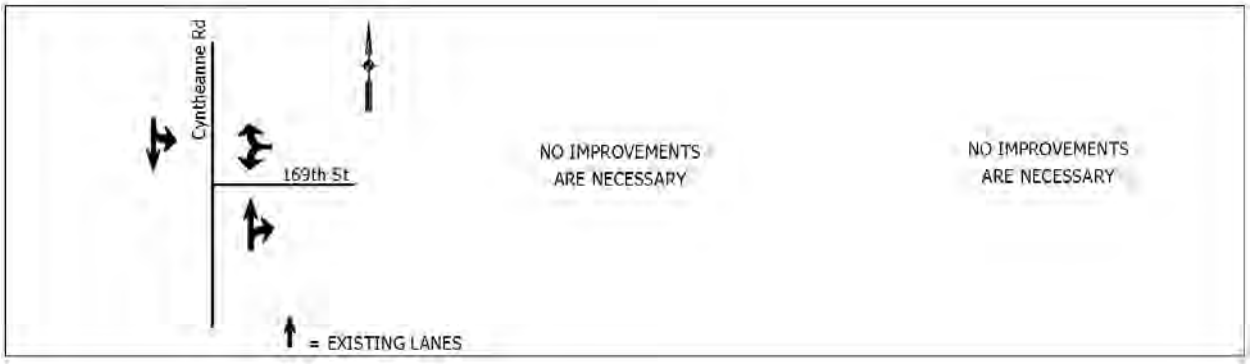
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 164 - 169TH STREET & CYNTHEANNE ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

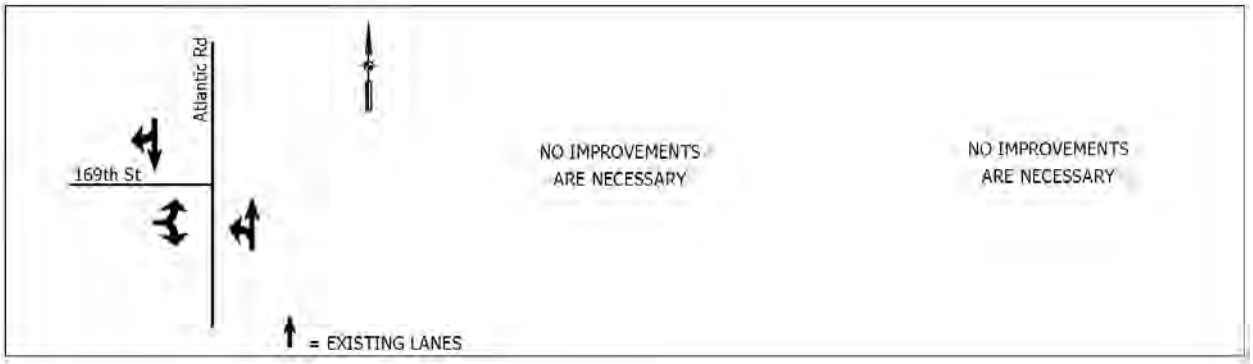
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

INTERSECTION 165 - 169TH STREET & ATLANTIC ROAD/CR 168

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 166 - SR 38 & PRAIRIE BAPTIST ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

Note:

SR 38 is State of Indiana jurisdiction; therefore, the costs of the improvements at this intersection will be split in half between the State of Indiana and the "10-Year Cost".

INTERSECTION 167 - 166TH STREET & OLIO ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add NB and SB full through lanes

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Note:

There is no additional cost associated with the addition of the NB and SB through lanes. The costs of these improvements are included in segment 223 mitigated cost and segment 208 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 168 - 166TH STREET & BODEN ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add NB and SB full through lanes

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Note:

There is no additional cost associated with the addition of the NB and SB through lanes. The costs of these improvements are included in segment 207 mitigated cost and segment 188 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 169 - 166TH STREET & SUMMER ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 170 - 166TH STREET & UNION CHAPEL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add WB right-turn lane along 166th Street.

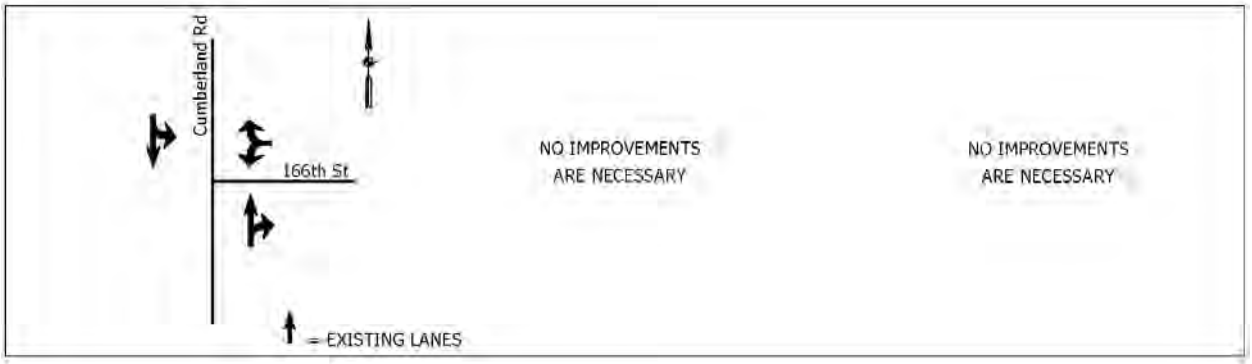
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 171 - 166TH STREET & MERCANTILE ROAD/CUMBERLAND ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 172 - GREENFIELD AVENUE & 16TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add EB and WB through lanes.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Note:

There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 193 mitigated cost and segment 201 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 173 - GREENFIELD AVENUE & HERRIMAN BOULEVARD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add EB and WB through lanes.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Note:

There is no additional cost associated with the addition of the NB and SB through lanes. The costs of these improvements are included in segment 201 mitigated cost and segment 203 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 174 - 161ST STREET & GRAY ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

INTERSECTION 175 - 161ST STREET & HAZEL DELL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 161st Street
- Add NB right-turn by-pass lane along Hazel Dell Road.

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": $580,000

INTERSECTION 176 - 161ST STREET & SEMINOLE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

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 177 - 161ST STREET & CHERRY TREE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 178 - SR 37 & GREENFIELD AVENUE

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

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

Proposed Intersection Conditions

Planned Improvements by City of Noblesville:	• Planned roundabout interchange by INDOT, City of Noblesville, and Hamilton County.
Estimated Construction Cost for Planned Improvements (10-Year Cost):	$0
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:	• Planned roundabout interchange by INDOT, City of Noblesville, and Hamilton County.
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 179 - SR 38 & CYNTHEANNE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add NB left-turn lane along Cyntheanne 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 180 - SR 38 & ATLANTIC ROAD/CR 168

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 181 - ATLANTIC ROAD & 156TH STREET

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 182 - 156TH STREET & OLIO ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add NB and SB through lanes along Olio Road

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Note:

There is no additional cost associated with the addition of the NB and SB through lanes. The costs of these improvements are included in segment 233 mitigated cost and segment 208 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 183 - 156TH STREET & BODEN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/C		LOS (AM Peak/PM Peak): D/E*
Two-Way Stop		Multi-Lane Roundabout

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add NB and SB through lanes along Boden Road.
- Add EB and WB through lanes along 156th Street.
- Add EB right-turn lane along 156th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $6,360,000

Note:

There is no additional cost associated with the addition of the SB through lane. The cost of this improvement is included in segment 207 mitigated cost. Additionally, the construction cost includes the cost of widening the Northbound approach between 146th Street to 156th Street from 2-lanes to 4-lanes.

* 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": $6,360,000

INTERSECTION 184 - 156TH STREET & SUMMER ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 185 - PROMISE COURT/156TH STREET & GREENFIELD AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout
- Add EB and WB through lanes along Greenfield Avenue.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Notes:

There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 220 mitigated cost and segment 218 mitigated cost, respectively.

* 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": $2,650,000

INTERSECTION 186 - GREENFIELD AVENUE & UNION CHAPEL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add EB and WB through lanes along Greenfield Avenue
- Add NB and SB through lanes along Union Chapel Road.
- Add right-turn by-pass lane to SB, EB and WB approaches.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $580,000

Note:

There is no additional cost associated with the addition of the SB, EB and WB through lanes. The costs of these improvements are included in segment 205 mitigated cost, segment 221 mitigated cost, and segment 220 mitigated cost, respectively.

* 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 187 - GREENFIELD AVENUE & HOWE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Convert to multi-lane roundabout.
- Add EB and WB through lanes along Greenfield Avenue

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $580,000

Note:

There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 222 mitigated cost and segment 221 mitigated cost, respectively.

* 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 188 - GREENFIELD AVENUE & CUMBERLAND ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add additional NB left-turn lane along Cumberland Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

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": $270,000

INTERSECTION 189 - 160TH STREET & RIVER AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,070,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,070,000

INTERSECTION 190 - 160TH STREET & CHERRY TREE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost Equals "10-Year Cost" minus "Today's Cost": $0

INTERSECTION 191 - 156TH STREET & HAZEL DELL ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.

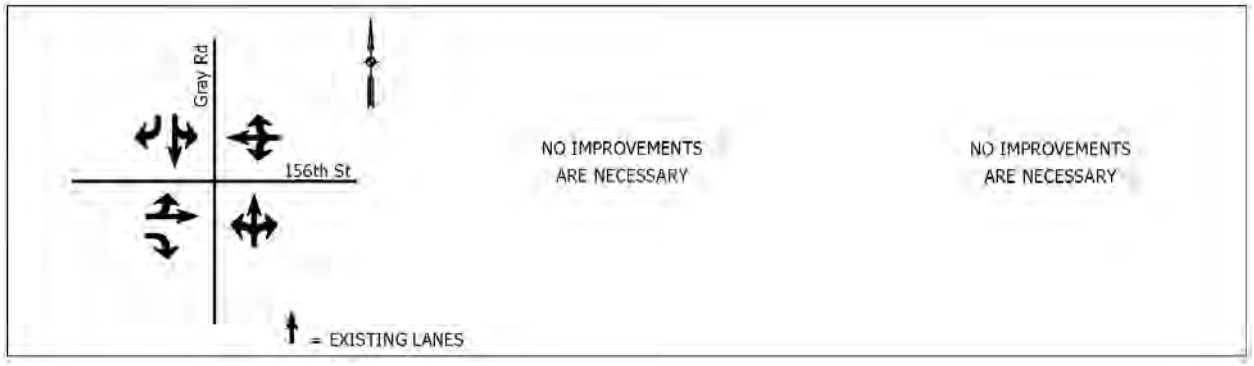
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 192 - 156TH STREET & GRAY ROAD

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



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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

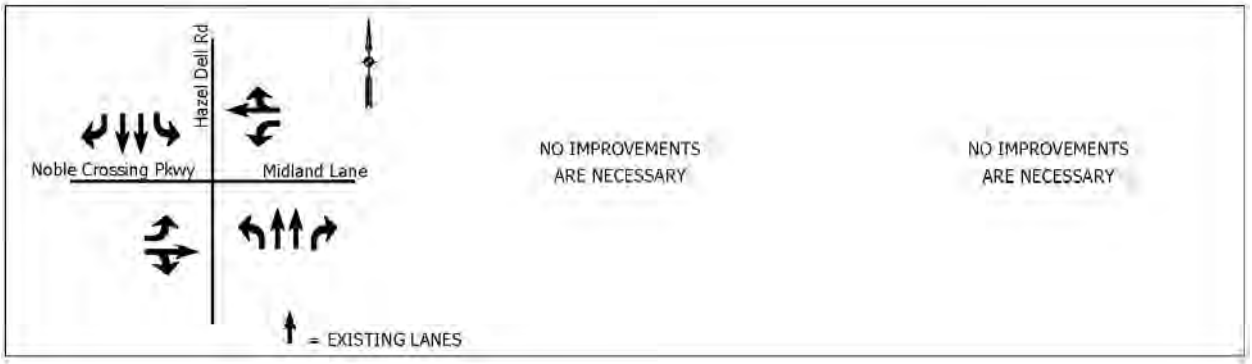
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 193 - HAZEL DELL ROAD & NOBLE CROSSING PARKWAY

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): B/B
Signal		Signal
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 194 - SUMMER ROAD & GREENFIELD AVENUE

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

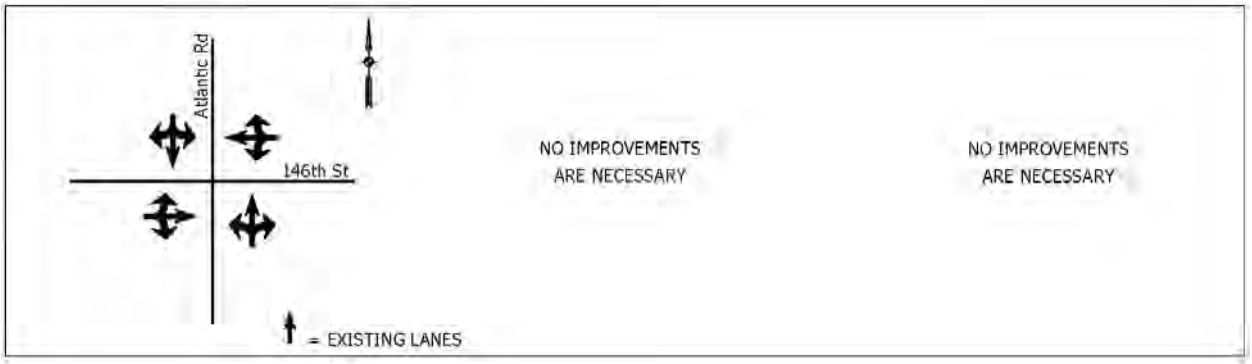
Note:

There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 218 mitigated cost and segment 232 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,650,000

INTERSECTION 195 - 146TH STREET & ATLANTIC ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

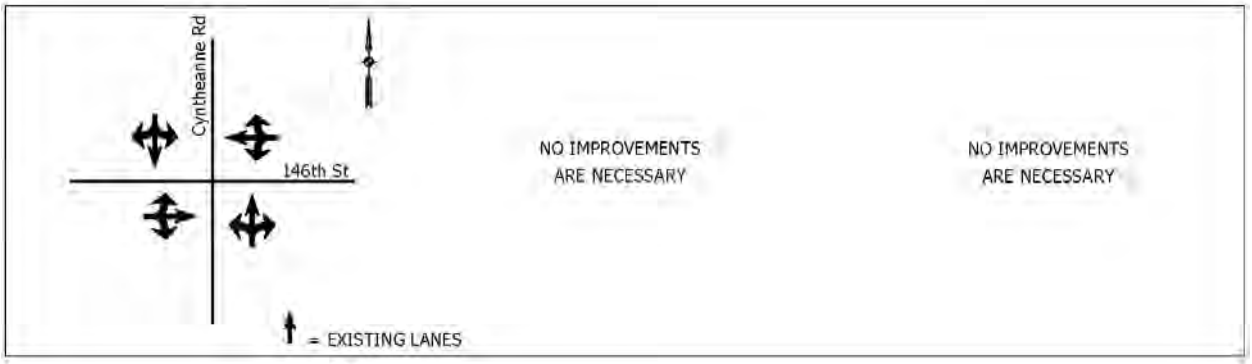
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 196 - 146TH STREET & CYNTHEANNE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 197 - 146TH STREET & PRAIRIE BAPTIST ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

INTERSECTION 198 - 146TH STREET & PROMISE ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.

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

Note:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $0

INTERSECTION 199 - 146TH STREET & CUMBERLAND ROAD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes from 146th Street.

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

Note:

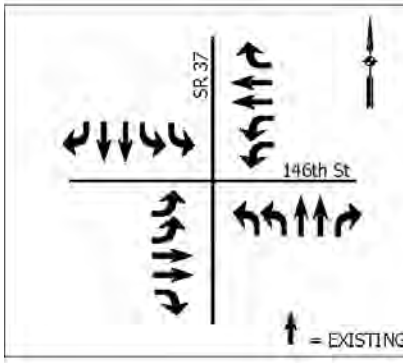
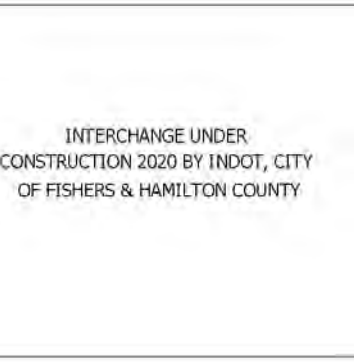
146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $0

INTERSECTION 200 - 146TH STREET & SR 37

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- Interchange under construction by INDOT, City of Fishers, and Hamilton County.

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Interchange under construction by INDOT, City of Fishers, and Hamilton County.

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 201 - 146TH STREET & HERRIMAN BOULEVARD

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

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $0

INTERSECTION 202 - 146TH STREET & ALLISONVILLE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/D		LOS (AM Peak/PM Peak): F*/F*
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

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": $0

INTERSECTION 203 - 146TH STREET & RIVER AVENUE

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): F*/F*
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street
- Add additional SB left-turn lane along River Road
- Add additional NB and WB right-turn lanes.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $520,000

Note:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

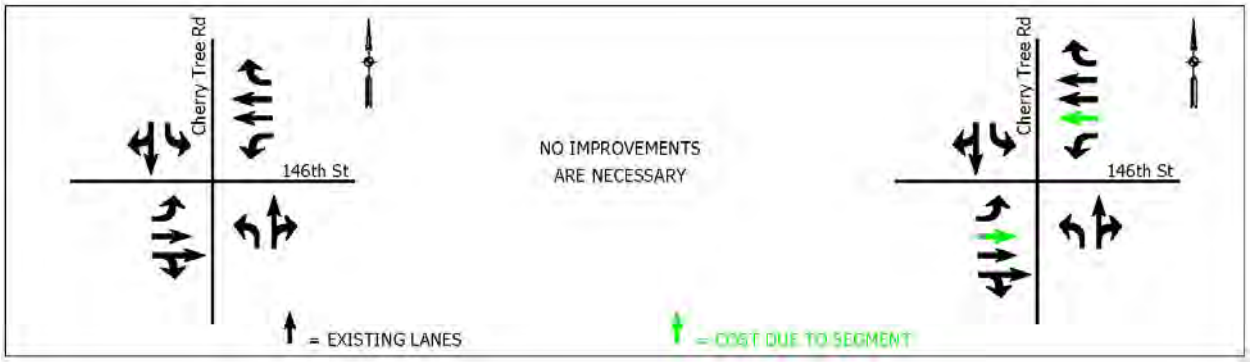
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $520,000

INTERSECTION 204 - 146TH STREET & CHERRY TREE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): B/C
Signal		Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

INTERSECTION 205 - HAZEL DELL ROAD & EDENSHALL LANE

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/B
Signal		Signal
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 206 - 146TH STREET & HAZEL DELL ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): E*/F*
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.
- Add additional SB, EB, WB left-turn lanes.
- Add additional WB right-turn lane along 146th Street

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Note:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

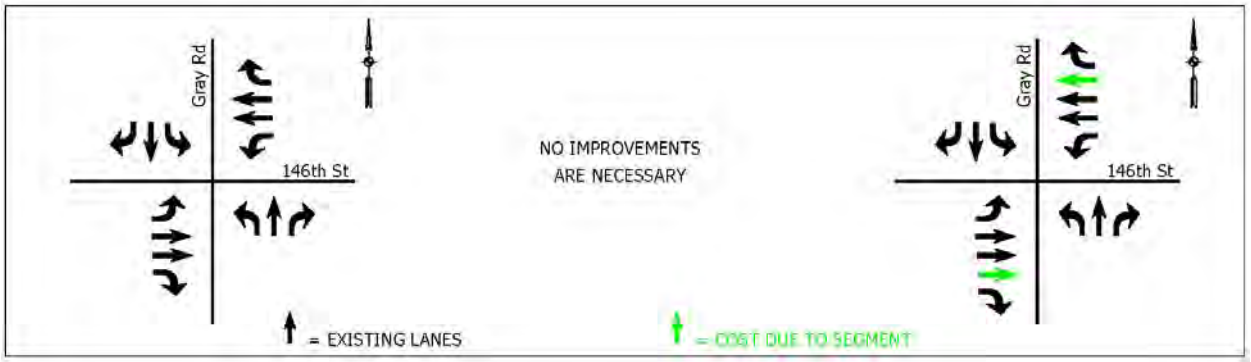
* Efforts have been made to improve the level of service to a minimum of D. However, due to the fact that reasonable design is not sufficient to achieve acceptable levels of service, no further mitigation was considered.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 207 - 146TH STREET & GRAY ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): C/D
Signal		Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

INTERSECTION 208 - 146TH STREET & HOWE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): C/F*
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.
- Add EB left-turn lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Notes:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $0

INTERSECTION 209 - 141ST STREET & HOWE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): D/D
All-Way Stop		All-Way Stop

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 210 - 141ST STREET & PROMISE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): A/B
All-Way Stop		Single-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 211 - GREENFIELD AVENUE & MARILYN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): C/F*
Two-Way Stop		Multi-Lane RAB

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add EB and WB through lanes along Greenfield Avenue.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,650,000

Note:

There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 232 mitigated cost and segment 251 mitigated cost, respectively.

* 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": $2,650,000

INTERSECTION 212 - 146TH STREET & MARILYN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): C/C
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Notes:

146th Street is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

INTERSECTION 213 - GREENFIELD AVENUE & BODEN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): E*/F*
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB and WB through lanes along 146th Street.
- Add additional NB left-turn, additional NB right-turn lane and a SB right-turn along Boden Road.
- Add additional EB right-turn and WB left-turn lanes along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $810,000

Notes:

There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 251 mitigated cost and segment 253 mitigated cost, respectively.

* 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": $810,000

INTERSECTION 214 - 146TH STREET & BERGEN BOULEVARD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/C		LOS (AM Peak/PM Peak): A/D
Two-Way Stop		Multi-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a multi-lane roundabout.
- Add EB and WB through lanes along 146th Street.
- Add EB right-turn by-pass lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,920,000

Notes:

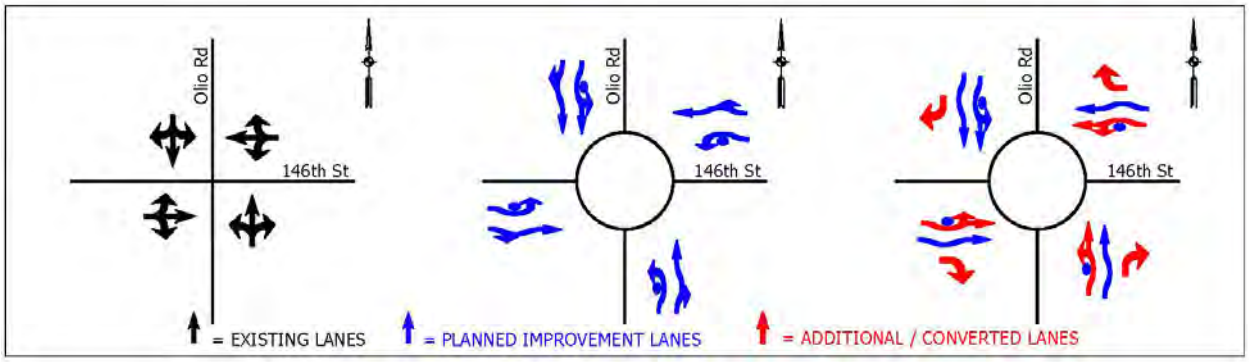
There is no additional cost associated with the addition of the EB and WB through lanes. The costs of these improvements are included in segment 253 mitigated cost and segment 254 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,920,000

INTERSECTION 215 - 146TH STREET & OLIO ROAD

Existing Conditions	Planned Conditions for Proj. 10-Yr. Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C	LOS (AM Peak/PM Peak): F/F	LOS (AM Peak/PM Peak): F*/F*
Two-Way Stop	Multi-Lane Roundabout	Multi-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Proposed Intersection Conditions

Planned Improvements by City of Noblesville:	• Construction of a multi-lane roundabout.
Estimated Construction Cost for Planned Improvements (Today's Cost):	$0
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:	• Add NB, SB, EB and WB right-turn by-pass lanes.
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$1,060,000

Notes:

There is no additional cost associated with the addition of the NB, SB, EB and WB through lanes. The costs of these improvements are included in segment 233 mitigated cost, segment 260 mitigated cost, segment 254 mitigated cost, and segment 255 mitigated cost, respectively.

* 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":	$1,060,000

INTERSECTION 216 - CAMPUS PARKWAY & BODEN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): F*/F*
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add WB through lane along Campus Pkwy.
- Add additional EB left-turn lane along Campus Pkwy.
- Add EB, WB and SB right-turn lanes.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Notes:

Campus Parkway is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

* 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": $270,000

INTERSECTION 217 - CAMPUS PARKWAY & CORPORATE PARKWAY

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): B/D
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add SB right-turn lane along Corporate Parkway.

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 218 - 141ST STREET & OLIO ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/B
Single-Lane Roundabout		Multi-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 219 - TEGLER DRIVE & BERGEN BOULEVARD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/B		LOS (AM Peak/PM Peak): B/C
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 220 - CAMPUS PARKWAY & BERGEN BOULEVARD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): D/D
Signal		Signal

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add WB right-turn lane along Campus Parkway.
- Add SB right-turn lane along Bergen Boulevard.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $270,000

Notes:

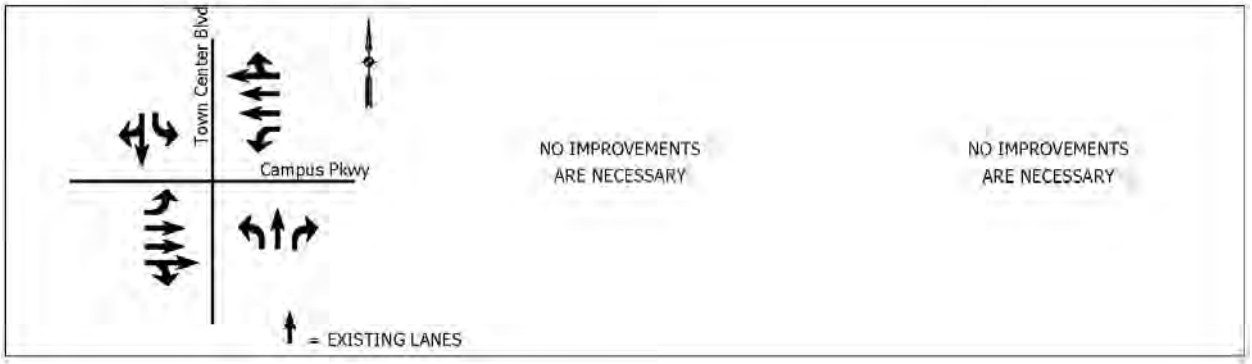
Campus Parkway is Hamilton County jurisdiction; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $270,000

INTERSECTION 221 - CAMPUS PARKWAY & TOWN CENTER BOULEVARD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): B/C		LOS (AM Peak/PM Peak): C/C
Signal		Signal



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 222 - 141ST STREET & MARILYN ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Single-Lane Roundabout		Single-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 223 - 141ST STREET & BROOKS SCHOOL ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/C
Single-Lane Roundabout		Single-Lane Roundabout
		

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

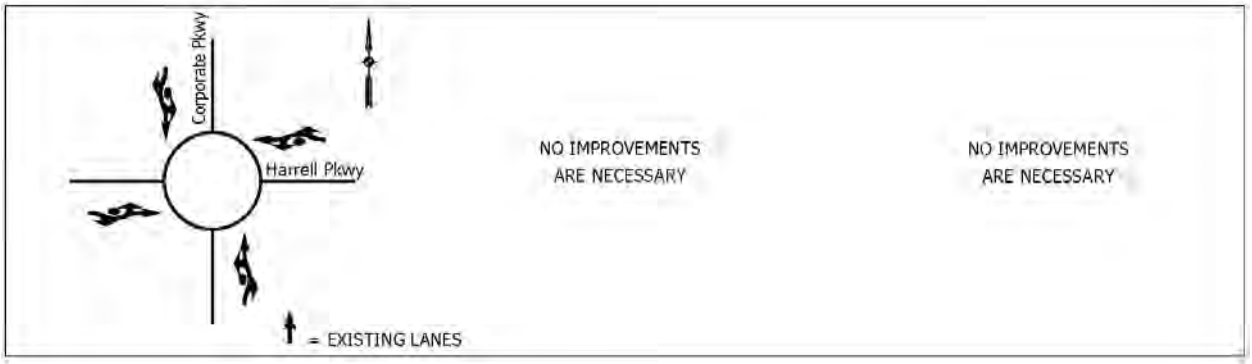
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

INTERSECTION 224 - 141ST STREET/HARRELL PARKWAY & CORPORATE PARKWAY

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): A/A
Single-Lane Roundabout		Single-Lane Roundabout



An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 226 - 136TH STREET & CORPORATE PARKWAY

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/B		LOS (AM Peak/PM Peak): A/B
Two-Way Stop		Two-Way Stop
	NO IMPROVEMENTS ARE NECESSARY	NO IMPROVEMENTS ARE NECESSARY

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 227 - 136TH STREET & BROOKS SCHOOL ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): C/C
Single-Lane Roundabout		Single-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 228 - 156TH STREET & CYNTHEANNE ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/A
Two-Way Stop		Two-Way Stop
		

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 229 - 156TH STREET & PRAIRIE BAPTIST ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): A/A		LOS (AM Peak/PM Peak): B/B
Two-Way Stop		Two-Way Stop

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection 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 230 - 151ST STREET & GRAY ROAD

Existing Conditions	Mitigated Conditions for Existing Traffic Volumes	Mitigated Conditions for Proj. 10-Yr. Traffic Volumes
LOS (AM Peak/PM Peak): C/C		LOS (AM Peak/PM Peak): A/A
Two-Way Stop		Single-Lane Roundabout

An in-depth illustration of the existing intersection conditions is also shown in **Exhibit C**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Proposed Intersection Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a single-lane roundabout

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,035,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,035,000

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 "E" has been selected for this study by the City of Noblesville as the minimum acceptable LOS for roadway segments. If necessary, mitigated conditions for the existing traffic volumes have been recommended for roadway segments that currently operate below the minimum acceptable LOS. The estimated construction cost associated with the improvements is also listed (Today's Cost).

The projected 10-year traffic volumes for the AM peak hour and PM peak hour have been projected for each roadway segment and can be found on the "Roadway Segment Summary" figures in **Exhibit B**. The recommended "Projected 10-Year Conditions" that will accommodate the projected traffic volumes are also listed in the summary tables. The construction cost of implementing the projected 10-Year Conditions is also listed (10-Year Cost).

All recommended segment improvements were made solely on meeting minimum acceptable level of service criteria. However, standard engineering design practices should be used to determine actual segment improvements.

The following segments listed below have been planned by the City of Noblesville:

- Pleasant Street: Clover Road to Hague Road
- Olio Road: 141st Street to 146th Street
- 146th Street: Bergen Boulevard to Olio Road
- N Pointe Boulevard: 150th Street to Cumberland Road
- Carrigan Road: Hague Road to SR 19
- 141st Street: Brooks School Road to Marilyn Road

216TH STREET

SEGMENT #1: HINKLE ROAD TO LITTLE CHICAGO ROAD

Existing Conditions

Length:	5,024 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	1' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #2: LITTLE CHICAGO ROAD TO MILL CREEK ROAD

Existing Conditions

Length:	2,974 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

SCHULLER ROAD

SEGMENT #3: NORTH OF 211TH STREET

Existing Conditions

Length:	4,000 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

HAGUE ROAD

SEGMENT #4: GREYHOUND PASS TO US 31

Existing Conditions

Length:	5,280 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/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

216TH STREET

SEGMENT #5: HAGUE ROAD TO SR 19

Existing Conditions

Length:	5,410 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CUMBERLAND ROAD

SEGMENT #6: NORTH OF 206TH STREET TO E 234 STREET

Existing Conditions

Length:	15,062 Feet
Existing # Lanes / Width:	2 Lanes / 24 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 / 24 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

OVERDORF ROAD

SEGMENT #7: NORTH OF 211TH STREET TO E 221 STREET

Existing Conditions

Length:	4,455 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

RIVERWOOD AVENUE

SEGMENT #8: NORTH OF 211TH STREET

Existing Conditions

Length:	5,364 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

216TH STREET

SEGMENT #9: SR 37 TO CREEK ROAD

Existing Conditions

Length:	2,354 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

SEGMENT #10: CREEK ROAD TO VICTORY CHAPEL ROAD

Existing Conditions

Length:	6,520 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 #11: VICTORY CHAPEL ROAD TO OLIO ROAD

Existing Conditions

Length:	2,655 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	1' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #12: OLIO ROAD TO DURBIN ROAD

Existing Conditions

Length:	2,721 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

SEGMENT #13: DURBIN ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	2,687 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 #14: CYNTHEANNE ROAD TO SR 13

Existing Conditions

Length:	5,353 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

CYNTHEANNE ROAD

SEGMENT #15: 211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,671 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

PRAIRIE BAPTIST ROAD

SEGMENT #16: 211TH STREET TO 216TH STREET

Existing Conditions

Length:	1,734 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

CREEK ROAD

SEGMENT #17: 211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,652 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

HAGUE ROAD

SEGMENT #18: 211TH STREET TO 216TH STREET

Existing Conditions

Length:	1,560 Feet
Existing # Lanes / Width:	2 Lanes / 22 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 / 22 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

MILL CREEK ROAD

SEGMENT #19: 211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,660 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

LITTLE CHICAGO ROAD

SEGMENT #20: 211TH STREET TO 216TH STREET

Existing Conditions

Length:	2,667 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	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

HINKLE ROAD

SEGMENT #21: 216TH STREET TO SR 38

Existing Conditions

Length:	8,500 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

211TH STREET

SEGMENT #22: MILL CREEK ROAD TO SCHULLEY ROAD

Existing Conditions

Length:	2,645 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/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

CARRIGAN ROAD

SEGMENT #23: HARBOUR DRIVE TO HAGUE ROAD

Existing Conditions

Length:	5,115 Feet
Existing # Lanes / Width:	2 Lanes / 24 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 / 24 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

HAGUE ROAD

SEGMENT #24: CARRIGAN ROAD TO 211TH STREET/JAMES ROAD

Existing Conditions

Length:	1,563 Feet
Existing # Lanes / Width:	2 Lanes / 22 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 / 22 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

211TH STREET

SEGMENT #25: HAGUE ROAD TO JAMES ROAD

Existing Conditions

Length:	2,047 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

OVERDORF ROAD

SEGMENT #26: 211TH STREET TO 206TH STREET

Existing Conditions

Length:	3,482 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

211TH STREET

SEGMENT #27: OVERDORF ROAD TO RIVER AVENUE

Existing Conditions

Length:	4,927 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

SEGMENT #28: SR 37 TO CREEK ROAD

Existing Conditions

Length:	3,966 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

VICTORY CHAPEL ROAD

SEGMENT #29: 216TH STREET TO 206TH STREET

Existing Conditions

Length:	5,317 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

OLIO ROAD

SEGMENT #30: 216TH STREET TO 206TH STREET

Existing Conditions

Length:	5,316 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

DURBIN ROAD

SEGMENT #31: 216TH STREET TO 206TH STREET

Existing Conditions

Length:	5,327 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

PRAIRIE BAPTIST ROAD

SEGMENT #32: 216TH STREET TO 211TH STREET

Existing Conditions

Length:	1,734 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

211TH STREET

SEGMENT #33: PRAIRIE BAPTIST ROAD TO CYNTHEANNE ROAD

Existing Conditions

Length:	5,550 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

CYNTHEANNE ROAD

SEGMENT #34: 206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,663 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

SR 13

SEGMENT #35: 216TH STREET TO 206TH STREET

Existing Conditions

Length:	5,337 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	3' Paved
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 / 24 Feet
Recommended Effective Shoulder Width:	3' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

206TH STREET

SEGMENT #36: SR 13 TO CYNTHEANNE ROAD

Existing Conditions

Length:	5,340 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

SEGMENT #37: CYNTHEANNE ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	5,363 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

SEGMENT #38: PRAIRIE BAPTIST ROAD TO DURBIN ROAD

Existing Conditions

Length:	2,678 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

SEGMENT #39: DURBIN ROAD TO OLIO ROAD

Existing Conditions

Length:	2,693 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

SEGMENT #40: OLIO ROAD TO VICTORY CHAPEL ROAD

Existing Conditions

Length:	2,637 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

SEGMENT #41: VICTORY CHAPEL ROAD TO CREEK ROAD

Existing Conditions

Length:	6,505 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

SEGMENT #42: CREEK ROAD TO SR 37

Existing Conditions

Length:	3,945 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/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

RIVERWOOD AVENUE

SEGMENT #43: 206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,933 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

206TH STREET

SEGMENT #44: RIVERWOOD AVENUE TO OVERDORF ROAD

Existing Conditions

Length:	3,227 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 #45: OVERDORF ROAD TO CUMBERLAND ROAD

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	1' 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 #46: CUMBERLAND ROAD TO EDITH ROAD

Existing Conditions

Length:	2,651 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	1' 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 #47: EDITH ROAD TO CICERO ROAD

Existing Conditions	
Length:	2,646 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0
Projected 10-Year Conditions	
Recommended # Lanes / Width:	2 Lanes / 20 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 #48: CICERO ROAD TO JAMES ROAD

Existing Conditions	
Length:	2,700 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0
Projected 10-Year Conditions	
Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS 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 #49: JAMES ROAD TO HAGUE ROAD

Existing Conditions

Length:	2,633 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

HAGUE ROAD

SEGMENT #50: CARRIGAN ROAD TO 206TH STREET

Existing Conditions

Length:	1,330 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/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

LITTLE CHICAGO ROAD

SEGMENT #51: BUTTONWOOD ROAD TO 211TH STREET

Existing Conditions

Length:	5,295 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' 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 / 22 Feet
Recommended Effective Shoulder Width:	1' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

HAGUE ROAD

SEGMENT #52: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	5,339 Feet
Existing # Lanes / Width:	2 Lanes / 21 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 / 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

JAMES ROAD

SEGMENT #53: 196TH STREET TO 206TH STREET

Existing Conditions

Length:	5,334 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

CICERO ROAD

SEGMENT #54: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	5,367 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

EDITH ROAD

SEGMENT #55: 206TH STREET TO RIVERWOOD AVENUE

Existing Conditions

Length:	5,864 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

RIVERWOOD AVENUE

SEGMENT #56: EDITH ROAD TO CUMBERLAND ROAD

Existing Conditions

Length:	2,070 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

SEGMENT #57: CUMBERLAND ROAD TO OVERDORF ROAD

Existing Conditions

Length:	2,899 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

OVERDORF ROAD

SEGMENT #58: 206TH STREET TO RIVERWOOD AVENUE

Existing Conditions

Length:	2,634 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

RIVERWOOD AVENUE

SEGMENT #59: OVERDORF ROAD TO 206TH STREET

Existing Conditions

Length:	4,469 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

CREEK ROAD

SEGMENT #60: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	5,308 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

VICTORY CHAPEL ROAD

SEGMENT #61: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	5,303 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 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

OLIO ROAD

SEGMENT #62: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	6,585 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

PRAIRIE BAPTIST ROAD

SEGMENT #63: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	5,321 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

CYNTHEANNE ROAD

SEGMENT #64: 206TH STREET TO MONTANA AVENUE

Existing Conditions

Length:	2,032 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

SR 13

SEGMENT #65: 206TH STREET TO 196TH STREET

Existing Conditions

Length:	5,337 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

MONTANA AVENUE

SEGMENT #66: CYNTHEANNE ROAD TO 196TH STREET

Existing Conditions

Length:	5,712 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

CYNTHEANNE ROAD

SEGMENT #67: MONTANA AVENUE TO 196TH STREET

Existing Conditions

Length:	3,307 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

PROMISE ROAD

SEGMENT #68: SR 37 TO 196TH STREET

Existing Conditions

Length:	2,690 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/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

MOONTOWN ROAD

SEGMENT #69: 191ST STREET TO SR 38

Existing Conditions

Length:	4,747 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	3’
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:	3’
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

196TH STREET

SEGMENT #70: HAGUE ROAD TO JAMES ROAD

Existing Conditions

Length:	2,585 Feet
Existing # Lanes / Width:	2 Lanes / 19 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 / 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 #71: JAMES ROAD TO SR 19

Existing Conditions

Length:	2,632 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS 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

ALLISONVILLE ROAD

SEGMENT #72: CUMBERLAND ROAD TO 10TH STREET

Existing Conditions

Length:	4,348 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

SEGMENT #73: CUMBERLAND ROAD TO SR 37

Existing Conditions

Length:	3,891 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	1' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

196TH STREET

SEGMENT #74: PROMISE ROAD TO SUMMER ROAD

Existing Conditions

Length:	3,946 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 #75: SUMMER ROAD TO CREEK ROAD

Existing Conditions

Length:	1,238 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 #76: CREEK ROAD TO VICTORY CHAPEL ROAD

Existing Conditions

Length:	6,650 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 #77: VICTORY CHAPEL SOUTH TO VICTORY CHAPEL NORTH

Existing Conditions

Length:	1,308 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

SEGMENT #78: VICTORY CHAPEL ROAD TO MYSTIC ROAD

Existing Conditions

Length:	1,312 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 #79: MYSTIC ROAD TO PILGRIM ROAD

Existing Conditions	
Length:	2,637 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 #80: PILGRIM ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions	
Length:	4,016 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 #81: PRAIRIE BAPTIST ROAD TO CYNTHEANNE ROAD

Existing Conditions

Length:	5,323 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 #82: CYNTHEANNE ROAD TO MONTANA AVENUE

Existing Conditions

Length:	3,683 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

SEGMENT #83: MONTANA AVENUE TO SR 13

Existing Conditions	
Length:	1,648 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

SR 13

SEGMENT #84: 196TH STREET TO SR 32

Existing Conditions	
Length:	1,996 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

CYNTHEANNE ROAD

SEGMENT #85: 196TH STREET TO 191ST STREET

Existing Conditions

Length:	2,663 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 47 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

PRAIRIE BAPTIST ROAD

SEGMENT #86: 196TH STREET TO 191ST STREET

Existing Conditions

Length:	2,620 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

PILGRIM ROAD

SEGMENT #87: 196TH STREET TO 191ST STREET

Existing Conditions

Length:	2,660 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

VICTORY CHAPEL ROAD

SEGMENT #88: 196TH STREET TO 191ST STREET

Existing Conditions

Length:	2,674 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

SUMMER ROAD

SEGMENT #89: 196TH STREET TO 191ST STREET

Existing Conditions

Length:	2,671 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

PROMISE ROAD

SEGMENT #90: 196TH STREET TO 191ST STREET

Existing Conditions

Length:	2,650 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

CUMBERLAND ROAD

SEGMENT #91: ALLISONVILLE ROAD TO 191ST STREET

Existing Conditions

Length:	2,467 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 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

CICERO ROAD

SEGMENT #92: 196TH STREET TO FIELD DRIVE

Existing Conditions

Length:	5,180 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1’ Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	1’ Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

HAGUE ROAD

SEGMENT #93A: 196TH STREET TO LAKEVIEW DRIVE

Existing Conditions

Length:	3,917 Feet
Existing # Lanes / Width:	2 Lanes / 19 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 / 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 #93B: 196TH STREET TO LAKEVIEW DRIVE

Existing Conditions

Length:	1,105 Feet
Existing # Lanes / Width:	4 Lanes / 65 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 65 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

191ST STREET

SEGMENT #94: LITTLE CHICAGO ROAD TO MOONTOWN ROAD

Existing Conditions

Length:	5,280 Feet
Existing # Lanes / Width:	2 Lanes / 18 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 / 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

LITTLE CHICAGO ROAD

SEGMENT #95: 191ST STREET TO SR 32

Existing Conditions

Length:	8,023 Feet
Existing # Lanes / Width:	4 Lanes / 68 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 68 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

MILL CREEK ROAD

SEGMENT #96: SR 38 TO SR 32

Existing Conditions

Length:	8,175 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	1' 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

HAGUE ROAD

SEGMENT #97: LAKEVIEW DRIVE TO SR 38

Existing Conditions

Length:	1,753 Feet
Existing # Lanes / Width:	4 Lanes / 63 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 63 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

10TH STREET

SEGMENT #98: FIELD DRIVE TO 191ST STREET

Existing Conditions

Length:	2,815 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 23 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

191ST STREET

SEGMENT #99: CUMBERLAND ROAD TO 10TH STREET

Existing Conditions

Length:	3,015 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

SEGMENT #100: CUMBERLAND ROAD TO SR 37

Existing Conditions	
Length:	1,463 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 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 #101: SR 37 TO PROMISE ROAD

Existing Conditions	
Length:	5,237 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 #102: PROMISE ROAD TO MALLERY ROAD

Existing Conditions

Length:	2,645 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 #103: MALLERY ROAD TO SUMMER ROAD

Existing Conditions

Length:	1,316 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	1’ Paved
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	1’ Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

SEGMENT #104: SUMMER ROAD TO SOUTH VICTORY CHAPEL ROAD

Existing Conditions

Length:	6,590 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #105: SOUTH VICTORY CHAPEL ROAD TO PILGRIM ROAD

Existing Conditions

Length:	5,280 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

SEGMENT #106: PILGRIM ROAD TO DURBIN ROAD

Existing Conditions

Length:	1,340 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 #107: DURBIN ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	2,684 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 #108: PRAIRIE BAPTIST ROAD TO CYNTHEANNE ROAD

Existing Conditions

Length:	5,293 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 #109: CYNTHEANNE ROAD TO SR 32

Existing Conditions

Length:	4,100 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

SR 13

SEGMENT #110: SR 32 TO 186TH STREET

Existing Conditions

Length:	3,331 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

CYNTHEANNE ROAD

SEGMENT #111: 191ST STREET TO SR 32

Existing Conditions

Length:	2,015 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

PRAIRIE BAPTIST ROAD

SEGMENT #112: 191ST STREET TO SR 32

Existing Conditions

Length:	3,268 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	3' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	3' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

DURBIN ROAD

SEGMENT #113: 191ST STREET TO 186TH STREET

Existing Conditions

Length:	2,664 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

DE SHANE AVENUE

SEGMENT #114: 191ST STREET TO 186TH STREET

Existing Conditions

Length:	2,668 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

MALLERY ROAD

SEGMENT #115: 191ST STREET TO 181ST STREET

Existing Conditions

Length:	5,316 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

PROMISE ROAD

SEGMENT #116: 191ST STREET TO 186TH STREET

Existing Conditions

Length:	2,652 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 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

186TH STREET

SEGMENT #117: PROMISE ROAD TO SR 37

Existing Conditions

Length:	5,263 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 #118: SR 37 TO CUMBERLAND 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 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

CUMBERLAND ROAD

SEGMENT #119: 191ST STREET TO 186TH STREET

Existing Conditions

Length:	2,652 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 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

FIELD DRIVE

SEGMENT #120: CUMBERLAND ROAD TO 16TH STREET

Existing Conditions

Length:	2,648 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

SEGMENT #121: 16TH STREET TO 10TH STREET

Existing Conditions

Length:	1,316 Feet
Existing # Lanes / Width:	2 Lanes / 24 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 / 24 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 #122: 10TH STREET & CICERO

Existing Conditions

Length:	1,904 Feet
Existing # Lanes / Width:	2 Lanes / 38 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 / 38 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

MOONTOWN ROAD

SEGMENT #123: SR 32 TO 191ST STREET

Existing Conditions

Length:	7,977 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

HAGUE ROAD

SEGMENT #124: SR 32 TO SR 38

Existing Conditions

Length:	4,282 Feet
Existing # Lanes / Width:	4 Lanes / 64 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 64 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

RIVER AVENUE

SEGMENT #125: SR 32 TO SR 38

Existing Conditions

Length:	1,571 Feet
Existing # Lanes / Width:	2 Lanes / 48 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 / 48 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

NORTH LAKEVIEW DRIVE

SEGMENT #126: LAKEVIEW DRIVE TO SR 32

Existing Conditions

Length:	4,056 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	1' 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

10TH STREET

SEGMENT #127: MONUMENT STREET TO FIELD DRIVE

Existing Conditions

Length:	2,782 Feet
Existing # Lanes / Width:	4 Lanes / 40 Feet
Existing Effective Shoulder Width:	0'
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 40 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

16TH STREET

SEGMENT #128: FIELD DRIVE TO MONUMENT STREET

Existing Conditions

Length:	2,664 Feet
Existing # Lanes / Width:	2 Lanes / 26 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 / 26 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

CUMBERLAND ROAD

SEGMENT #129: MONUMENT STREET TO FIELD DRIVE

Existing Conditions

Length:	2,631 Feet
Existing # Lanes / Width:	2 Lanes / 23 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 / 23 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

PROMISE ROAD

SEGMENT #130: 181ST STREET & 186TH STREET

Existing Conditions

Length:	2,748 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 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

DE SHANE AVENUE

SEGMENT #131: 186TH STREET TO 181ST STREET

Existing Conditions

Length:	3,909 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

186TH STREET

SEGMENT #132: PENNINGTON ROAD TO DE SHANE AVENUE

Existing Conditions

Length:	1,525 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

PENNINGTON ROAD

SEGMENT #133: SR 32 TO 186TH STREET

Existing Conditions

Length:	2,516 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

186TH STREET

SEGMENT #134: DURBIN ROAD TO PENNINGTON ROAD

Existing Conditions

Length:	5,296 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

DURBIN ROAD

SEGMENT #135: 186TH STREET TO SR 32

Existing Conditions

Length:	1,032 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

CYNTHEANNE ROAD

SEGMENT #136: SR 32 TO 186TH STREET

Existing Conditions

Length:	652 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	1' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 Feet
Recommended Effective Shoulder Width:	1' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

186TH STREET

SEGMENT #137: CYNTHEANNE ROAD TO ATLANTIC ROAD

Existing Conditions

Length:	5,327 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

ATLANTIC ROAD

SEGMENT #138: 186TH STREET TO 176TH STREET

Existing Conditions

Length:	5,324 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

CYNTHEANNE ROAD

SEGMENT #139: 186TH STREET TO 176TH STREET

Existing Conditions

Length:	5,374 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

MIDDLETOWN AVENUE

SEGMENT #140: CYNTHEANNE ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	5,804 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

PRAIRIE BAPTIST ROAD

SEGMENT #141: MIDDLETOWN AVENUE TO SR 32

Existing Conditions

Length:	1,441 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

MIDDLETOWN AVENUE

SEGMENT #142: DURBIN ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	2,851 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

DURBIN ROAD

SEGMENT #143: MIDDLETOWN AVENUE TO SR 32

Existing Conditions

Length:	1,996 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

181ST STREET

SEGMENT #144: DE SHANE AVENUE TO MALLERY ROAD

Existing Conditions

Length:	5,965 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	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 #145: MALLERY ROAD TO PROMISE ROAD

Existing Conditions

Length:	2,714 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

MONUMENT STREET

SEGMENT #146: CUMBERLAND ROAD TO 16TH STREET

Existing Conditions

Length:	2,657 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS C/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 C/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

CICERO ROAD

SEGMENT #147: FIELD DRIVE TO LOGAN STREET

Existing Conditions

Length:	4,429 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

10TH STREET

SEGMENT #148: MONUMENT STREET TO LOGAN STREET

Existing Conditions

Length:	1,660 Feet
Existing # Lanes / Width:	4 Lanes / 40 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 40 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

16TH STREET

SEGMENT #149: MONUMENT STREET TO LOGAN STREET

Existing Conditions

Length:	1,666 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 24 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CUMBERLAND ROAD

SEGMENT #150: MONUMENT STREET TO CONNER STREET

Existing Conditions

Length:	1,986 Feet
Existing # Lanes / Width:	2 Lanes / 37 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 / 37 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

PROMISE ROAD

SEGMENT #151: SR 32 TO 181ST STREET

Existing Conditions

Length:	2,651 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 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

DE SHANE AVENUE

SEGMENT #152: SR 32 TO SR 38

Existing Conditions

Length:	6,564 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

PENNINGTON ROAD

SEGMENT #153: SR 32 TO 179TH STREET

Existing Conditions

Length:	4,146 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

179TH STREET

SEGMENT #154: PENNINGTON ROAD TO MIDDLETOWN AVENUE

Existing Conditions

Length:	4,181 Feet
Existing # Lanes / Width:	2 Lanes / 15 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 / 15 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

MIDDLETOWN AVENUE

SEGMENT #155: MYSTIC ROAD TO 179TH STREET

Existing Conditions

Length:	3,320 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/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

PRAIRIE BAPTIST ROAD

SEGMENT #156: MIDDLETOWN AVENUE TO 176TH STREET

Existing Conditions

Length:	5,308 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

176TH STREET

SEGMENT #157: CYNTHEANNE ROAD TO SR 13

Existing Conditions

Length:	5,303 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 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 #158: CYNTHEANNE ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	6,585 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

DURBIN ROAD

SEGMENT #159: MIDDLETOWN AVENUE TO SR 38

Existing Conditions

Length:	5,321 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

MYSTIC ROAD

SEGMENT #160: MIDDLETOWN AVENUE TO SR 38

Existing Conditions

Length:	2,032 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

MIDDLETOWN AVENUE

SEGMENT #161: PENNINGTON ROAD TO SR 38

Existing Conditions

Length:	5,337 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

PLEASANT STREET

SEGMENT #162: PRESLEY DRIVE TO UNION CHAPEL ROAD

Existing Conditions

Length:	5,712 Feet
Existing # Lanes / Width:	4 Lanes / 68 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 68 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

PRESLEY DRIVE

SEGMENT #163: SR 32 TO PLEASANT STREET

Existing Conditions

Length:	3,307 Feet
Existing # Lanes / Width:	2 Lanes / 40 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 40 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

PLEASANT STREET

SEGMENT #164: 19TH STREET TO CLOVER ROAD

Existing Conditions

Length:	836 Feet
Existing # Lanes / Width:	2 Lanes / 58 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:	4 Lanes / 60 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CHERRY STREET

SEGMENT #165: 16TH STREET TO 19TH STREET

Existing Conditions

Length:	1,335 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 22 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #166: 10TH STREET TO 16TH STREET

Existing Conditions

Length:	2,002 Feet
Existing # Lanes / Width:	2 Lanes / 30 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 30 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

PLEASANT STREET

SEGMENT #167: 16TH STREET TO 10TH STREET

Existing Conditions

Length:	2,186 Feet
Existing # Lanes / Width:	2 Lanes / 26 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:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #168A: 8TH STREET TO 10TH STREET

Existing Conditions

Length:	673 Feet
Existing # Lanes / Width:	2 Lanes / 23 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS E/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:	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 #168B: 2ND STREET TO 8TH STREET

Existing Conditions

Length:	1,815 Feet
Existing # Lanes / Width:	2 Lanes / 23 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 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

171ST STREET

SEGMENT #169: SR 32 TO CHERRY TREE ROAD

Existing Conditions

Length:	4,027 Feet
Existing # Lanes / Width:	2 Lanes / 21 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 / 21 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

WILLOWVIEW ROAD

SEGMENT #170: 171ST STREET TO SR 32

Existing Conditions

Length:	2,400 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	3’ Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	3’ Gravel
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

MILL CREEK ROAD

SEGMENT #171: SR 32 TO 171ST STREET

Existing Conditions

Length:	2,401 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

GRAY ROAD

SEGMENT #172: 169TH STREET TO SR 32

Existing Conditions

Length:	3,689 Feet
Existing # Lanes / Width:	2 Lanes / 21 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 / 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

169TH STREET

SEGMENT #173: HAZEL DELL ROAD TO GRAY ROAD

Existing Conditions

Length:	5,347 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 18 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 #174: HAZEL DELL ROAD TO SEMINOLE ROAD

Existing Conditions

Length:	2,643 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

171ST STREET

SEGMENT #175: SEMINOLE ROAD TO WILLOWVIEW ROAD

Existing Conditions

Length:	2,672 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 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 #176: WILLOWVIEW ROAD TO CHERRY TREE ROAD

Existing Conditions

Length:	2,657 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/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

ALLISONVILLE ROAD

SEGMENT #177: PLEASANT STREET TO CHRISTIAN ROAD

Existing Conditions

Length:	1,316 Feet
Existing # Lanes / Width:	2 Lanes / 40 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:	4 Lanes / 48 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):	$920,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$920,000

16TH STREET

SEGMENT #178: GREENFIELD AVENUE TO PLEASANT STREET

Existing Conditions

Length:	3,087 Feet
Existing # Lanes / Width:	2 Lanes / 22 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 / 22 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

MERCANTILE ROAD

SEGMENT #179: TOWN AND COUNTRY BOULEVARD TO PLEASANT STREET

Existing Conditions	
Length:	2,043 Feet
Existing # Lanes / Width:	2 Lanes / 37 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 / 37 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

PRAIRIE BAPTIST ROAD

SEGMENT #180: 176TH STREET TO SR 38

Existing Conditions	
Length:	5,375 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/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

CYNTHEANNE ROAD

SEGMENT #181: 176TH STREET TO 169TH STREET

Existing Conditions

Length:	3,643 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

ATLANTIC ROAD

SEGMENT #182: 176TH STREET TO 169TH STREET

Existing Conditions

Length:	3,720 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

169TH STREET

SEGMENT #183: CYNTHEANNE ROAD TO ATLANTIC ROAD

Existing Conditions

Length:	5,335 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

CYNTHEANNE ROAD

SEGMENT #184: 169TH STREET TO SR 38

Existing Conditions

Length:	3,145 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

166TH STREET

SEGMENT #185: SR 38 TO OLIO ROAD

Existing Conditions

Length:	2,693 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

OLIO ROAD

SEGMENT #186: SR 38 TO 166TH STREET

Existing Conditions

Length:	954 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1’ Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	1’ Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$1,020,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$1,020,000

166TH STREET

SEGMENT #187: BODEN ROAD TO OLIO ROAD

Existing Conditions

Length:	5,219 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 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

BODEN ROAD

SEGMENT #188: 166TH STREET TO SR 38

Existing Conditions

Length:	2,036 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:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0’
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$3,130,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$3,130,000

166TH STREET

SEGMENT #189: SUMMER ROAD TO BODEN ROAD

Existing Conditions

Length:	5,293 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/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 #190: UNION CHAPEL ROAD TO SUMMER ROAD

Existing Conditions

Length:	5,337 Feet
Existing # Lanes / Width:	2 Lanes / 19 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 / 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 #191: UNION CHAPEL ROAD TO MERCANTILE ROAD

Existing Conditions

Length:	5,282 Feet
Existing # Lanes / Width:	2 Lanes / 19 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 / 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

TOWN AND COUNTRY BOULEVARD

SEGMENT #192: UNION CHAPEL ROAD TO MERCANTILE ROAD

Existing Conditions

Length:	4,933 Feet
Existing # Lanes / Width:	2 Lanes / 42 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 42 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

GREENFIELD AVENUE

SEGMENT #193: 16TH STREET TO ALLISONVILLE ROAD

Existing Conditions

Length:	2,742 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	2' Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$2,730,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$2,730,000

CHERRY TREE ROAD

SEGMENT #194: 161ST STREET TO 171ST STREET

Existing Conditions

Length:	5,312 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS A/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

GRAY ROAD

SEGMENT #195: 161ST STREET TO 169TH STREET

Existing Conditions

Length:	3,974 Feet
Existing # Lanes / Width:	2 Lanes / 19 Feet
Existing Effective Shoulder Width:	2' Gravel
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 19 Feet
Recommended Effective Shoulder Width:	2' Gravel
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

161ST STREET

SEGMENT #196: GRAY ROAD TO HAZEL DELL ROAD

Existing Conditions

Length:	5,367 Feet
Existing # Lanes / Width:	2 Lanes / 21 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 / 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 #197: HAZEL DELL ROAD TO SEMINOLE ROAD

Existing Conditions

Length:	2,224 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/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 #198: SEMINOLE ROAD TO CHERRY TREE ROAD

Existing Conditions

Length:	5,745 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 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

RIVER AVENUE

SEGMENT #199: 160TH STREET TO SR 32

Existing Conditions

Length:	8,522 Feet
Existing # Lanes / Width:	2 Lanes / 24 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 / 24 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

ALLISONVILLE ROAD

SEGMENT #200A: 146TH STREET TO CHRISTIAN STREET

Existing Conditions

Length:	11,485 Feet
Existing # Lanes / Width:	2 Lanes / 24 Feet
Existing Effective Shoulder Width:	6’ 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:	6’ 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 #200B: 146TH STREET TO CHRISTIAN STREET

Existing Conditions	
Length:	1,811 Feet
Existing # Lanes / Width:	2 Lanes / 38 Feet
Existing Effective Shoulder Width:	2' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0
Projected 10-Year Conditions	
Recommended # Lanes / Width:	2 Lanes / 38 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

GREENFIELD AVENUE

SEGMENT #201: 16TH STREET TO HERRIMAN BOULEVARD

Existing Conditions	
Length:	1,865 Feet
Existing # Lanes / Width:	2 Lanes / 23 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
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$1,850,000
Applicable Impact Fee Cost	
Equals "10-Year Cost" minus "Today's Cost":	$1,850,000

HERRIMAN BOULEVARD

SEGMENT #202: BEFORE CURVE HEADING TO GREENFIELD AVENUE

Existing Conditions

Length:	5,020 Feet
Existing # Lanes / Width:	2 Lanes / 32 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 / 32 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

GREENFIELD AVENUE

SEGMENT #203: SR 37 TO HERRIMAN BOULEVARD

Existing Conditions

Length:	1,766 Feet
Existing # Lanes / Width:	2 Lanes / 22 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:	4 Lanes / 48 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):	$1,250,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$1,250,000

CUMBERLAND ROAD

SEGMENT #204: 166TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	2,969 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

UNION CHAPEL ROAD

SEGMENT #205: 166TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	5,656 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	1’ Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	1’ Paved
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$8,450,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$8,450,000

SUMMER ROAD

SEGMENT #206: 166TH STREET TO 156TH STREET

Existing Conditions

Length:	5,319 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 20 Feet
Recommended Effective Shoulder Width:	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

BODEN ROAD

SEGMENT #207: 166TH STREET TO 156TH STREET

Existing Conditions

Length:	5,326 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	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):	$5,320,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$5,320,000

OLIO ROAD

SEGMENT #208: 166TH STREET TO 156TH STREET

Existing Conditions

Length:	5,305 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0’
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$8,210,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$8,210,000

PRAIRIE BAPTIST ROAD

SEGMENT #209: 156TH STREET TO SR 38

Existing Conditions

Length:	4,844 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

CYNTHEANNE ROAD

SEGMENT #210: SR 38 TO 156TH STREET

Existing Conditions

Length:	3,515 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

ATLANTIC ROAD

SEGMENT #211: SR 38 TO 156TH STREET

Existing Conditions

Length:	2,226 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

156TH STREET

SEGMENT #212: CYNTHEANNE ROAD TO ATLANTIC ROAD

Existing Conditions

Length:	5,343 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 #213: PRAIRIE BAPTIST ROAD TO CYNTHEANNE ROAD

Existing Conditions

Length:	5,333 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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 #214: PRAIRIE BAPTIST ROAD TO OLIO ROAD

Existing Conditions

Length:	5,287 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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 #215: BODEN ROAD TO OLIO ROAD

Existing Conditions

Length:	5,237 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 #216: BODEN ROAD TO SUMMER ROAD

Existing Conditions

Length:	5,290 Feet
Existing # Lanes / Width:	2 Lanes / 22 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 / 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

SUMMER ROAD

SEGMENT #217: 156TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	2,196 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

GREENFIELD AVENUE

SEGMENT #218: SUMMER ROAD TO PROMISE COURT

Existing Conditions

Length:	4,259 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:	4 Lanes / 48 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):	$4,280,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$4,280,000

156TH STREET

SEGMENT #219: SUMMER ROAD TO GREENFIELD AVENUE

Existing Conditions

Length:	4,683 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/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

GREENFIELD AVENUE

SEGMENT #220: PROMISE COURT TO UNION CHAPEL ROAD

Existing Conditions

Length:	1,326 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:	6 Lanes / 72 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):	$1,960,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$1,960,000

SEGMENT #221: UNION CHAPEL ROAD TO HOWE ROAD

Existing Conditions

Length:	1,512 Feet
Existing # Lanes / Width:	2 Lanes / 21 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:	6 Lanes / 72 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):	$2,240,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$2,240,000

SEGMENT #222: CUMBERLAND ROAD TO HOWE ROAD

Existing Conditions

Length:	
Existing # Lanes / Width:	
Existing Effective Shoulder Width:	
Existing Level of Service (AM peak / PM peak):	CLOSED
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	

Projected 10-Year Conditions

Recommended # Lanes / Width:	
Recommended Effective Shoulder Width:	
Resulting Level of Service (AM peak / PM peak):	
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	CLOSED

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	

SEGMENT #223: SR 37 TO CUMBERLAND ROAD

Existing Conditions
Length:
Existing # Lanes / Width:
Existing Effective Shoulder Width:
Existing Level of Service (AM peak / PM peak): CLOSED

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

Projected 10-Year Conditions
Recommended # Lanes / Width:
Recommended Effective Shoulder Width:
Resulting Level of Service (AM peak / PM peak):

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost): CLOSED

Applicable Impact Fee Cost
Equals "10-Year Cost" minus "Today's Cost":

160TH STREET

SEGMENT #224: RIVER AVENUE TO CHERRY TREE ROAD

Existing Conditions
Length: 2,646 Feet
Existing # Lanes / Width: 2 Lanes / 18 Feet
Existing Effective Shoulder Width: 0'
Existing Level of Service (AM peak / PM peak): LOS A/B

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions
Recommended # Lanes / Width: 2 Lanes / 18 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

CHERRY TREE ROAD

SEGMENT #225: 161ST STREET TO 160TH STREET

Existing Conditions

Length:	986 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 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

GRAY ROAD

SEGMENT #226: 156TH STREET TO 161ST STREET

Existing Conditions

Length:	2,638 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

156TH STREET

SEGMENT #227: GRAY ROAD TO HAZEL DELL ROAD

Existing Conditions

Length:	5,396 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

CHERRY TREE ROAD

SEGMENT #228A: 160TH STREET TO 146TH STREET

Existing Conditions

Length:	6,113 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 #228B: 160TH STREET TO 146TH STREET

Existing Conditions

Length:	3,557 Feet
Existing # Lanes / Width:	2 Lanes / 45 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 45 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

RIVER AVENUE

SEGMENT #229: 160TH STREET TO 146TH STREET

Existing Conditions

Length:	7,048 Feet
Existing # Lanes / Width:	2 Lanes / 24 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 / 24 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

CUMBERLAND ROAD

SEGMENT #230A: 146TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	2,251 Feet
Existing # Lanes / Width:	4 Lanes / 70 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 70 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #230B: 146TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	2,771 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 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 #230C: 146TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	2,614 Feet
Existing # Lanes / Width:	4 Lanes / 70 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 70 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

PROMISE ROAD

SEGMENT #231A: GREENFIELD AVENUE TO 146TH STREET

Existing Conditions

Length:	2,885 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 #231B: GREENFIELD AVENUE TO 146TH STREET

Existing Conditions	
Length:	2,772 Feet
Existing # Lanes / Width:	2 Lanes / 40 Feet
Existing Effective Shoulder Width:	6' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0
Projected 10-Year Conditions	
Recommended # Lanes / Width:	2 Lanes / 40 Feet
Recommended Effective Shoulder Width:	6' Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0
Applicable Impact Fee Cost	
Equals "10-Year Cost" minus "Today's Cost":	$0

GREENFIELD AVENUE

SEGMENT #232: MARILYN ROAD TO 156TH STREET

Existing Conditions	
Length:	6,155 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:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS B/E
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$6,130,000
Applicable Impact Fee Cost	
Equals "10-Year Cost" minus "Today's Cost":	$6,130,000

OLIO ROAD

SEGMENT #233: 146TH STREET TO 156TH STREET

Existing Conditions	
Length:	5,300 Feet
Existing # Lanes / Width:	2 Lanes / 20 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0
Projected 10-Year Conditions	
Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0’
Resulting Level of Service (AM peak / PM peak):	LOS D/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$5,280,000
Applicable Impact Fee Cost	
Equals “10-Year Cost” minus “Today’s Cost”:	$5,280,000

CYNTHEANNE ROAD

SEGMENT #234: 156TH STREET TO 146TH STREET

Existing Conditions

Length:	5,309 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

ATLANTIC ROAD

SEGMENT #235: 156TH STREET TO 146TH STREET

Existing Conditions

Length:	5,325 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

HOWE ROAD

SEGMENT #236A: 146TH STREET TO CUMBERLAND ROAD

Existing Conditions
Length:
Existing # Lanes / Width:
Existing Effective Shoulder Width:
Existing Level of Service (AM peak / PM peak):

CLOSED

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

Projected 10-Year Conditions
Length:
Recommended # Lanes / Width:
Recommended Effective Shoulder Width:
Resulting Level of Service (AM peak / PM peak):

CLOSED

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

Applicable Impact Fee Cost
Equals "10-Year Cost" minus "Today's Cost":

SEGMENT #236B: 146TH STREET TO CUMBERLAND ROAD

Existing Conditions
Length:
Existing # Lanes / Width:
Existing Effective Shoulder Width:
Existing Level of Service (AM peak / PM peak):

CLOSED

Additional Estimated Construction Cost to Mitigate
Existing Traffic Volumes (Today's Cost):

Projected 10-Year Conditions
Length:
Recommended # Lanes / Width:
Recommended Effective Shoulder Width:
Resulting Level of Service (AM peak / PM peak):

CLOSED

Additional Estimated Construction Cost to Mitigate
Proj. 10-Yr. Traffic Volumes (10-Year Cost):

Applicable Impact Fee Cost
Equals "10-Year Cost" minus "Today's Cost":

NORTH POINTE BOULEVARD

SEGMENT #237: 150TH STREET TO CUMBERLAND ROAD

Existing Conditions

Length:	2,638 Feet
Existing # Lanes / Width:	2 Lanes / 42 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$1,225,000

Projected 10-Year Conditions

Length:	6,383 Feet
Recommended # Lanes / Width:	2 Lanes / 42 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):	$2,450,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

HERRIMAN BOULEVARD

SEGMENT #238: CLOSE TO 146TH STREET

Existing Conditions

Length:	5,157 Feet
Existing # Lanes / Width:	2 Lanes / 31 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 / 31 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

GRAY ROAD

SEGMENT #239A: 146TH STREET TO 156TH STREET

Existing Conditions

Length:	863 Feet
Existing # Lanes / Width:	2 Lanes / 23 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 / 23 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 #239B: 146TH STREET TO 156TH STREET

Existing Conditions

Length:	4,449 Feet
Existing # Lanes / Width:	2 Lanes / 36 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 / 36 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

146TH STREET

SEGMENT #240: GRAY ROAD TO HAZEL DELL ROAD

Existing Conditions

Length:	5,369 Feet
Existing # Lanes / Width:	4 Lanes / 68 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:	6 Lanes / 87 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #241: HAZEL DELL ROAD TO CHERRY TREE ROAD

Existing Conditions

Length:	3,483 Feet
Existing # Lanes / Width:	4 Lanes / 68 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:	6 Lanes / 87 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 #242: CHERRY TREE ROAD TO RIVER AVENUE

Existing Conditions

Length:	6,801 Feet
Existing # Lanes / Width:	4 Lanes / 68 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:	6 Lanes / 87 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS E/F
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 #243: RIVER AVENUE TO ALLISONVILLE ROAD

Existing Conditions

Length:	4,069 Feet
Existing # Lanes / Width:	4 Lanes / 68 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:	6 Lanes / 87 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS F/F
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 #244: ALLISONVILLE ROAD TO HERRIMAN BOULEVARD

Existing Conditions

Length:	3,538 Feet
Existing # Lanes / Width:	4 Lanes / 68 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:	6 Lanes / 87 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS F/F
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 #245: SR 37 TO NORTH POINTE BOULEVARD

Existing Conditions

Length:	1,380 Feet
Existing # Lanes / Width:	4 Lanes / 80 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:	6 Lanes / 84 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 #246: CUMBERLAND ROAD TO HOWE ROAD

Existing Conditions

Length:	3,958 Feet
Existing # Lanes / Width:	4 Lanes / 95 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 95 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 #247: HOWE ROAD TO PROMISE ROAD

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	4 Lanes / 95 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:	6 Lanes / 95 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #248: PROMISE ROAD TO MARILYN ROAD

Existing Conditions

Length:	5,675 Feet
Existing # Lanes / Width:	4 Lanes / 95 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 95 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

MARILYN ROAD

SEGMENT #249: 146TH STREET TO GREENFIELD AVENUE

Existing Conditions

Length:	2,387 Feet
Existing # Lanes / Width:	2 Lanes / 23 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 / 23 Feet
Recommended Effective Shoulder Width:	0'
Resulting Level of Service (AM peak / PM peak):	LOS D/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CAMPUS PARKWAY

SEGMENT #250: MARILYN ROAD TO BODEN ROAD

Existing Conditions

Length:	4,054 Feet
Existing # Lanes / Width:	4 Lanes / 95 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 119 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):	$5,510,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$5,510,000

GREENFIELD AVENUE

SEGMENT #251: MARILYN ROAD TO BODEN ROAD

Existing Conditions

Length:	2,708 Feet
Existing # Lanes / Width:	2 Lanes / 22 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	1' Paved
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):	$2,720,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$2,720,000

BODEN ROAD

SEGMENT #252: GREENFIELD AVENUE TO CAMPUS PARKWAY

Existing Conditions

Length:	1,968 Feet
Existing # Lanes / Width:	4 Lanes / 80 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 80 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

146TH STREET

SEGMENT #253: BODEN ROAD TO BERGEN BOULEVARD

Existing Conditions

Length:	3,078 Feet
Existing # Lanes / Width:	2 Lanes / 36 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet
Recommended Effective Shoulder Width:	1' 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):	$4,870,000

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$4,870,000

SEGMENT #254: BERGEN BOULEVARD TO OLIO ROAD

Existing Conditions

Length:	2,810 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:	4 Lanes / 48 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):	$4,360,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$4,360,000

SEGMENT #255: OLIO ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	5,293 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:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$8,170,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$8,170,000

SEGMENT #256: PRAIRIE BAPTIST ROAD TO CYNTHEANNE ROAD

Existing Conditions

Length:	5,301 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

SEGMENT #257: CYNTHEANNE ROAD TO ATLANTIC ROAD

Existing Conditions

Length:	5,325 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

CYNTHEANNE ROAD

SEGMENT #258: 146TH STREET TO 136TH STREET

Existing Conditions

Length:	5,338 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

141ST STREET

SEGMENT #259A: OLIO ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	4,101 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 48 Feet
Recommended Effective Shoulder Width:	0’
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$3,370,000

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$3,370,000

SEGMENT #259B: OLIO ROAD TO PRAIRIE BAPTIST ROAD

Existing Conditions

Length:	1,192 Feet
Existing # Lanes / Width:	2 Lanes / 40 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 60 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

OLIO ROAD

SEGMENT #260: 146TH STREET TO 141ST STREET

Existing Conditions

Length:	2,657 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 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

141ST STREET

SEGMENT #261: BERGEN BOULEVARD TO OLIO ROAD

Existing Conditions

Length:	2,479 Feet
Existing # Lanes / Width:	4 Lanes / 68 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 68 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CAMPUS PARKWAY

SEGMENT #262: BERGEN BOULEVARD TO I 69

Existing Conditions

Length:	1,660 Feet
Existing # Lanes / Width:	4 Lanes / 80 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 / 80 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

TEGLER DRIVE

SEGMENT #263A: CORPORATE PARKWAY TO BERGEN BOULEVARD

Existing Conditions

Length:	1,438 Feet
Existing # Lanes / Width:	2 Lanes / 38 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 38 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 #263B: CORPORATE PARKWAY TO BERGEN BOULEVARD

Existing Conditions

Length:	360 Feet
Existing # Lanes / Width:	4 Lanes / 72 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 72 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CAMPUS PARKWAY

SEGMENT #264: CORPORATE PARKWAY TO TOWN CENTER PARKWAY

Existing Conditions

Length:	832 Feet
Existing # Lanes / Width:	6 Lanes / 95 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 95 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #265: BODEN ROAD TO CORPORATE PARKWAY

Existing Conditions

Length:	2,724 Feet
Existing # Lanes / Width:	6 Lanes / 95 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	6 Lanes / 95 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

MARILYN ROAD

SEGMENT #266: CAMPUS PARKWAY TO 141ST STREET

Existing Conditions

Length:	2,696 Feet
Existing # Lanes / Width:	2 Lanes / 21 Feet
Existing Effective Shoulder Width:	1' Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 21 Feet
Recommended Effective Shoulder Width:	1' 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

ATLANTIC ROAD

SEGMENT #267: 169TH STREET TO SR 38

Existing Conditions

Length:	5,719 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

PROMISE ROAD

SEGMENT #268: 141ST STREET TO 146TH STREET

Existing Conditions

Length:	2,569 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 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

HOWE ROAD

SEGMENT #269: 146TH STREET TO 141ST STREET

Existing Conditions

Length:	2,784 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 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

141ST STREET

SEGMENT #270: HOWE ROAD TO PROMISE ROAD

Existing Conditions

Length:	2,636 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

SEGMENT #271: MARILYN ROAD TO PROMISE ROAD

Existing Conditions

Length:	7,927 Feet
Existing # Lanes / Width:	2 Lanes / 18 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 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

MARILYN ROAD

SEGMENT #272: 136TH STREET TO 141ST STREET

Existing Conditions

Length:	2,725 Feet
Existing # Lanes / Width:	2 Lanes / 22 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 / 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

BROOKS SCHOOL ROAD

SEGMENT #273: 136TH STREET TO HARRELL PARKWAY

Existing Conditions

Length:	2,868 Feet
Existing # Lanes / Width:	2 Lanes / 38 Feet
Existing Effective Shoulder Width:	15’ Paved
Existing Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 38 Feet
Recommended Effective Shoulder Width:	15’ Paved
Resulting Level of Service (AM peak / PM peak):	LOS D/D
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

CORPORATE PARKWAY

SEGMENT #274: 136TH STREET TO HARRELL PARKWAY

Existing Conditions

Length:	1,574 Feet
Existing # Lanes / Width:	2 Lanes / 42 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 42 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

136TH STREET

SEGMENT #275: MARILYN ROAD TO BROOKS SCHOOL ROAD

Existing Conditions

Length:	2,683 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 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 #276: BROOKS SCHOOL ROAD TO CORPORATE PARKWAY

Existing Conditions

Length:	2,448 Feet
Existing # Lanes / Width:	2 Lanes / 41 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 41 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/B
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #277: CORPORATE PARKWAY TO HOARD DRIVE

Existing Conditions

Length:	1,326 Feet
Existing # Lanes / Width:	2 Lanes / 41 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 / 41 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost":	$0

CREEK ROAD

SEGMENT #278: 206TH STREET TO 211TH STREET

Existing Conditions

Length:	2,655 Feet
Existing # Lanes / Width:	2 Lanes / 17 Feet
Existing Effective Shoulder Width:	0’
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	2 Lanes / 17 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

SEMINOLE ROAD

SEGMENT #279: 161ST STREET TO 169TH STREET

Existing Conditions

Length:	4,374 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/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

PRAIRIE BAPTIST ROAD

SEGMENT #280: 146TH STREET TO 156TH STREET

Existing Conditions

Length:	5,314 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

UNION CHAPEL ROAD

SEGMENT #281: TOWN AND COUNTRY BOULEVARD TO PLEASANT STREET

Existing Conditions

Length:	2,640 Feet
Existing # Lanes / Width:	4 Lanes / 72 Feet
Existing Effective Shoulder Width:	Curb & Gutter
Existing Level of Service (AM peak / PM peak):	LOS A/A
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today’s Cost):	$0

Projected 10-Year Conditions

Recommended # Lanes / Width:	4 Lanes / 72 Feet
Recommended Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/C
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0

Applicable Impact Fee Cost

Equals “10-Year Cost” minus “Today’s Cost”:	$0

PROPOSED CARRIGAN ROAD

SEGMENT #282: HAGUE ROAD TO SR 19

Planned Conditions	
Length:	5,461 Feet
Planned # Lanes / Width:	2 Lanes / 27 Feet
Planned Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS B/B
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$2,200,000
Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$4,400,000
Applicable Impact Fee Cost Equals "10-Year Cost" minus "Today's Cost":	$2,200,000

PROPOSED PLEASANT STREET

SEGMENT #283: SR 32 TO RIVER ROAD

Planned Conditions	
Length:	3,490 Feet
Planned # Lanes / Width:	2 Lanes / 27 Feet
Planned Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS E/E
Additional Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost):	$0
Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0
Applicable Impact Fee Cost Equals "10-Year Cost" minus "Today's Cost":	$0

SEGMENT #284: RIVER RD TO 10TH STREET

Planned Conditions	
Length:	4,815 Feet
Planned # Lanes / Width:	2 Lanes / 27 Feet
Planned Effective Shoulder Width:	Curb & Gutter
Planned Level of Service (AM peak / PM peak):	LOS E/E
Additional Estimated Construction Cost to Mitigate	
Existing Traffic Volumes (Today's Cost):	$0
Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$0
Applicable Impact Fee Cost	
Equals "10-Year Cost" minus "Today's Cost":	$0

PROPOSED 141ST STREET

SEGMENT #285: BROOKS SCHOOL RD TO MARILYN RD

Planned Conditions	
Length:	2,784 Feet
Planned # Lanes / Width:	2 Lanes / 24 Feet
Planned Effective Shoulder Width:	Curb & Gutter
Resulting Level of Service (AM peak / PM peak):	LOS C/C
Additional Estimated Construction Cost to Mitigate	
Existing Traffic Volumes (Today's Cost):	$1,645,000
Proj. 10-Yr. Traffic Volumes (10-Year Cost):	$3,290,000
Applicable Impact Fee Cost	
Equals "10-Year Cost" minus "Today's Cost":	$1,645,000