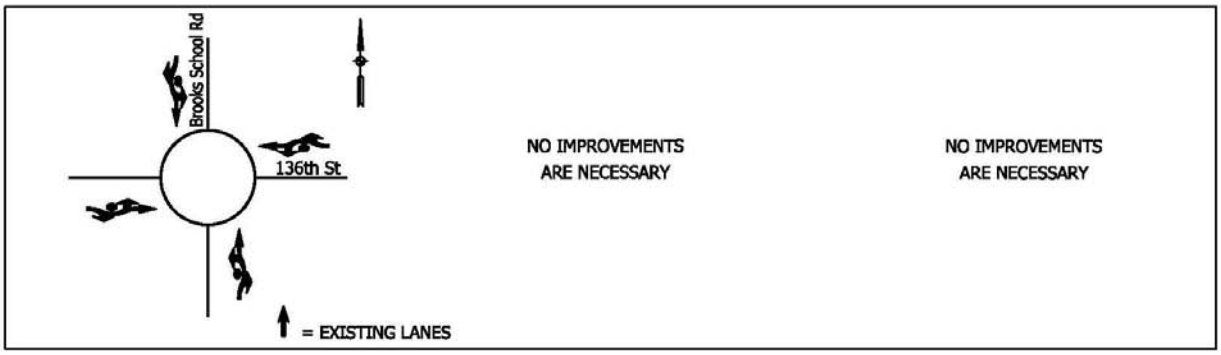
# INTERSECTION 1 – 136TH STREET & BROOKS SCHOOL ROAD

| 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): B/C |
| Roundabout | | Roundabout |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

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

Total Estimated Impact Fee Cost

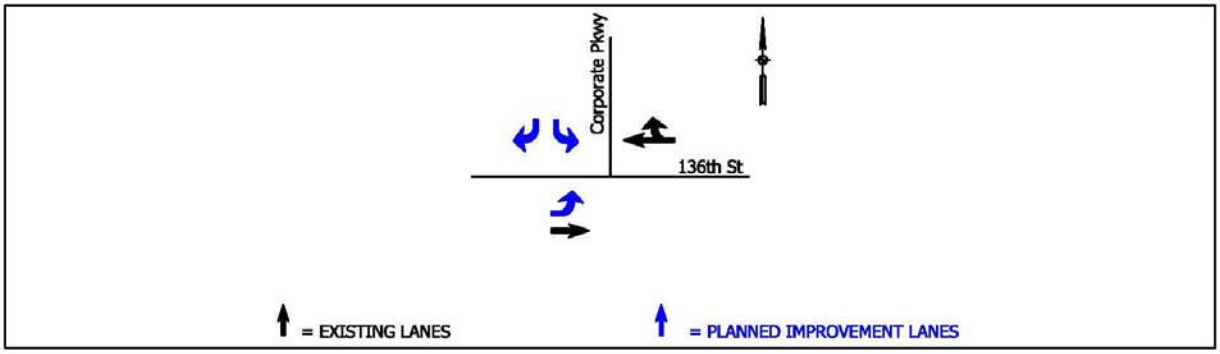
Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 2 – 136TH STREET & CORPORATE PKWY (PROPOSED)

**Proposed Intersection Conditions**

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

Two-Way Stop Control with Corporate Pkwy stopping for 136th Street




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

Proposed Intersection Conditions

- Add SB left-turn lane and SB right-turn lane along Corporate Parkway extension.
- Add EB left-turn lane along 136th Street.

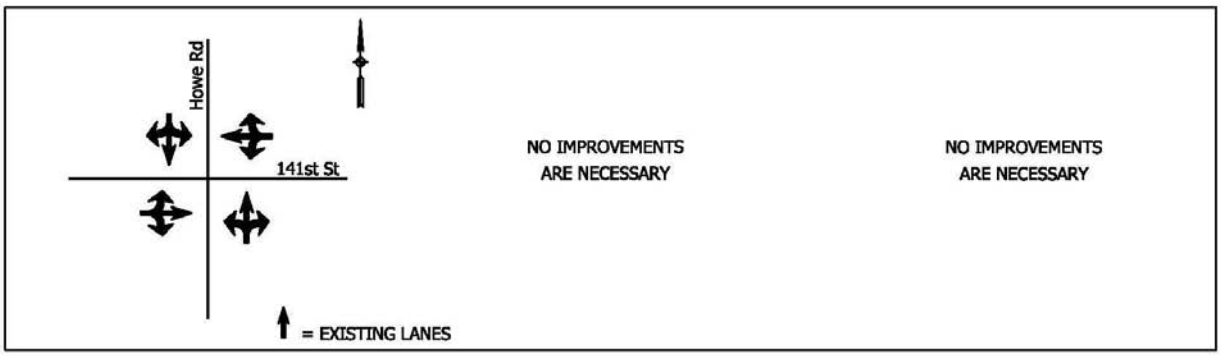
Construction Estimate

The costs associated with the lanes along the Proposed Corporate Parkway extension and the EB left-turn lane along 136th Street are included in the in the Segment 284 mitigated cost.

| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • No improvements are necessary. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |
| Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $0 |
| Applicable Impact Fee Cost Equals "10-Year Cost": | $0 |

# INTERSECTION 4 – 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): A/A | | LOS (AM Peak/PM Peak): C/C |
| All-Way Stop | | All-Way Stop |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

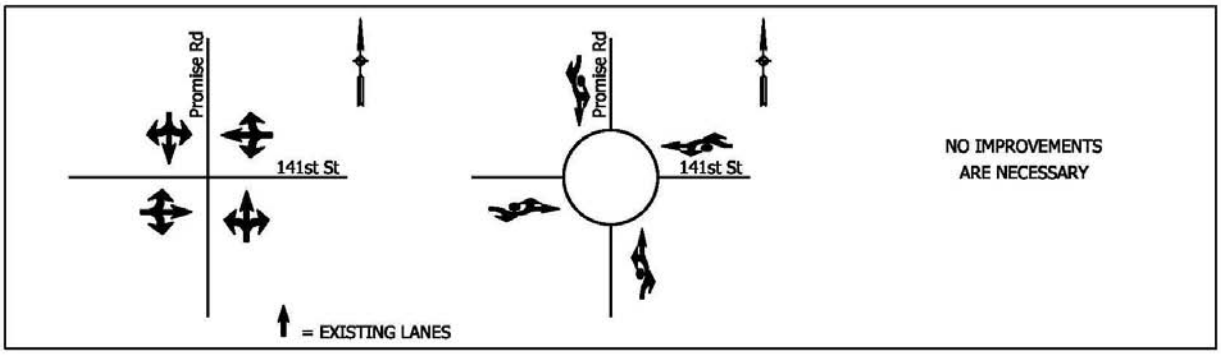
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 5 – 141ST STREET & PROMISE 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): B/C | LOS (AM Peak/PM Peak): B/C |
| Two-Way Stop Control with Promise Road stopping for 141st Street | Roundabout | Roundabout |




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

Existing Conditions

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

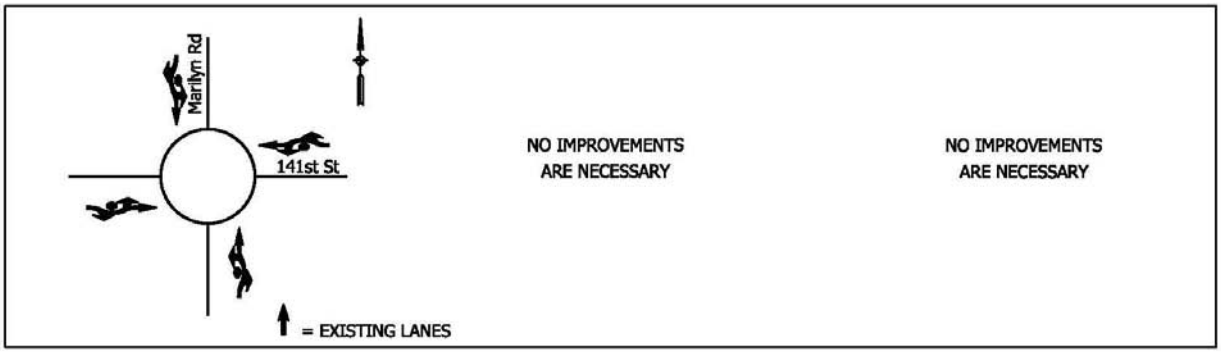
Projected 10-Year Conditions

| | |
|---|---|
| Planned Improvements by City of Noblesville: | • Construction of a single-lane roundabout. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $527,794 |
| Additional Improvements Needed to Mitigate 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": | $527,794 |

# INTERSECTION 6 – 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/B |
| Roundabout | | Roundabout |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |



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

Existing Conditions

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

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

Projected 10-Year Conditions

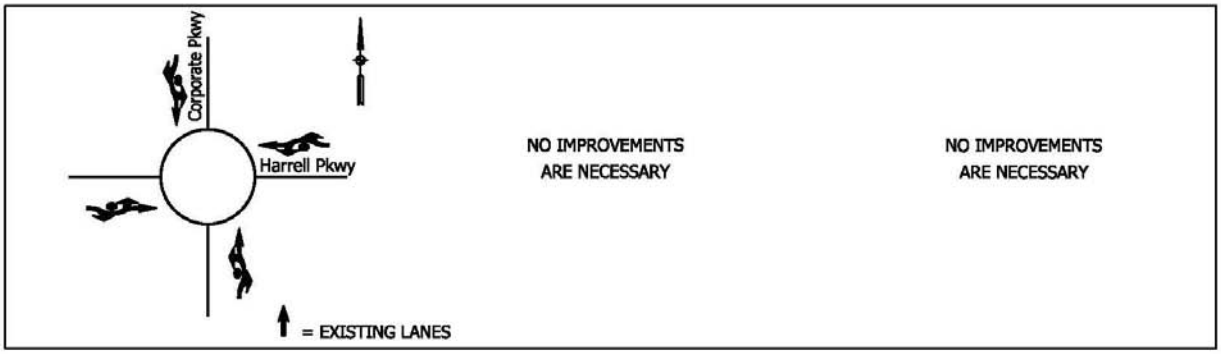
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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

Applicable Impact Fee Cost

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

# INTERSECTION 7 – HARRELL PKWY & CORPORATE PKWY

| 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 |
| Roundabout | | Roundabout |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |

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

Existing Conditions

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

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

Projected 10-Year Conditions

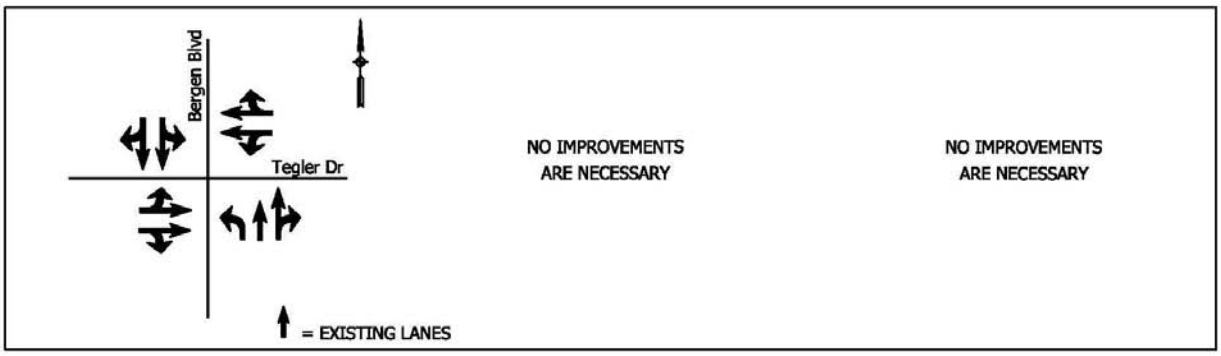
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 – TEGLER DRIVE & BERGEN BLVD

| 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 |
| Traffic Signal | | Traffic Signal |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |

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

Existing Conditions

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

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

Projected 10-Year Conditions

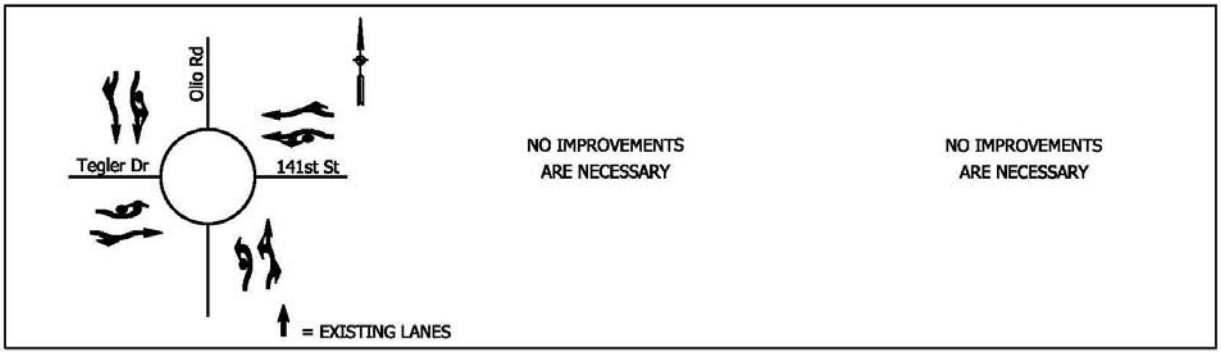
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 – TEGLER DRIVE/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<br>Roundabout | | LOS (AM Peak/PM Peak): A/A<br>Roundabout |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |

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

Existing Conditions

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

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

Projected 10-Year Conditions

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

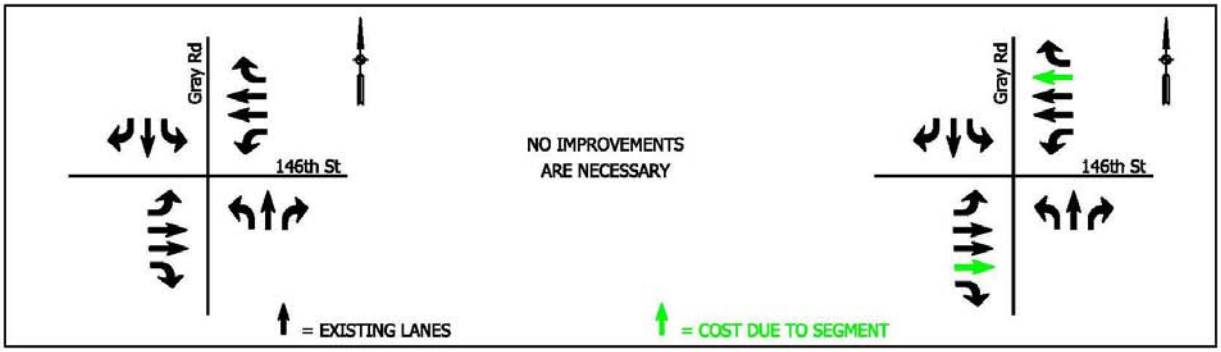
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 10 – 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): B/C | | LOS (AM Peak/PM Peak): D/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add WB through lane along 146th Street.

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 improvement is included in the Segment 10 mitigated cost. The EB through lane improvement is not included in the study area for this analysis and no additional cost has been associated.

Applicable Impact Fee Cost

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

# INTERSECTION 11 – 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/D | | LOS (AM Peak/PM Peak): D/F* |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 and EB through lane along 146th Street.
- Add WB left-turn lane, WB through lane, and WB right-turn lane along 146th Street.
- Add NB right-turn lane along Hazel Dell Road.
- Add SB left-turn lane along Hazel Dell Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,082,086

Note:

Although LOS F is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

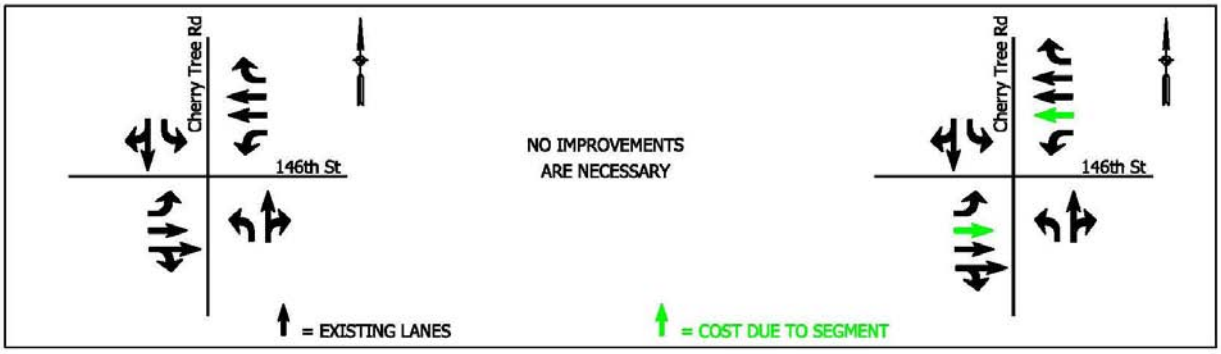
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 10 mitigated cost and the Segment 11 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,082,086

# INTERSECTION 12 – 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): A/A | | LOS (AM Peak/PM Peak): A/A |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add WB through lane along 146th Street.

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

Note:

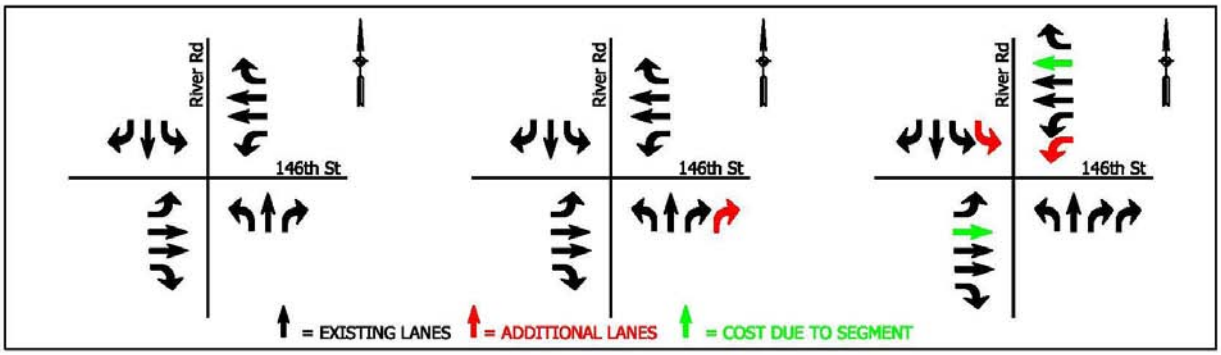
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 11 mitigated cost and the Segment 12 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 13 – 146TH STREET & RIVER ROAD

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




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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- Add NB right-turn lane along River Road.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $121,000

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB through along 146th Street.
- Add WB through along 146th Street.
- Add WB left-turn lane along 146th Street.
- Add SB left-turn lane along River Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $786,601

Note:

There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 12 mitigated cost and the Segment 282 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $665,601

# INTERSECTION 14 – 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): D/D | | LOS (AM Peak/PM Peak): F/F* |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 EB right-turn lane along 146th Street.
- Add WB through lane along 146th Street.
- Add NB left-turn lane, NB through lane, and NB right-turn lane along Allisonville Road.
- Add SB left-turn lane and SB through lane along Allisonville Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $862,623

Note:

Although LOS F is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

There is no additional cost associated with the addition of the EB through lane, the WB through lane, or the SB through lane. The costs of these improvements are included in the Segment 282 mitigated cost, the Segment 13 mitigated cost, and the Segment 154A mitigated cost, respectively. The NB through lane improvement is not included in the study area for this analysis and no additional cost has been associated.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $862,623

# INTERSECTION 15 – 146TH STREET & HERRIMAN BLVD

| 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 |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add WB through lane along 146th Street.
- Add SB left-turn lanes along Herriman Blvd.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $175,315

Note:

There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 13 mitigated cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $175,315

# INTERSECTION 16 – 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): F/F* |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add EB right-turn lane along 146th Street.
- Add WB through lane along 146th Street.
- Add NB right-turn lane along SR 37.
- Add SB right-turn lane along SR 37.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $779,464

Note:

Although LOS F is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 13 mitigated cost and the Segment 14 mitigated cost, respectively. S.R. 37 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.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $779,464

# INTERSECTION 17 – 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): B/C | | LOS (AM Peak/PM Peak): C/D |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 EB left-turn lane along 146th Street.
- Add WB through lane and WB left-turn lane along 146th Street.
- Add NB right-turn lane and NB left-turn lane along Cumberland Road.
- Add two SB right-turn lanes and SB left-turn lane along Cumberland Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,099,239

Note:

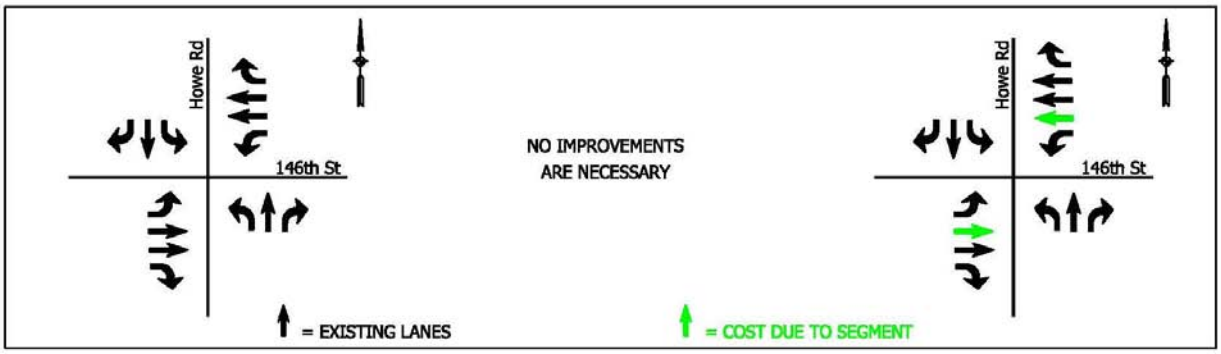
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 14 mitigated cost and the Segment 15 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,099,239

# INTERSECTION 18 – 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): A/B | | LOS (AM Peak/PM Peak): C/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add WB through lane along 146th Street.

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 EB through lane or the WB through lane. The costs of these improvements are included in the Segment 15 mitigated cost and the Segment 16 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 19 – 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): C/D |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add WB through lane along 146th Street.

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 EB through lane or the WB through lane. The costs of these improvements are included in the Segment 16 mitigated cost and the Segment 17 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 20 – MARILYN ROAD & 146TH STREET/CAMPUS PKWY

| 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 |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 along 146th Street.
- Add WB through lane along 146th Street.
- Add SB right-turn lane along Marilyn Road.

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

Note:

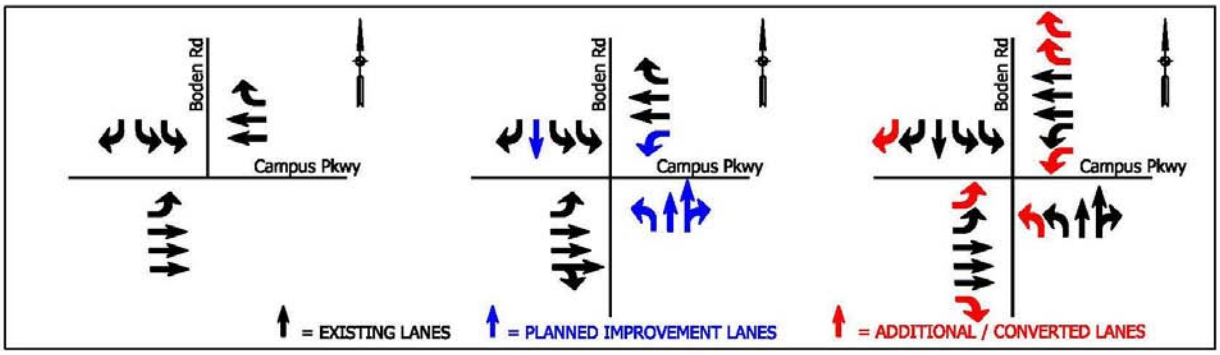
There is no additional cost associated with the addition of the EB through lane, the WB through lane, or the SB right-turn lane. The costs of these improvements are included in the Segment 17 mitigated cost, the Segment 18 mitigated cost, and the Segment 207 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 21 – 146TH STREET/CAMPUS PKWY & BODEN ROAD

| 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): F/F | LOS (AM Peak/PM Peak): D/D |
| Traffic Signal | Traffic Signal | Traffic Signal |




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

Existing Conditions

| | |
|---|---|
| Improvements Needed to 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: | • Add NB through lane, NB left-turn lane, and NB shared through/right-turn lane along Brooks School Road/Boden Road extension.<br>• Add SB through lane along Boden Road.<br>• Add WB left-turn lane along Campus Pkwy |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |

Note: There is no additional cost associated with the addition of the NB approach, SB through lane, or WB left-turn lane. The costs of these improvements are included in the Segment 283B proposed segment cost.

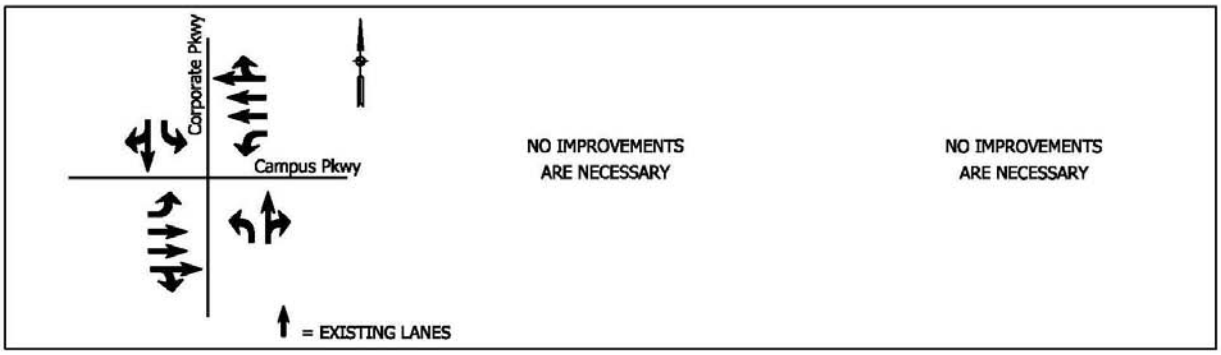
| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • Add EB right-turn lane and EB left-turn lane along 146th Street.<br>• Add two WB right-turn lanes and WB left-turn lane along Campus Pkwy.<br>• Add NB left-turn lane along Boden Road.<br>• Add SB right-turn lane along Boden Road. |
| Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $2,939,382 |

Applicable Impact Fee Cost

| | |
|---|---|
| Equals "10-Year Cost" minus "Today's Cost": | $2,939,382 |

# INTERSECTION 22 – CAMPUS PKWY & CORPORATE PKWY

| 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/C |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

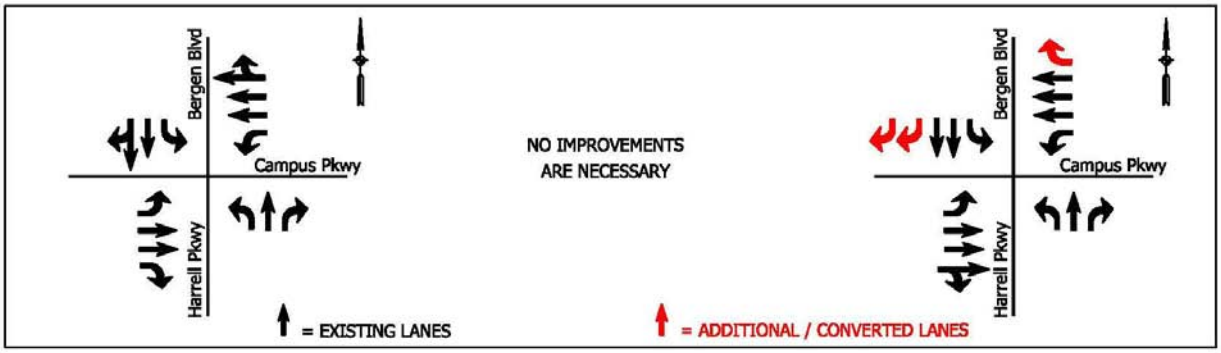
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 23 – CAMPUS PKWY & HARRELL PKWY/BERGEN BLVD

| 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/C |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 Campus Pkwy.
- Add two SB right-turn lanes along Bergen Blvd.

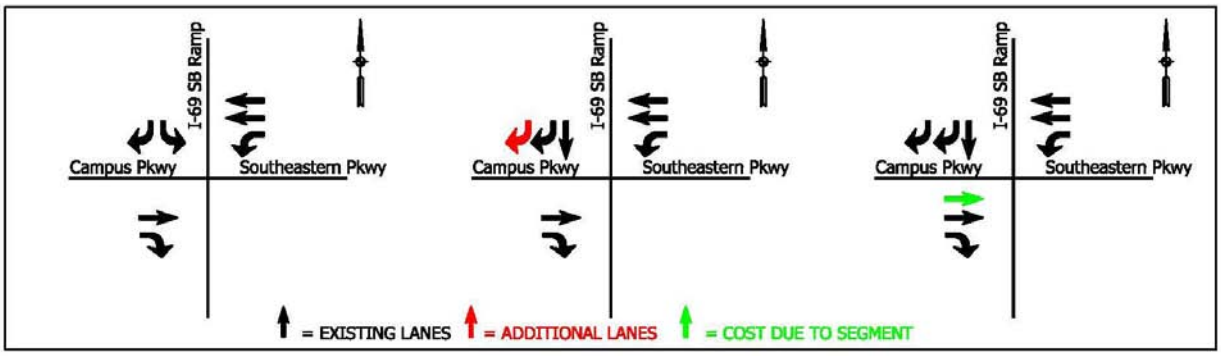
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,367,088

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,367,088

# INTERSECTION 24 – I-69 SB RAMP & CAMPUS PKWY/SOUTHEASTERN PKWY

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




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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- Add SB right-turn lane along I-69 SB Ramp.

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

Note:

The I-69 Ramps are state controlled; therefore, the costs of the improvements along the SB approach will not be included in the impact fee cost.

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB through lane along Campus Pkwy.

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 EB through lane. The cost of the EB improvement is included in the Segment 21 mitigated cost.

Applicable Impact Fee Cost

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

# INTERSECTION 25 – 146TH STREET/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): C/C |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 along Greenfield Avenue.
- Add WB through lane along 146th Street.
- Add NB left-turn lane along Boden Road.
- Add NB right-turn lane along Boden Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,483,372

Note:

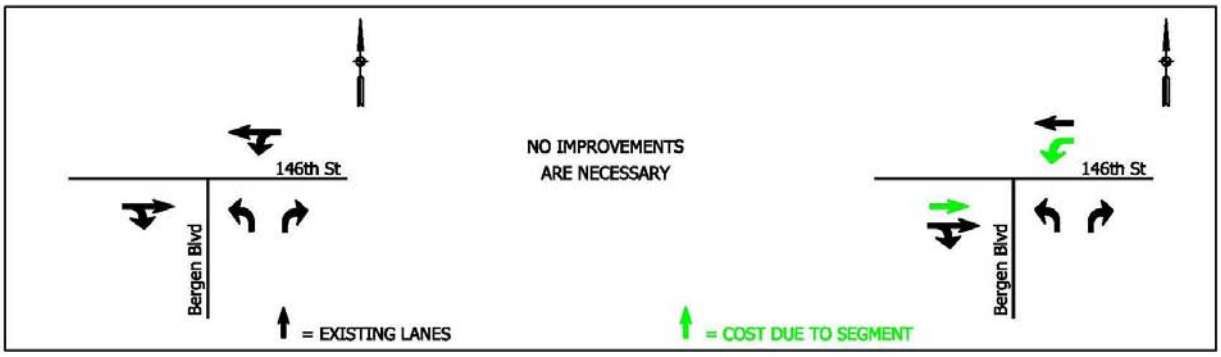
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 172 mitigated cost and the Segment 22 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,483,372

# INTERSECTION 26 – 146TH STREET & BERGEN PKWY

| 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 |
| One-Way Stop with Bergen Pkwy stopping for 146th Street | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB through lane along 146th Street.
- Add WB left-turn lane along 146th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $217,500

Note:

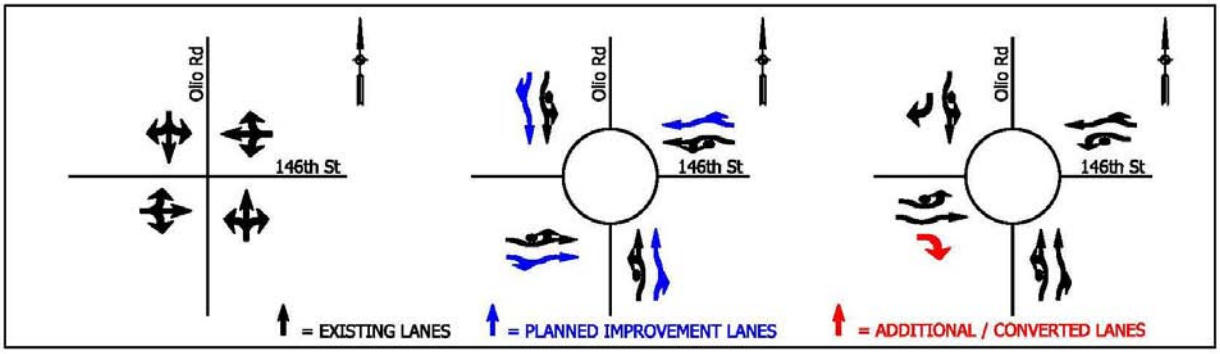
There is no additional cost associated with the addition of the EB through lane or the WB left-turn lane. The costs of these improvements are included in the Segment 22 mitigated cost and the Segment 23 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $217,500

# INTERSECTION 27 – 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): B/C | LOS (AM Peak/PM Peak): E/C | LOS (AM Peak/PM Peak): C/C |
| Two-Way Stop Control with 146th Street stopping for Olio Road | Roundabout | Roundabout |




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

Existing Conditions

| | |
|---|---|
| Improvements Needed to Mitigate Existing Traffic Volumes: | • No improvements are necessary. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |

Projected 10-Year Conditions

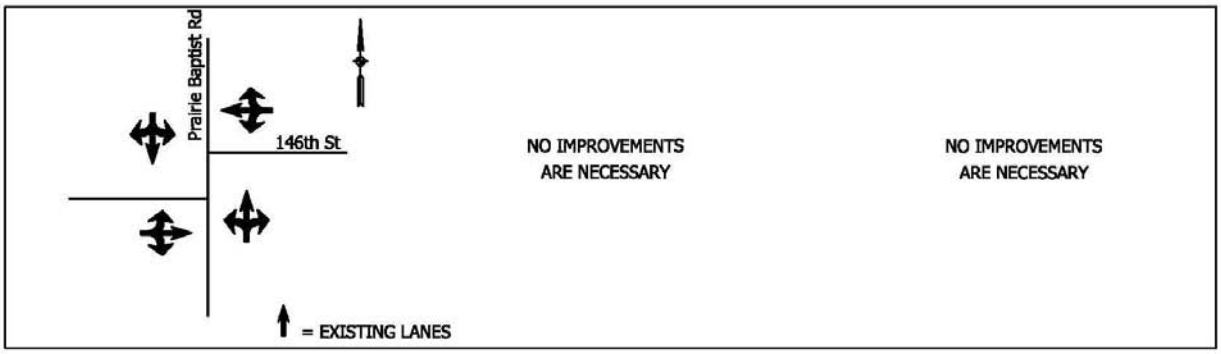
| | |
|---|---|
| Planned Improvements by City of Noblesville: | • Construction of a double-lane roundabout.<br>• Add EB shared through/right-turn lane along 146th Street.<br>• Add WB shared through/right-turn lane along 146th Street.<br>• Add NB shared through/right-turn lane along Olio Road.<br>• Add SB shared through/right-turn lane along Olio Road. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $3,042,783 |
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • Add EB channelized right-turn lane along 146th Street. |
| Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $129,000 |

Applicable Impact Fee Cost

| | |
|---|---|
| Equals "10-Year Cost" minus "Today's Cost": | $3,171,783 |

# INTERSECTION 28 – 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): A/B |
| Two-Way Stop Control with 146th Street stopping for Prairie Baptist Road | | Two-Way Stop Control with 146th Street stopping for Prairie Baptist Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

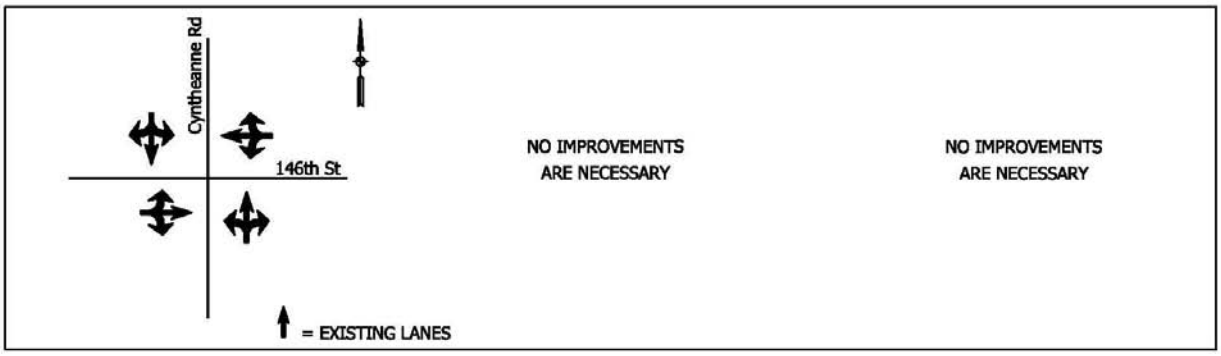
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 29 – 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 Control with 146th Street stopping for Cyntheanne Road | | Two-Way Stop Control with 146th Street stopping for Cyntheanne Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

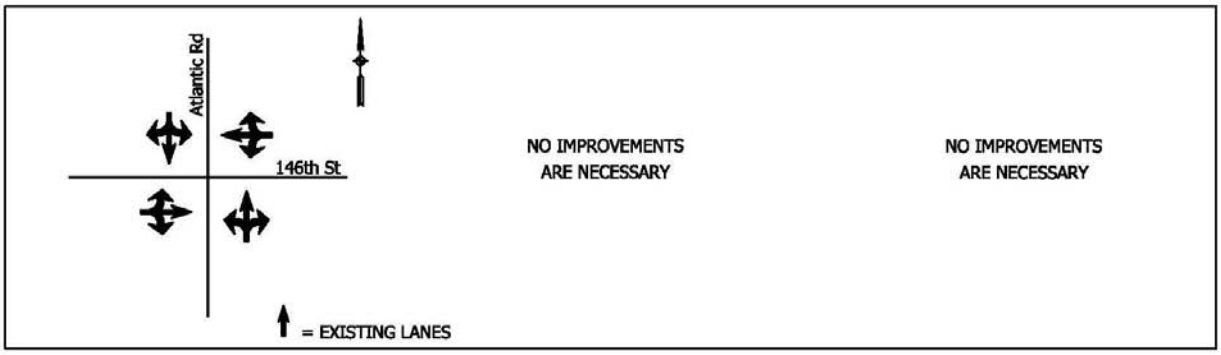
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 30 – 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 Control with 146th Street stopping for Atlantic Road | | Two-Way Stop Control with 146th Street stopping for Atlantic Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

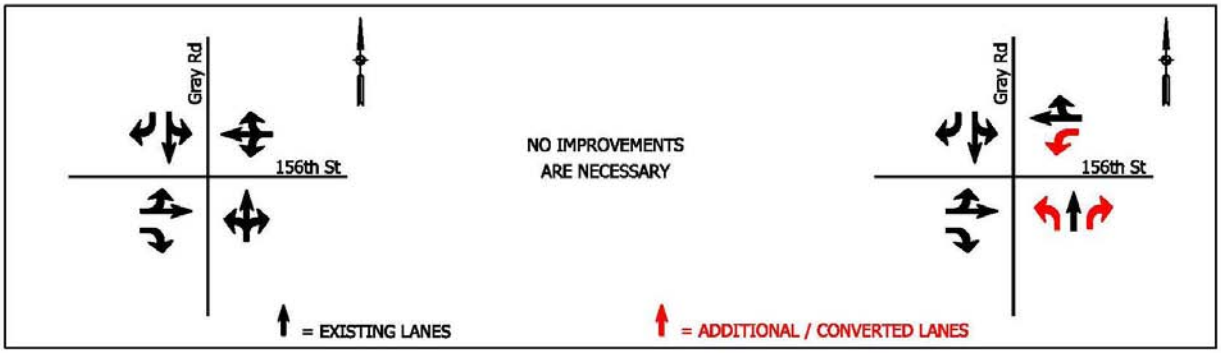
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 31 – 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): B/C | | LOS (AM Peak/PM Peak): D/D |
| Two-Way Stop Control with 156th Street stopping for Gray Road | | Two-Way Stop Control with 156th Street stopping for Gray Road |




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

Existing Conditions

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

Estimated Construction 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 Gray Road.
- Add NB right-turn lane along Gray Road.
- Add WB left-turn lane along 156th Street.

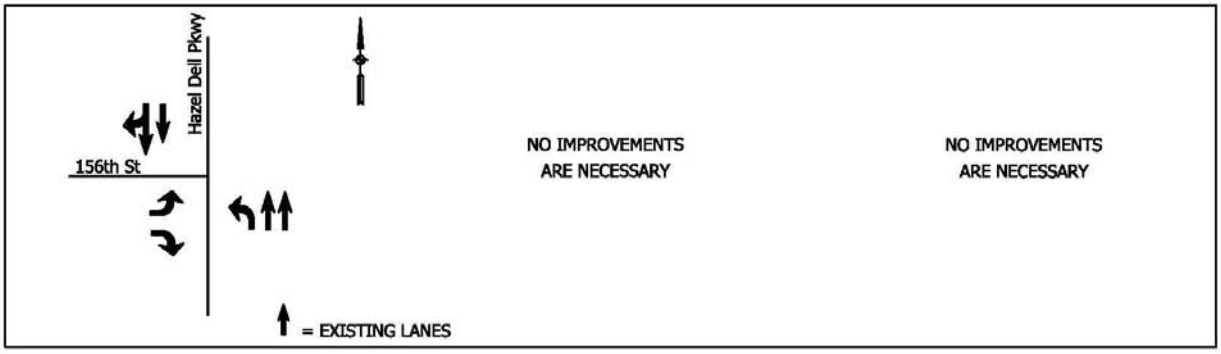
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $408,578

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $408,578

# INTERSECTION 32 – 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): C/C | | LOS (AM Peak/PM Peak): D/D |
| Two-Way Stop Control with 156th Street stopping for Hazel Dell Road | | Two-Way Stop Control with 156th Street stopping for Hazel Dell Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

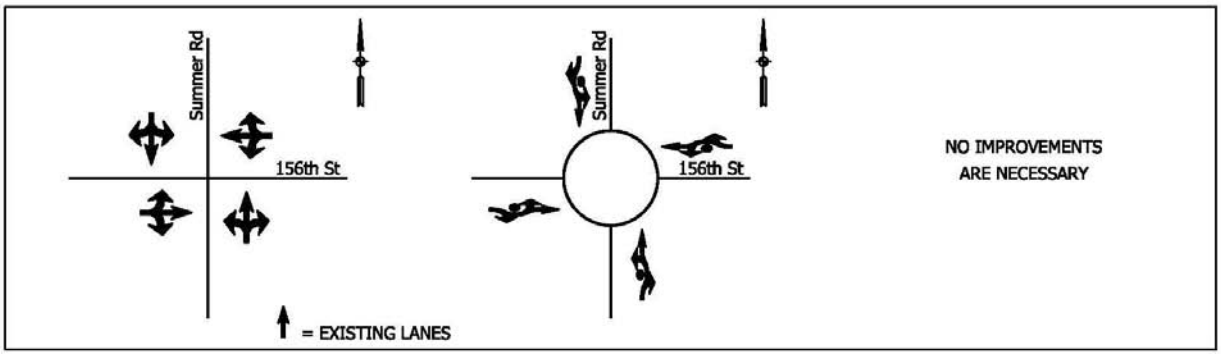
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 33 – 156TH & SUMMER ROAD

| 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 |
| Two-Way Stop Control with Summer Road stopping for 156th Street | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $1,047,405

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

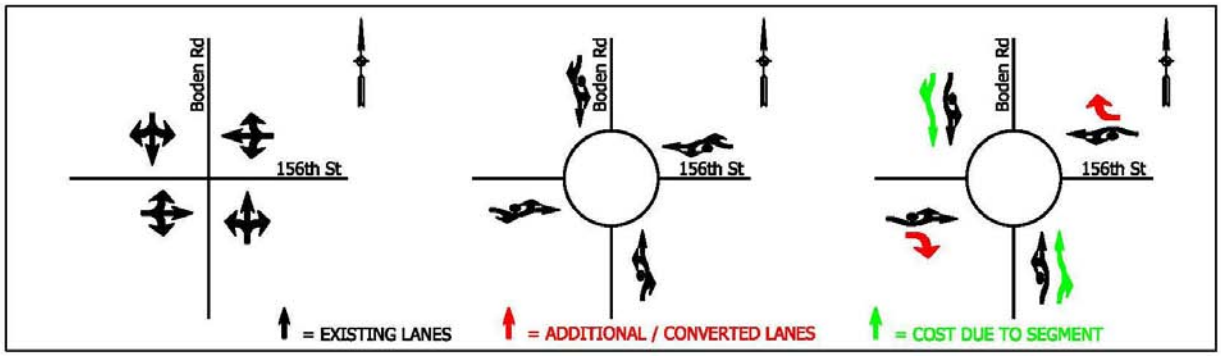
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,047,405

# INTERSECTION 34 – 156TH STREET & BODEN 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): F/C* | LOS (AM Peak/PM Peak): B/A |
| Two-Way Stop Control with 156th Street stopping for Boden Road | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $1,144,076

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB right-turn lane along 156th Street.
- Add WB right-turn lane along 156th Street.
- Add NB shared through/right-turn lane along Boden Road.
- Add SB shared through/right-turn lane along Boden Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $608,290

Note: There is no additional cost associated with the addition of the NB shared through/right-turn lane or the SB shared through/right-turn lane. The costs of these improvements are included in the Segment 212B mitigated cost and the Segment 213 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,752,366

# INTERSECTION 35 – 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/A |
| Two-Way Stop Control with 156th Street stopping for Olio Road | | Roundabout |


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

Existing Conditions

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

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

Projected 10-Year Conditions

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

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

Note:

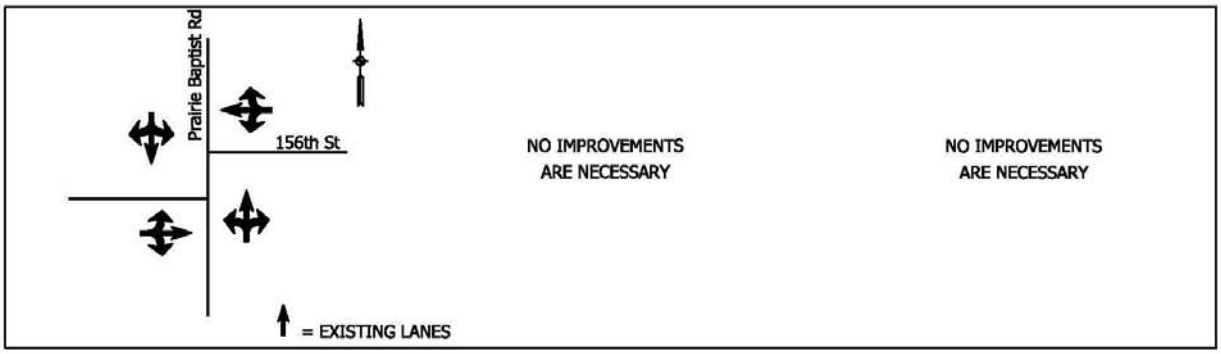
There are no additional costs for the construction of the roundabout. These costs have been funded according to the City of Noblesville. There is no additional cost associated with the addition of the NB shared through/left-turn lane or the SB shared through/left-turn lane. The costs of these improvements are included in the Segment 225 mitigated cost and the Segment 226 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 36 – 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 Control with 156th Street stopping for Prairie Baptist Road | | Two-Way Stop Control with 156th Street stopping for Prairie Baptist Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

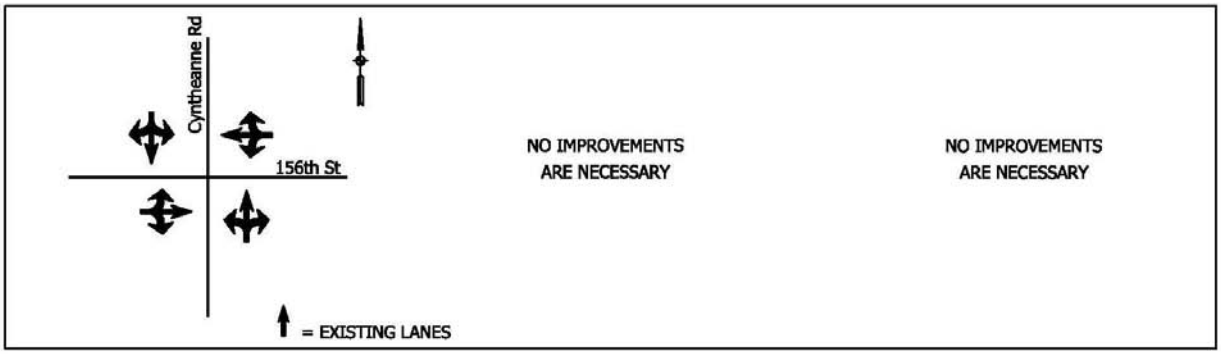
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 37 – 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): A/A |
| Two-Way Stop Control with 156th Street stopping for Cyntheanne Road | | Two-Way Stop Control with 156th Street stopping for Cyntheanne Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

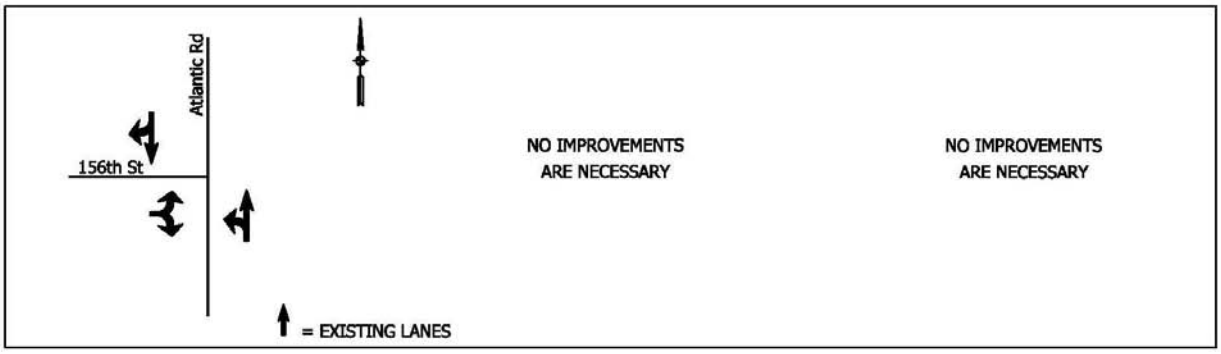
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 38 – 156TH 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 |
| One-Way Stop Control with 156th Street stopping for Atlantic Road | | One-Way Stop Control with 156th Street stopping for Atlantic Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

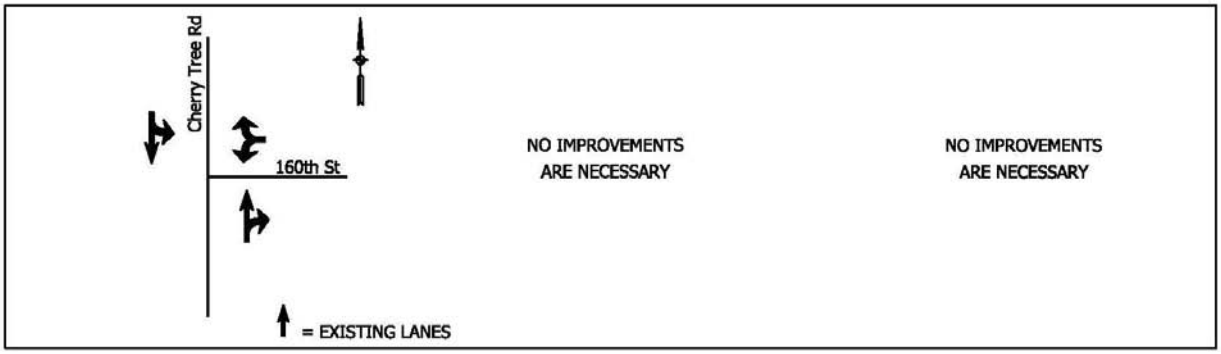
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 39 – 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/B |
| One-Way Stop Control with 160th Street stopping for Cherry Tree Road | | One-Way Stop Control with 160th Street stopping for Cherry Tree Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

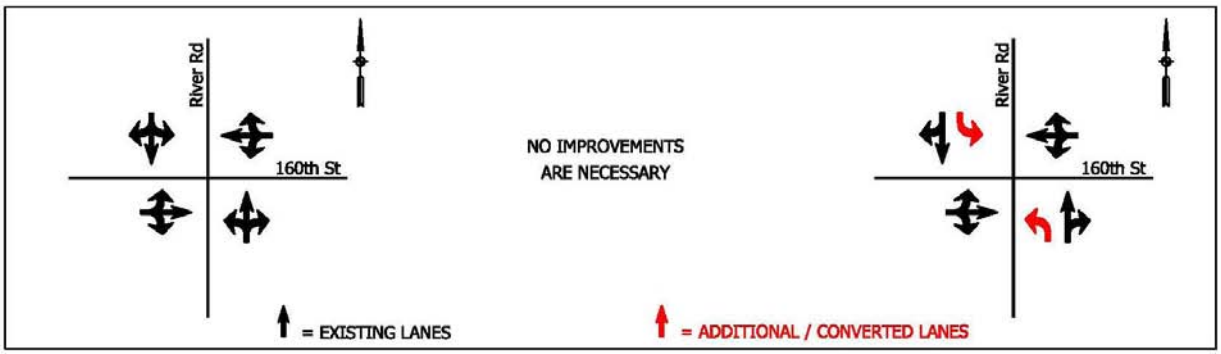
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 40 – 160TH STREET & RIVER 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 Control with 160th Street stopping for River Road | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

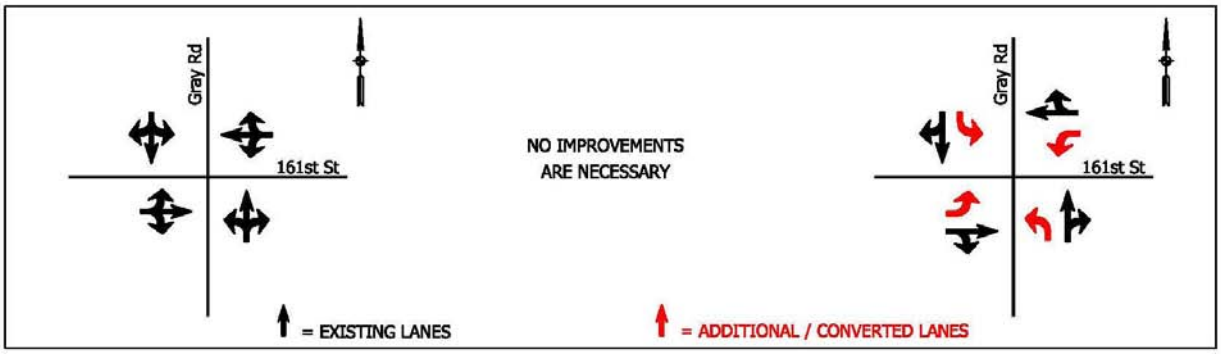
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $679,982

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $679,982

# INTERSECTION 41 – 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/C | | LOS (AM Peak/PM Peak): B/B |
| All-Way Stop Control | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add NB left-turn lane along Gray Road.
- Add SB left-turn lane along Gray Road.
- Add EB left-turn lane along 161st Street.
- Add WB left-turn lane along 161st Street.

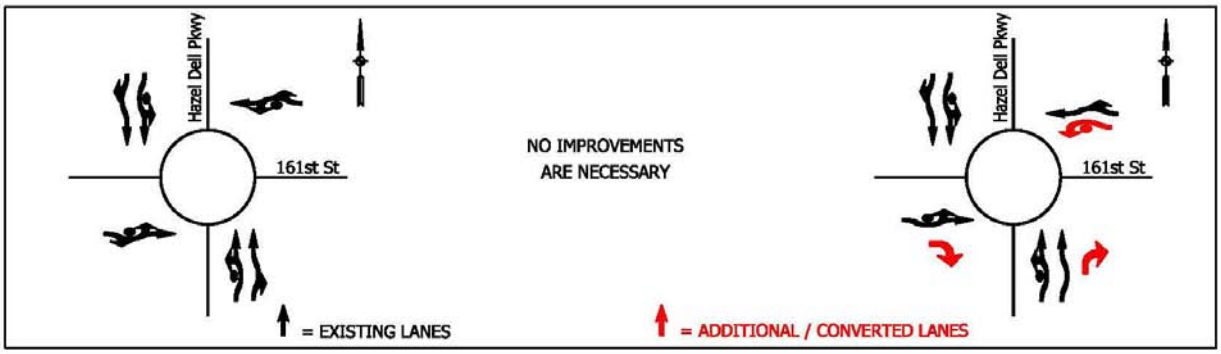
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,375,328

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,375,328

# INTERSECTION 42 – 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): B/B | | LOS (AM Peak/PM Peak): D/E* |
| Roundabout | | Roundabout |




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

Existing Conditions

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

Estimated Construction 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 channelized right-turn lane along Hazel Dell Road.
- Add EB right-turn lane along 161st Street.
- Add WB left-turn lane along 161st Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $591,290

Note:

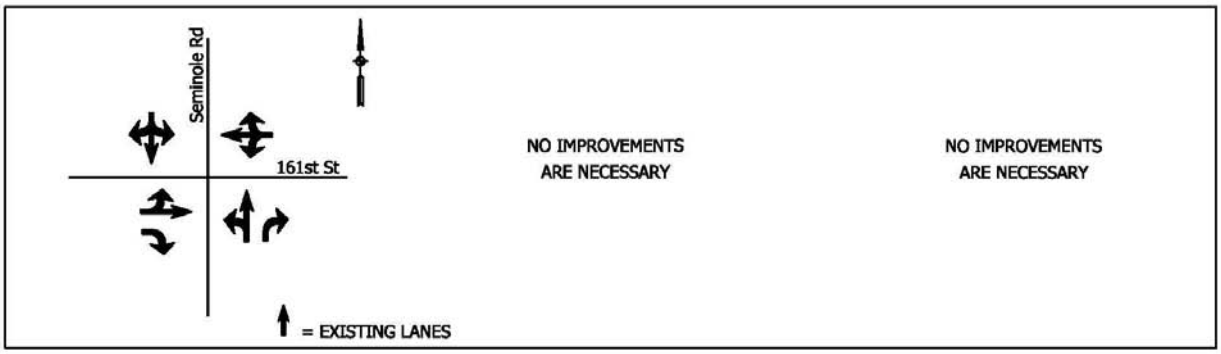
Although LOS E is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $591,290

# INTERSECTION 43 – 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/B |
| All-Way Stop Control | | All-Way Stop Control |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

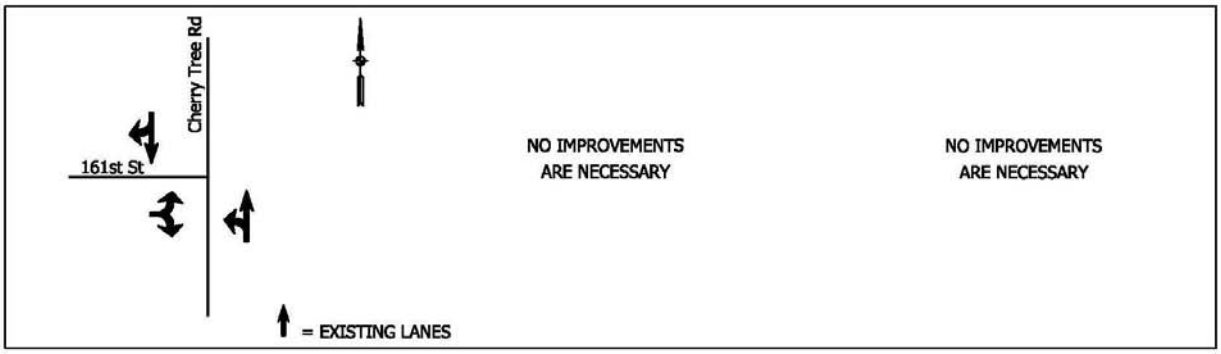
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 44 – 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): B/C |
| One-Way Stop Control with 161st Street stopping for Cherry Tree Road | | One-Way Stop Control with 161st Street stopping for Cherry Tree Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

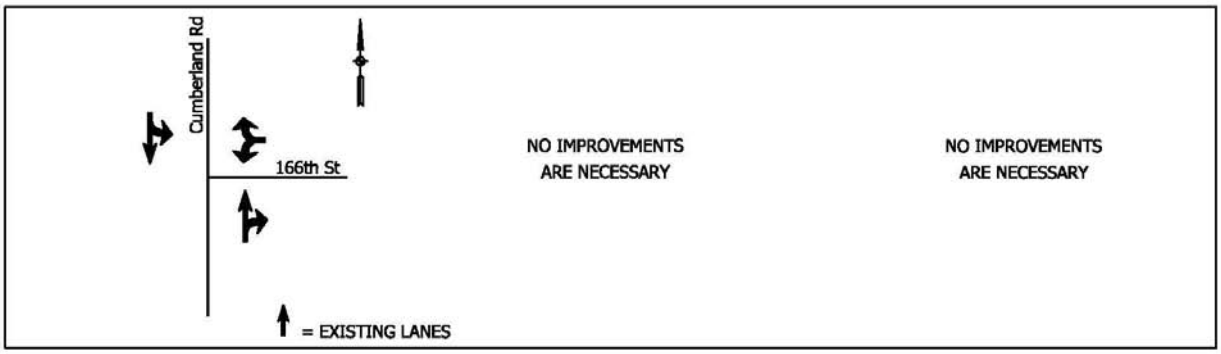
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 45 – 166TH STREET & 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 |
| One-Way Stop Control with 166th Street stopping for Cumberland Road | | One-Way Stop Control with 166th Street stopping for Cumberland Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

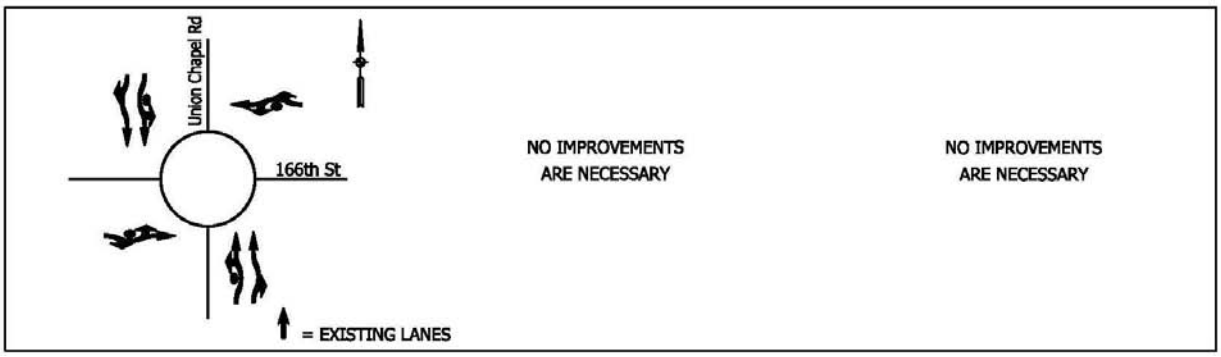
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 – 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): B/B |
| Roundabout | | Roundabout |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |



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

Existing Conditions

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

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

Projected 10-Year Conditions

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

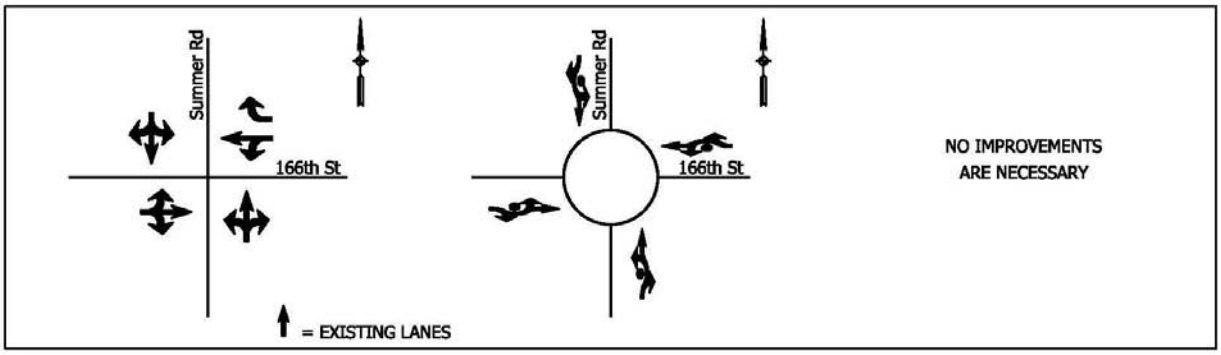
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 47 – 166TH STREET & SUMMER 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): A/A | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Summer Road stopping for 166th Street | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $1,033,333

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

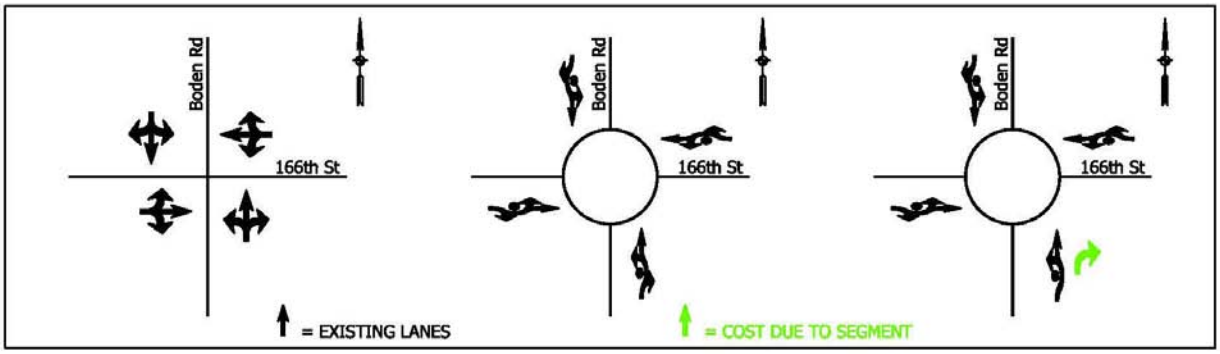
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,033,333

# INTERSECTION 48 – 166TH STREET & BODEN 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): C/B | LOS (AM Peak/PM Peak): C/B |
| Two-Way Stop Control with 166th Street stopping for Boden Road | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $732,425

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add NB channelized right-turn lane along Boden Road.

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

Note:
There is no additional cost associated with the addition of the NB channelized right-turn lane. The cost of this improvement is included in the Segment 213 mitigated cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $732,425

# INTERSECTION 49 – 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): A/A | | LOS (AM Peak/PM Peak): D/B |
| Two-Way Stop Control with 166th Street stopping for Olio Road | | All-Way Stop Control |


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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add NB through/right turn-lane along Olio Road.
- Add SB through/right turn-lane along Olio Road.

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

Note:

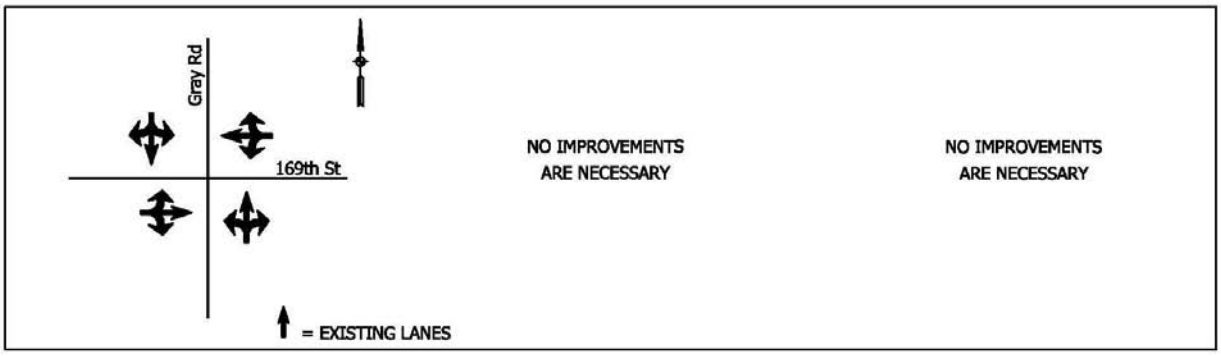
There is no additional cost associated with the addition of the NB shared through/right-turn lane or the SB shared through/right-turn lane. The costs of these improvements are included in the Segment 226 mitigated cost and the Segment 227 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 50 – 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): B/B | | LOS (AM Peak/PM Peak): C/C |
| Two-Way Stop Control with 169th Street stopping for Gray Road | | Two-Way Stop Control with 169th Street stopping for Gray Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

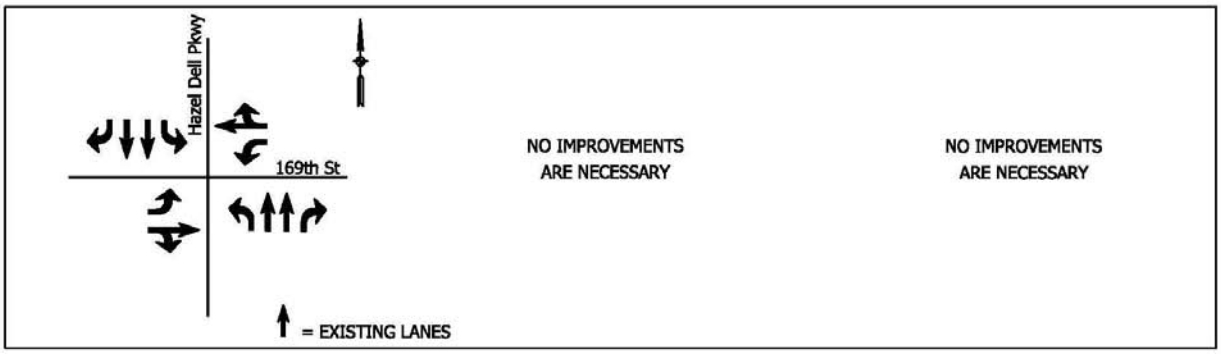
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 51 – 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): A/A | | LOS (AM Peak/PM Peak): B/B |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

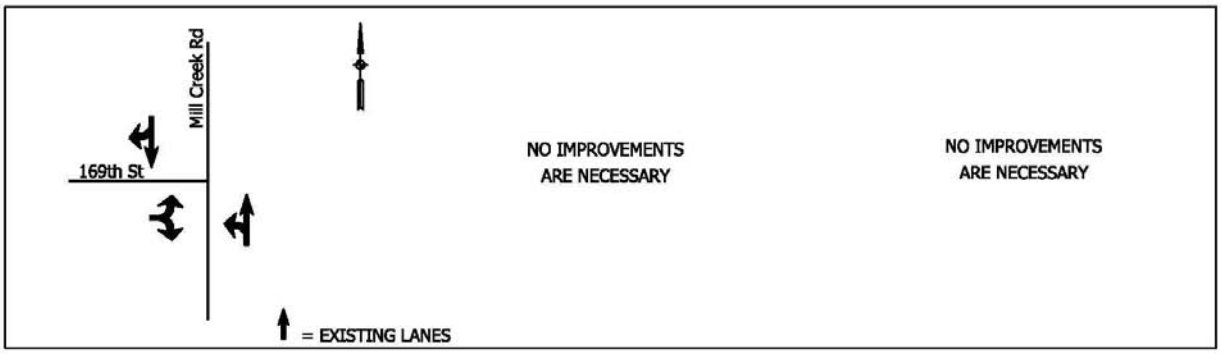
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 52 – 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 |
| One-Way Stop Control with 169th Street stopping for Mill Creek Road | | One-Way Stop Control with 169th Street stopping for Mill Creek Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

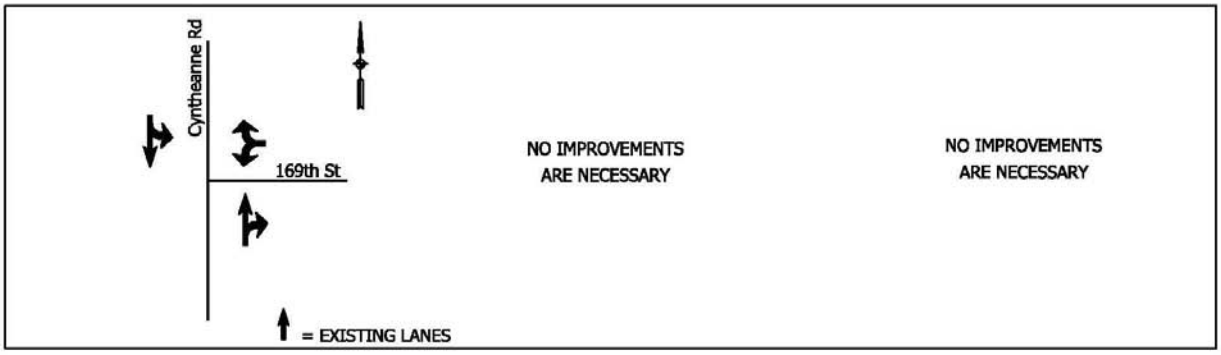
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 53 – 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 |
| One-Way Stop Control with 169th Street stopping for Cyntheanne Road | | One-Way Stop Control with 169th Street stopping for Cyntheanne Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

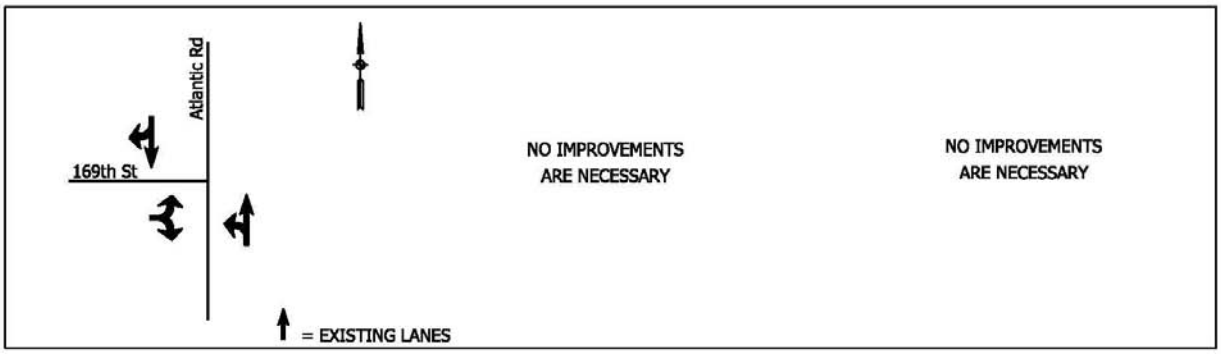
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 54 – 169TH 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 |
| One-Way Stop Control with 169th Street stopping for Atlantic Road | | One-Way Stop Control with 169th Street stopping for Atlantic Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

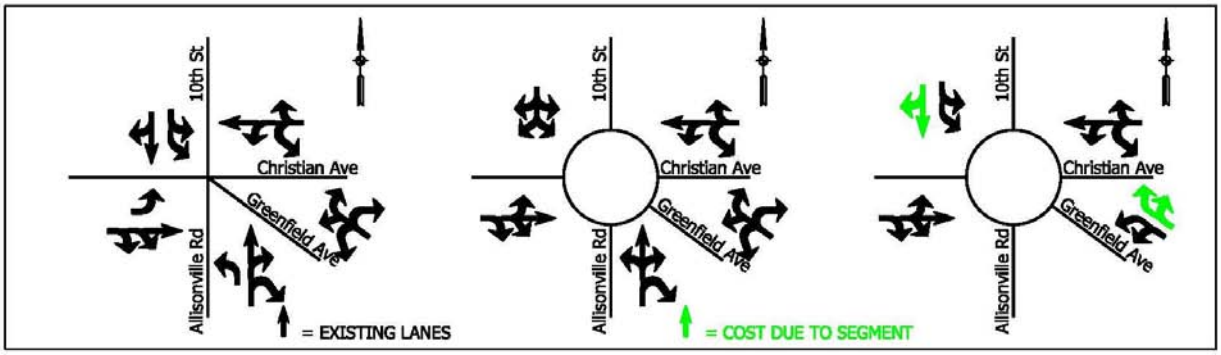
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 55 – 10TH STREET/ALLISONVILLE ROAD & CHRISTIAN STREET/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): C/D | LOS (AM Peak/PM Peak): F/F | LOS (AM Peak/PM Peak): B/C |
| Traffic Signal | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $1,318,094

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add SB shared through/right-turn lane along 10th Street.
- Add NWB turn lane along Greenfield Avenue.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $489,966

Note:
There is no additional cost associated with the addition of the SB shared through/right-turn lane or the NWB shared turn lane. The costs of these improvements are included in the Segment 163 mitigated cost and the Segment 155 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,808,060

# INTERSECTION 56 – 16TH 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/C | | LOS (AM Peak/PM Peak): A/A |
| One-Way Stop Control with 16th Street stopping for Greenfield Avenue | | Traffic Signal |


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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add NB through lane along Greenfield Avenue.
- Add SB left-turn lane along Greenfield Avenue.
- Add WB right-turn lane along 16th Street.

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

Note:

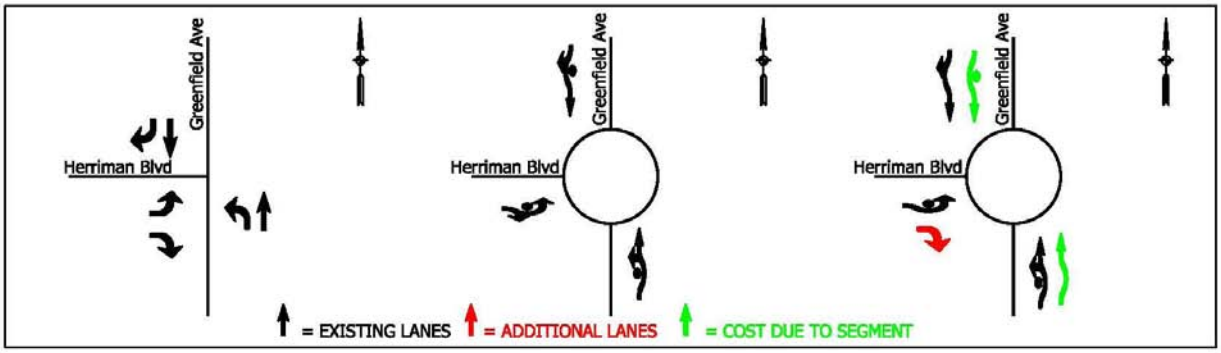
There are no additional costs for the installation of a traffic signal and the WB right-turn lane. These costs have been funded according to the City of Noblesville. There is no additional cost associated with the addition of the NB through lane or the SB left-turn lane. The costs of these improvements are included in the Segment 164 mitigated cost and the Segment 163 mitigated cost, respectively.

Applicable Impact Fee Cost

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

# INTERSECTION 57 – HERRIMAN BLVD & 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): B/B | LOS (AM Peak/PM Peak): C/F | LOS (AM Peak/PM Peak): A/B |
| One-Way Stop Control with Herriman Blvd stopping for Greenfield Avenue | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $560,182

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add NB through lane along Greenfield Avenue.
- Add SB through lane along Greenfield Avenue.
- Add EB right-turn lane along Herriman Blvd.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,049,779

Note: There is no additional cost associated with the addition of the NB through lane or the SB through lane. The costs of these improvements are included in the Segment 165 mitigated cost and the Segment 164 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,609,961

# INTERSECTION 58 – SR 37 & GREENFIELD AVENUE

| 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/E* |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 EB left-turn lane along Greenfield Avenue.
- Add WB through lane, WB left-turn lane, and WB right-turn lane along Greenfield Avenue.
- Add NB left-turn lane and NB through lane along SR 37.
- Add SB left-turn lane and SB through lane along SR 37.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $442,600

Note:

Although LOS E is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

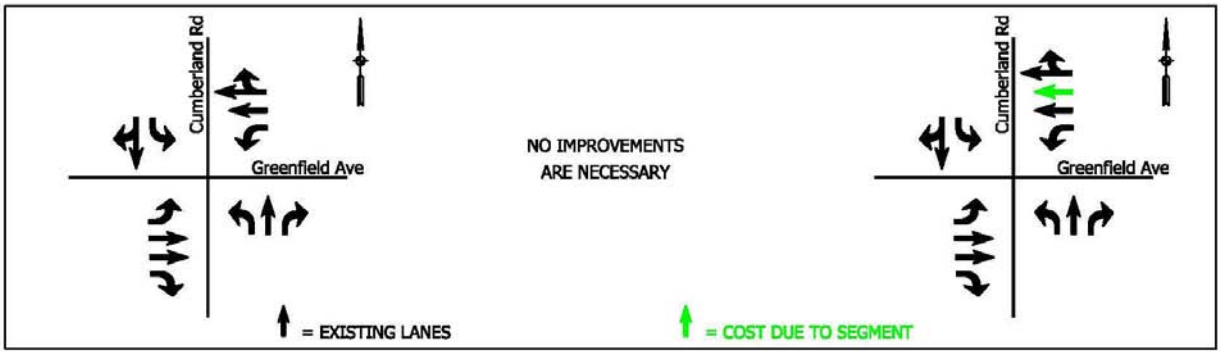
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 165 mitigated cost and the Segment 166 mitigated cost, respectively. S.R. 37 is a state controlled roadway; therefore, the costs of the improvements along the NB and SB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $442,600

# INTERSECTION 59 – CUMBERLAND ROAD & 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): C/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 Greenfield Avenue.

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

Note:

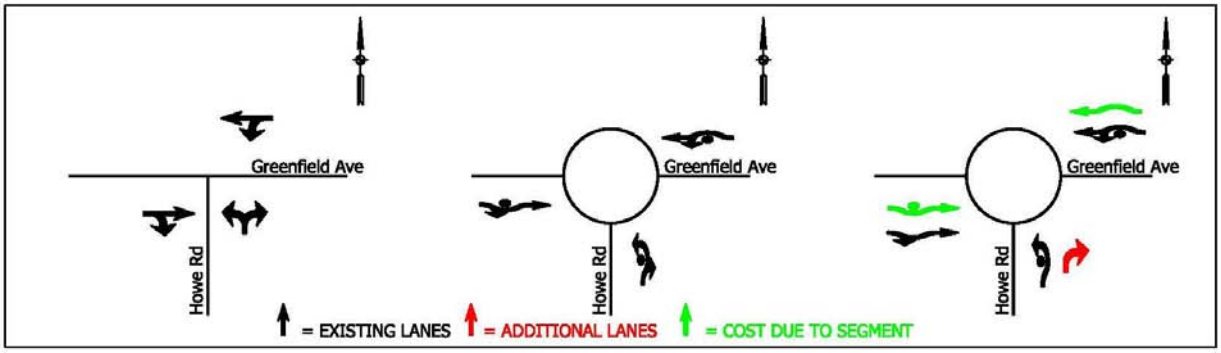
There is no additional cost associated with the addition of the WB through lane. The cost of this improvement is included in the Segment 166 mitigated cost.

Applicable Impact Fee Cost

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

# INTERSECTION 60 – GREENFIELD AVENUE & HOWE 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): B/D |
| One-Way Stop Control with Howe Road stopping for Greenfield Avenue | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $903,738

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB through lane along Greenfield Avenue.
- Add WB through lane along Greenfield Avenue.
- Add NB right-turn lane along Howe Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $611,996

Note: There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 167 mitigated cost and the Segment 168 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,515,734

# INTERSECTION 61 – UNION CHAPEL ROAD & 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* |
| Roundabout | | Roundabout |


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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB through lane and EB channelized right-turn lane along Greenfield Avenue.
- Add WB through lane and WB channelized right-turn lane along Greenfield Avenue.
- Add NB left-turn lane along Union Chapel Road.
- Add SB left-turn lane along Union Chapel Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $910,680

Note:

Although LOS F is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

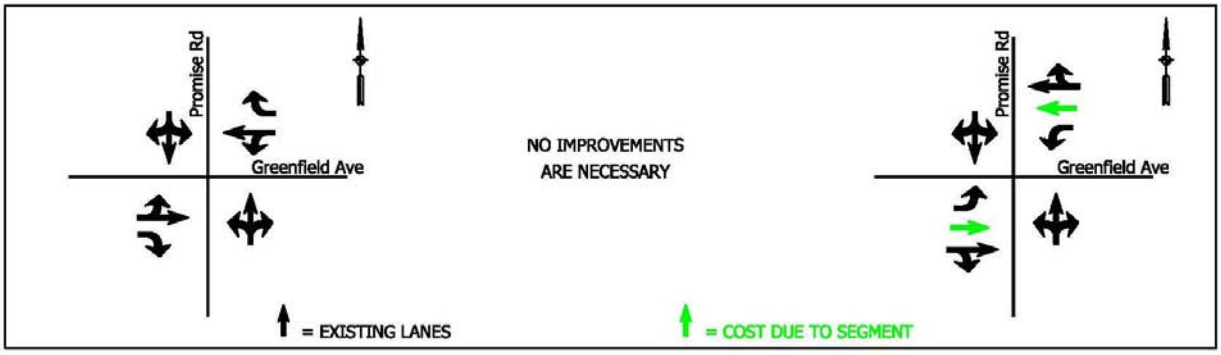
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 168 mitigated cost and the Segment 169 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $910,680

# INTERSECTION 62 – PROMISE ROAD & 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): C/D |
| Two-Way Stop Control with Promise Road stopping for Greenfield Avenue | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB through lane along Greenfield Avenue.
- Add WB through lane along Greenfield Avenue.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $217,500

Note:

There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 169 mitigated cost and the Segment 170 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $217,500

# INTERSECTION 63 – 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): B/C | | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Summer Road stopping for Greenfield Avenue | | Traffic Signal |


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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB through lane along Greenfield Avenue.
- Add EB left-turn lane along Greenfield Avenue.
- Add WB through lane along Greenfield Avenue.
- Add WB left-turn lane along Greenfield Avenue.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $895,242

Note:

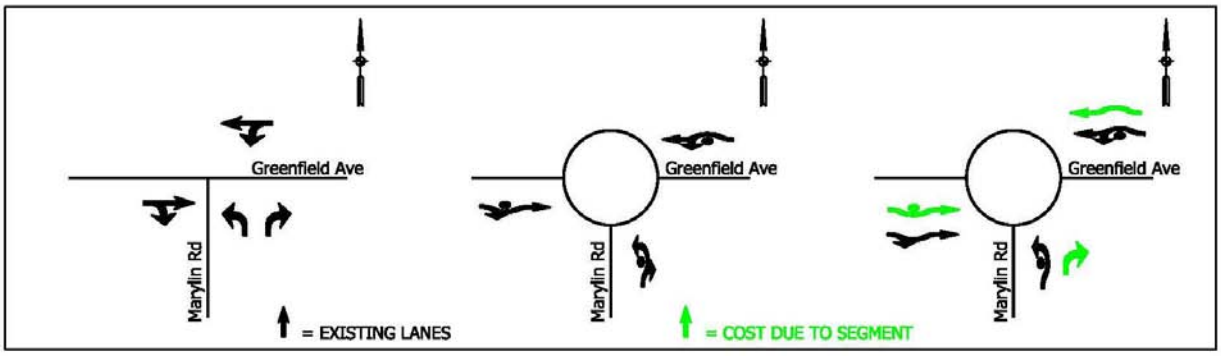
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 170 mitigated cost and the Segment 171 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $895,242

# INTERSECTION 64 – MARILYN ROAD & 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): C/C | LOS (AM Peak/PM Peak): F/F | LOS (AM Peak/PM Peak): B/C |
| One-Way Stop Control with Marilyn Road stopping for Greenfield Avenue | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $2,146,050

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB through lane along Greenfield Avenue.
- Add WB through lane along Greenfield Avenue.
- Add NB right-turn lane along Marilyn Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $466,236

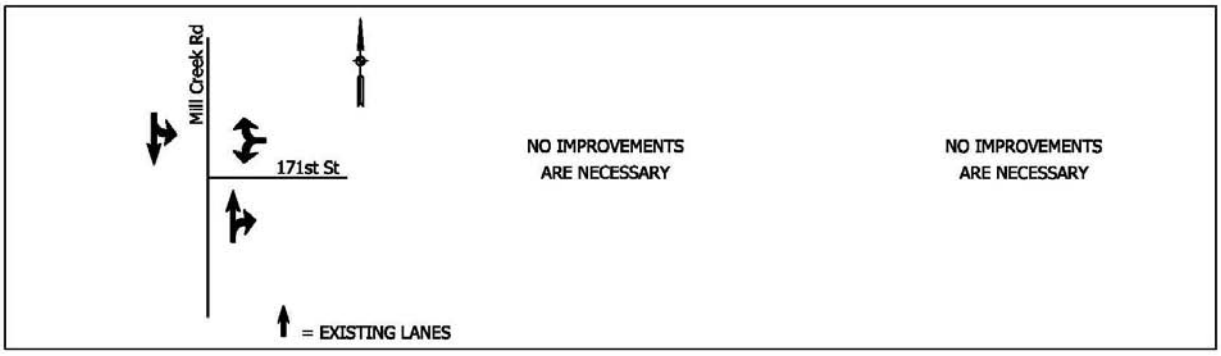
Note: There is no additional cost associated with the addition of the EB through lane, the WB through lane, or the NB right-turn lane. The costs of these improvements are included in the Segment 171 mitigated cost, the Segment 172 mitigated cost, and the Segment 207 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,612,286

# INTERSECTION 65 – 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 |
| One-Way Stop Control with 171st Street stopping for Mill Creek Road | | One-Way Stop Control with 171st Street stopping for Mill Creek Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

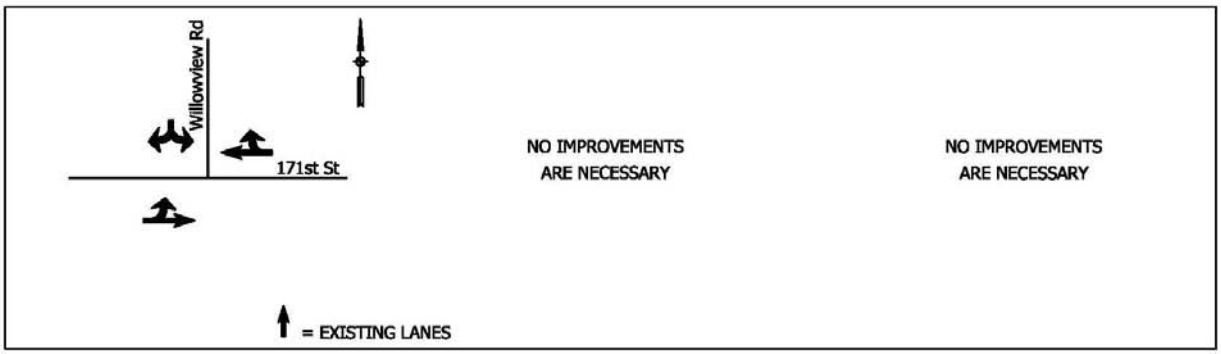
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 66 – 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): B/B |
| One-Way Stop Control with Willowview Road stopping for 171st Street | | One-Way Stop Control with Willowview Road stopping for 171st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

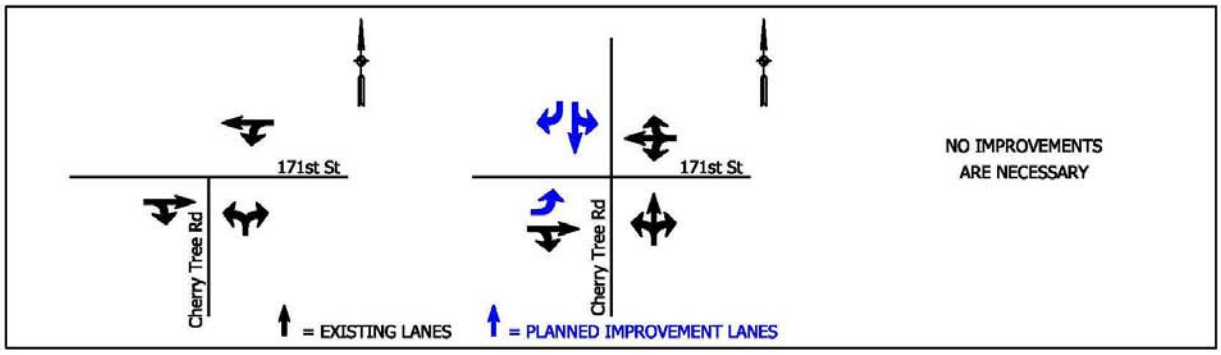
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 67 – 171ST ST & CHERRY TREE ROAD

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




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

Existing Conditions

Improvements Needed to 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:
- Add SB shared through/left-turn lane and SB right-turn lane along The Hague Road extension.
- Add EB left-turn lane along 171st Street.

Estimated Construction Cost for Planned Improvements (10-Year Cost): $0

Note:
There is no additional cost associated with the addition of the SB approach or EB left-turn lane. The costs of these improvements are included in the Segment 141 proposed segment cost.

Additional Improvements Needed to Mitigate 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

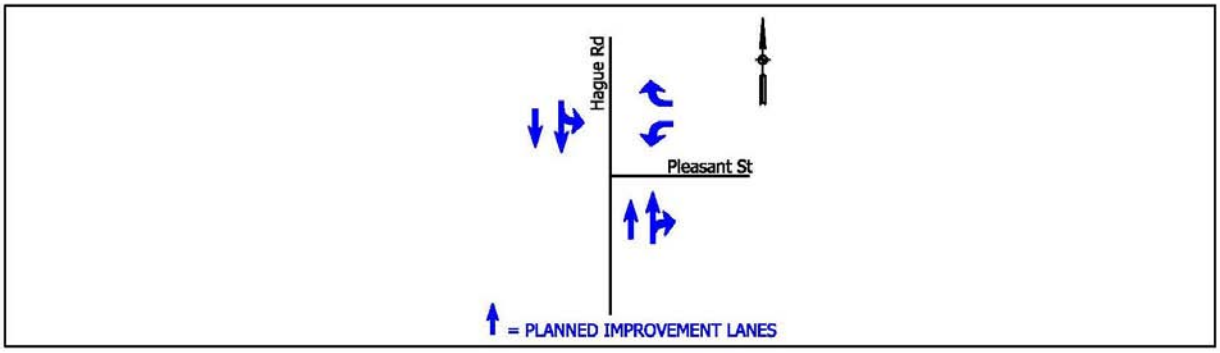
Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 68 – HAGUE ROAD & PLEASANT STREET (PROPOSED)

**Proposed Intersection Conditions**

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

One-Way Stop Control with Pleasant Street stopping for Hague Road




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

Proposed Intersection Conditions

- Add NB through lane and NB shared through/right-turn lane along Hague Road extension.
- Add SB through lane and SB shared through/left-turn lane along Hague Road extension.
- Add WB left-turn lane and WB right-turn lane along Pleasant Street extension.

Construction Estimate

The costs associated with this proposed intersection are included in the Segment 48 mitigated cost and the Segment 141 mitigated cost.

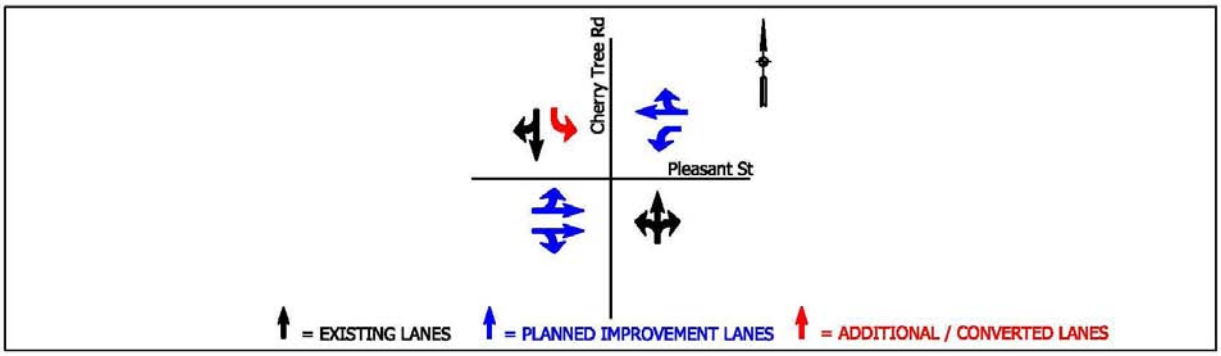
| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • No improvements are necessary. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |
| Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $0 |
| Applicable Impact Fee Cost Equals "10-Year Cost": | $0 |

# INTERSECTION 69 – CHERRY TREE RD & PLEASANT STREET (PROPOSED)

**Proposed Intersection Conditions**

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

Two-Way Stop Control with Cherry Tree Road stopping for Pleasant Street




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

Proposed Intersection Conditions

- Add EB shared through/left-turn lane and EB shared through/right-turn lane along Pleasant Street extension.
- Add WB left-turn lane and WB shared through/right-turn lane along Pleasant Street extension.

Construction Estimate

The costs associated with the lanes along the Proposed Pleasant Street extension are included in the in the Segment 48 mitigated cost.

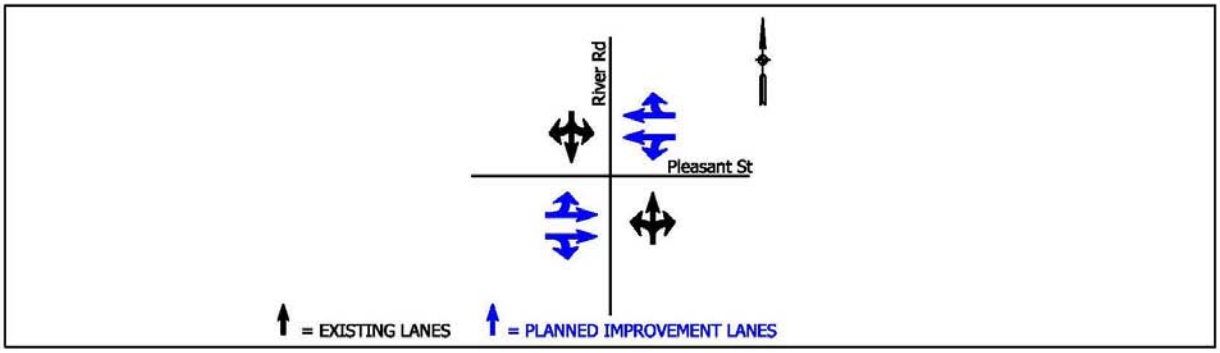
| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • Convert to an all-way stop control.<br>• Add SB left-turn lane along Cherry Tree Road. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |
| Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $614,702 |
| Applicable Impact Fee Cost | |
| Equals "10-Year Cost": | $614,702 |

# INTERSECTION 70 – PLEASANT STREET & RIVER ROAD (PROPOSED)

**Proposed Intersection Conditions**

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

Two-Way Stop Control with Cherry Tree Road stopping for Pleasant Street




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

Proposed Intersection Conditions

- Add EB shared through/left-turn lane and EB shared through/right-turn lane along Pleasant Street extension.
- Add WB shared through/left-turn lane and WB shared through/right-turn lane along Pleasant Street extension.

Construction Estimate

The costs associated with the lanes along the Proposed Pleasant Street extension are included in the in the Segment 48 mitigated cost and the Segment 49 mitigated cost.

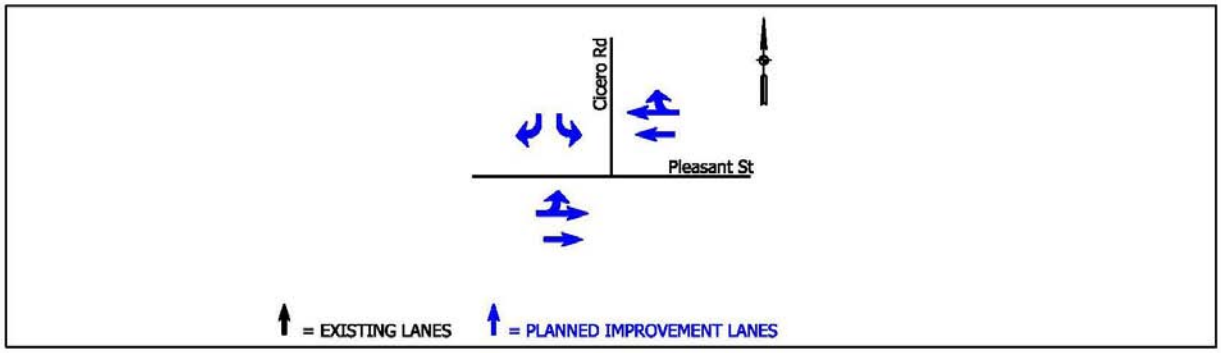
| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • No improvements are necessary. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |
| Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $0 |
| Applicable Impact Fee Cost Equals "10-Year Cost": | $0 |

# INTERSECTION 71 – PLEASANT STREET & CICERO ROAD (PROPOSED)

**Proposed Intersection Conditions**

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

One-Way Stop Control with Cicero Road stopping for Pleasant Street




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

Proposed Intersection Conditions

- Add EB shared through/left-turn lane and EB through lane along Pleasant Street extension.
- Add WB through lane and WB shared through/right-turn along Pleasant Street extension.
- Add SB left-turn lane and SB right-turn lane along Cicero Road extension.

Construction Estimate

The costs associated with this proposed intersection are included in the Segment 49 mitigated cost and the Segment 285 mitigated cost.

| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • No improvements are necessary. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |
| Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $0 |
| Applicable Impact Fee Cost Equals "10-Year Cost": | $0 |

# INTERSECTION 72 – 10TH STREET & PLEASANT STREET

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


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

Existing Conditions

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

Estimated Construction 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 two-lane roundabout.
- Add EB and WB shared through/right-turn lane along Pleasant Street.
- Add NB and SB shared through/right-turn lane along 10th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $2,084,480

Note:

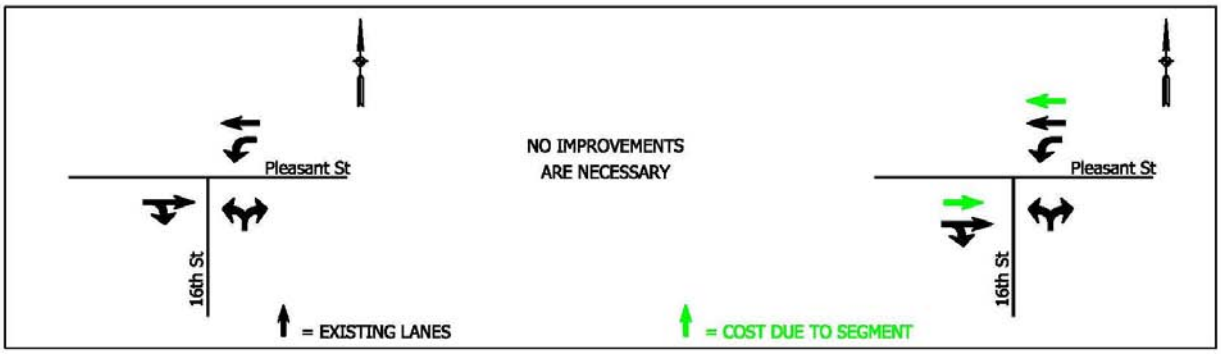
There is no additional cost associated with the addition of the EB and WB through lanes, or the NB through lane. The costs of these improvements are included in the Segment 50B mitigated cost, Segment 51A mitigated cost, and Segment 155 mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $2,084,480

# INTERSECTION 73 – 16TH STREET & PLEASANT 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/C |
| One-Way Stop Control with 16th Street stopping for Pleasant Street. | | One-Way Stop Control with 16th Street stopping for Pleasant Street. |




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

Existing Conditions

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

Estimated Construction 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 along Pleasant Street.
- Add WB through lane along Pleasant Street.

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

Note:

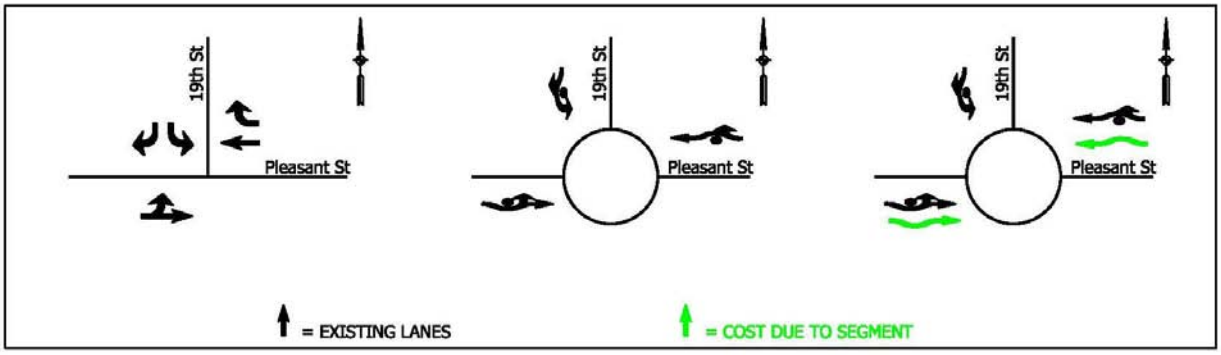
There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 51A mitigated cost.

Applicable Impact Fee Cost

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

# INTERSECTION 74 – 19TH STREET & PLEASANT 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/D | LOS (AM Peak/PM Peak): B/D | LOS (AM Peak/PM Peak): A/A |
| One-Way Stop Control with 19th Street stopping for Pleasant Street. | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $351,671

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout
- Add EB through lane along Pleasant Street.
- Add WB through lane along Pleasant Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $301,454

Note: There is no additional cost associated with the addition of the EB through lane or the WB through lane. The costs of these improvements are included in the Segment 51A mitigated cost and the Segment 51B mitigated cost, respectively.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $653,125

# INTERSECTION 75 – SR 37 & PLEASANT STREET

| 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): D/D |
| Traffic Signal | | Traffic Signal |


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

Existing Conditions

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

Estimated Construction 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 along Pleasant Street.
- Add EB right-turn lane along Pleasant Street.
- Add two WB right-turn lanes along Pleasant Street.
- Add NB right-turn lane along SR 37.
- Add NB through lane along SR 37.
- Add SB through lane along SR 37.
- Add SB left-turn lane along SR 37.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $395,186

Note:

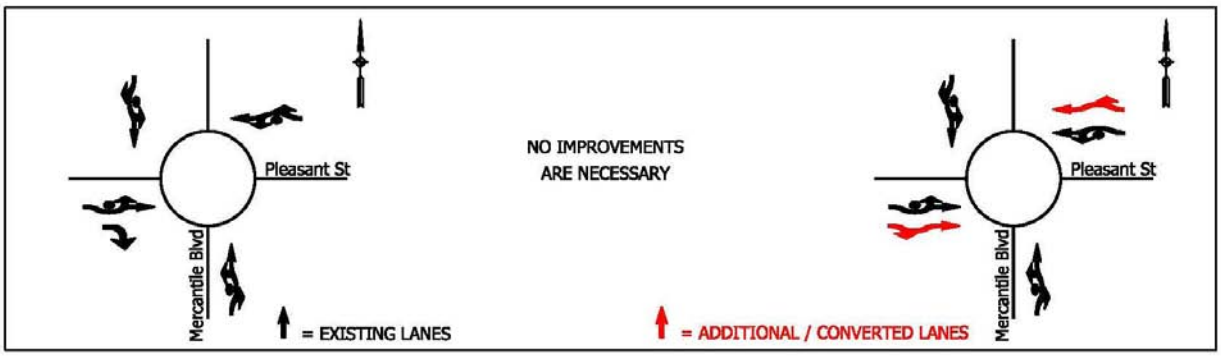
There is no additional cost associated with the addition of the EB through lane. The cost of this improvement is included in the Segment 51B mitigated cost. S.R. 37 is a state controlled roadway; therefore, the costs of the improvements along the NB and SB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $395,186

# INTERSECTION 76 – MERCANTILE RD & PLEASANT STREET

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




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB shared through/right-turn lane along Pleasant Street.
- Add WB shared through/right-turn lane along Pleasant Street.

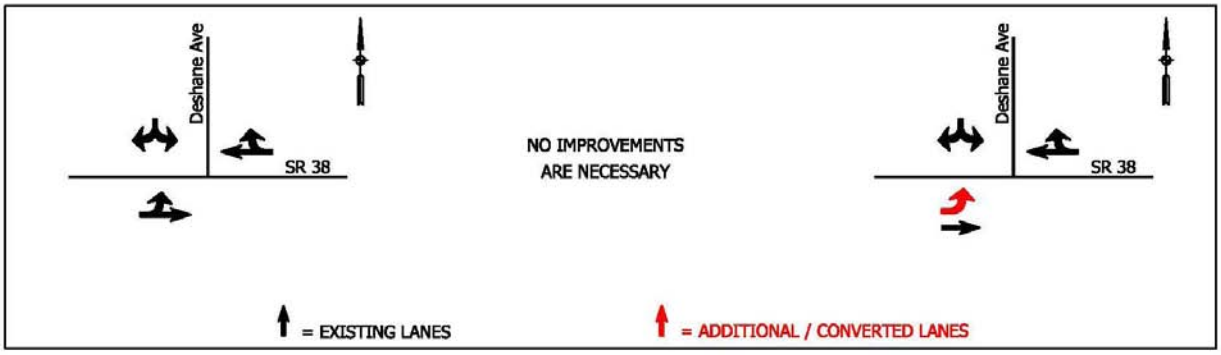
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $802,045

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $802,045

# INTERSECTION 77 – SR 38 & DESHANE 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): D/C |
| One-Way Stop Control with DeShane Avenue stopping for SR 38 | | One-Way Stop Control with DeShane Avenue stopping for SR 38 |




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

Existing Conditions

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

Estimated Construction 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 SR 38.

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

Note:

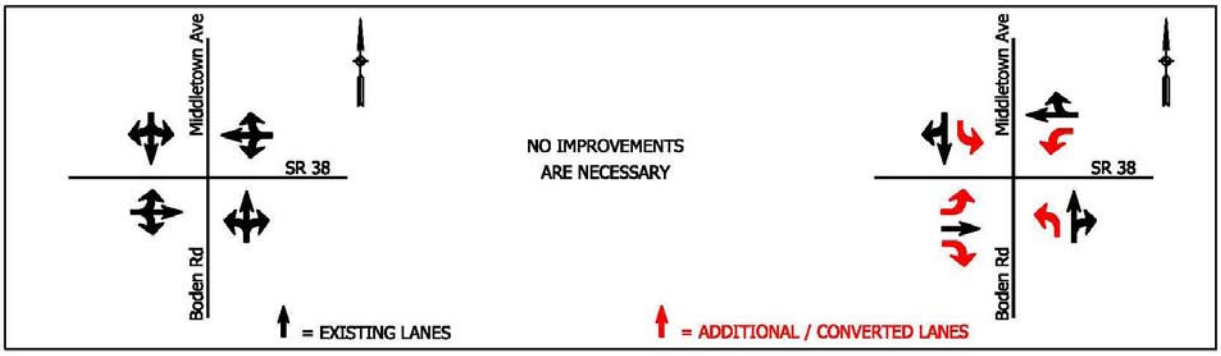
S.R. 38 is a state controlled roadway; therefore, the costs of the improvements along the EB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 78 – SR 38 & BODEN ROAD/MIDDLETOWN AVENUE

| 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/B |
| Two-Way Stop Control with Boden Road/Middletown Avenue stopping for SR 38 | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along SR 38.
- Add EB right-turn lane along SR 38.
- Add WB left-turn lane along SR 38.
- Add NB left-turn lane along Boden Road.
- Add SB left-turn lane along Middletown Avenue.

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

Note:

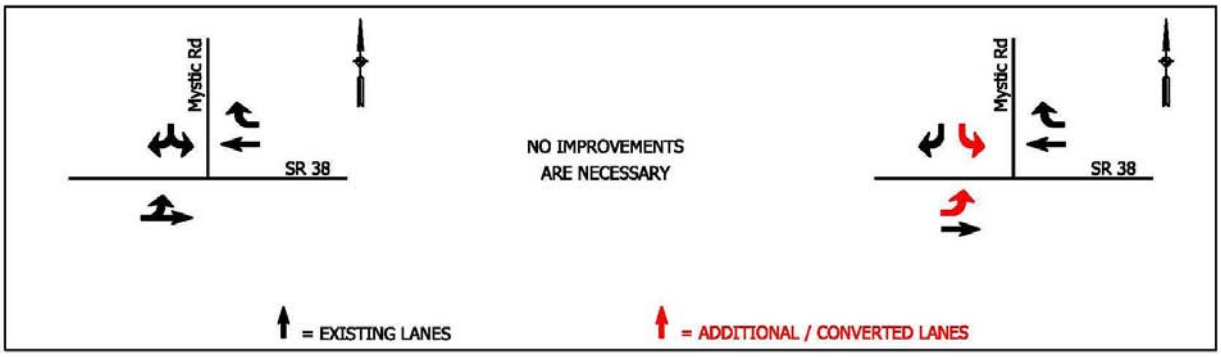
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 79 – 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): B/A |
| One-Way Stop Control with Mystic Road stopping for SR 38 | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along SR 38.
- Add SB left-turn lane along Mystic Road.

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

Note:

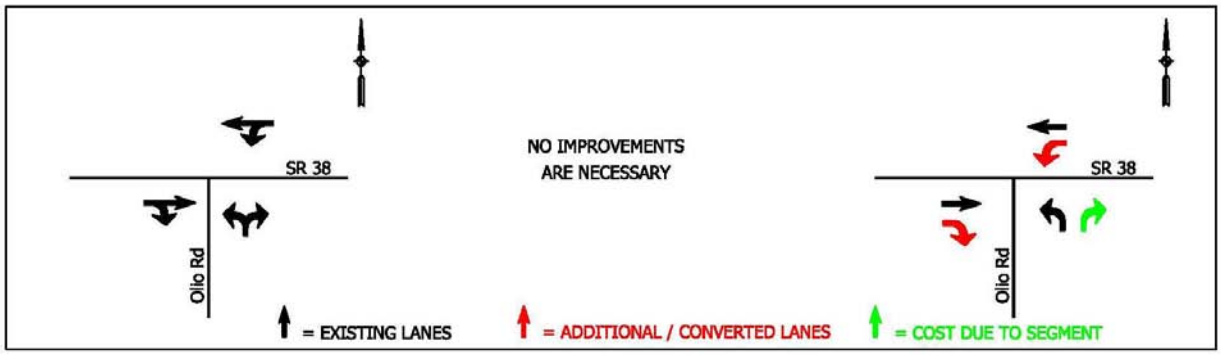
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 80 – 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): B/B | | LOS (AM Peak/PM Peak): B/A |
| One-Way Stop Control with Olio Road stopping for SR 38 | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB right-turn lane along SR 38.
- Add WB left-turn lane along SR 38.
- Add NB left-turn lane along Olio Road.

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

Note:

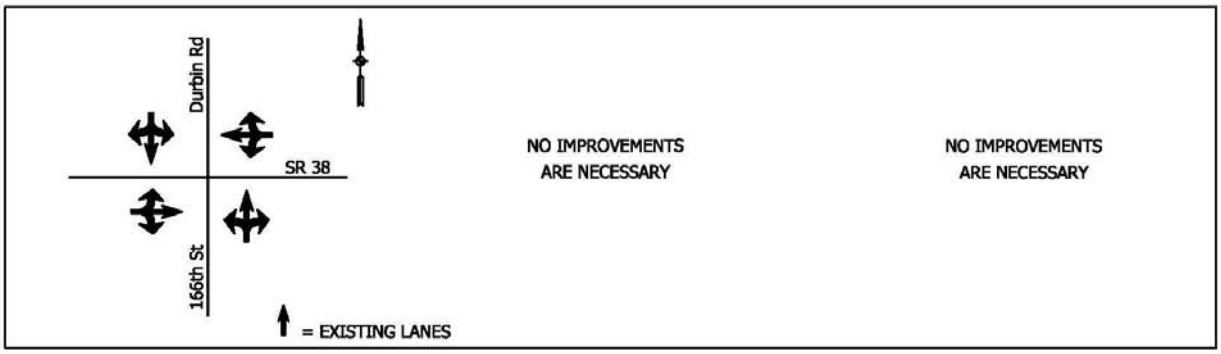
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 81 – SR 38 & DURBIN ROAD/166TH 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 Control with Durbin Road/166th Street stopping for SR 38 | | Two-Way Stop Control with Durbin Road/166th Street stopping for SR 38 |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

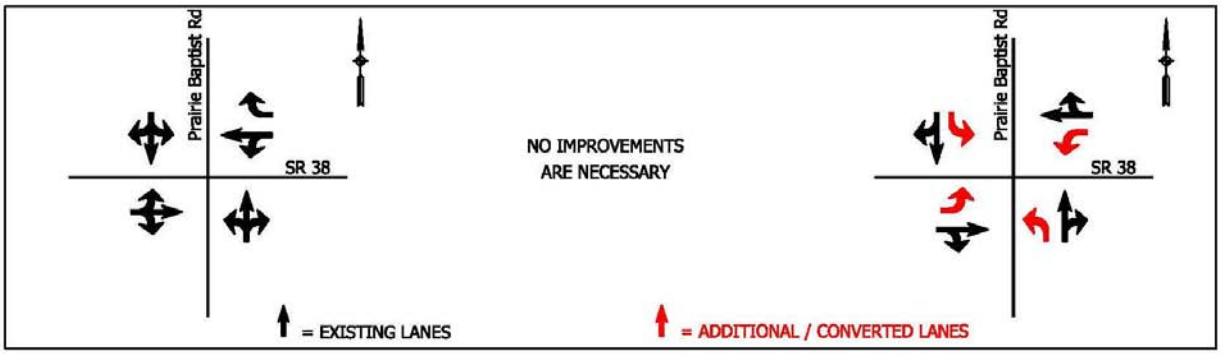
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 82 – 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): B/C | | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Prairie Baptist Road stopping for SR 38 | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along SR 38.
- Add WB left-turn lane along SR 38.
- Add NB left-turn lane along Prairie Baptist Road.
- Add SB left-turn lane along Prairie Baptist Road.

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

Note:

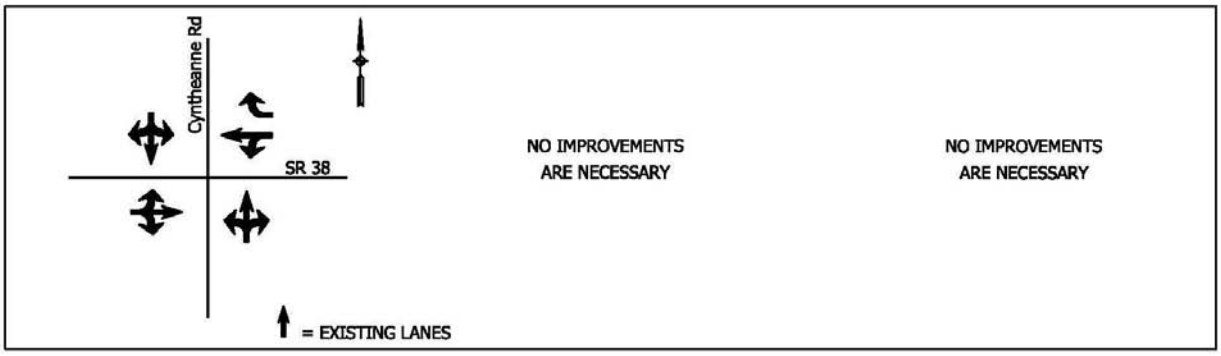
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 83 – 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/B | | LOS (AM Peak/PM Peak): C/C |
| Two-Way Stop Control with Cyntheanne Road stopping for SR 38 | | Two-Way Stop Control with Cyntheanne Road stopping for SR 38 |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

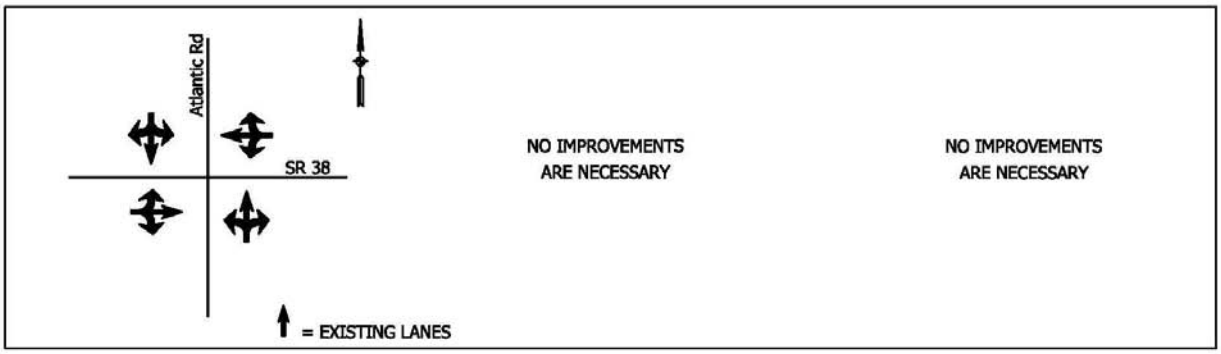
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 84 – SR 38 & & 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): C/B |
| Two-Way Stop Control with Atlantic Road stopping for SR 38 | | Two-Way Stop Control with Atlantic Road stopping for SR 38 |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

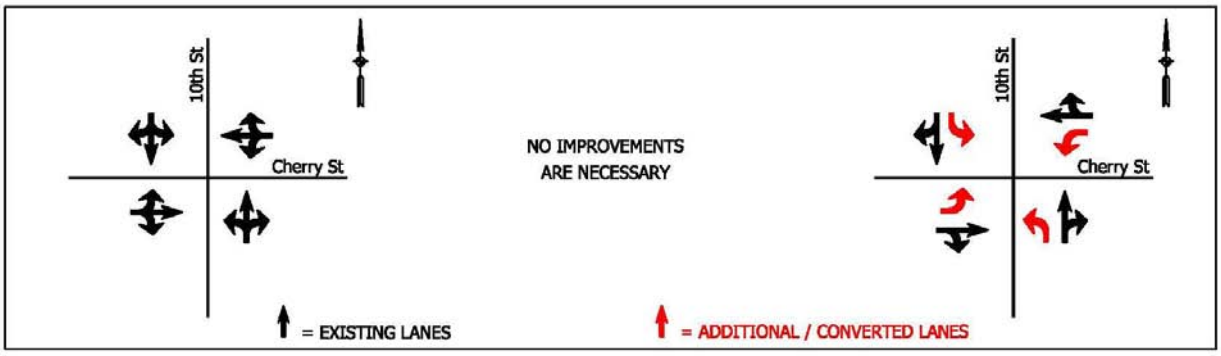
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 85 – 10TH STREET & CHERRY 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): A/A |
| Two-Way Stop Control with Cherry Street stopping for 10th Street | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along Cherry Street.
- Add WB left-turn lane along Cherry Street.
- Add NB left-turn lane along 10th Street.
- Add SB left-turn lane along 10th Street.

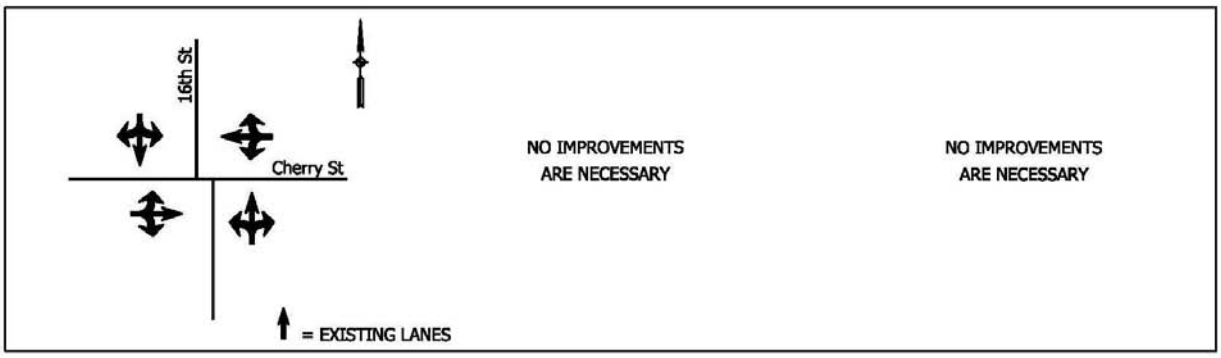
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $693,334

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $693,334

# INTERSECTION 86 – 16TH STREET & CHERRY 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/B |
| Two-Way Stop Control with 16th Street stopping for Cherry Street | | Two-Way Stop Control with 16th Street stopping for Cherry Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

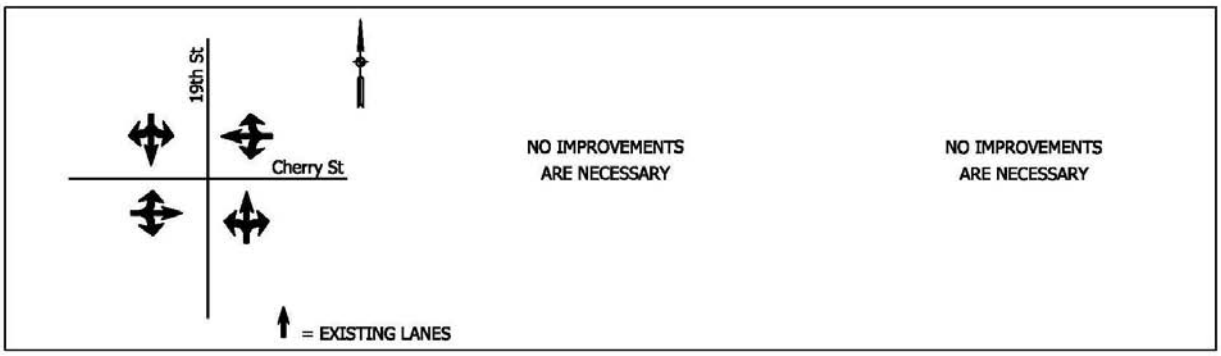
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 – 19TH STREET & CHERRY 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 Control | | All-Way Stop Control |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |

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

Existing Conditions

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

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

Projected 10-Year Conditions

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

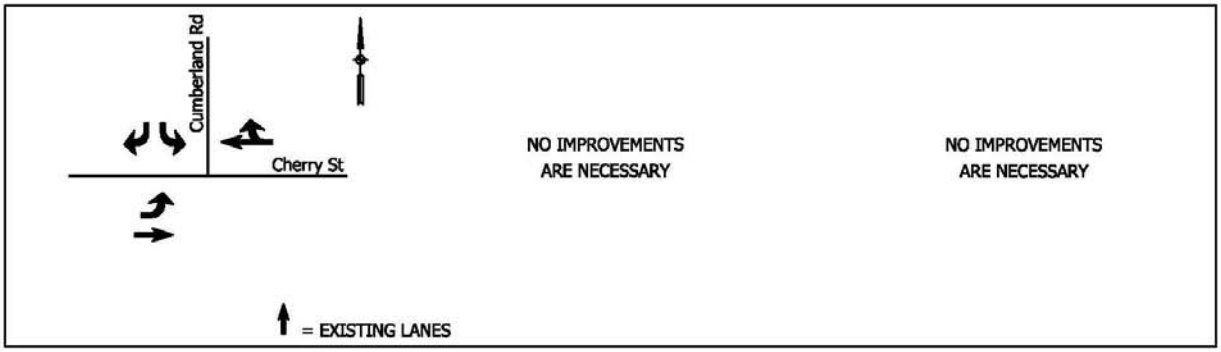
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 88 – CUMBERLAND ROAD & CHERRY 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 |
| One-Way Stop Control with Cumberland Road stopping for Cherry Street | | One-Way Stop Control with Cumberland Road stopping for Cherry Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

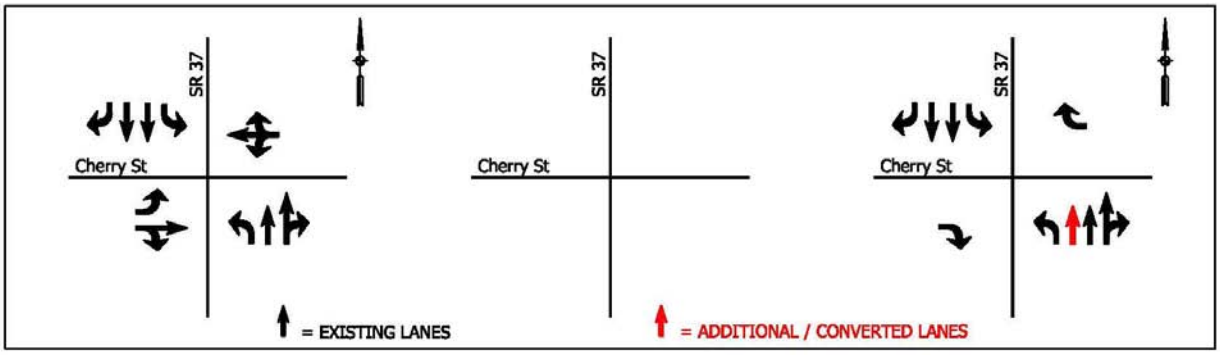
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 89 – 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/D | | LOS (AM Peak/PM Peak): E/F* |
| Two-Way Stop Control with Cherry Street stopping for SR 37 | | Two-Way Stop Control with Cherry Street stopping for SR 37 |




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

Existing Conditions

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

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

Note:
After the initial counts were conducted at this intersection, the intersection was constructed as a left-in/right-in/right-out access configuration. Therefore, this intersection will be analyzed under these proposed conditions.

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add NB through lane along SR 37.

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

Note:
Although LOS E and LOS F are below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

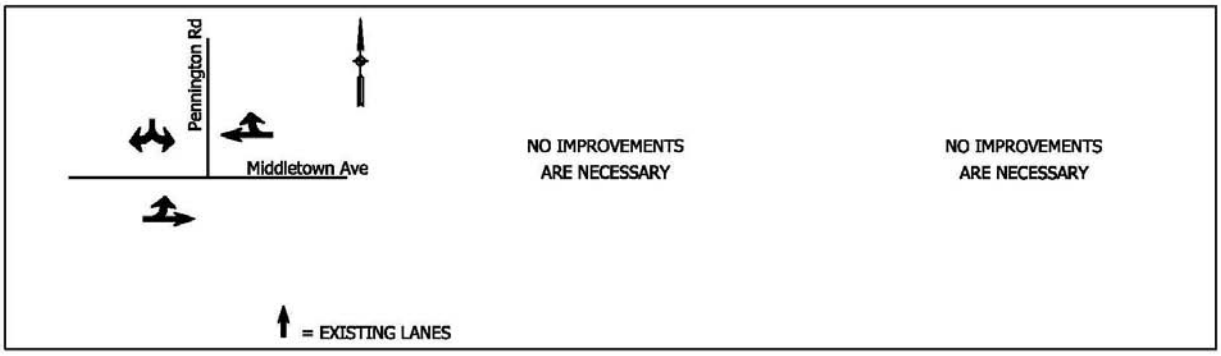
S.R. 37 is a state controlled roadway; therefore, the costs of the improvements along the NB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 90 – 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 |
| One-Way Stop Control with Pennington Road stopping for Middletown Avenue | | One-Way Stop Control with Pennington Road stopping for Middletown Avenue |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

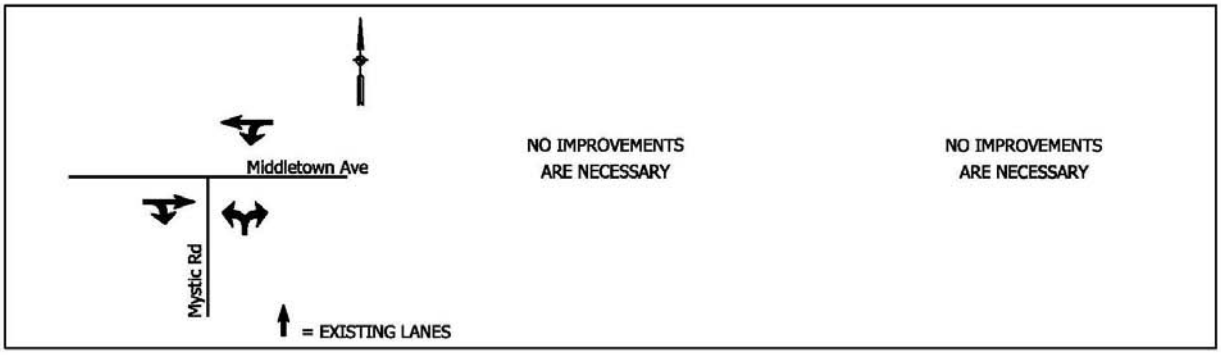
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 91 – MIDDLETOWN AVENUE & MYSTIC ROAD

| Existing Conditions | Mitigated Conditions for Existing Traffic Volumes | Mitigated Conditions for Proj. 10-Yr. Traffic Volumes |
|---|---|---|
| LOS (AM Peak/PM Peak): B/A | | LOS (AM Peak/PM Peak): A/A |
| One-Way Stop Control with Mystic Road stopping for Middletown Avenue | | One-Way Stop Control with Mystic Road stopping for Middletown Avenue |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

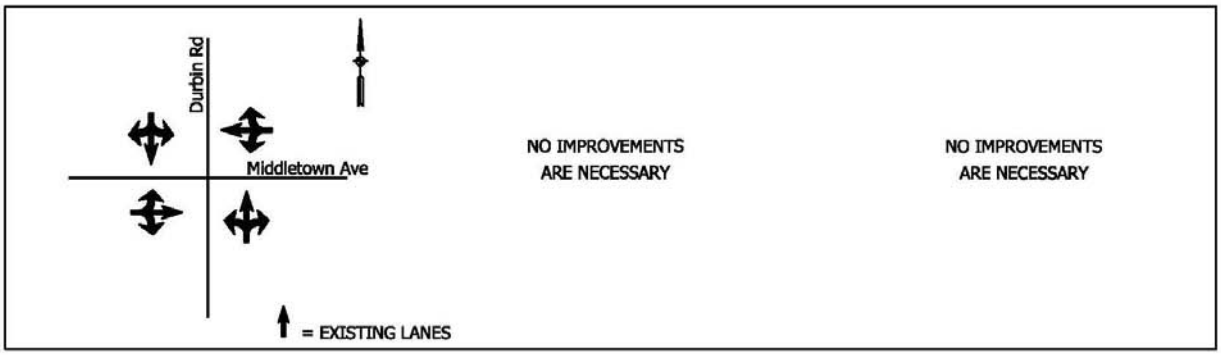
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 92 – 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 Control | | All-Way Stop Control |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

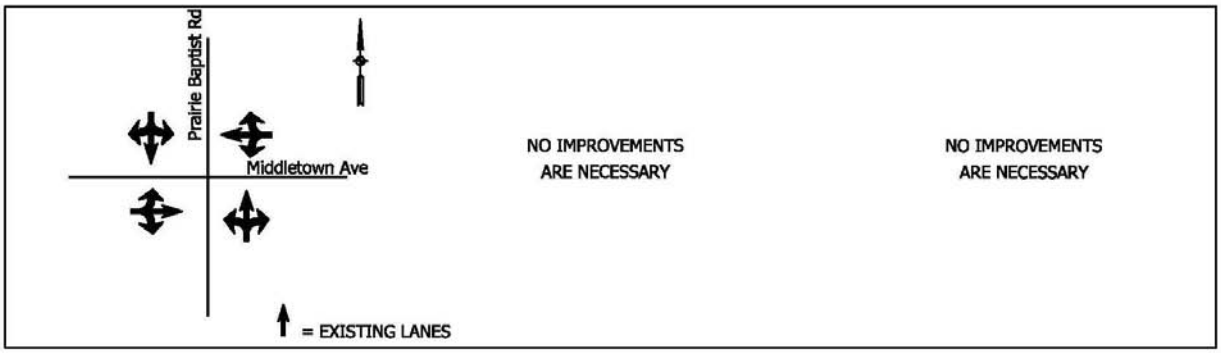
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 93 – 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): A/B | | LOS (AM Peak/PM Peak): B/C |
| Two-Way Stop Control with Prairie Baptist Road stopping for Middletown Avenue | | Two-Way Stop Control with Prairie Baptist Road stopping for Middletown Avenue |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

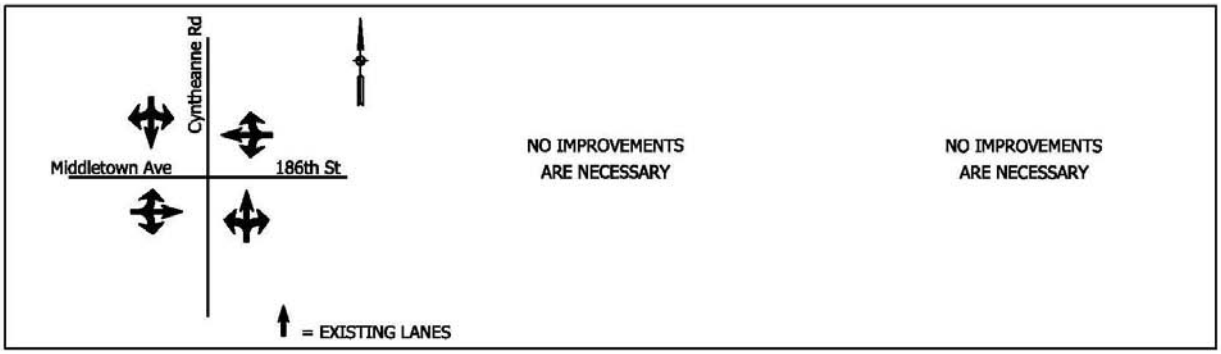
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

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/A | | LOS (AM Peak/PM Peak): B/B |
| Two-Way Stop Control with 186th Street stopping for Cyntheanne Road | | Two-Way Stop Control with 186th Street stopping for Cyntheanne Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

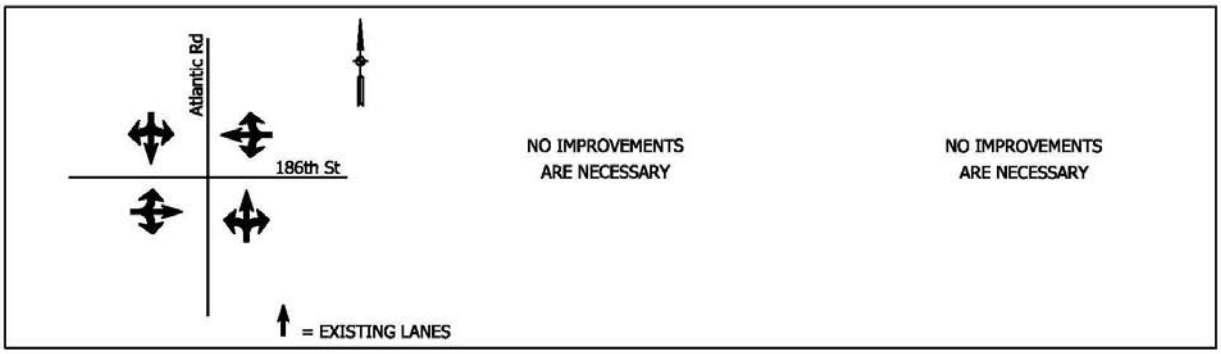
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 96 – 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): A/A | | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Atlantic Road stopping for 186th Street | | Two-Way Stop Control with Atlantic Road stopping for 186th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

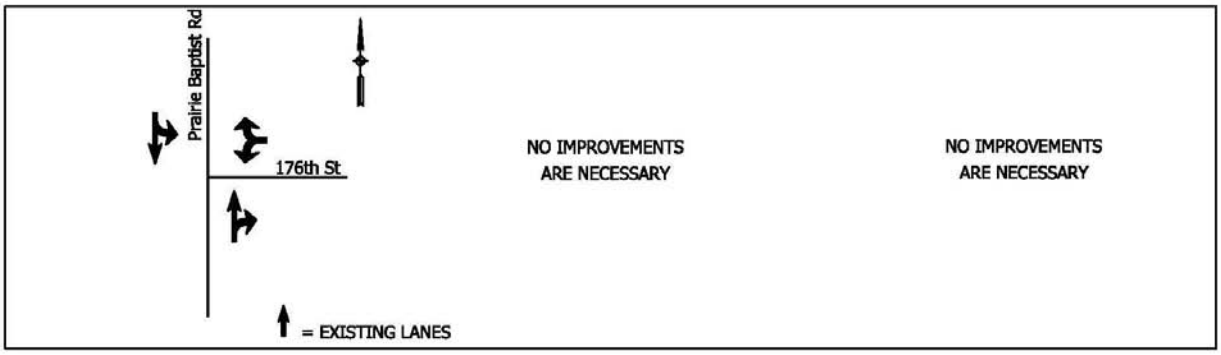
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 97 – 176TH 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 |
| One-Way Stop Control with 176th Street stopping for Prairie Baptist Road | | One-Way Stop Control with 176th Street stopping for Prairie Baptist Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

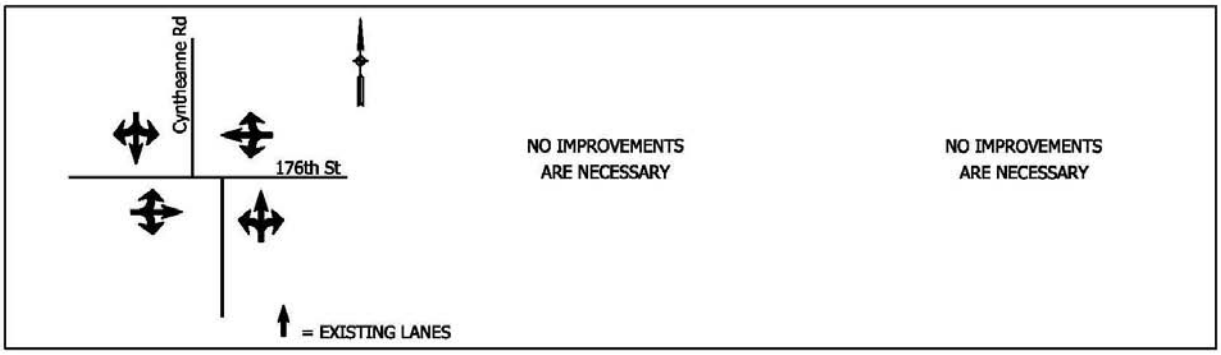
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 98 – 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 Control with 176th Street stopping for Cyntheanne Road | | Two-Way Stop Control with 176th Street stopping for Cyntheanne Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

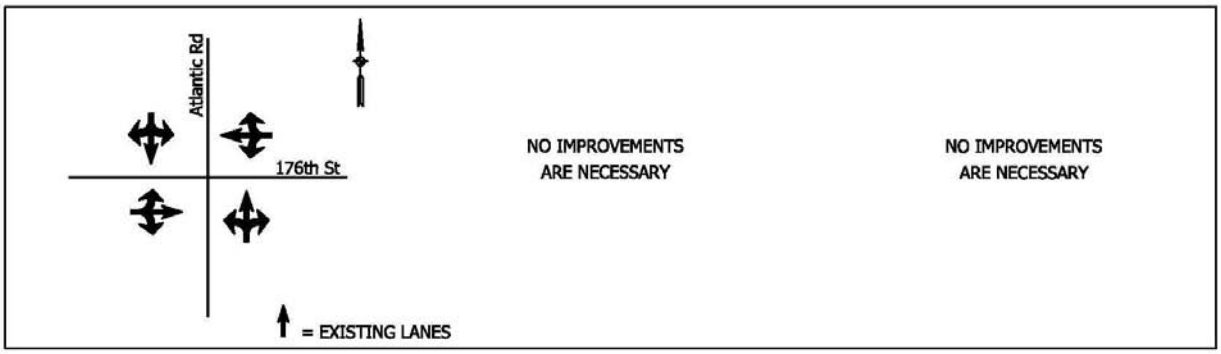
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 99 – 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 Control with 176th Street stopping for Atlantic Road | | Two-Way Stop Control with 176th Street stopping for Atlantic Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

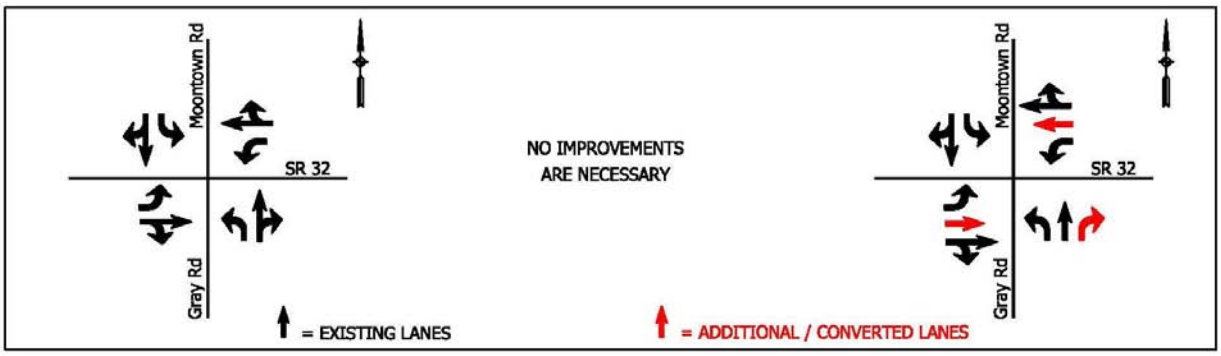
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 100 – SR 32 & MOONTOWN ROAD/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/B |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along SR 32.
- Add WB through lane along SR 32.
- Add NB right-turn lane along Gray Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $133,217

Note:

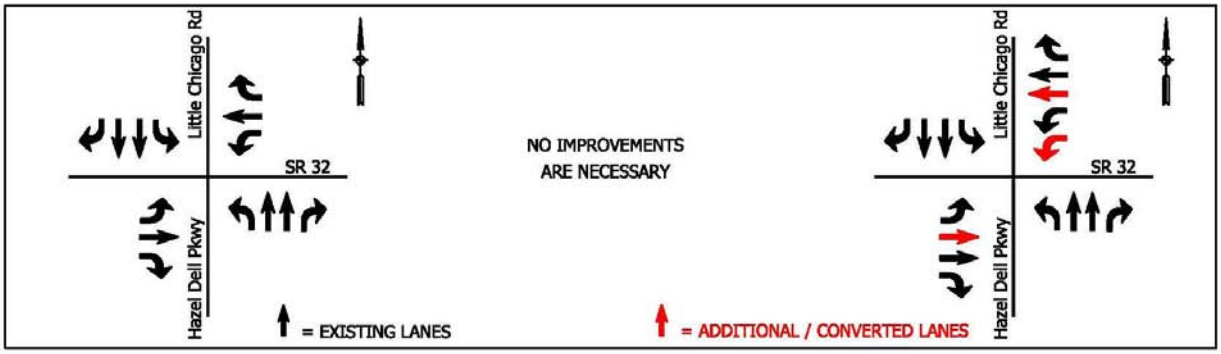
S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $133,217

# INTERSECTION 101 – SR 32 & HAZEL DELL ROAD/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/D | | LOS (AM Peak/PM Peak): D/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along SR 32.
- Add WB through lane along SR 32.
- Add WB left-turn lane along SR 32.

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

Note:

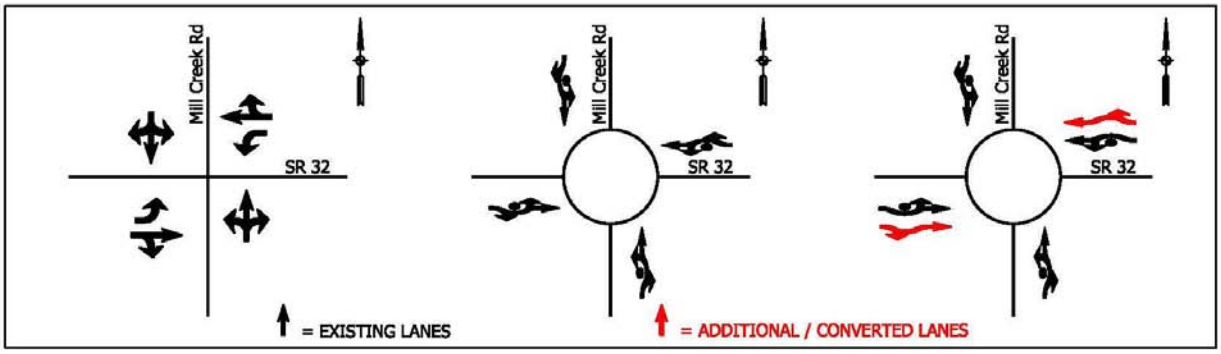
S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 102 – 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): C/C | LOS (AM Peak/PM Peak): F/F | LOS (AM Peak/PM Peak): C/D |
| Two-Way Stop Control with Mill Creek Road stopping for SR 32 | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $910,910

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB shared through/right-turn lane along SR 32.
- Add WB shared through/right-turn lane along SR 32.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $376,821

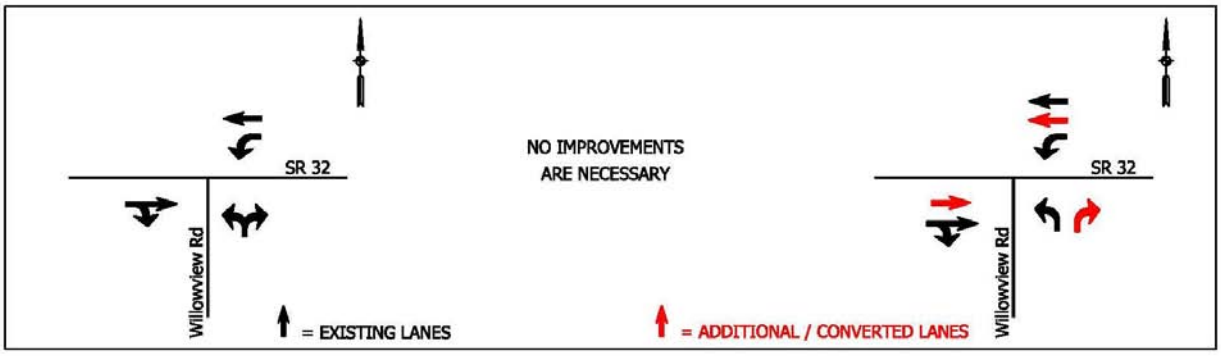
Note: S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,287,731

# INTERSECTION 103 – 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/D | | LOS (AM Peak/PM Peak): D/D |
| One-Way Stop Control with Willowview Road stopping for SR 32 | | One-Way Stop Control with Willowview Road stopping for SR 32 |




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

Existing Conditions

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

Estimated Construction 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 along SR 32.
- Add WB through lane along SR 32.
- Add NB right-turn lane along Willowview Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $113,217

Note:

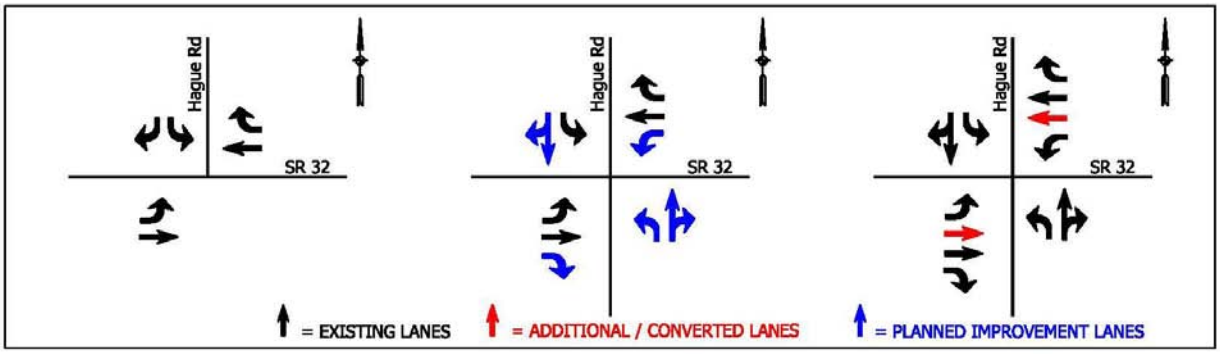
S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $113,217

# INTERSECTION 104 – SR 32 & HAGUE 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/A | LOS (AM Peak/PM Peak): F/F | LOS (AM Peak/PM Peak): C/D |
| Traffic Signal | Traffic Signal | Traffic Signal |




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

Existing Conditions

Improvements Needed to 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:
- Add NB shared through/right-turn lane along Hague Road extension.
- Add NB left-turn along Hague Road extension.
- Add EB right-turn lane along SR 32.
- Add WB left-turn lane along SR 32.

Estimated Construction Cost for Planned Improvements (10-Year Cost): $0

Note: There is no additional cost associated with the addition of the NB approach. The costs of these improvements are included in the Segment 141 proposed segment cost. S.R. 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.

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add EB through lane along SR 32.
- Add WB through lane along SR 32.

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

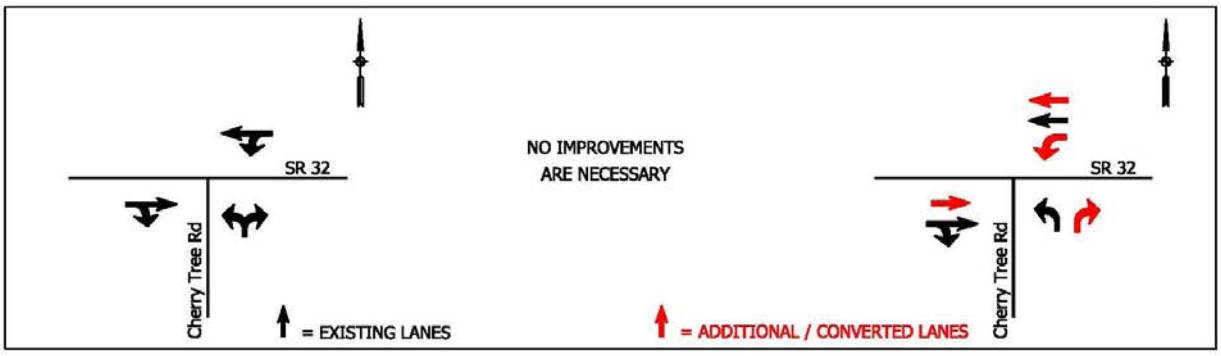
Note: S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 105 – 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): B/D | | LOS (AM Peak/PM Peak): A/A |
| One-Way Stop Control with Cherry Tree Road stopping for SR 32 | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along SR 32.
- Add WB through lane along SR 32.
- Add WB left-turn lane along SR 32.
- Add NB right-turn lane along Cherry Tree Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $113,217

Note:

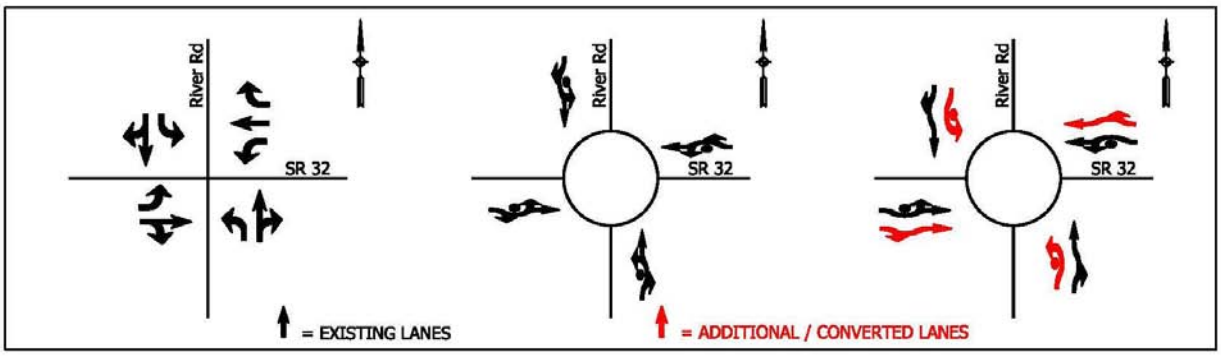
S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $113,217

# INTERSECTION 106 – SR 32 & RIVER 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): F/F | LOS (AM Peak/PM Peak): D/D |
| Traffic Signal | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $243,957

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB shared through/right-turn lane along SR 32.
- Add WB shared through/right-turn lane along SR 32.
- Add NB left-turn lane along River Road.
- Add SB left-turn lane along River Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $596,347

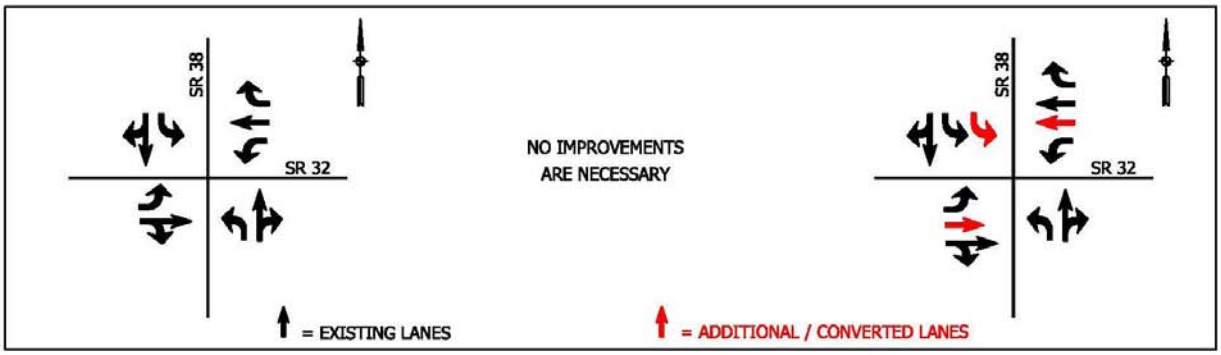
Note: S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $840,304

# INTERSECTION 107 – SR 32 & HOSPITAL DRIVE/SR 38

| 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 |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along SR 32.
- Add WB through lane along SR 32.
- Add SB left-turn lane along SR 38.

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

Note:

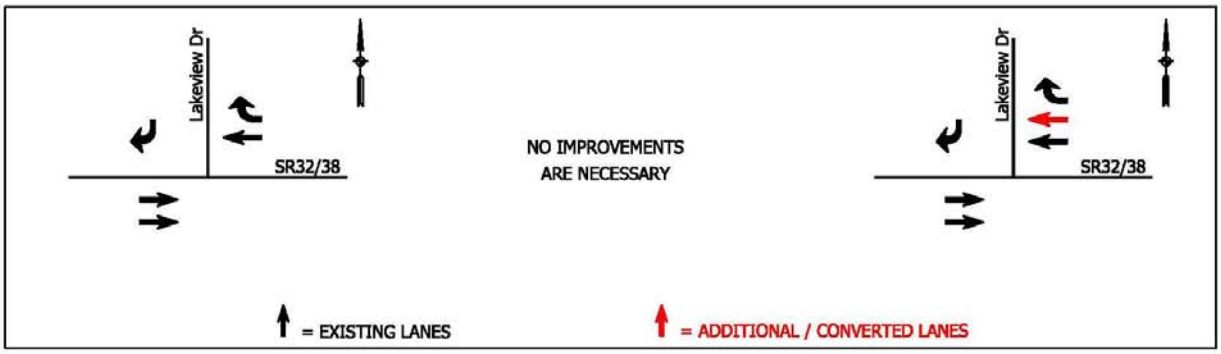
S.R. 32 and S.R. 38 are state controlled roadways; therefore, the costs of the improvements along the EB, WB, and SB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 108 – 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): C/C | | LOS (AM Peak/PM Peak): C/E* |
| One-Way Stop Control with Forrest Ridge Drive stopping for SR 32 | | One-Way Stop Control with Forrest Ridge Drive stopping for SR 32 |




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

Existing Conditions

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

Estimated Construction 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 SR 32.

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

Note:

Although LOS E is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

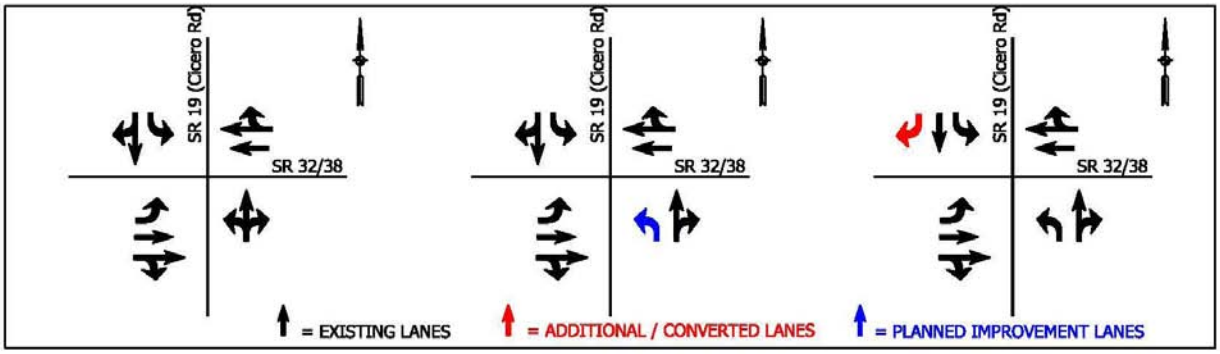
S.R. 32 is a state controlled roadway; therefore, the costs of the improvements along the WB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 109 – SR 32/CONNER STREET & CICERO ROAD/SR 19

| 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): D/E | LOS (AM Peak/PM Peak): D/D |
| Traffic Signal | Traffic Signal | Traffic Signal |




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

Existing Conditions

Improvements Needed to 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:
- Add NB left-turn lane along Cicero Road extension.

Estimated Construction Cost for Planned Improvements (10-Year Cost): $0

Note:
There is no additional cost associated with the addition of the NB left-turn lane. The cost of this improvement is included in the Segment 285 proposed segment cost.

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add SB right-turn lane along Cicero Road.

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

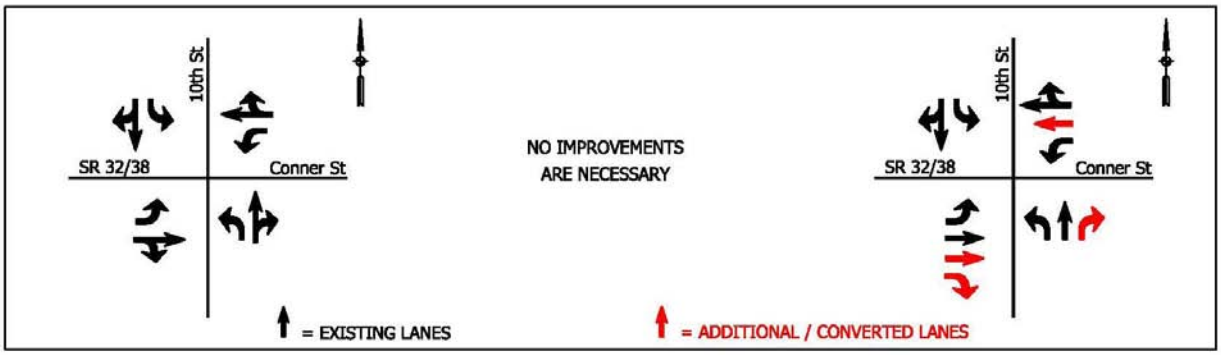
Note:
S.R. 19 is a state controlled roadway; therefore, the costs of the improvements along the SB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 110 – CONNER STREET/SR 32/38 & 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): D/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along Conner Street.
- Add EB right-turn lane along Conner Street.
- Add WB through lane along Conner Street.
- Add NB right-turn lane along 10th Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $155,758

Note:

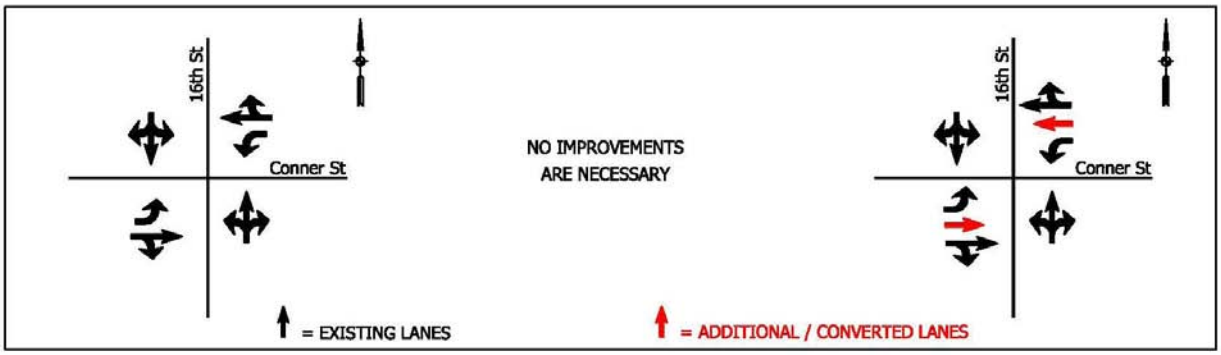
S.R. 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $155,758

# INTERSECTION 111 – CONNER STREET/SR 32/38 & 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 |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 along Conner Street.
- Add WB through lane along Conner Street.

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

Note:

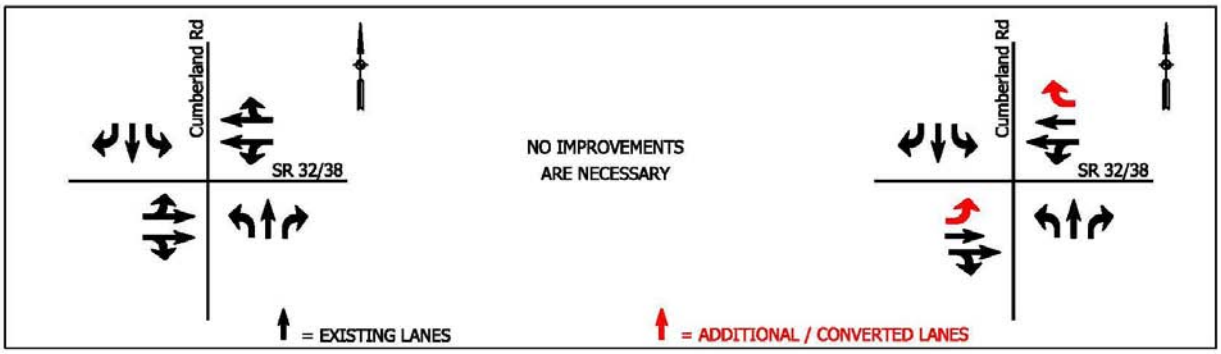
S.R. 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 112 – SR 32/38 & 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 |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 SR 32/38.
- Add WB right-turn lane along SR 32/38.

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

Note:

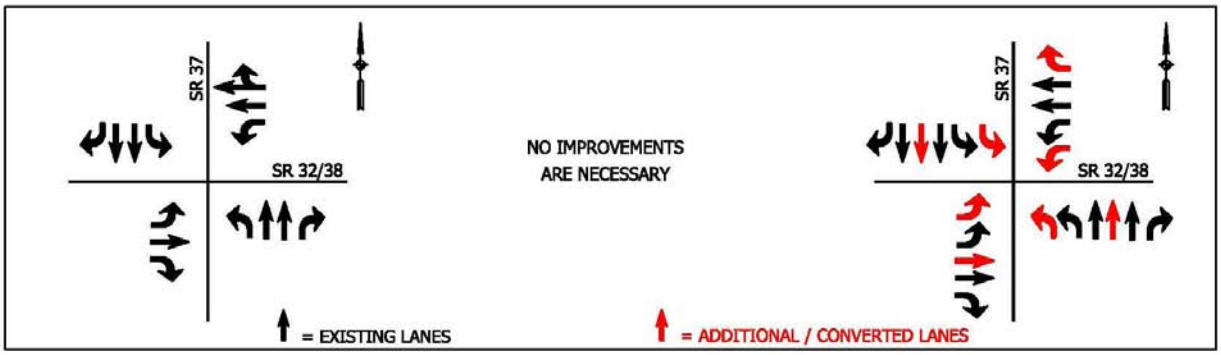
S.R. 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 113 – SR 32/38 & SR 37

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




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

Existing Conditions

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

Estimated Construction 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 SR 32/38.
- Add EB through along SR 32/38.
- Add WB left-turn lane along SR 32/38.
- Add WB right-turn lane along SR 32/38.
- Add NB left-turn lane along SR 37.
- Add NB through lane along SR 37.
- Add SB left-turn lane along SR 37.
- Add SB through lane along SR 37.

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

Note:

Although LOS F is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

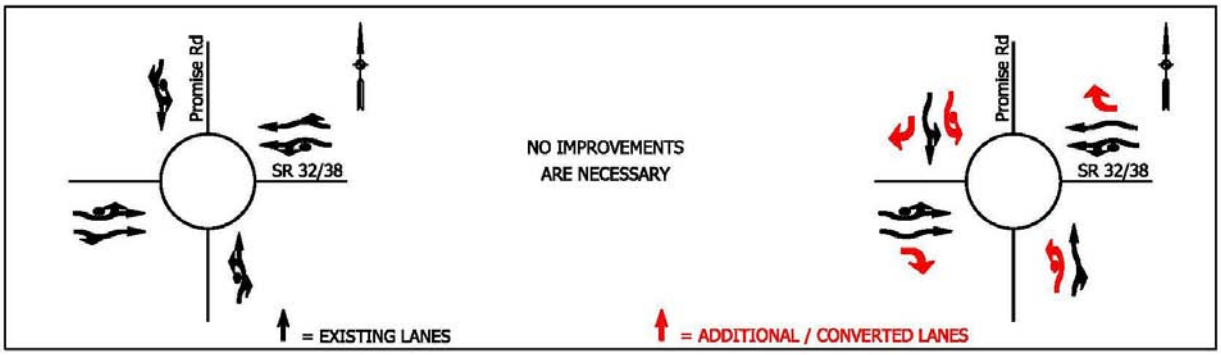
S.R. 32/38 and S.R. 37 are state controlled roadways; therefore, the costs of the improvements along the EB, WB, NB, and SB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 114 – SR 32/38 & 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): E/E* |
| Roundabout | | Roundabout |




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

Existing Conditions

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

Estimated Construction 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 channelized right-turn lane along SR 32/38.
- Add WB channelized right-turn lane along SR 32/38.
- Add NB left-turn lane along Promise Road.
- Add SB left-turn lane along Promise Road.
- Add SB channelized right-turn lane along Promise Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $444,952

Note:

Although LOS E is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

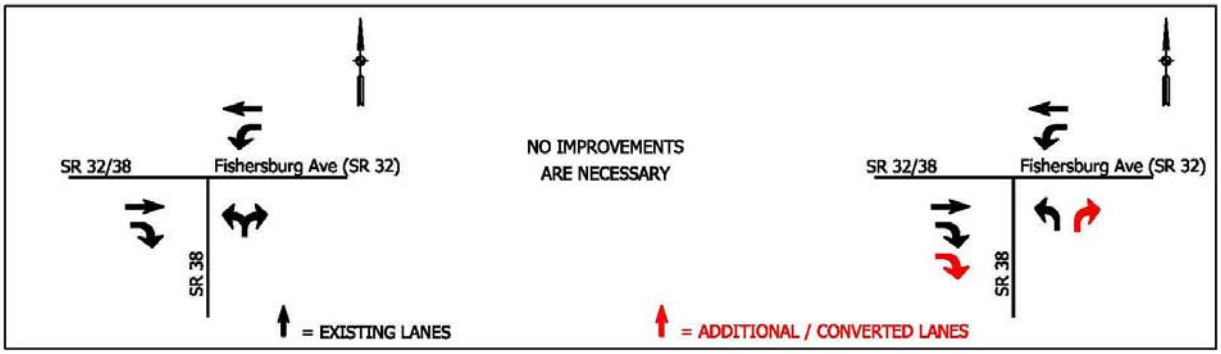
S.R. 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $444,952

# INTERSECTION 115 – SR 38 & FISHERSBURG AVENUE/SR 32

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




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

Existing Conditions

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

Estimated Construction 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 Fishersburg Avenue/SR 32.
- Add NB right-turn lane along SR 38.

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

Note:

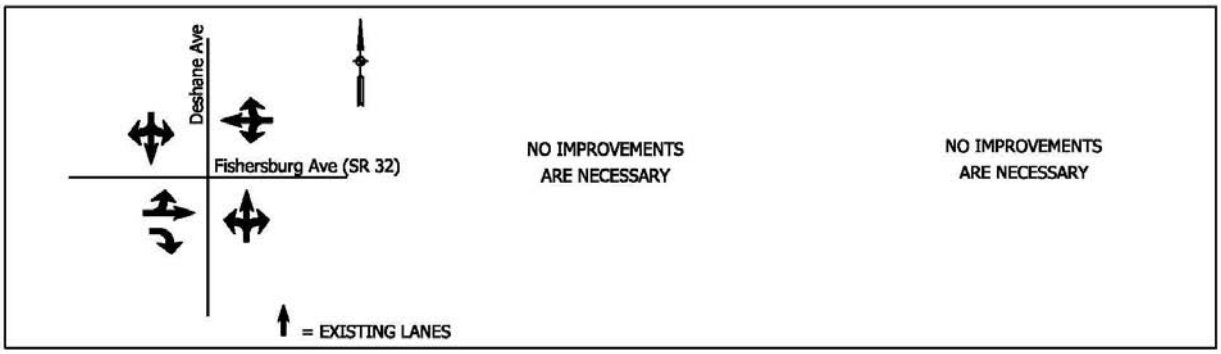
S.R. 32 and S.R. 38 are state controlled roadways; therefore, the costs of the improvements along the EB and NB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 116 – SR 32 & DESHANE 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): C/C |
| Two-Way Stop Control with DeShane Avenue stopping for SR 32. | | Two-Way Stop Control with DeShane Avenue stopping for SR 32. |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

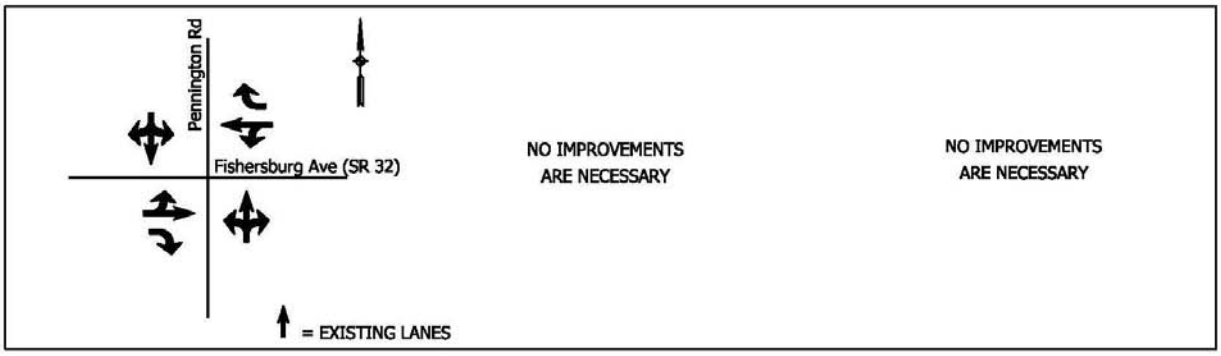
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 117 – 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): B/C | | LOS (AM Peak/PM Peak): C/C |
| Two-Way Stop Control with Pennington Road stopping for SR 32. | | Two-Way Stop Control with Pennington Road stopping for SR 32. |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

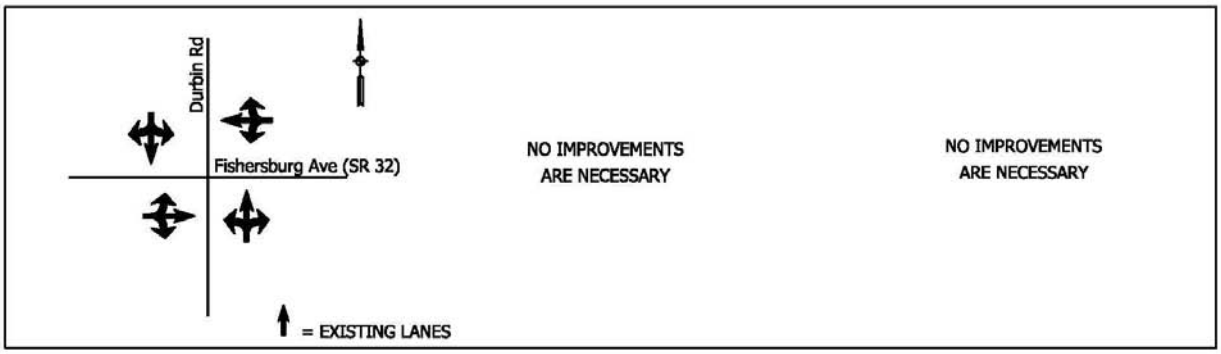
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 118 – 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/B | | LOS (AM Peak/PM Peak): C/C |
| Two-Way Stop Control with Durbin Road stopping for SR 32. | | Two-Way Stop Control with Durbin Road stopping for SR 32. |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

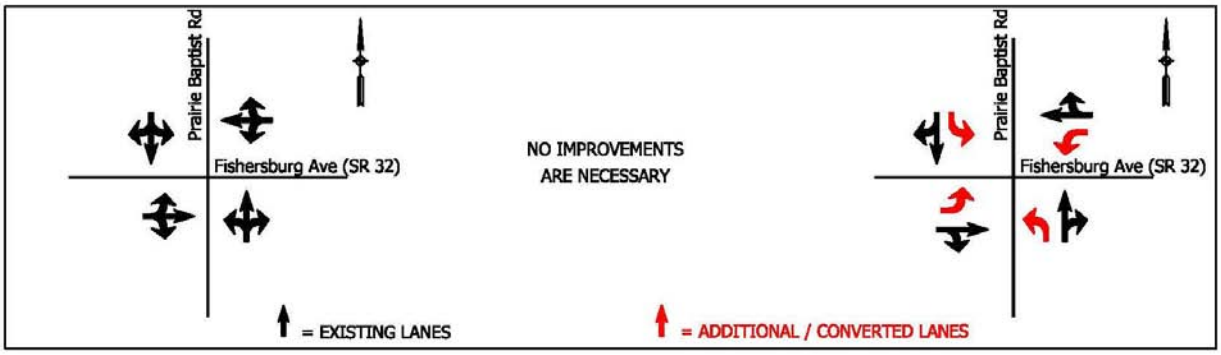
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 119 – 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): A/B |
| Two-Way Stop Control with Prairie Baptist Road stopping for SR 32. | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along SR 32.
- Add WB left-turn lane along SR 32.
- Add NB left-turn lane along Prairie Baptist Road.
- Add SB left-turn lane along Prairie Baptist Road.

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

Note:

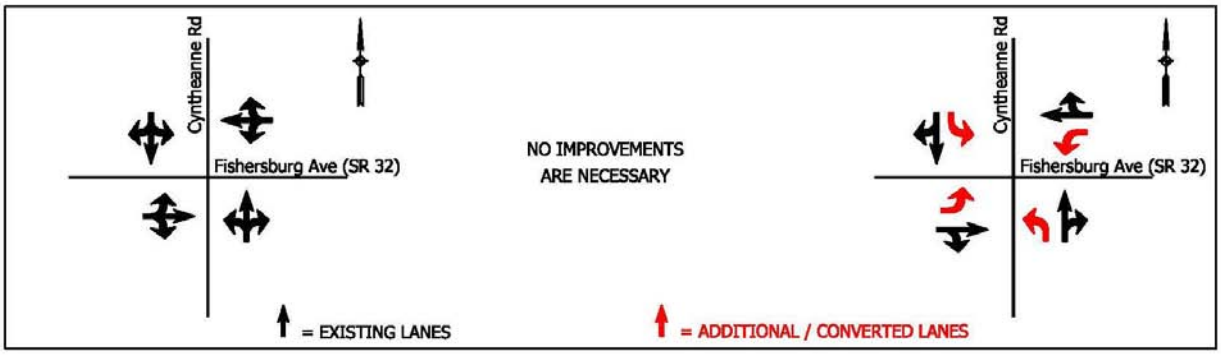
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 120 – 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): B/C | | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Cyntheanne Road stopping for SR 32. | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along SR 32.
- Add WB left-turn lane along SR 32.
- Add NB left-turn lane along Cyntheanne Road.
- Add SB left-turn lane along Cyntheanne Road.

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

Note:

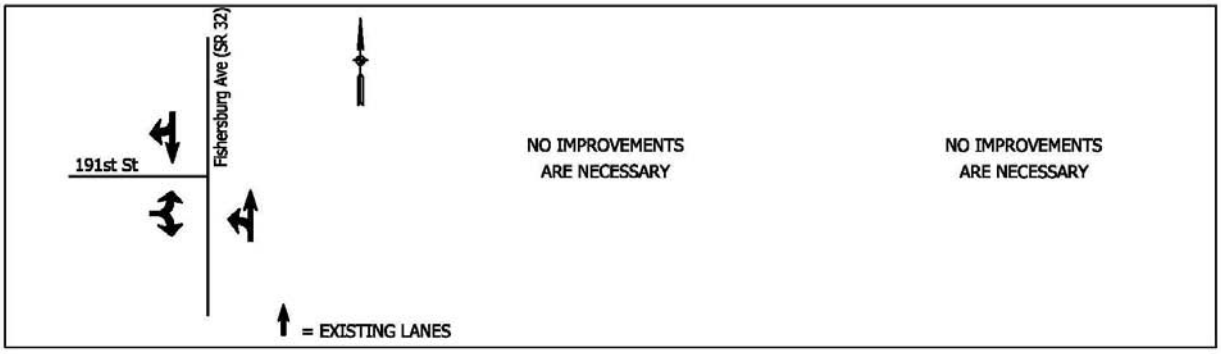
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 121 – SR 32 & 191ST 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): D/D |
| One-Way Stop Control with 191st Street stopping for SR 32. | | One-Way Stop Control with 191st Street stopping for SR 32. |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

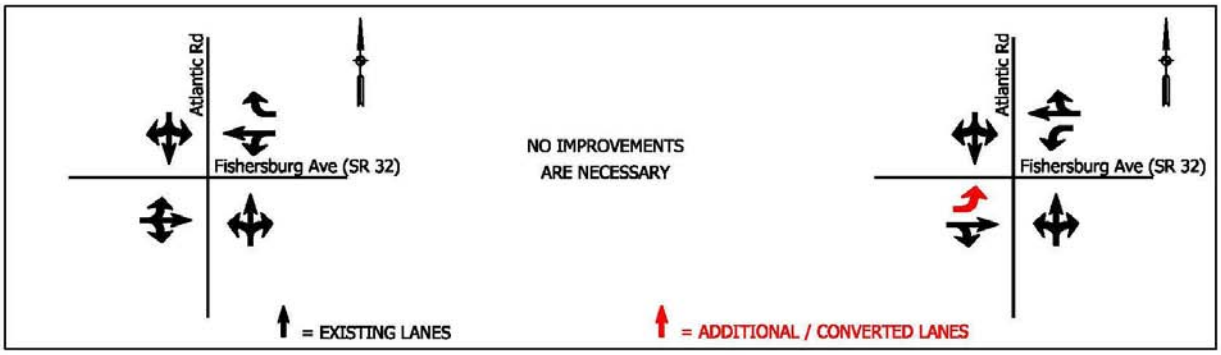
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 122 – SR 32 & 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): A/A |
| Two-Way Stop Control with Atlantic Road stopping for SR 32. | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along SR 32.

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

Note:

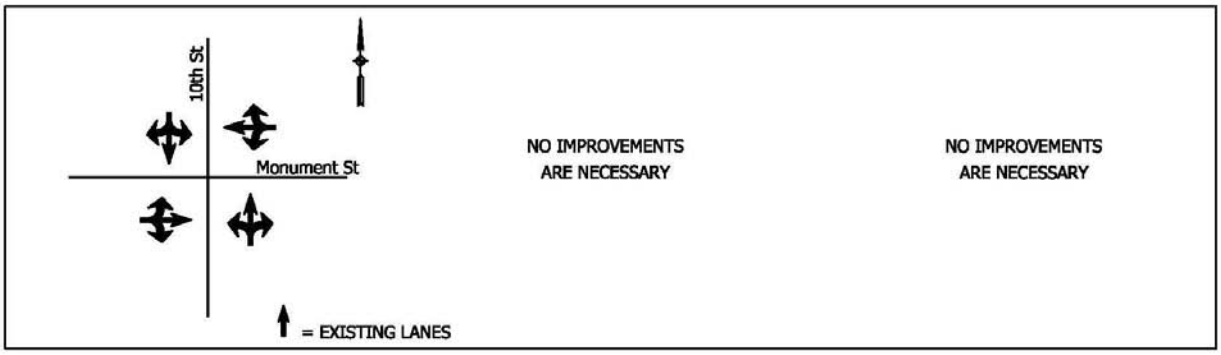
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

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

# INTERSECTION 123 – 10TH STREET & MONUMENT 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 Control with Monument Street stopping for 10th Street. | | Two-Way Stop Control with Monument Street stopping for 10th Street. |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

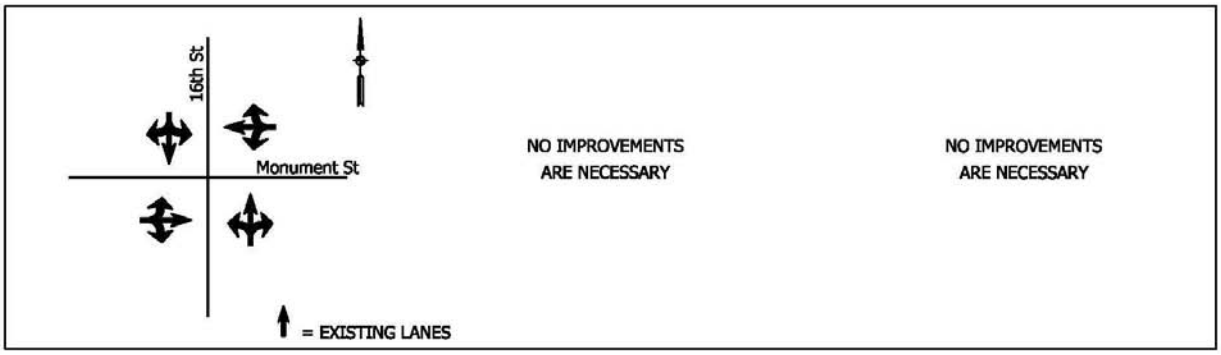
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 124 – 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 Control | | All-Way Stop Control |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

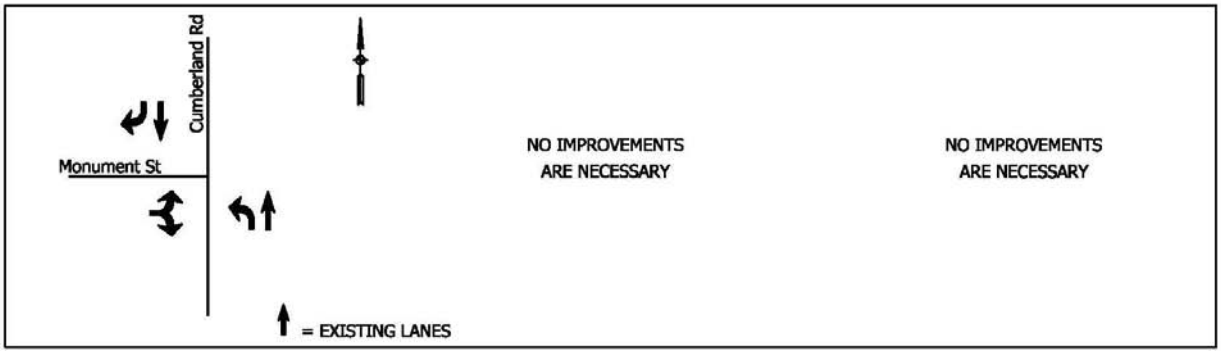
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 125 – 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): B/C | | LOS (AM Peak/PM Peak): C/D |
| One-Way Stop Control with Monument Street stopping for Cumberland Road | | One-Way Stop Control with Monument Street stopping for Cumberland Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

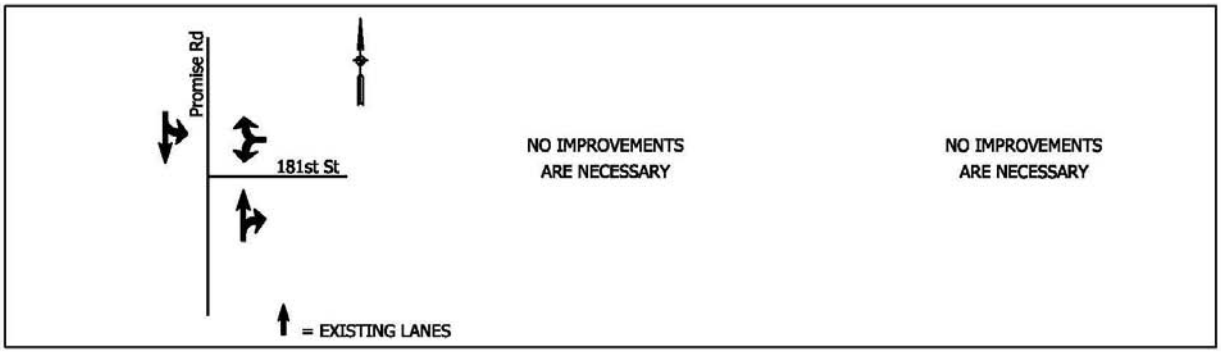
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 126 – 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): C/C |
| One-Way Stop Control with 181st Street stopping for Promise Road | | One-Way Stop Control with 181st Street stopping for Promise Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

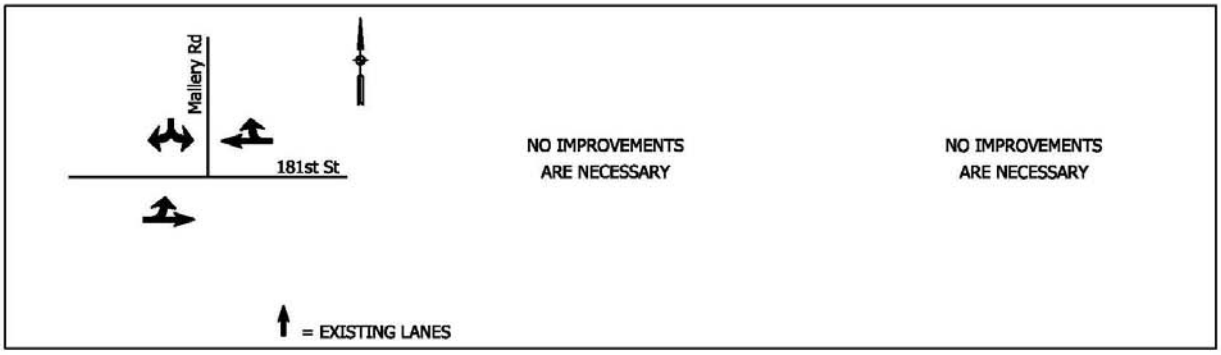
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 127 – 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 |
| One-Way Stop Control with Mallery Road stopping for 181st Street | | One-Way Stop Control with Mallery Road stopping for 181st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

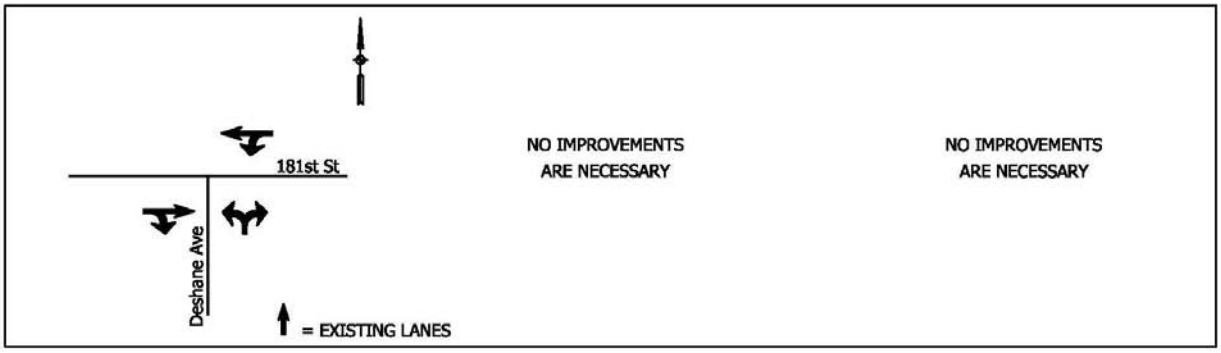
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 128 – 181ST STREET & DESHANE 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 |
| One-Way Stop Control with DeShane Avenue stopping for 181st Street | | One-Way Stop Control with DeShane Avenue stopping for 181st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

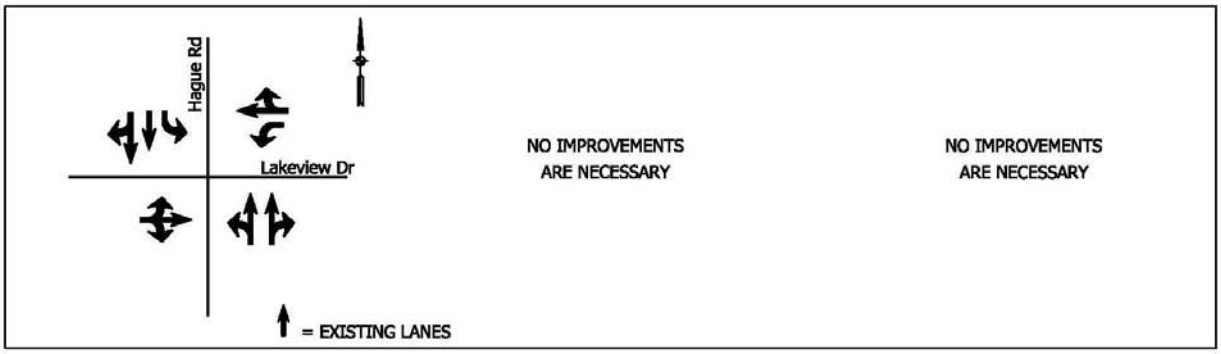
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 129 – LAKEVIEW DRIVE & 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/B |
| Two-Way Stop Control with Lakeview Drive stopping for Hague Road | | Two-Way Stop Control with Lakeview Drive stopping for Hague Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

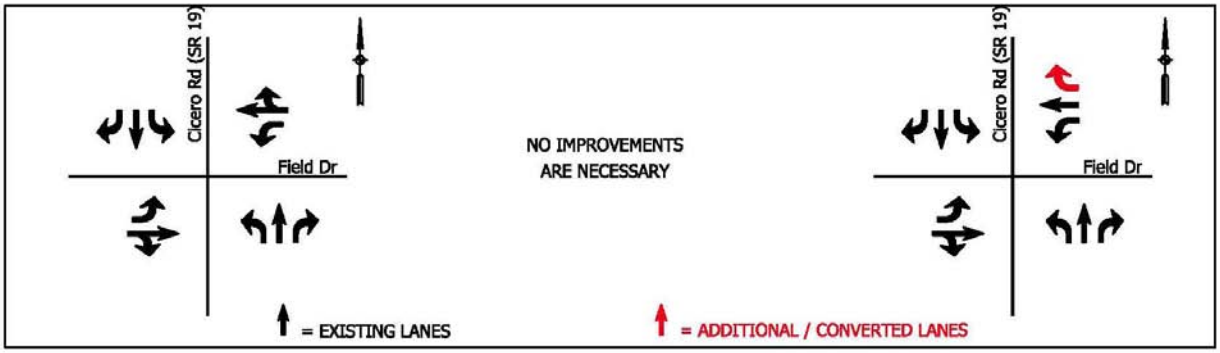
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 130 – FIELD DRIVE & CICERO 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/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 Field Drive.

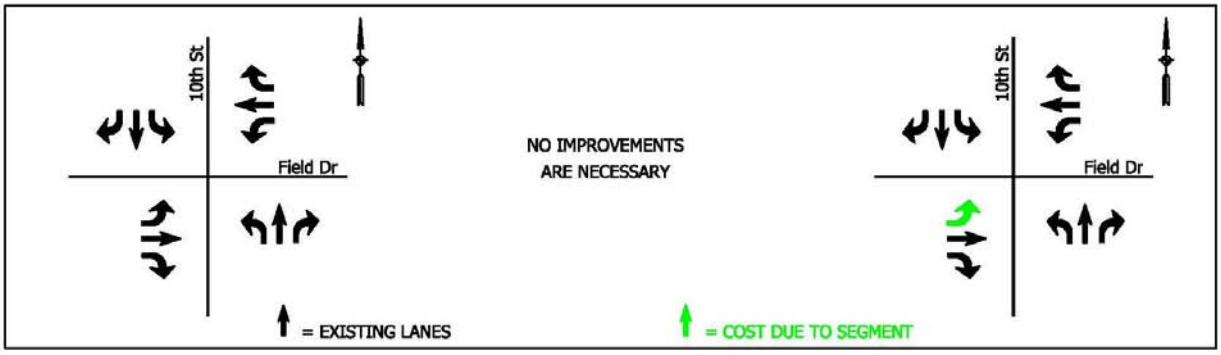
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $1,406,500

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $1,406,500

# INTERSECTION 131 – FIELD DRIVE & 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/C |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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 Field Drive.

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

Note:

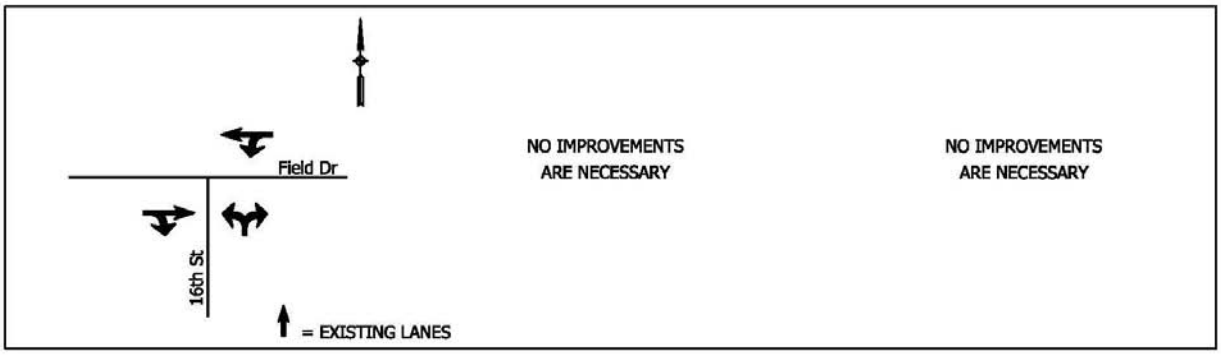
There is no additional cost associated with the extension of the EB left-turn lane. The cost of this improvement is included in the Segment 58 mitigated cost.

Applicable Impact Fee Cost

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

# INTERSECTION 132 – FIELD DRIVE & 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/C |
| One-Way Stop Control with 16th Street stopping for Field Drive | | One-Way Stop Control with 16th Street stopping for Field Drive |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

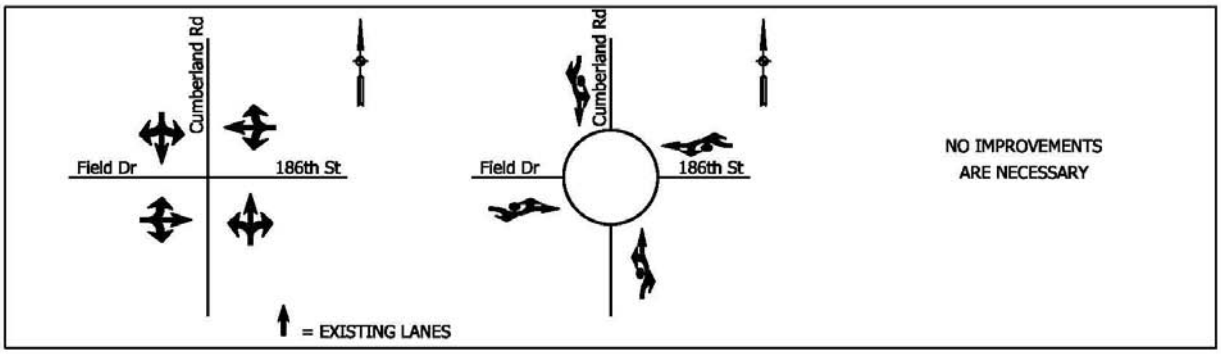
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 133 – FIELD DRIVE & CUMBERLAND 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): B/B | LOS (AM Peak/PM Peak): B/B |
| All-Way Stop Control | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $245,568

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

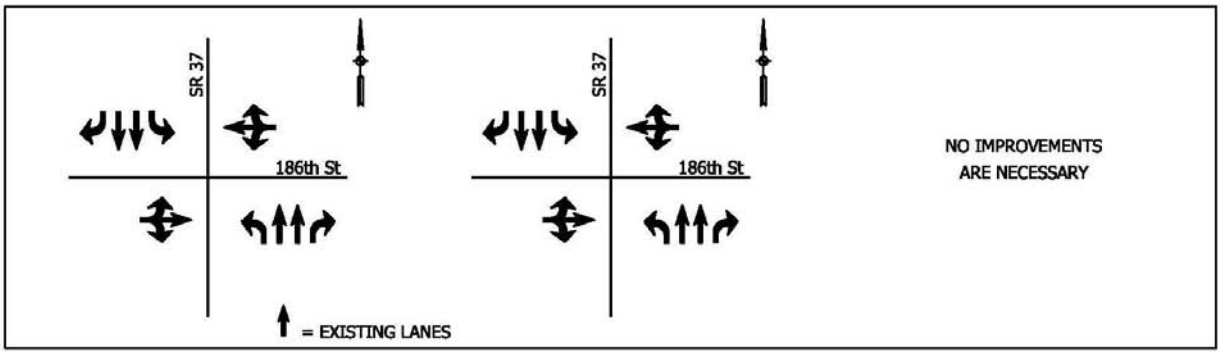
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $245,568

# INTERSECTION 134 – 186TH STREET & SR 37

| Existing Conditions | Mitigated Conditions for Existing Traffic Volumes | Mitigated Conditions for Proj. 10-Yr. Traffic Volumes |
|---|---|---|
| LOS (AM Peak/PM Peak): F/F | LOS (AM Peak/PM Peak): B/B | LOS (AM Peak/PM Peak): B/B |
| Two-Way Stop Control with 186th Street stopping for SR 37 | Traffic Signal | Traffic Signal |




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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- Installation of a traffic signal.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $217,500

Projected 10-Year Conditions

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

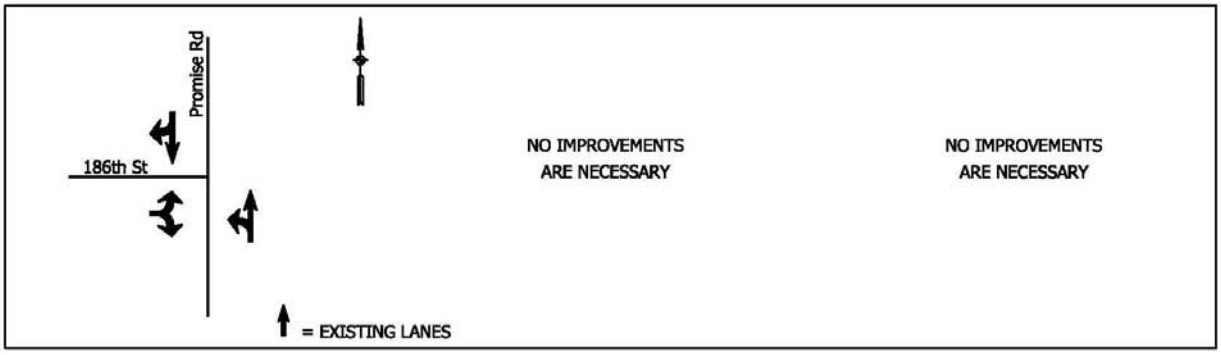
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": -$217,500

# INTERSECTION 135 – 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 |
| One-Way Stop Control with 186th Street stopping for Promise Road | | One-Way Stop Control with 186th Street stopping for Promise Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

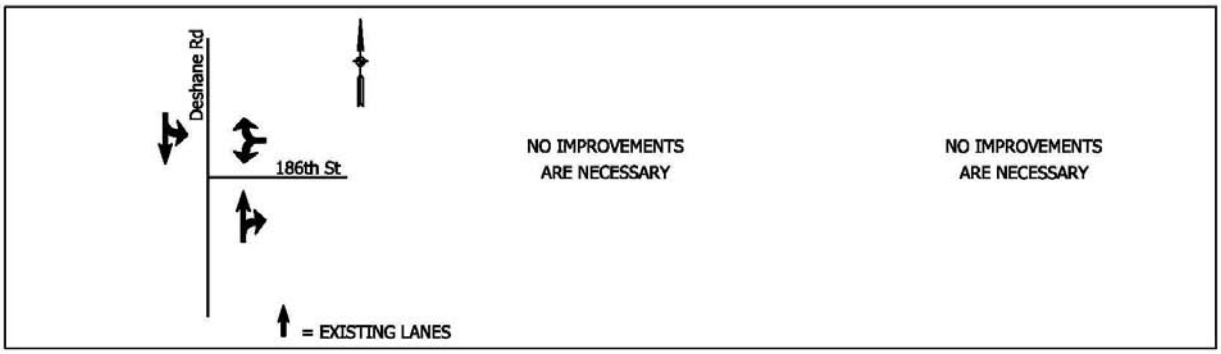
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 136 – 186TH STREET & DESHANE 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 |
| One-Way Stop Control with 186th Street stopping for DeShane Avenue | | One-Way Stop Control with 186th Street stopping for DeShane Avenue |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

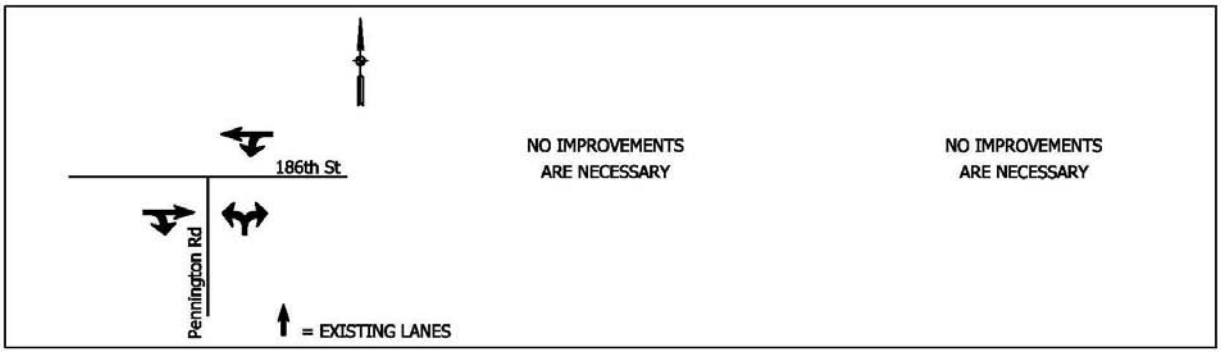
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 137 – 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 |
| One-Way Stop Control with Pennington Road stopping for 186th Street | | One-Way Stop Control with Pennington Road stopping for 186th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

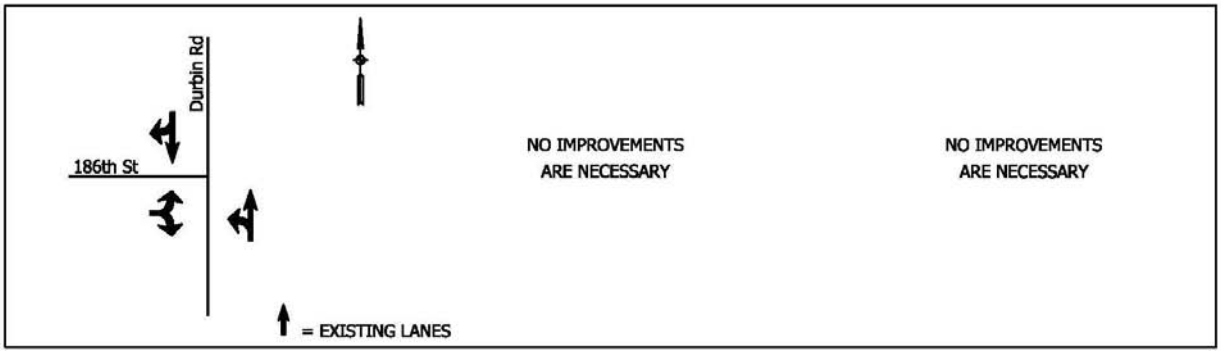
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 138 – 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 |
| One-Way Stop Control with 186th Street stopping for Durbin Road | | One-Way Stop Control with 186th Street stopping for Durbin Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

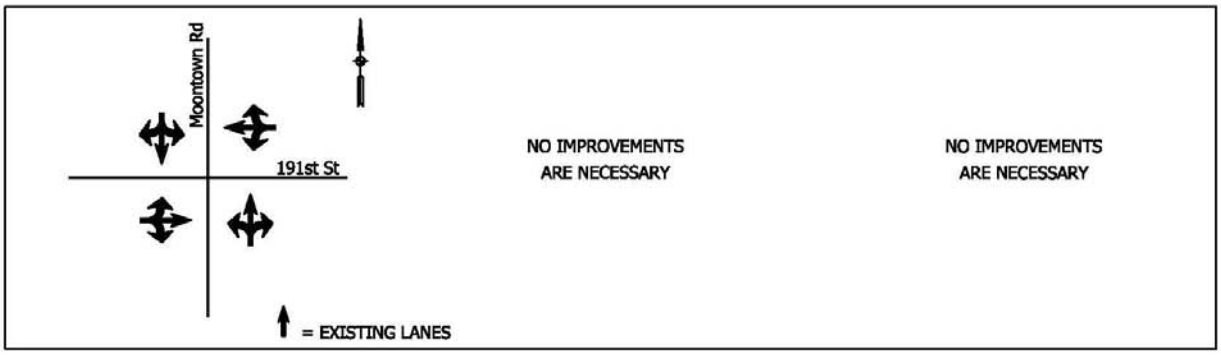
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 139 – 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): A/A | | LOS (AM Peak/PM Peak): C/B |
| All-Way Stop Control | | All-Way Stop Control |




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

Existing Conditions

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

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

Projected 10-Year Conditions

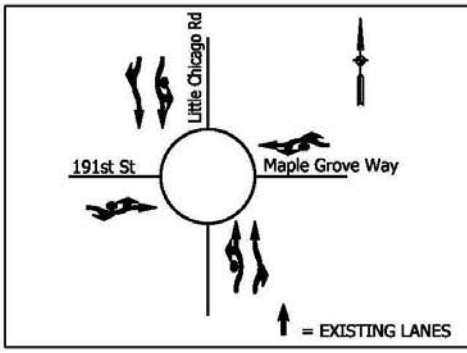
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 140 – 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): B/A |
| Roundabout | | Roundabout |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |

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

Existing Conditions

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

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

Projected 10-Year Conditions

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

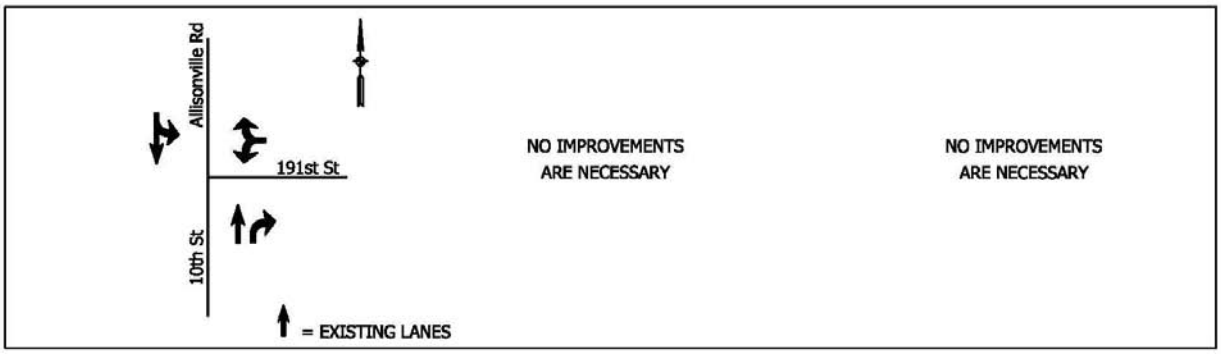
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 141 – 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 |
| One-Way Stop Control with 191st Street stopping for 10th Street | | One-Way Stop Control with 191st Street stopping for 10th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

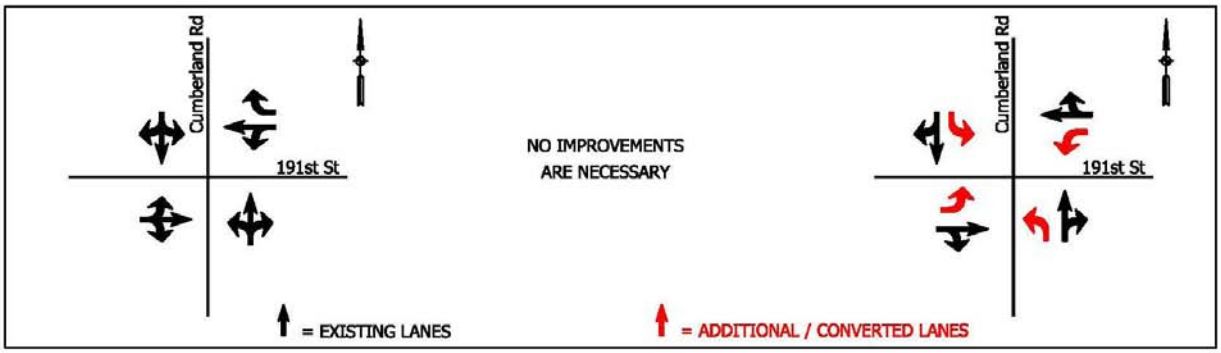
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 142 – 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): B/B |
| All-Way Stop Control | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB left-turn lane along 191st Street.
- Add WB left-turn lane along 191st Street.
- Add NB left-turn lane along Cumberland Road.
- Add SB left-turn lane along Cumberland Road.

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

Note:

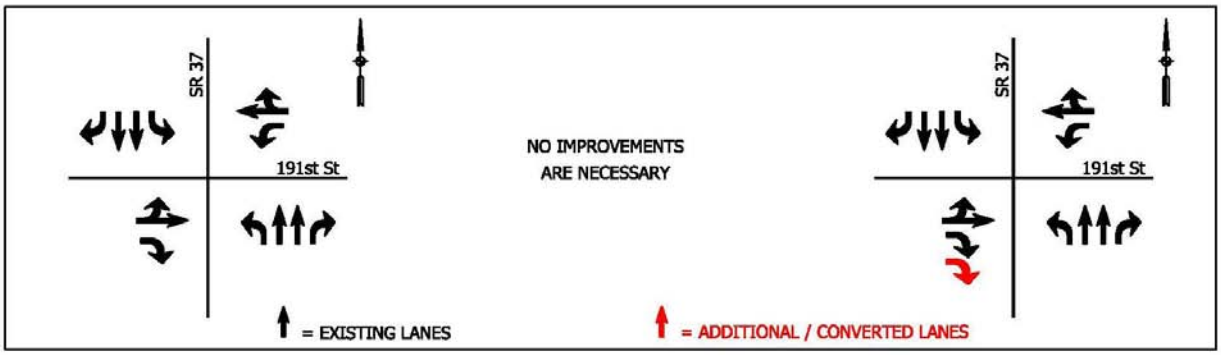
There are no additional costs for the installation of the traffic signal or the additional left-turn lanes along each approach. These costs have been funded according to the City of Noblesville.

Applicable Impact Fee Cost

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

# INTERSECTION 143 – 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/B |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

Estimated Construction 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.

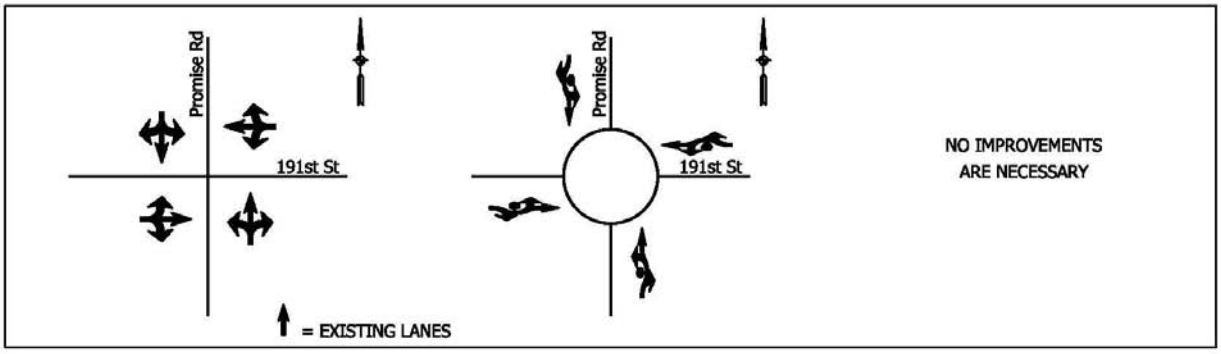
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $113,217

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $113,217

# INTERSECTION 144 – 191ST STREET & PROMISE ROAD

| 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 |
| All-Way Stop Control | Roundabout | Roundabout |




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

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $514,512

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

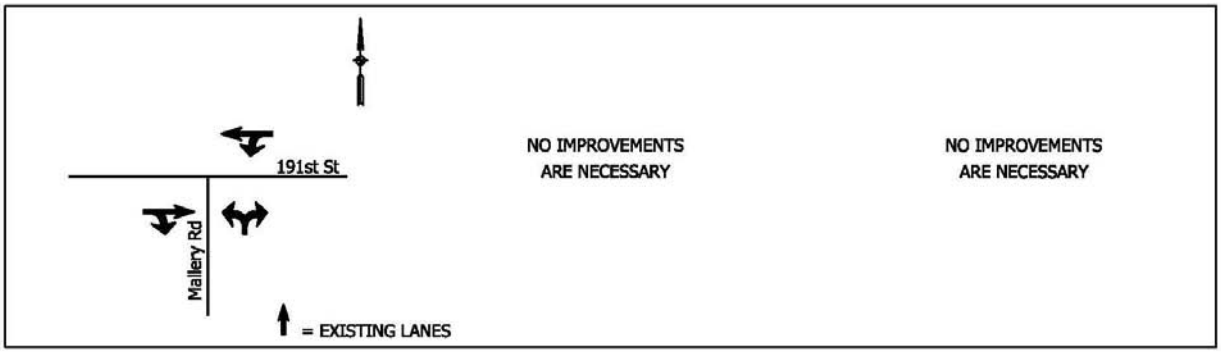
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $514,512

# INTERSECTION 145 – 191ST 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 |
| One-Way Stop Control with Mallery Road stopping for 191st Street | | One-Way Stop Control with Mallery Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

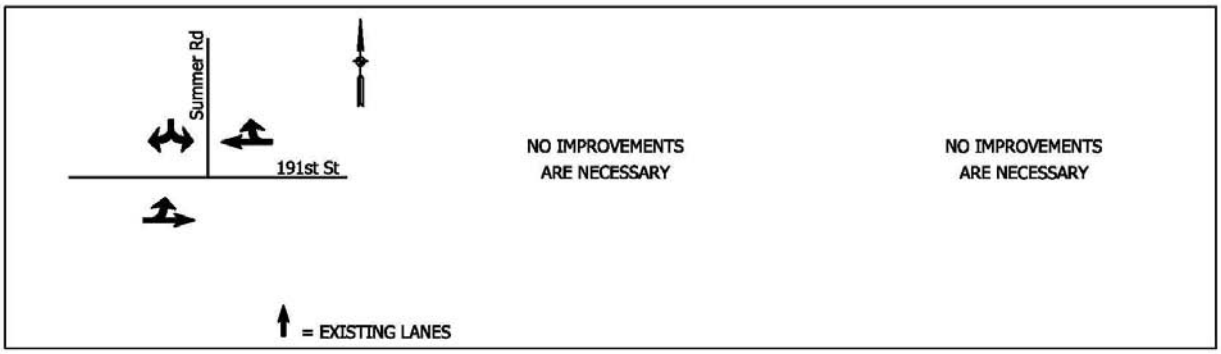
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 146 – 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 |
| One-Way Stop Control with Summer Road stopping for 191st Street | | One-Way Stop Control with Summer Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

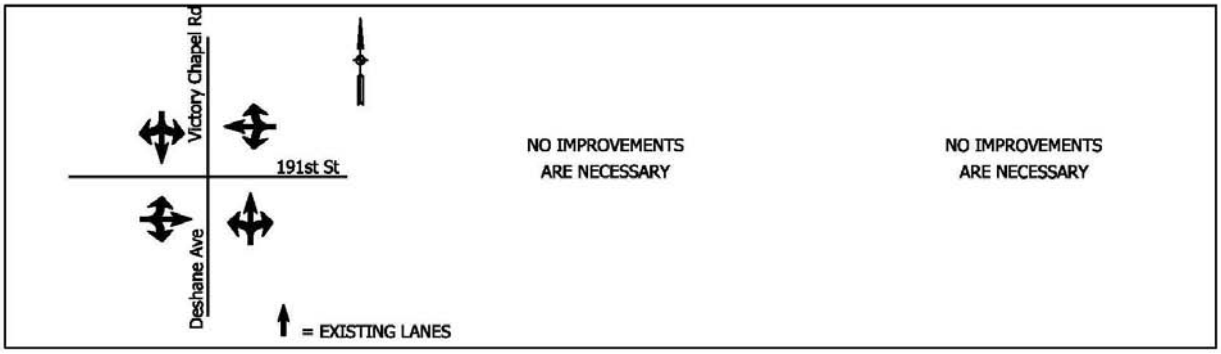
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 147 – 191ST STREET & DESHANE AVENUE/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/B | | LOS (AM Peak/PM Peak): A/B |
| Two-Way Stop Control with DeShane Avenue/Victory Chapel Road stopping for 191st Street | | Two-Way Stop Control with DeShane Avenue/Victory Chapel Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

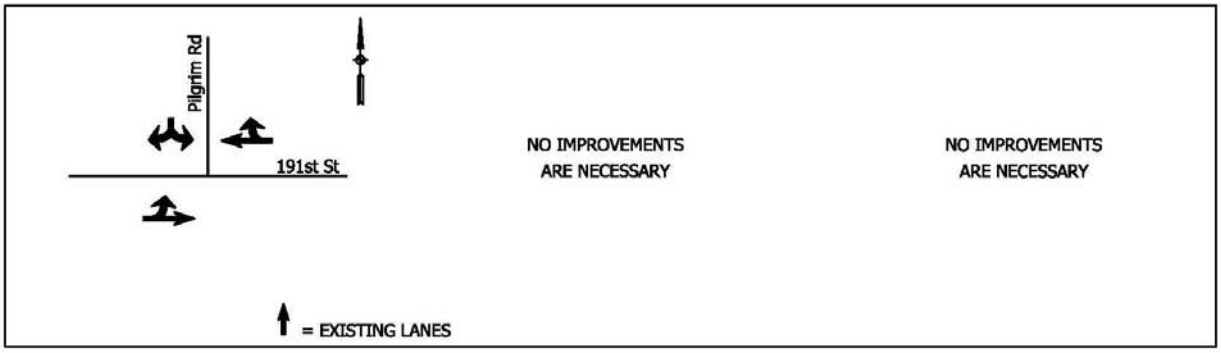
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 149 – 191ST STREET & PILGRIM 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 |
| One-Way Stop Control with Pilgrim Road stopping for 191st Street | | One-Way Stop Control with Pilgrim Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

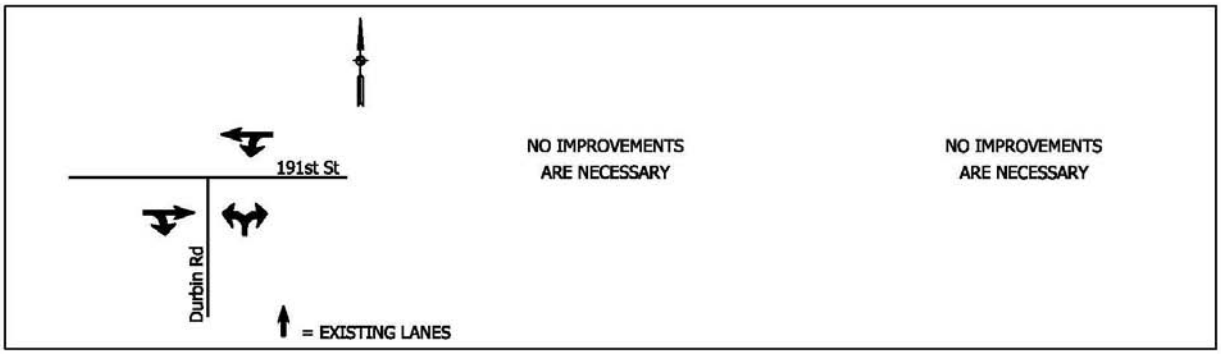
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 150 – 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 |
| One-Way Stop Control with Durbin Road stopping for 191st Street | | One-Way Stop Control with Durbin Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

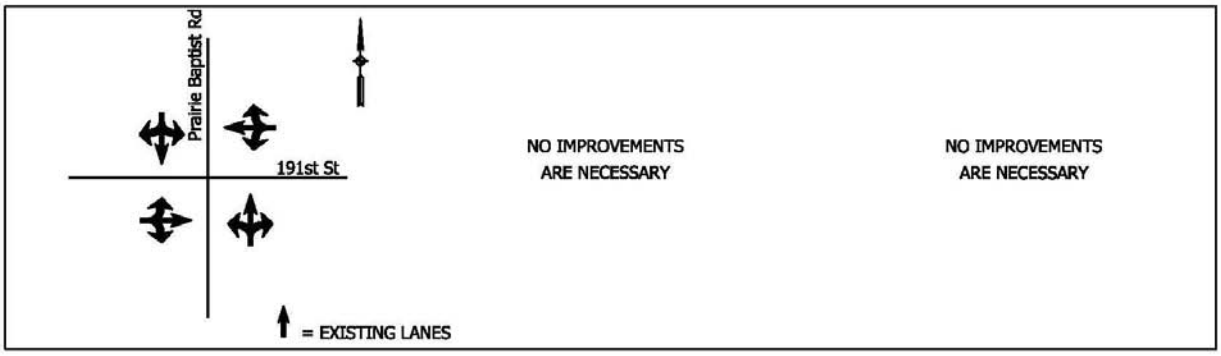
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 151 – 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/A | | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Prairie Baptist Road stopping for 191st Street | | Two-Way Stop Control with Prairie Baptist Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

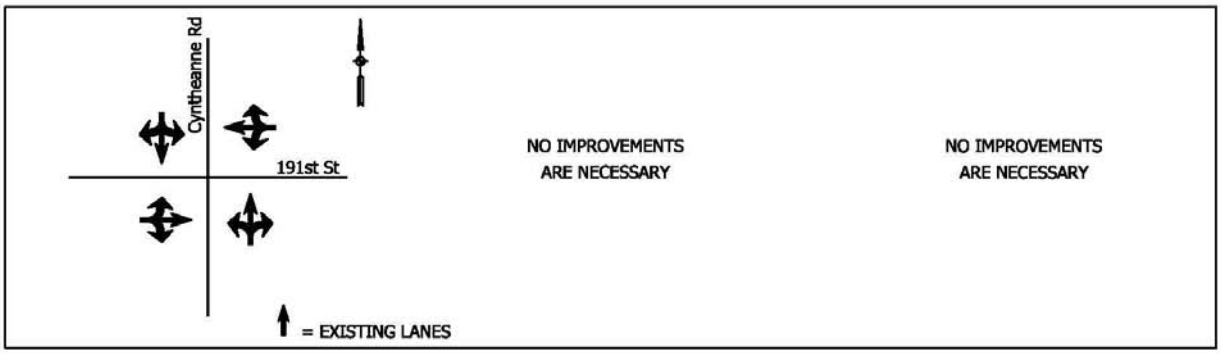
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 152 – 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/A |
| Two-Way Stop Control with Cyntheanne Road stopping for 191st Street | | Two-Way Stop Control with Cyntheanne Road stopping for 191st Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

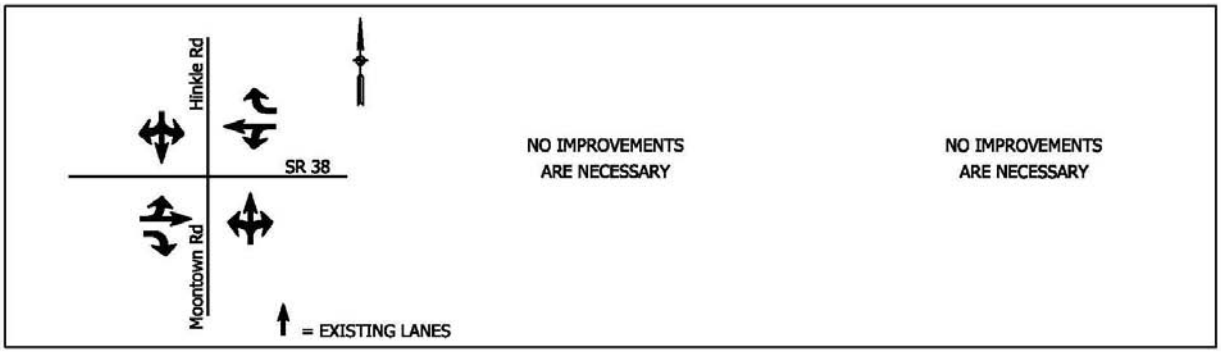
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 153 – SR 38 & MOONTOWN 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 Control with Moontown Road stopping for SR 38 | | Two-Way Stop Control with Moontown Road stopping for SR 38 |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

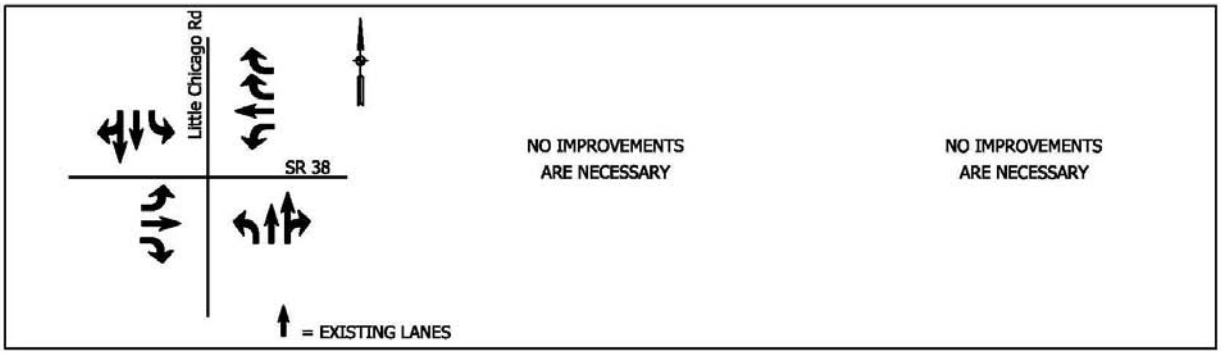
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 154 – 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): B/B | | LOS (AM Peak/PM Peak): C/C |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

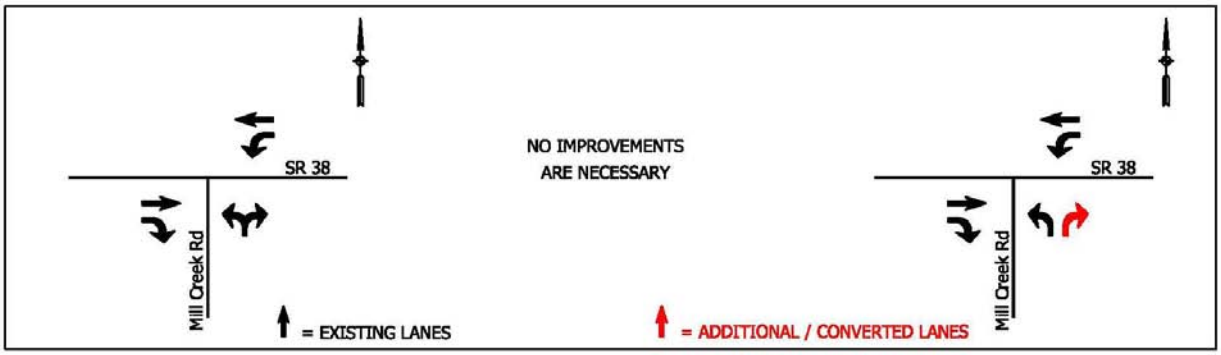
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 155 – 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/B | | LOS (AM Peak/PM Peak): B/B |
| One-Way Stop Control with Mill Creek Road stopping for SR 38 | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

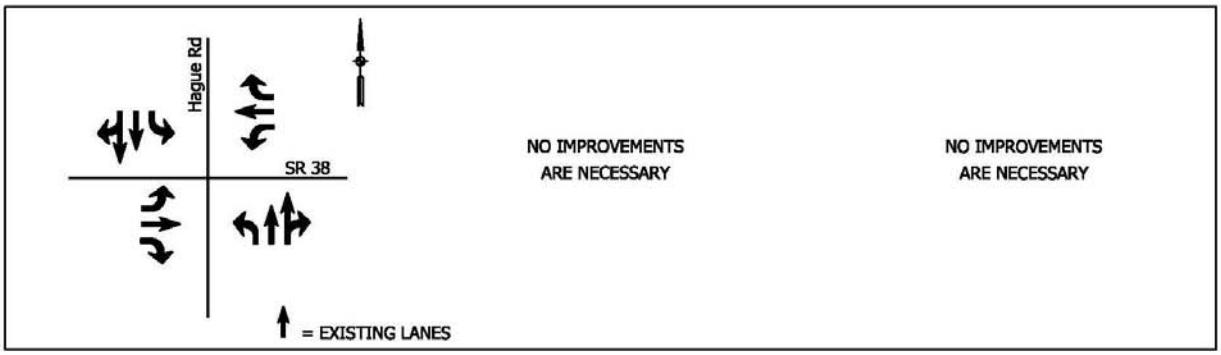
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $263,217

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $263,217

# INTERSECTION 156 – SR 38 & 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): D/D |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

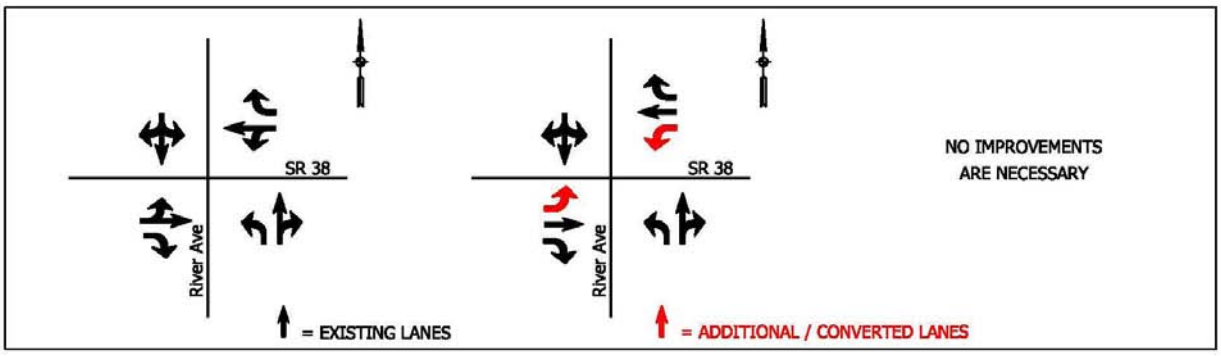
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 157 – SR 38 & RIVER ROAD

| Existing Conditions | Mitigated Conditions for Existing Traffic Volumes | Mitigated Conditions for Proj. 10-Yr. Traffic Volumes |
|---|---|---|
| LOS (AM Peak/PM Peak): D/F | LOS (AM Peak/PM Peak): A/A | LOS (AM Peak/PM Peak): A/C |
| Two-Way Stop Control with River Road stopping for SR 38 | Traffic Signal | Traffic Signal |




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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:

- Installation of a traffic signal.
- Add EB left-turn lane along SR 38.
- Add WB left-turn lane along SR 38.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $217,500

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate 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:

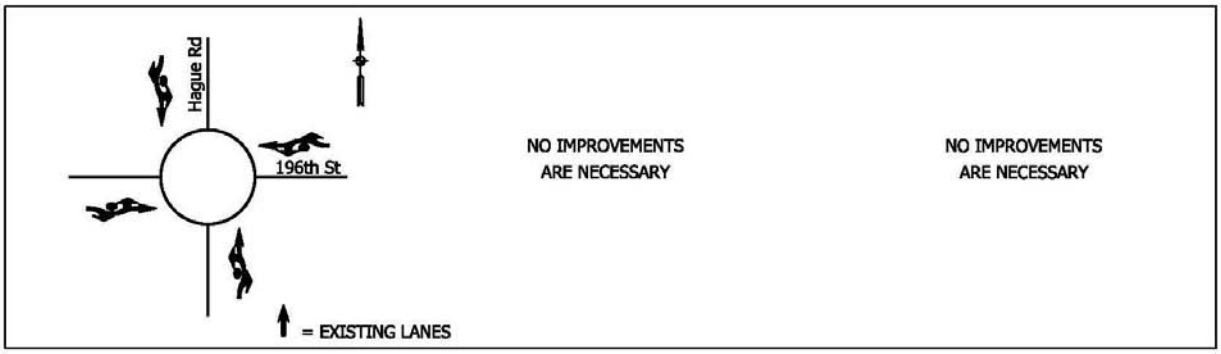
S.R. 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": -$217,500

# INTERSECTION 158 – 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/B |
| Roundabout | | Roundabout |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

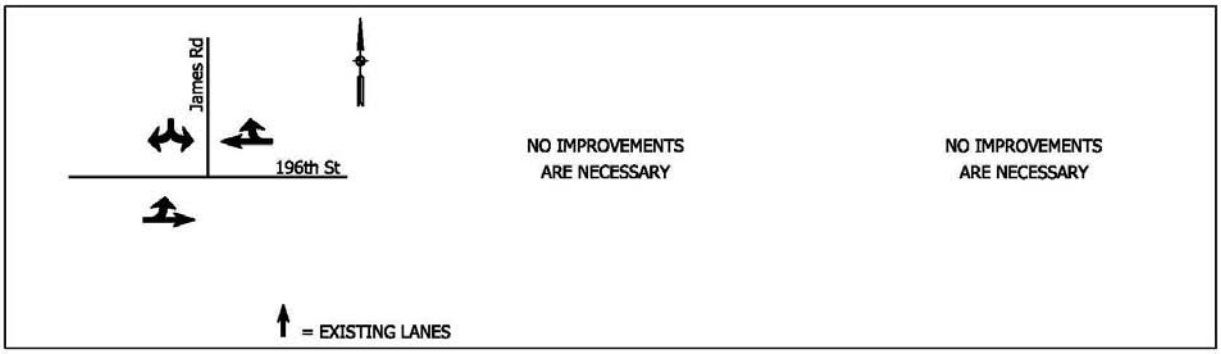
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 159 – 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): A/B |
| One-Way Stop Control with James Road stopping for 196th Street | | One-Way Stop Control with James Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

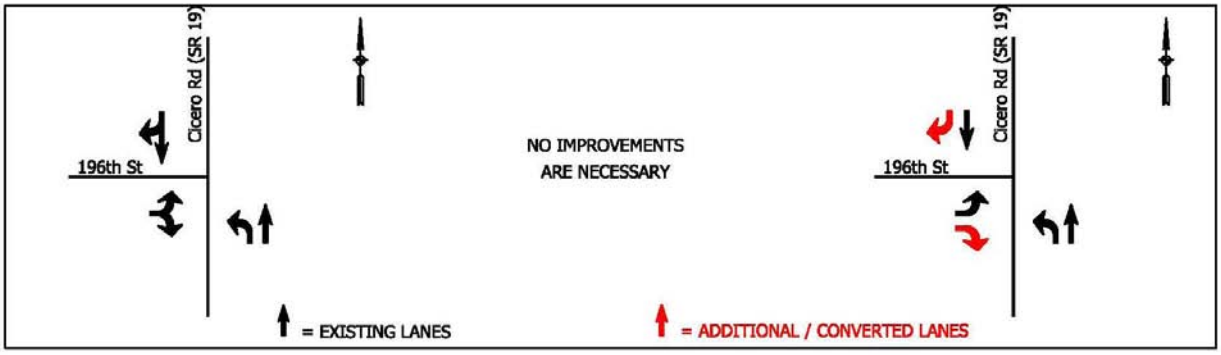
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 160 – 196TH STREET & CICERO 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/A |
| One-Way Stop Control with 196th Street stopping for Cicero Road | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB right-turn lane along 196th Street.
- Add SB right-turn lane along Cicero Road.

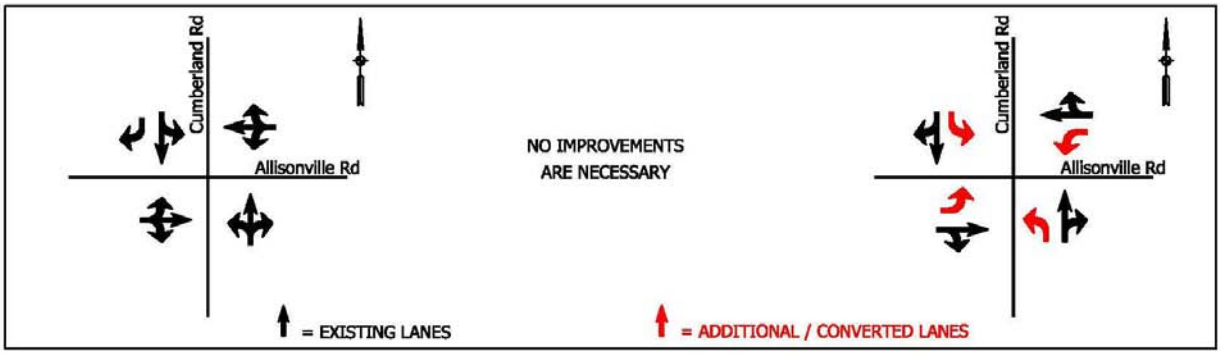
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $263,217

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $263,217

# INTERSECTION 161 – CUMBERLAND ROAD & ALLISONVILLE 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 Control | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

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

Note:

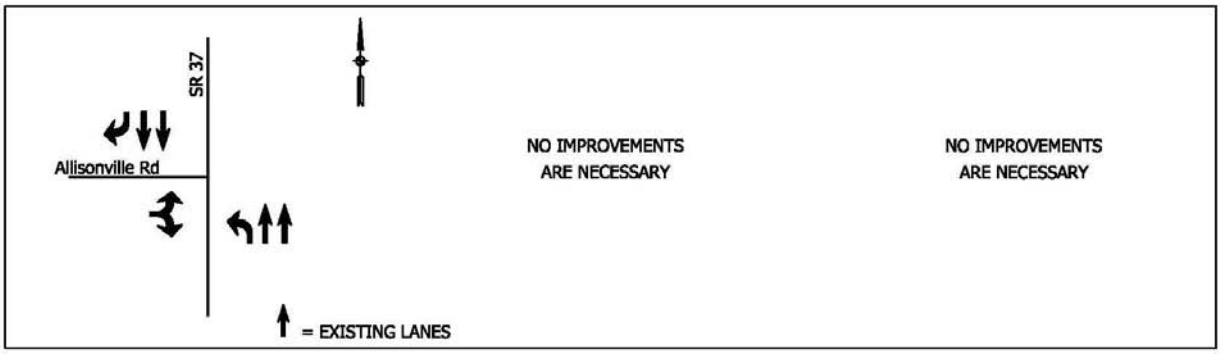
There are no additional costs for the installation of the traffic signal. These costs have been funded according to the City of Noblesville.

Applicable Impact Fee Cost

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

# INTERSECTION 162 – SR 37 & ALLISONVILLE 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 |
| One-Way Stop Control with Allisonville Road stopping for SR 37 | | One-Way Stop Control with Allisonville Road stopping for SR 37 |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

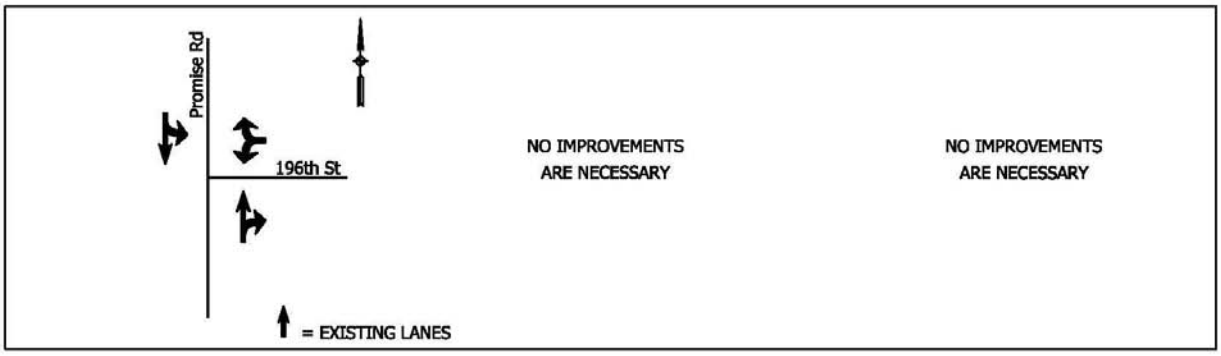
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 163 – 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): A/A | | LOS (AM Peak/PM Peak): B/B |
| One-Way Stop Control with 196th Street stopping for Promise Road | | One-Way Stop Control with 196th Street stopping for Promise Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

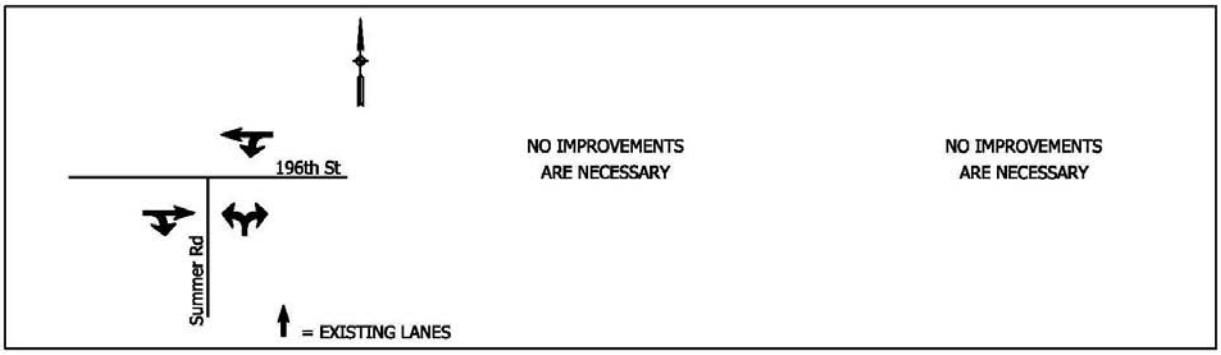
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 164 – 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 |
| One-Way Stop Control with Summer Road stopping for 196th Street | | One-Way Stop Control with Summer Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

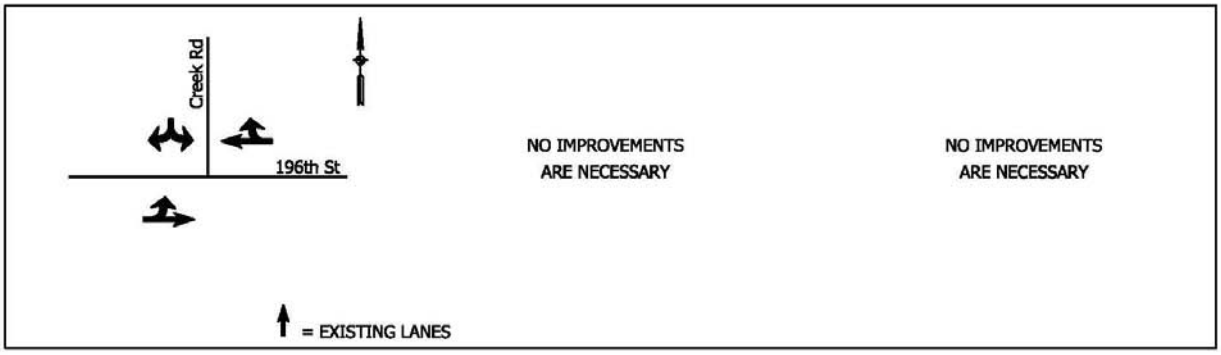
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 165 – 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 |
| One-Way Stop Control with Creek Road stopping for 196th Street | | One-Way Stop Control with Creek Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

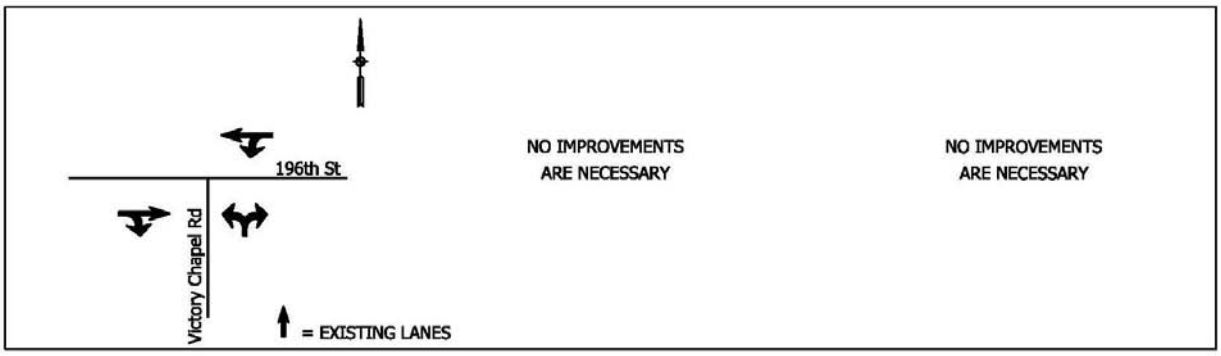
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 166 – 196TH STREET & VICTORY CHAPEL ROAD S

| 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 |
| One-Way Stop Control with Victory Chapel Road stopping for 196th Street | | One-Way Stop Control with Victory Chapel Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

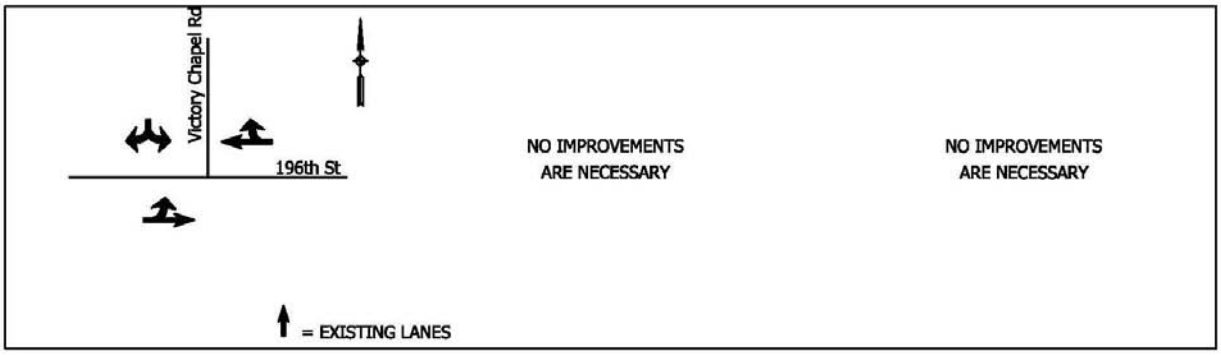
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 167 – 196TH STREET & VICTORY CHAPEL ROAD N

| 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 |
| One-Way Stop Control with Victory Chapel Road stopping for 196th Street | | One-Way Stop Control with Victory Chapel Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

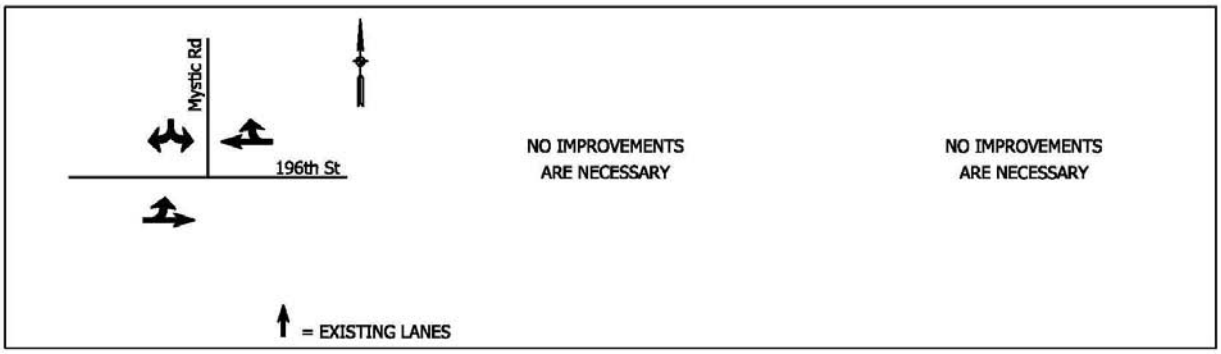
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 168 – 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 |
| One-Way Stop Control with Mystic Road stopping for 196th Street | | One-Way Stop Control with Mystic Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

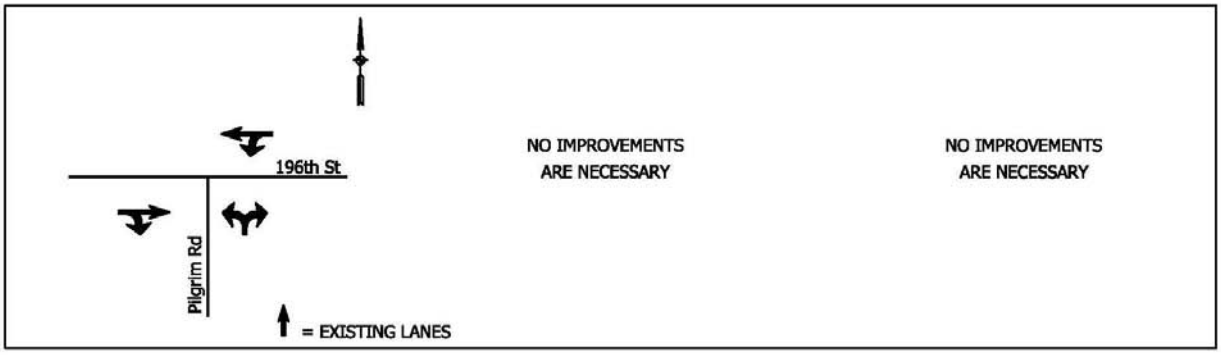
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 169 – 196TH STREET & PILGRIM 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 |
| One-Way Stop Control with Pilgrim Road stopping for 196th Street | | One-Way Stop Control with Pilgrim Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

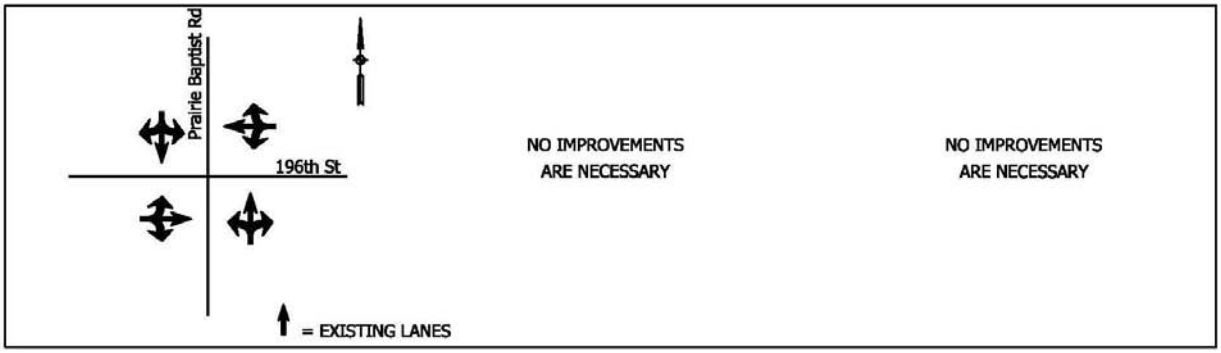
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 170 – 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 Control with 196th Street stopping for Prairie Baptist Road | | Two-Way Stop Control with 196th Street stopping for Prairie Baptist Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

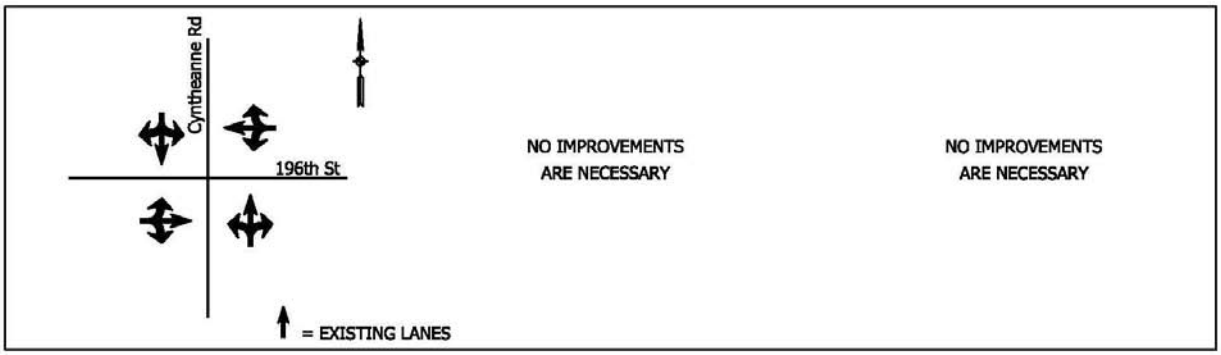
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 171 – 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 Control with Cyntheanne Road stopping for 196th Street | | Two-Way Stop Control with Cyntheanne Road stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

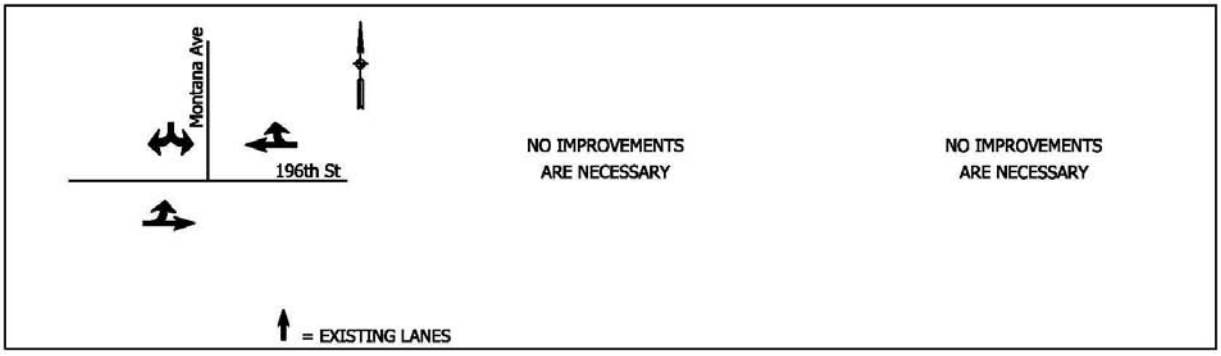
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 172 – 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 |
| One-Way Stop Control with Montana Avenue stopping for 196th Street | | One-Way Stop Control with Montana Avenue stopping for 196th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

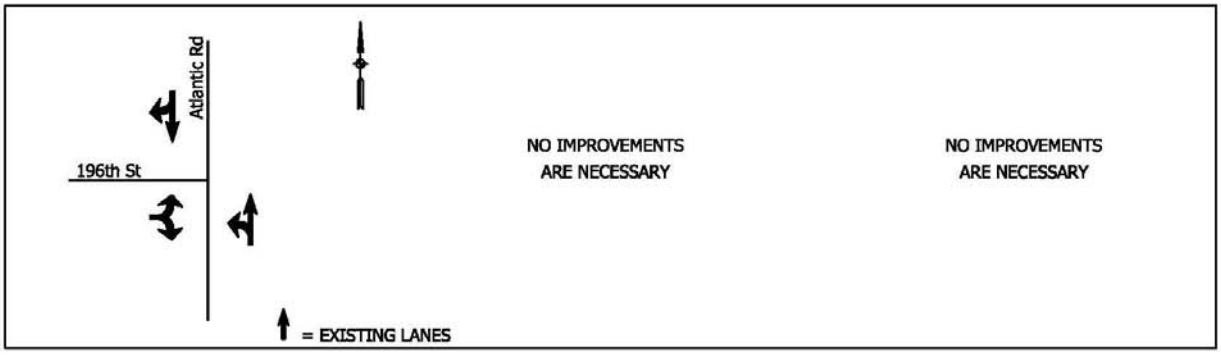
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 173 – 196TH 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): B/A |
| One-Way Stop Control with 196th Street stopping for Atlantic Road | | One-Way Stop Control with 196th Street stopping for Atlantic Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

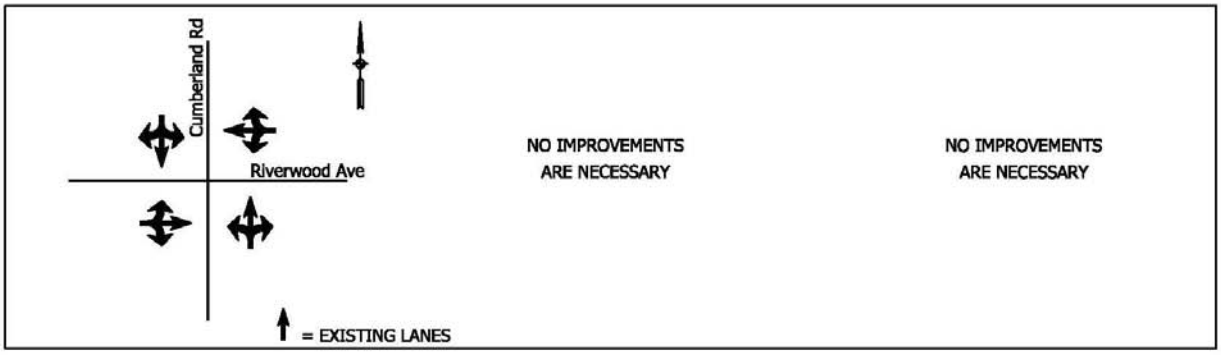
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 174 – RIVERWOOD 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/B | | LOS (AM Peak/PM Peak): C/C |
| Two-Way Stop Control with Riverwood Avenue stopping for Cumberland Road | | Two-Way Stop Control with Riverwood Avenue stopping for Cumberland Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

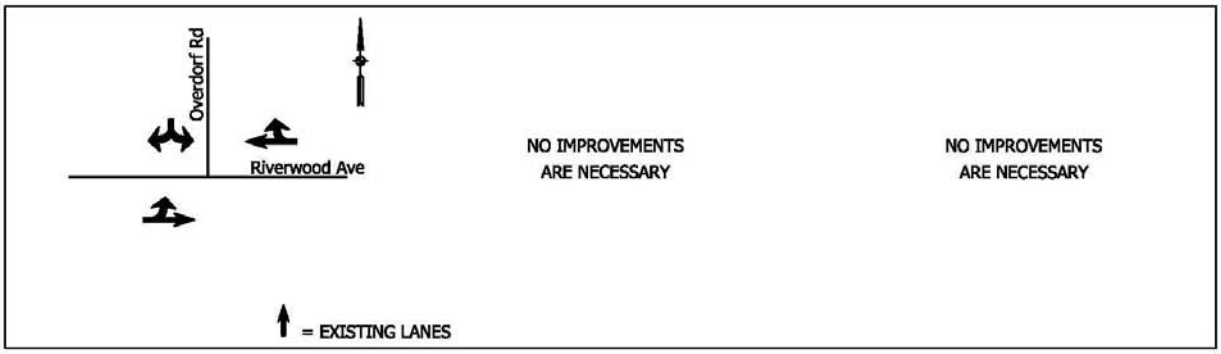
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 175 – 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 |
| One-Way Stop Control with Overdorf Road stopping for Riverwood Avenue | | One-Way Stop Control with Overdorf Road stopping for Riverwood Avenue |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

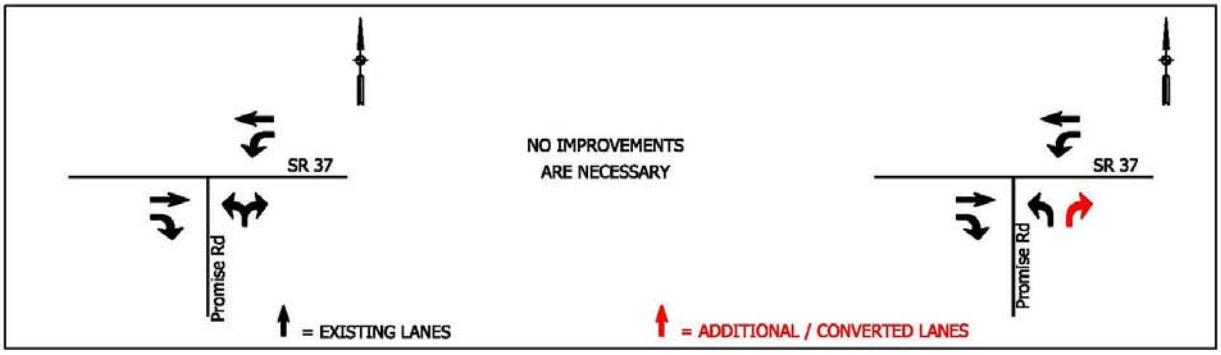
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 176 – 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): A/C |
| One-Way Stop Control with Promise Road stopping for SR 37 | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

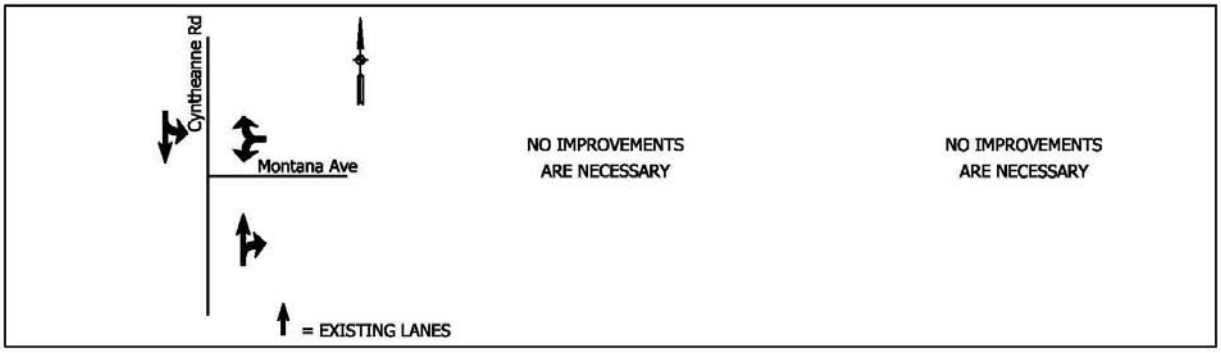
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $263,217

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $263,217

# INTERSECTION 177 – MONTANA AVENUE & 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 |
| One-Way Stop Control with Montana Avenue stopping for Cyntheanne Road | | One-Way Stop Control with Montana Avenue stopping for Cyntheanne Road |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

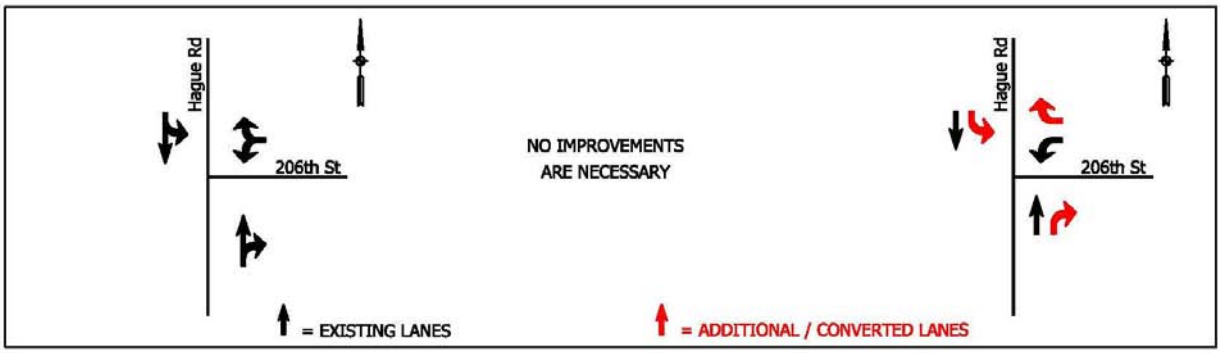
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 178 – 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): D/C | | LOS (AM Peak/PM Peak): A/A |
| One-Way Stop Control with 206th Street stopping for Hague Road | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add WB right-turn lane along 206th Street.
- Add NB right-turn lane along Hague Road.
- Add SB left-turn lane along Hague Road.

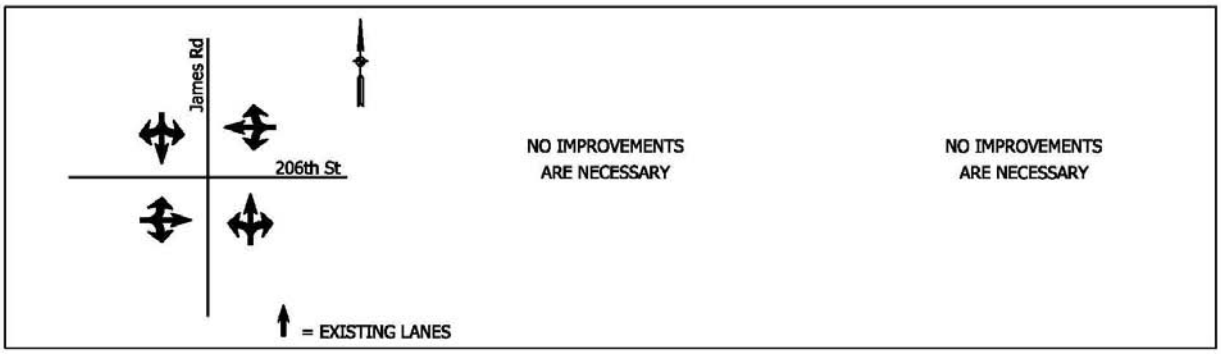
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $399,292

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $399,292

# INTERSECTION 179 – 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): C/B |
| Two-Way Stop Control with James Road stopping for 206th Street | | Two-Way Stop Control with James Road stopping for 206th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

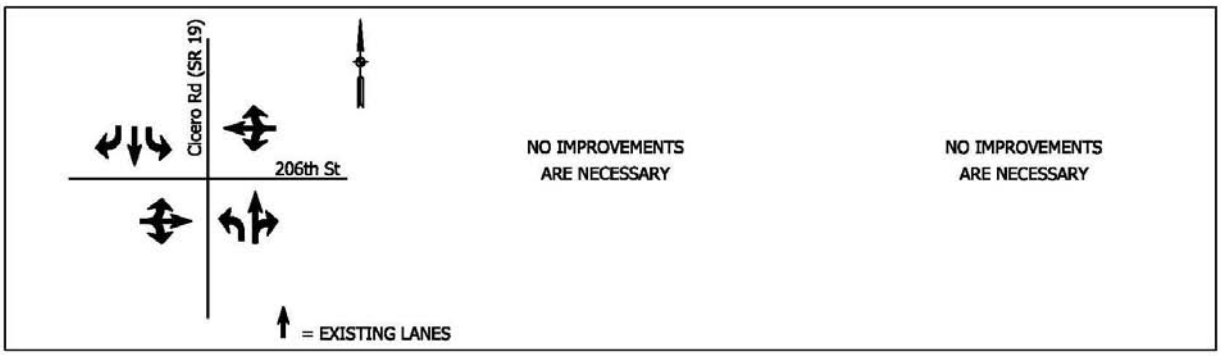
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 180 – 206TH STREET & CICERO ROAD/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 |
| Traffic Signal | | Traffic Signal |




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

Existing Conditions

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

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

Projected 10-Year Conditions

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

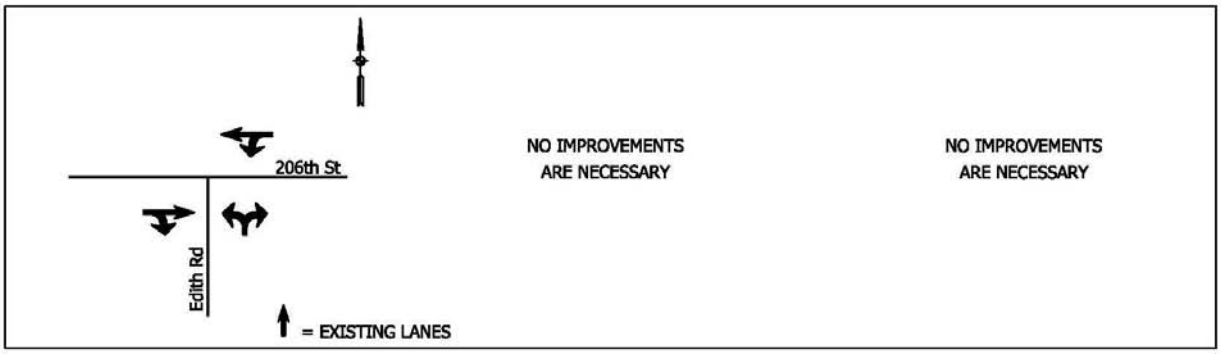
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

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

# INTERSECTION 181 – 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): B/C |
| One-Way Stop Control with Edith Road stopping for 206th Street | | One-Way Stop Control with Edith Road stopping for 206th Street |




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

Existing Conditions

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

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

Projected 10-Year Conditions

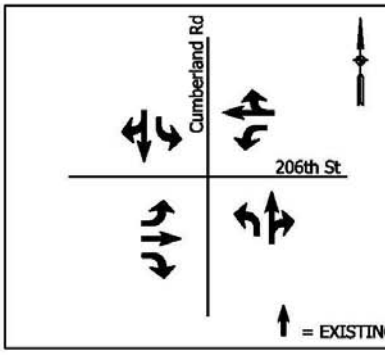
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 – 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): B/B |
| Traffic Signal | | Traffic Signal |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |

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

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

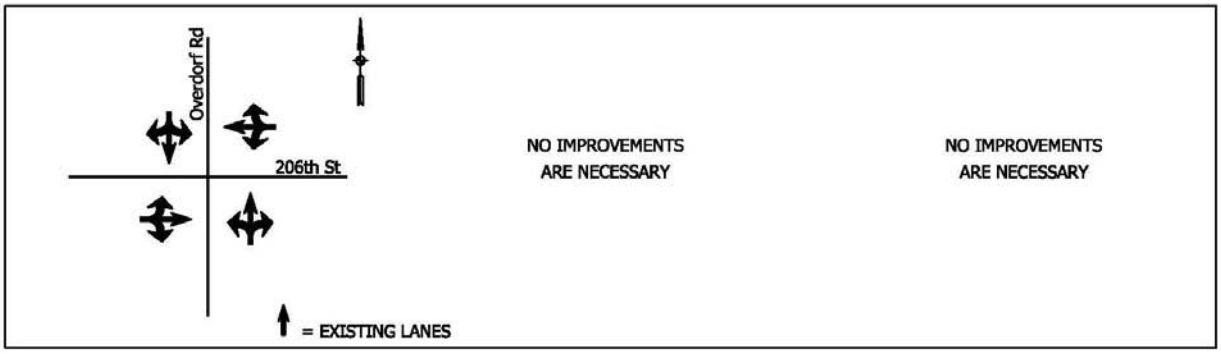
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 183 – 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 Control with Overdorf Road stopping for 206th Street | | Two-Way Stop Control with Overdorf Road stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

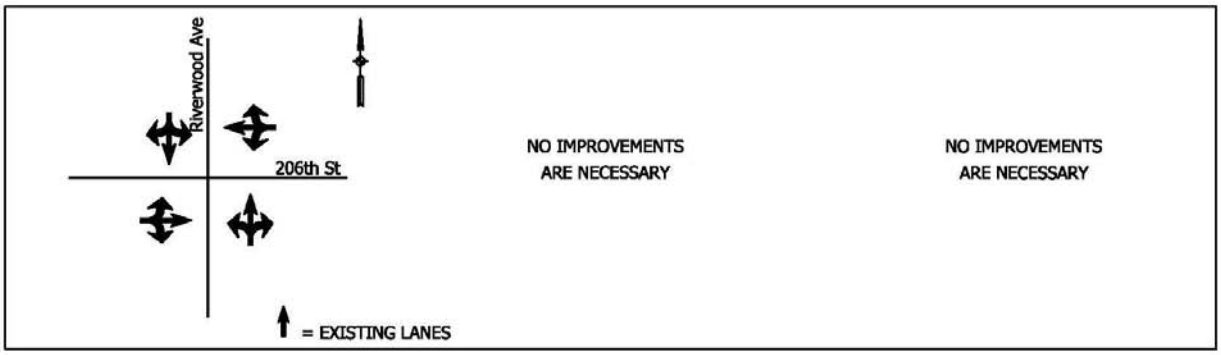
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 184 – 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): B/B |
| Two-Way Stop Control with Riverwood Avenue stopping for 206th Street | | Two-Way Stop Control with Riverwood Avenue stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

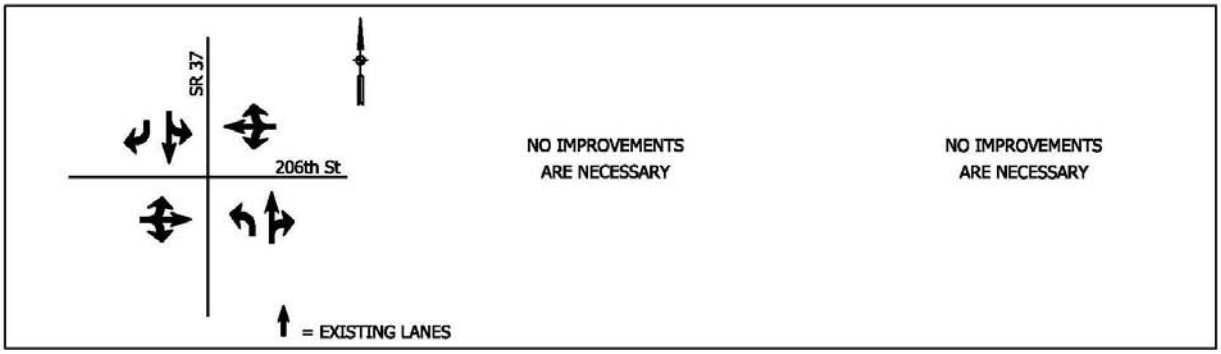
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 185 – 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): A/A | | LOS (AM Peak/PM Peak): B/B |
| Traffic Signal | | Traffic Signal |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

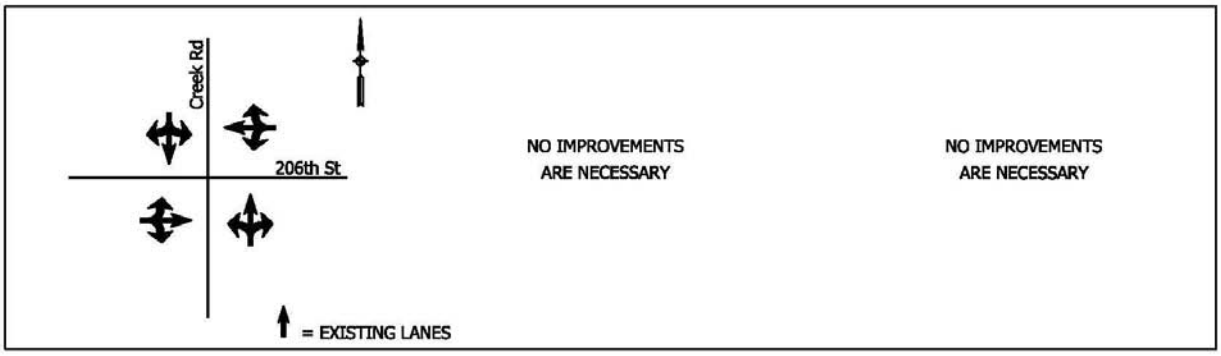
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 186 – 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): A/A |
| Two-Way Stop Control with Creek Road stopping for 206th Street | | Two-Way Stop Control with Creek Road stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

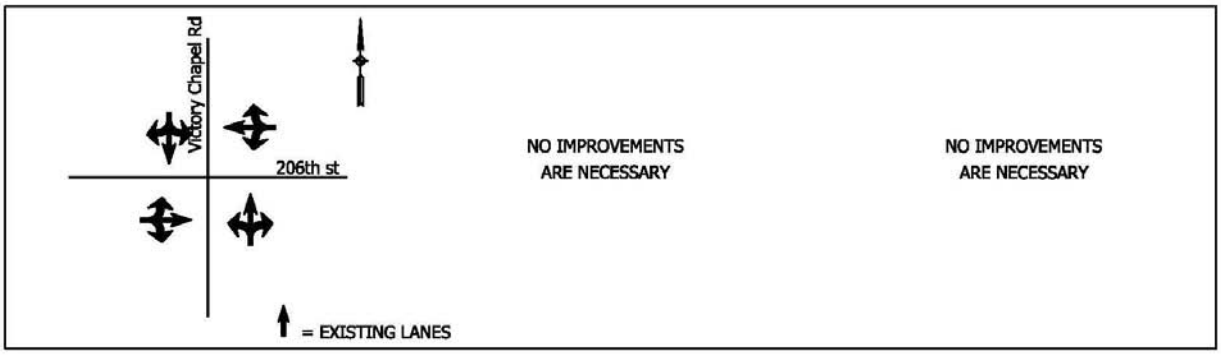
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 187 – 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 Control with Victory Chapel Road stopping for 206th Street | | Two-Way Stop Control with Victory Chapel Road stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

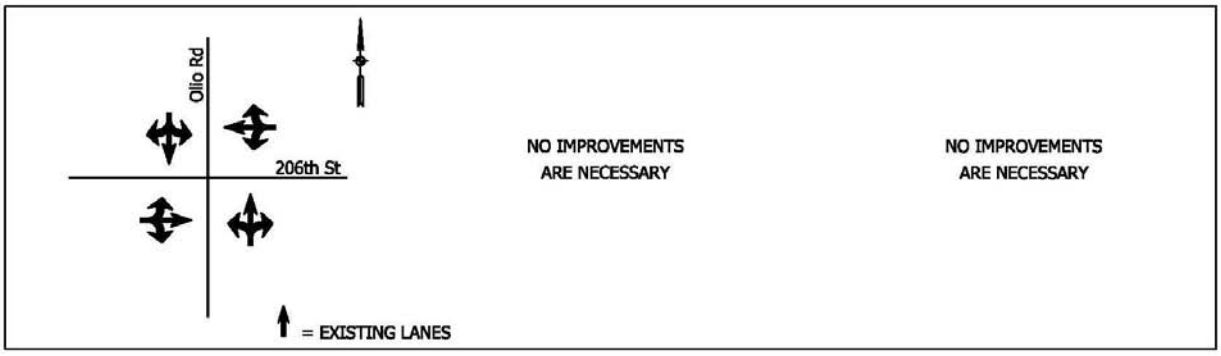
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 188 – 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 Control with Olio Road stopping for 206th Street | | Two-Way Stop Control with Olio Road stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

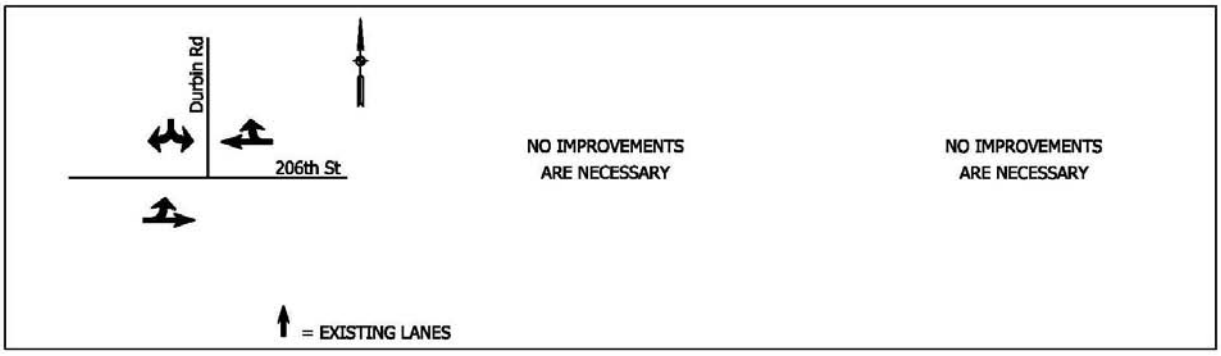
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 189 – 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 |
| One-Way Stop Control with Durbin Road stopping for 206th Street | | One-Way Stop Control with Durbin Road stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

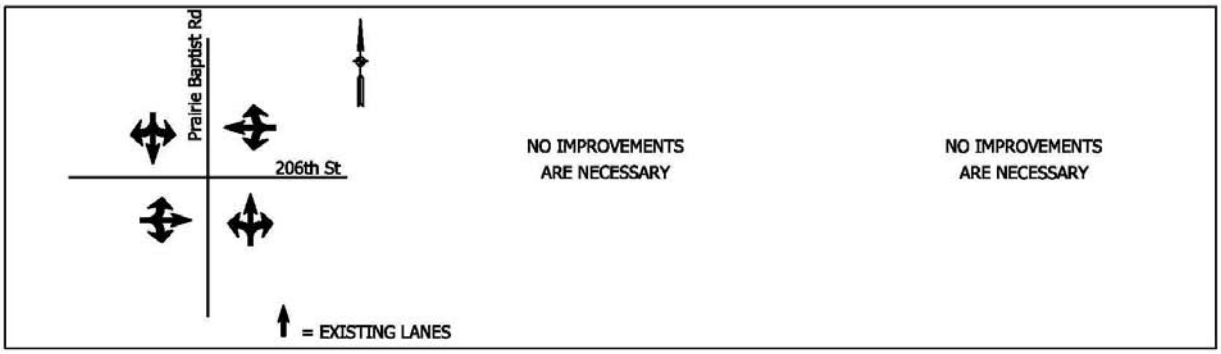
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 190 – 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/A |
| Two-Way Stop Control with 206th Street stopping for Prairie Baptist Road | | Two-Way Stop Control with 206th Street stopping for Prairie Baptist Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

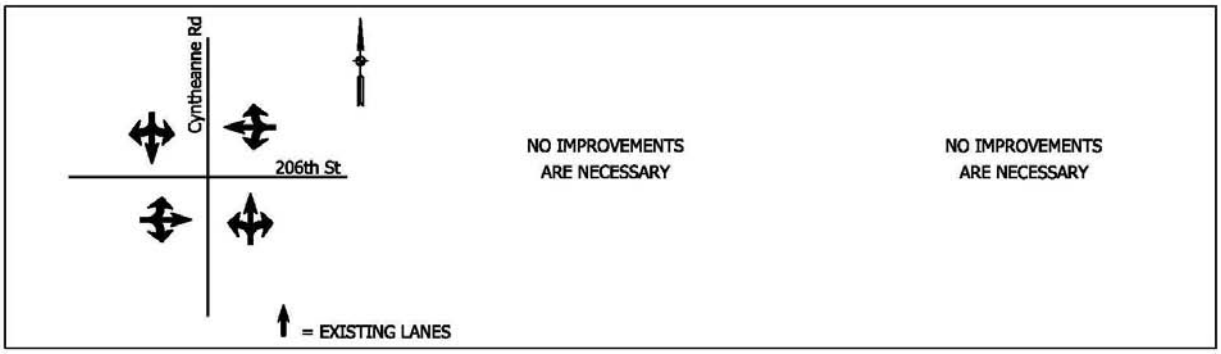
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 191 – 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 Control with Cyntheanne Road stopping for 206th Street | | Two-Way Stop Control with Cyntheanne Road stopping for 206th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

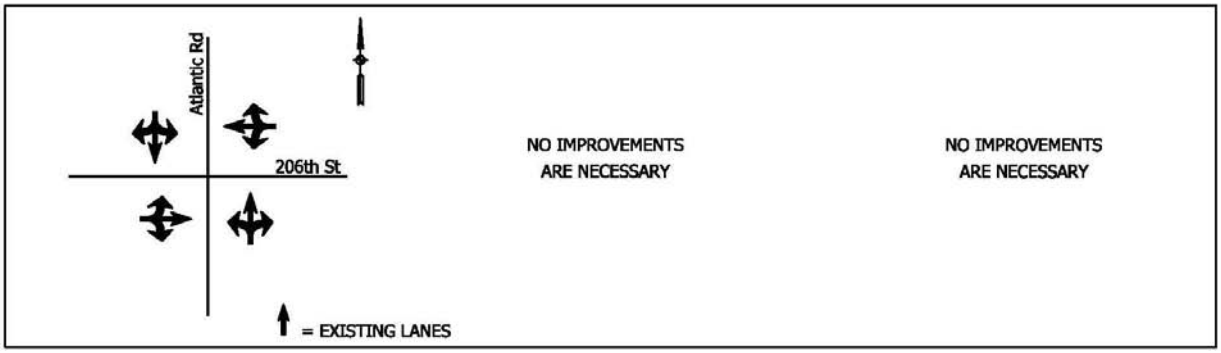
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 192 – 206TH 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 Control with 206th Street stopping for Atlantic Road | | Two-Way Stop Control with 206th Street stopping for Atlantic Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

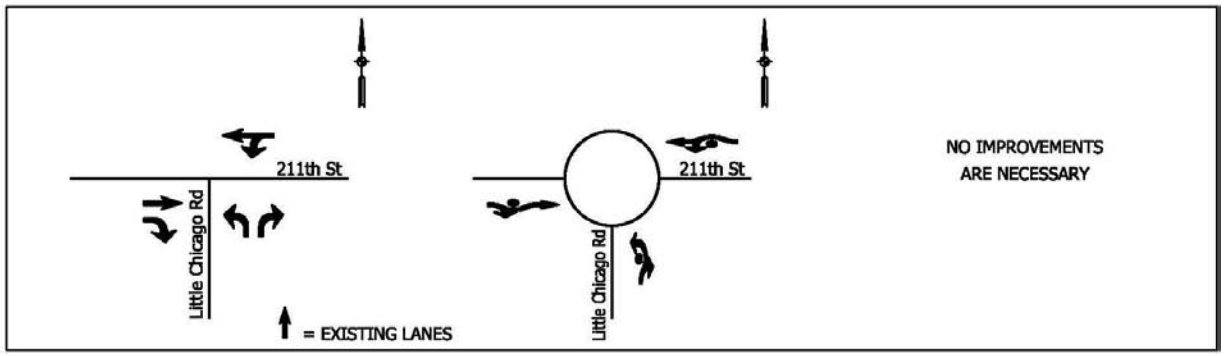
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 193 – 211TH STREET & LITTLE CHICAGO 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): A/A | LOS (AM Peak/PM Peak): A/A |
| One-Way Stop Control with Little Chicago Road stopping for 211th Street | Roundabout | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $119,956

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary

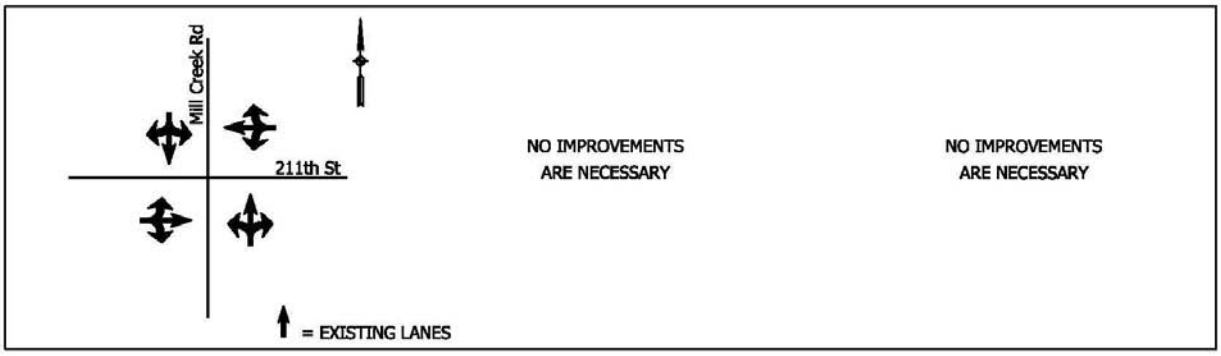
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $119,956

# INTERSECTION 194 – 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/B | | LOS (AM Peak/PM Peak): B/C |
| Two-Way Stop Control with Mill Creek Road stopping for 211th Street | | Two-Way Stop Control with Mill Creek Road stopping for 211th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

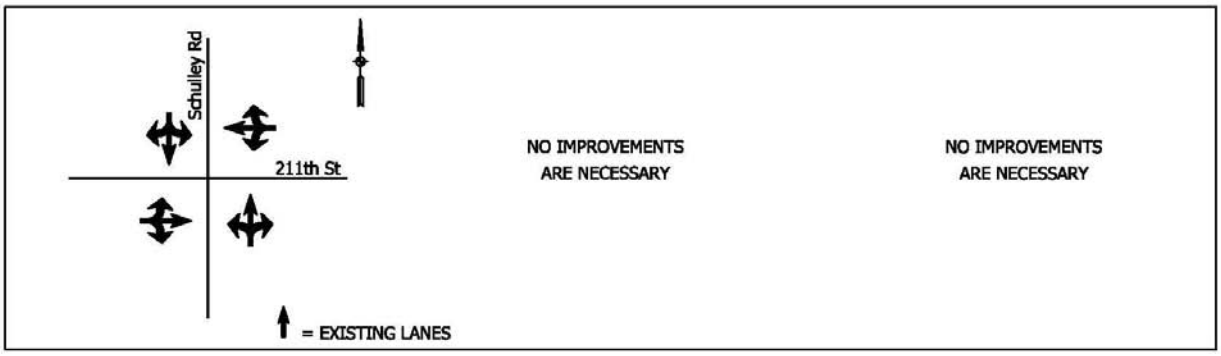
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 195 – 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/B | | LOS (AM Peak/PM Peak): B/C |
| Two-Way Stop Control with Schulley Road stopping for 211th Street | | Two-Way Stop Control with Schulley Road stopping for 211th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

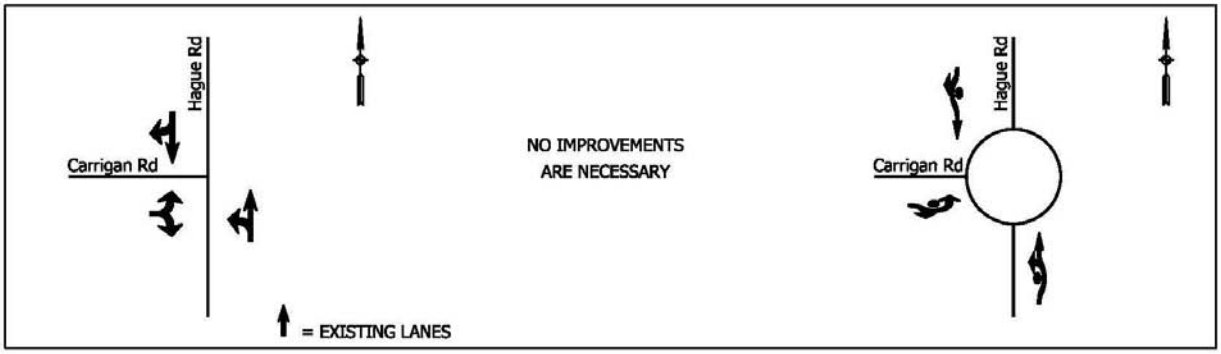
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 196 – 209TH STREET/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): B/C | | LOS (AM Peak/PM Peak): A/B |
| All-Way Stop Control | | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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): $0

Note:

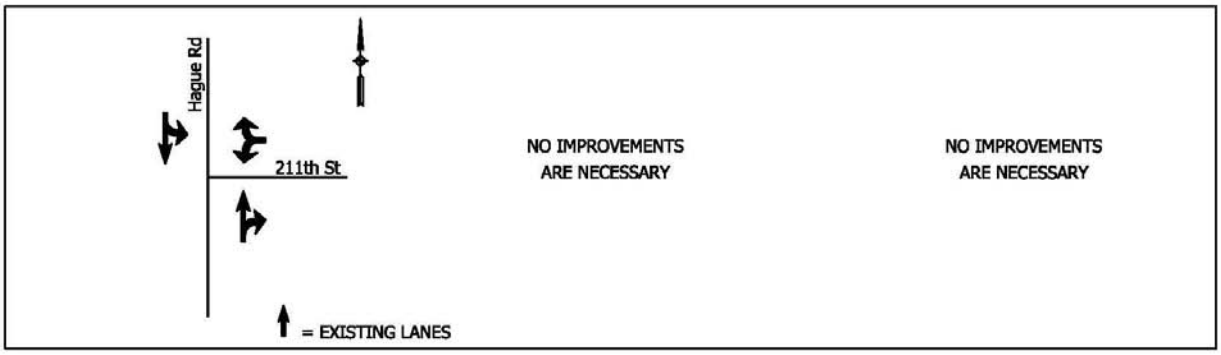
There are no additional costs for the construction of the roundabout. These costs have been funded according to the City of Noblesville.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 197 – 211TH 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/B |
| One-Way Stop Control with 211th Street stopping for Hague Road | | One-Way Stop Control with 211th Street stopping for Hague Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

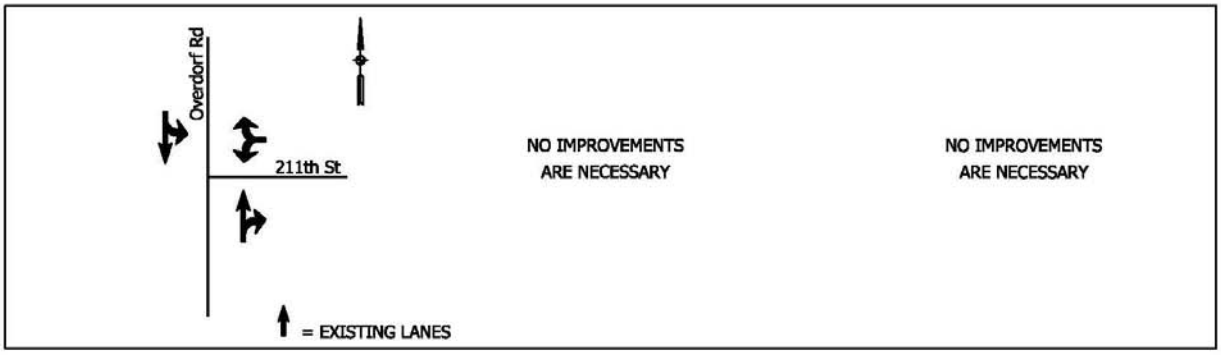
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 198 – 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 |
| One-Way Stop Control with 211th Street stopping for Overdorf Road | | One-Way Stop Control with 211th Street stopping for Overdorf Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

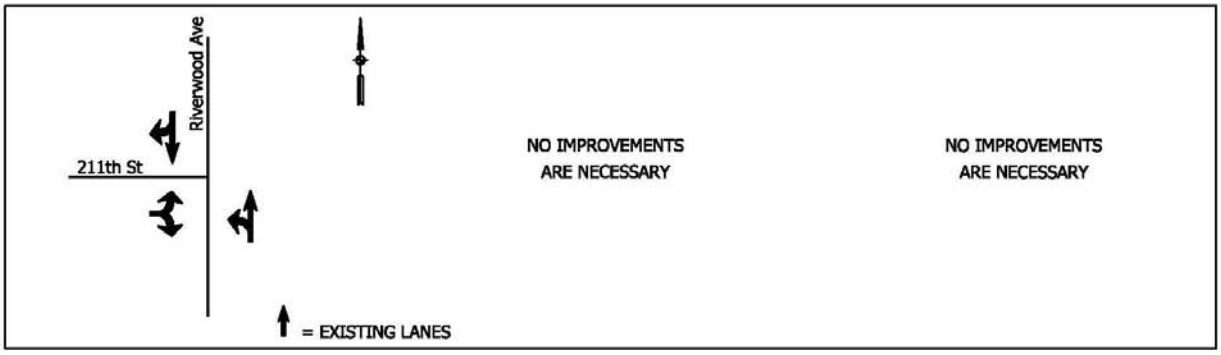
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 199 – 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 |
| One-Way Stop Control with 211th Street stopping for Riverwood Avenue | | One-Way Stop Control with 211th Street stopping for Riverwood Avenue |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

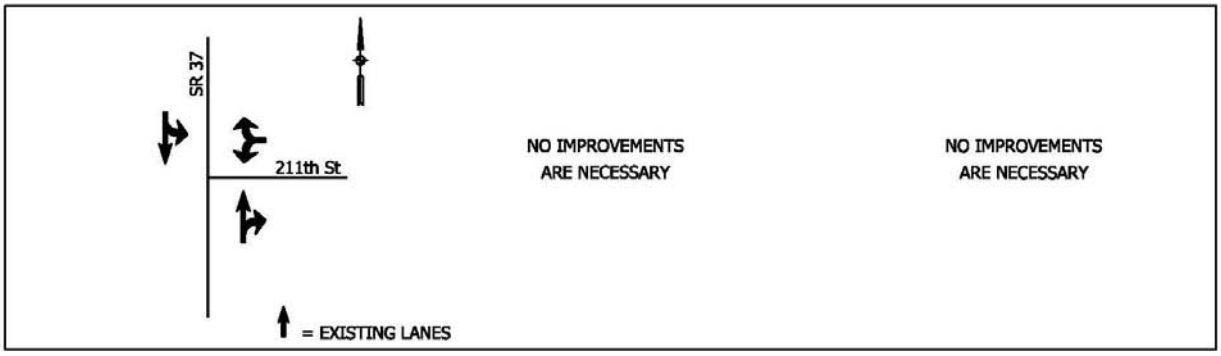
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 200 – 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/C | | LOS (AM Peak/PM Peak): C/D |
| One-Way Stop Control with 211th Street stopping for SR 37 | | One-Way Stop Control with 211th Street stopping for SR 37 |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

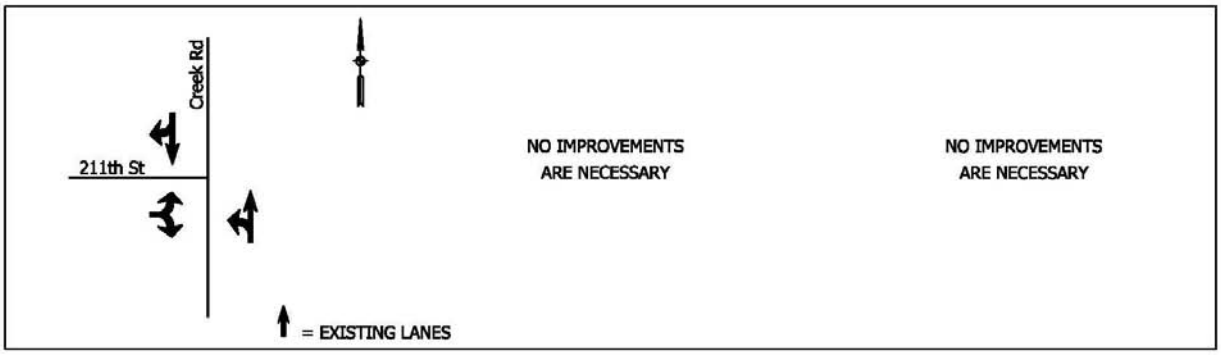
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 201 – 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 |
| One-Way Stop Control with 211th Street stopping for Creek Road | | One-Way Stop Control with 211th Street stopping for Creek Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

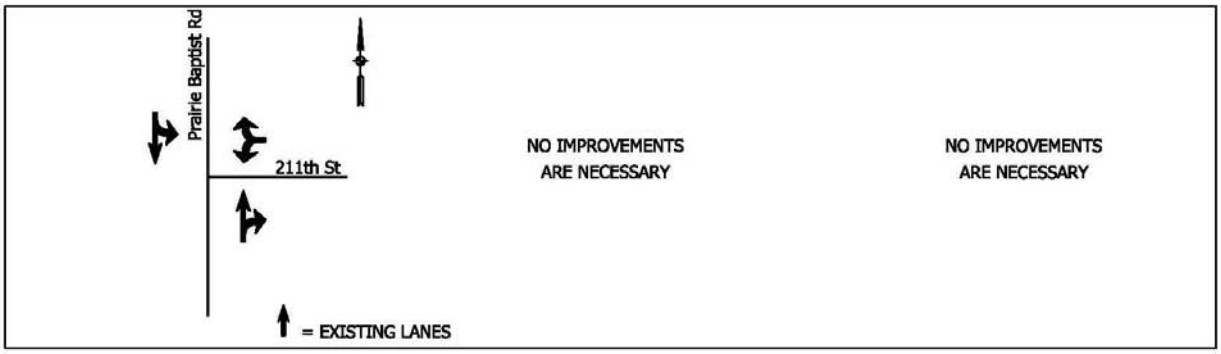
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 202 – 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 |
| One-Way Stop Control with 211th Street stopping for Prairie Baptist Road | | One-Way Stop Control with 211th Street stopping for Prairie Baptist Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

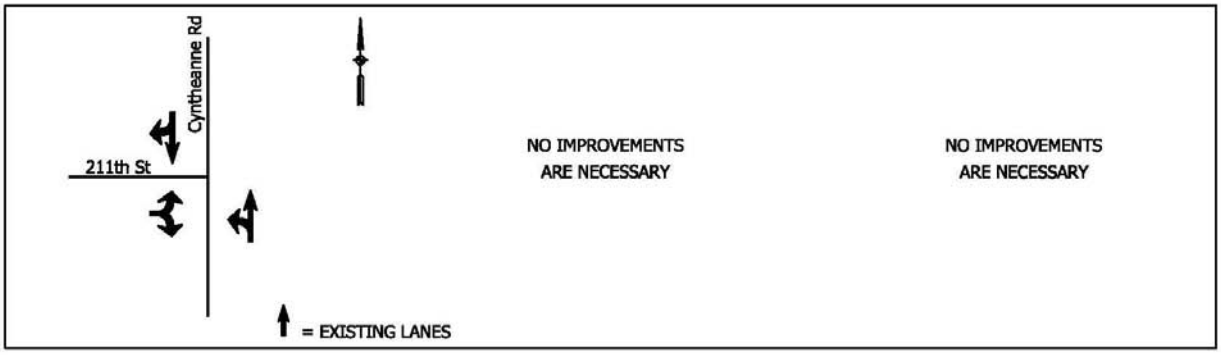
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 203 – 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 |
| One-Way Stop Control with 211th Street stopping for Cyntheanne Road | | One-Way Stop Control with 211th Street stopping for Cyntheanne Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

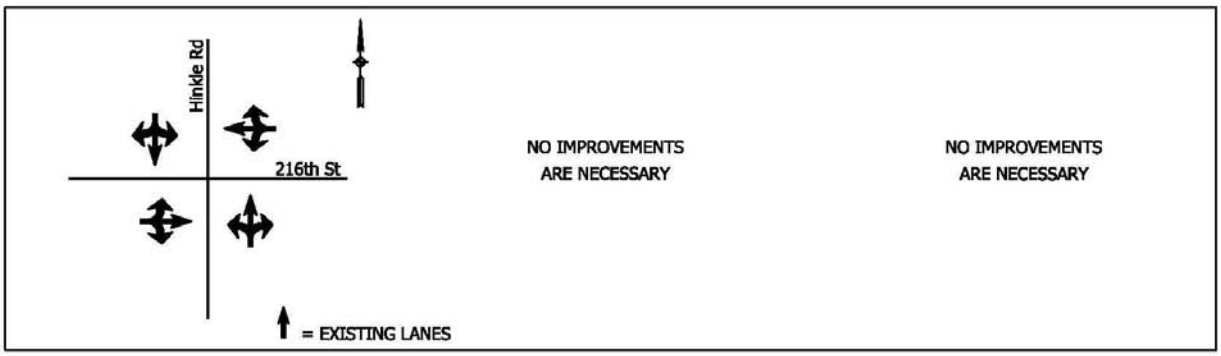
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 204 – 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 Control | | All-Way Stop Control |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

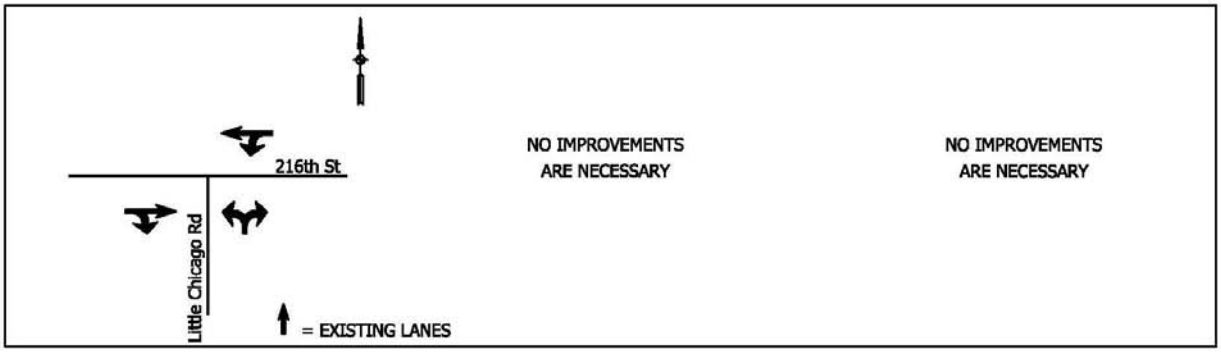
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 205 – 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/A |
| One-Way Stop Control with Little Chicago Road stopping for 216th Street | | One-Way Stop Control with Little Chicago Road stopping for 216th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

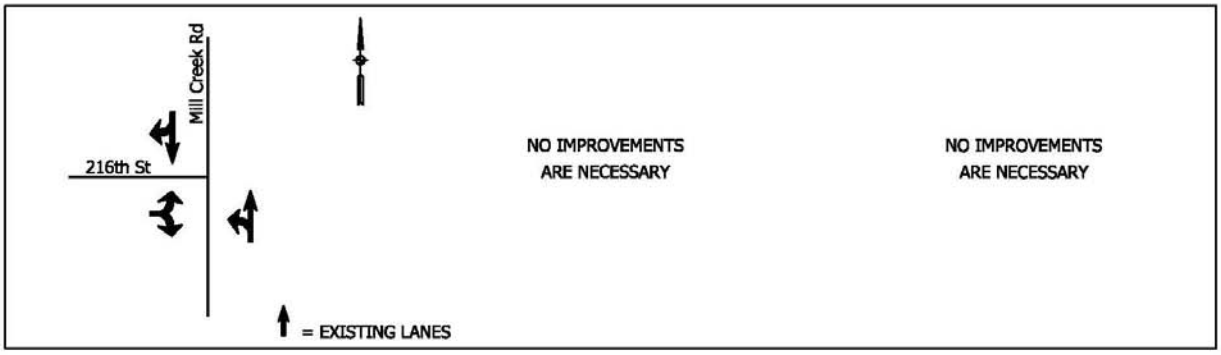
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 206 – 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 |
| One-Way Stop Control with 216th Street stopping for Mill Creek Road | | One-Way Stop Control with 216th Street stopping for Mill Creek Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

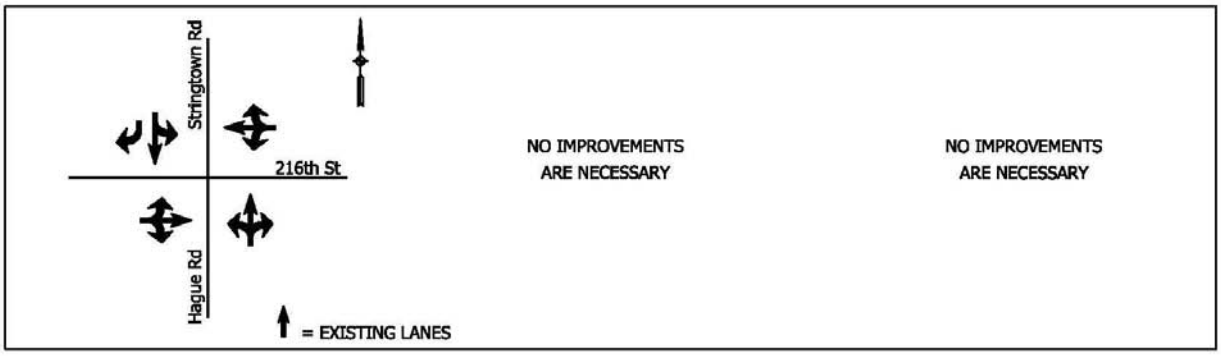
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 207 – 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/B |
| Two-Way Stop Control with 216th Street stopping for Hague Road | | Two-Way Stop Control with 216th Street stopping for Hague Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

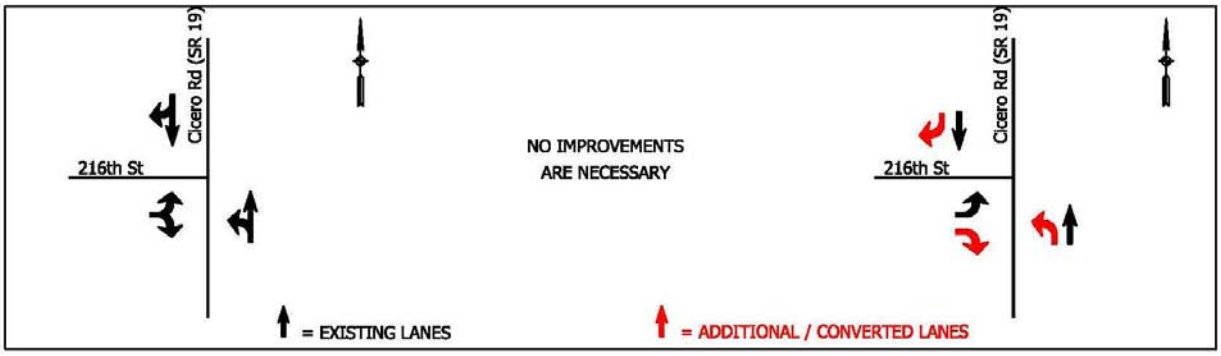
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 208 – 216TH STREET & CICERO ROAD/SR 19

| 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/A |
| One-Way Stop Control with 216th Street stopping for Cicero Road | | Traffic Signal |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Installation of a traffic signal.
- Add EB right-turn lane along 216th Street.
- Add NB left-turn lane along Cicero Road.
- Add SB right-turn lane along Cicero Road.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

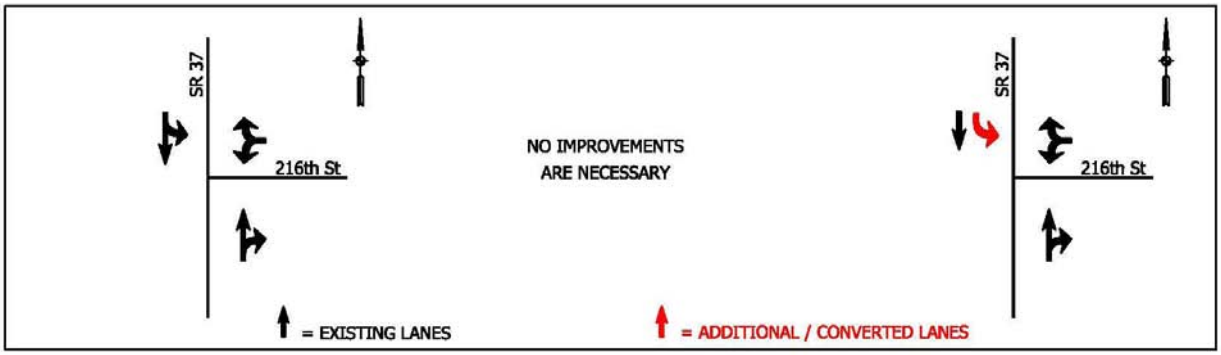
This intersection is located out of the city limits. Therefore, the associated improvement costs will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 209 – 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): C/C | | LOS (AM Peak/PM Peak): C/C |
| One-Way Stop Control with 216th Street stopping for SR 37 | | One-Way Stop Control with 216th Street stopping for SR 37 |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Add SB left-turn lane along SR 37.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

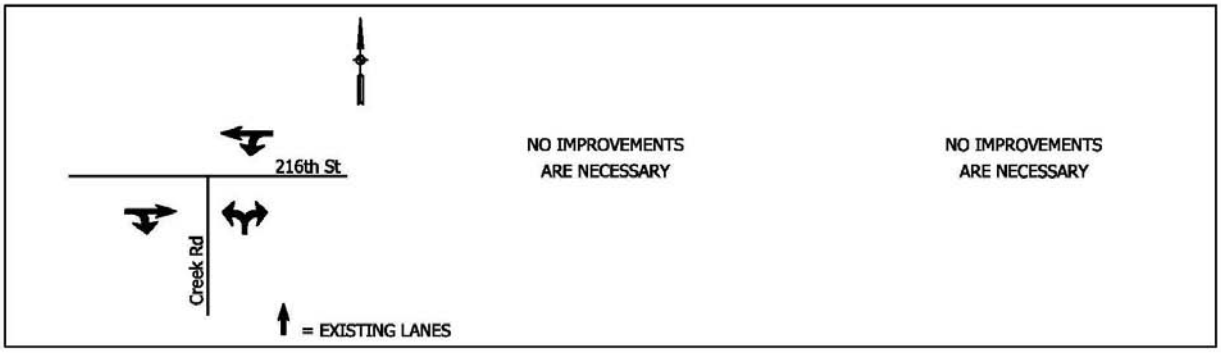
S.R. 37 is a state controlled roadway; therefore, the costs of the improvements along the SB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 210 – 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 |
| One-Way Stop Control with Creek Road stopping for 216th Street | | One-Way Stop Control with Creek Road stopping for 216th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

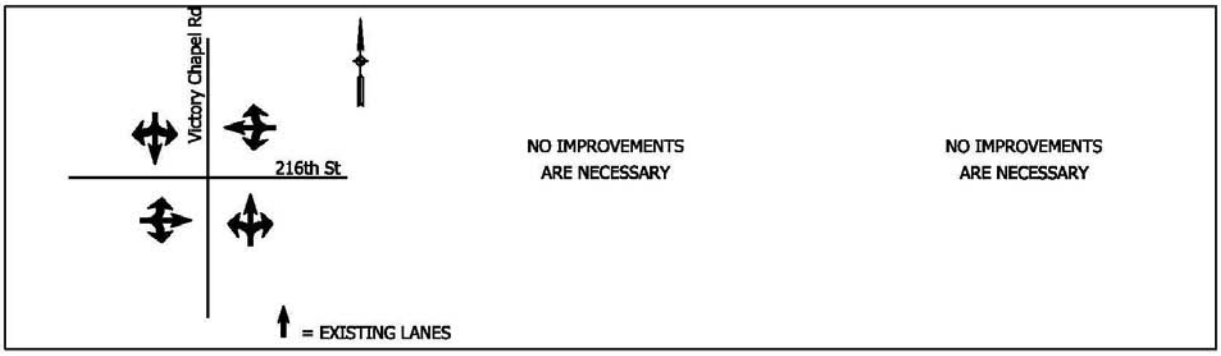
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 211 – 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): B/A | | LOS (AM Peak/PM Peak): A/A |
| Two-Way Stop Control with Victory Chapel Road stopping for 216th Street | | Two-Way Stop Control with Victory Chapel Road stopping for 216th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

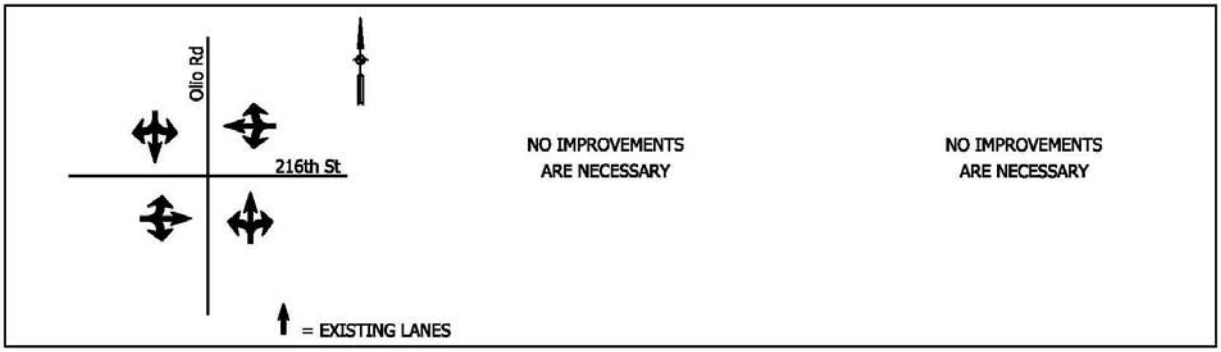
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 212 – 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 Control with Olio Road stopping for 216th Street | | Two-Way Stop Control with Olio Road stopping for 216th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

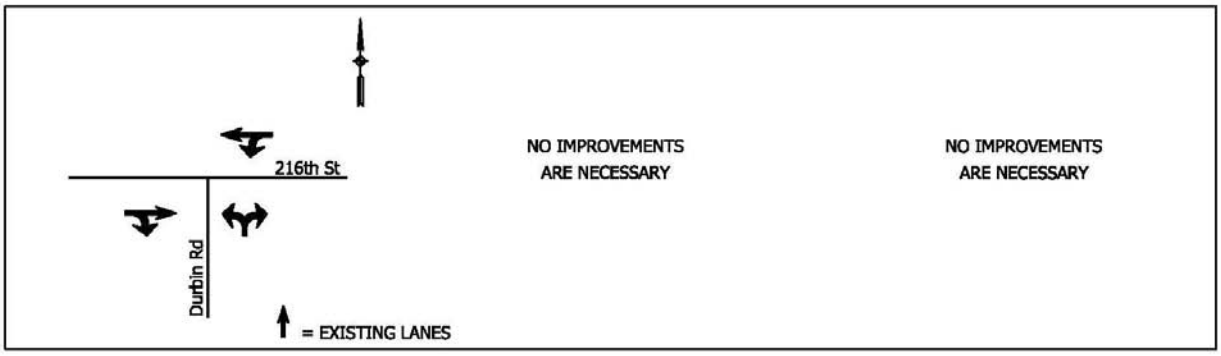
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 213 – 216TH 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 |
| One-Way Stop Control with Durbin Road stopping for 216th Street | | One-Way Stop Control with Durbin Road stopping for 216th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

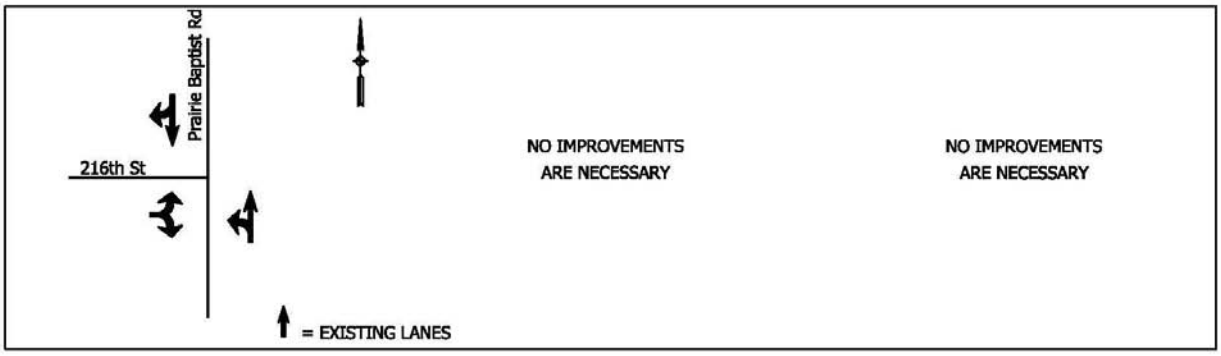
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 214 – 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 |
| One-Way Stop Control with 216th Street stopping for Prairie Baptist Road | | One-Way Stop Control with 216th Street stopping for Prairie Baptist Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

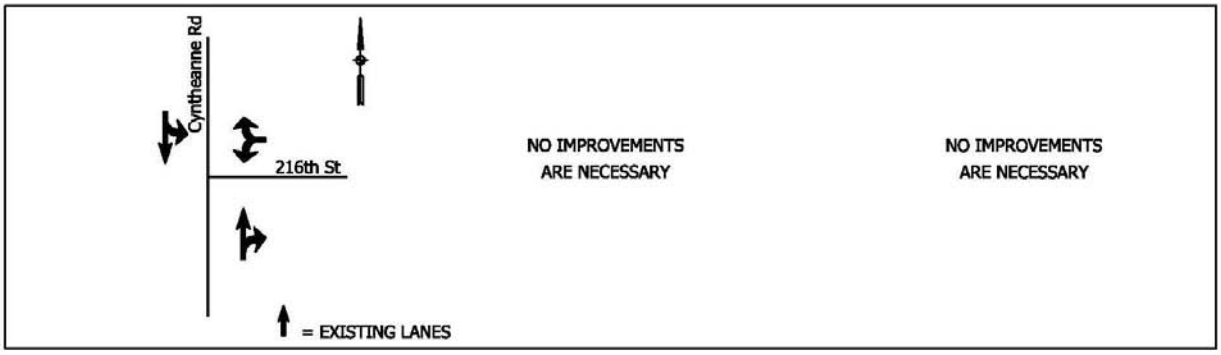
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 215 – 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 |
| One-Way Stop Control with 216th Street stopping for Cyntheanne Road | | One-Way Stop Control with 216th Street stopping for Cyntheanne Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

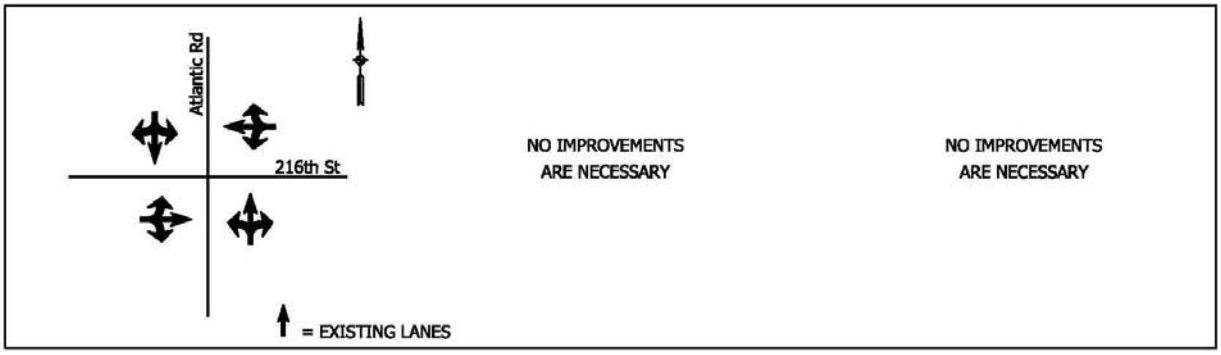
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 216 – 216TH 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/A | | LOS (AM Peak/PM Peak): B/B |
| Two-Way Stop Control with 216th Street stopping for Atlantic Road | | Two-Way Stop Control with 216th Street stopping for Atlantic Road |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

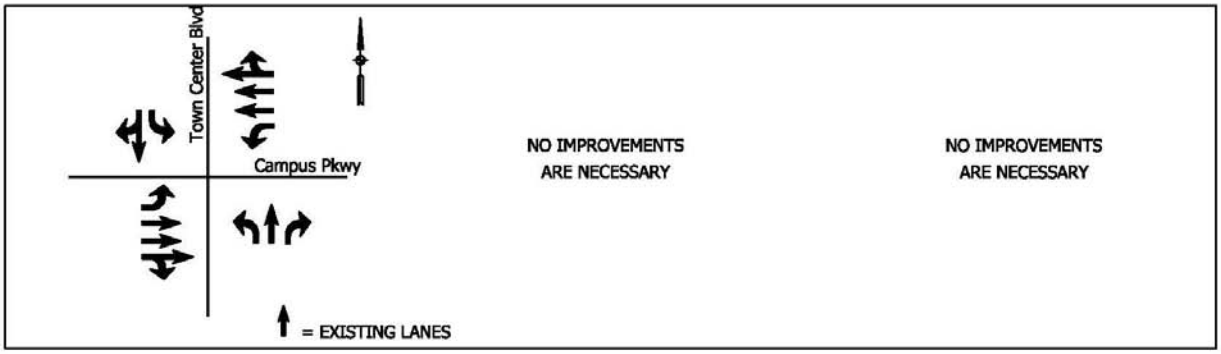
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 217 – TOWN CENTER BLVD & CAMPUS PKWY

| 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/C |
| Traffic Signal | | Traffic Signal |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

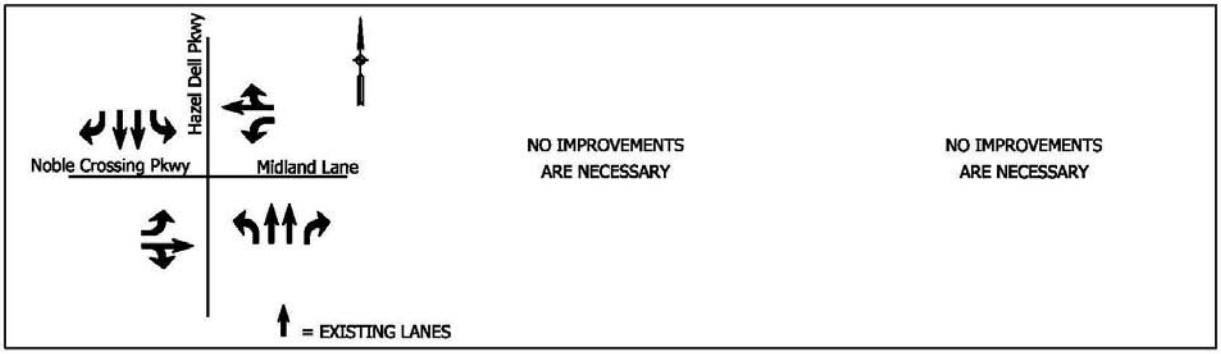
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 218 – HAZEL DELL ROAD & NOBLE CROSSING PKWY/MIDLAND LANE

| Existing Conditions | Mitigated Conditions for Existing Traffic Volumes | Mitigated Conditions for Proj. 10-Yr. Traffic Volumes |
|---|---|---|
| LOS (AM Peak/PM Peak): B/A | | LOS (AM Peak/PM Peak): B/B |
| Traffic Signal | | Traffic Signal |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |



An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

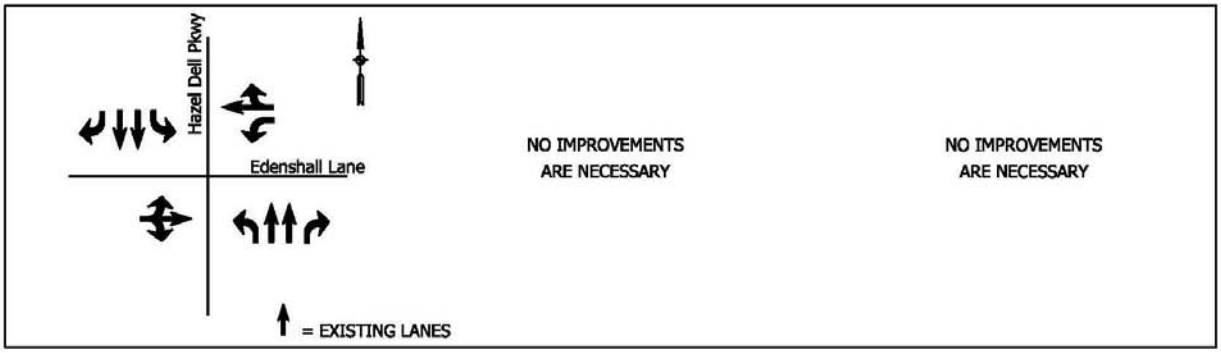
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 219 – HAZEL DELL ROAD & NEWARK DRIVE/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 |
| Traffic Signal | | Traffic Signal |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

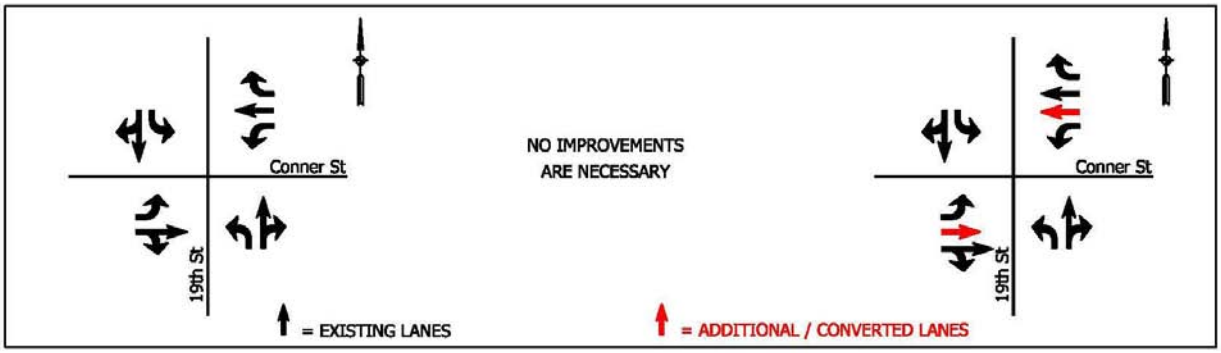
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 220 – 19TH STREET & CONNER STREET/SR 32/38

| Existing Conditions | Mitigated Conditions for Existing Traffic Volumes | Mitigated Conditions for Proj. 10-Yr. Traffic Volumes |
|---|---|---|
| LOS (AM Peak/PM Peak): A/A | | LOS (AM Peak/PM Peak): A/A |
| Traffic Signal | | Traffic Signal |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 along SR 32/38.
- Add WB through lane along SR 32/38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

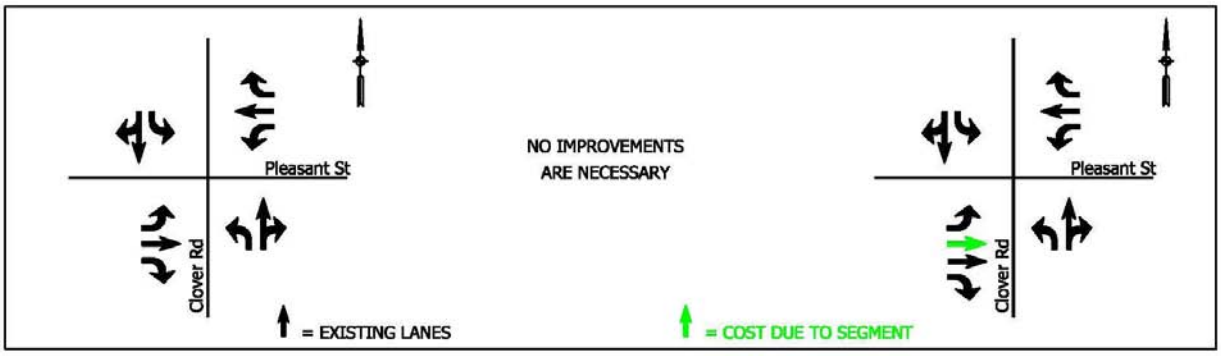
S.R. 32/38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 221 – PLEASANT STREET & CLOVER ROAD/NOBLE CREEK

| 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 |
| Traffic Signal | | Traffic Signal |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 along Pleasant Street.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

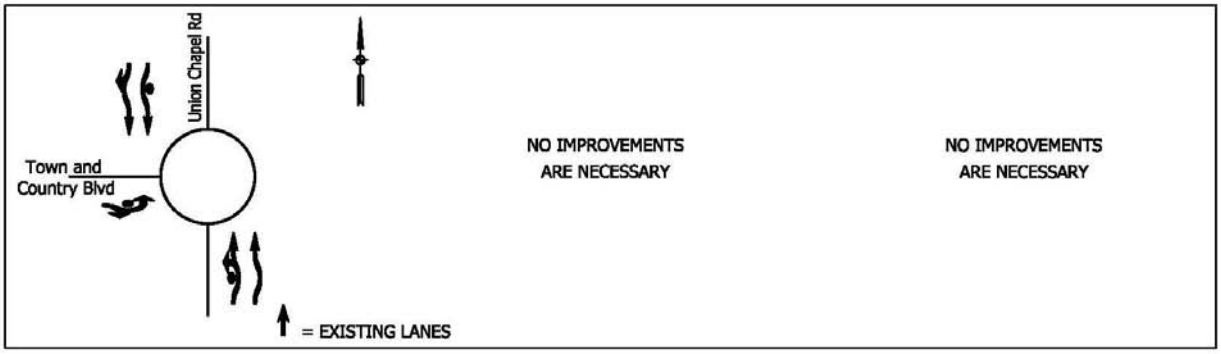
There is no additional cost associated with the addition of the EB through lane. The cost of this improvement is included in the Segment 51B mitigated cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 222 – UNION CHAPEL ROAD & TOWN & COUNTRY BLVD

| 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 |
| Roundabout | | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

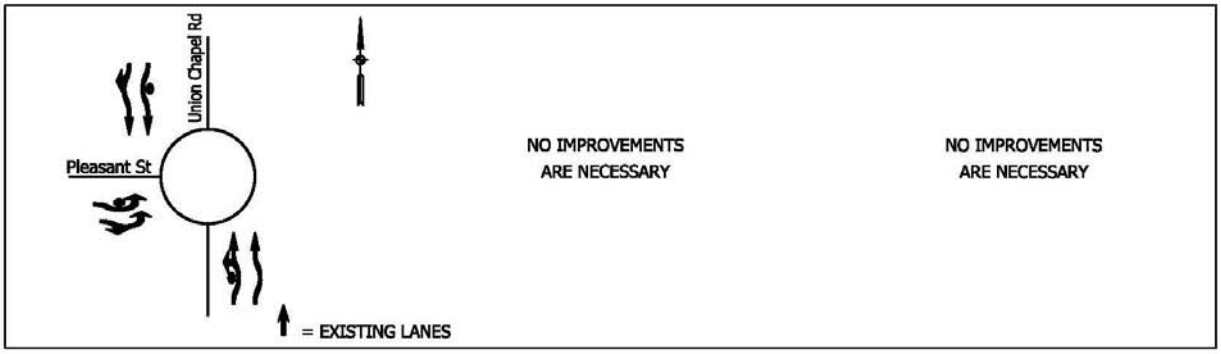
Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

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 – UNION CHAPEL ROAD & TOWN & COUNTRY BLVD

| 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 |
| Roundabout | | Roundabout |
|  | NO IMPROVEMENTS ARE NECESSARY | NO IMPROVEMENTS ARE NECESSARY |



An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

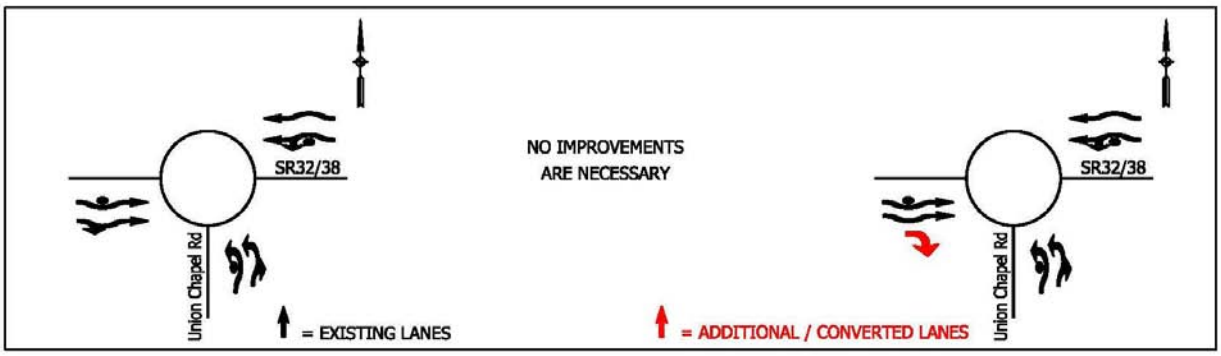
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 224 – UNION CHAPEL ROAD & SR 32/38

| Existing Conditions | Mitigated Conditions for Existing Traffic Volumes | Mitigated Conditions for Proj. 10-Yr. Traffic Volumes |
|---|---|---|
| LOS (AM Peak/PM Peak): A/A | | LOS (AM Peak/PM Peak): D/F* |
| Roundabout | | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction 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 channelized right-turn lane along SR 32/38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Note:

Although LOS F is below acceptable levels of service, no further improvements are recommended due to physical limitations of the intersection.

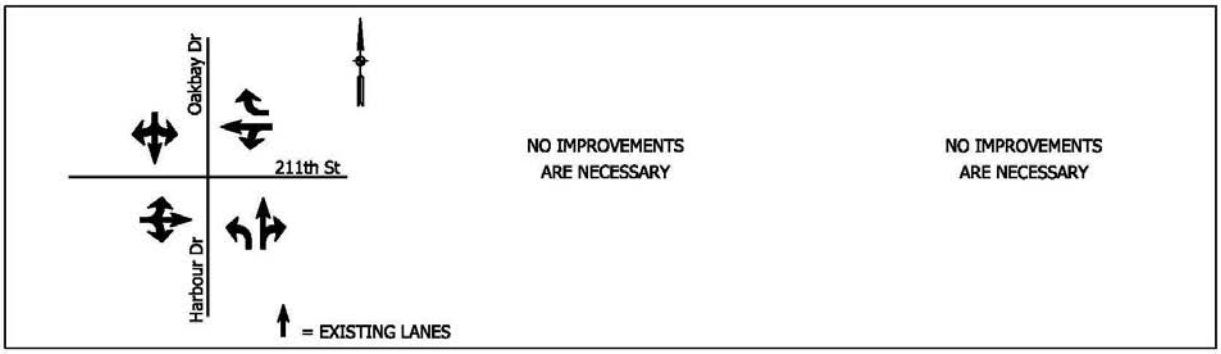
S.R. 32/38 is a state controlled roadway; therefore, the costs of the improvements along the SB approach will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 225 – 211TH STREET & N HARBOUR DRIVE/OAKBAY DRIVE

| 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/D |
| Two-Way Stop Control with N Harbour Drive/Oakbay Drive stopping for 211th Street | | Two-Way Stop Control with N Harbour Drive/Oakbay Drive stopping for 211th Street |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are necessary.

Estimated Construction Cost to Mitigate Existing Traffic Volumes (Today's Cost): $0

Projected 10-Year Conditions

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary.

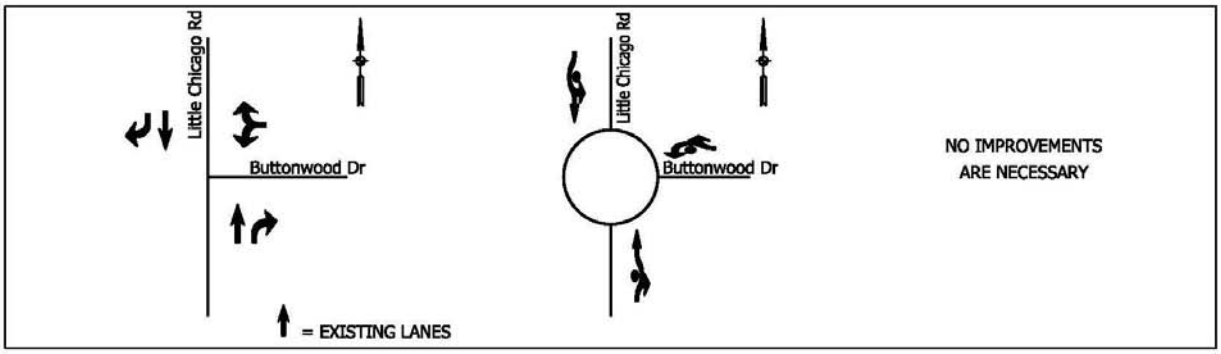
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $0

# INTERSECTION 226 – LITTLE CHICAGO ROAD & BUTTONWOOD DRIVE

| 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): B/B | LOS (AM Peak/PM Peak): C/C |
| One-Way Stop Control with Buttonwood Drive stopping for Little Chicago Road | Roundabout | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $61,696

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- No improvements are necessary

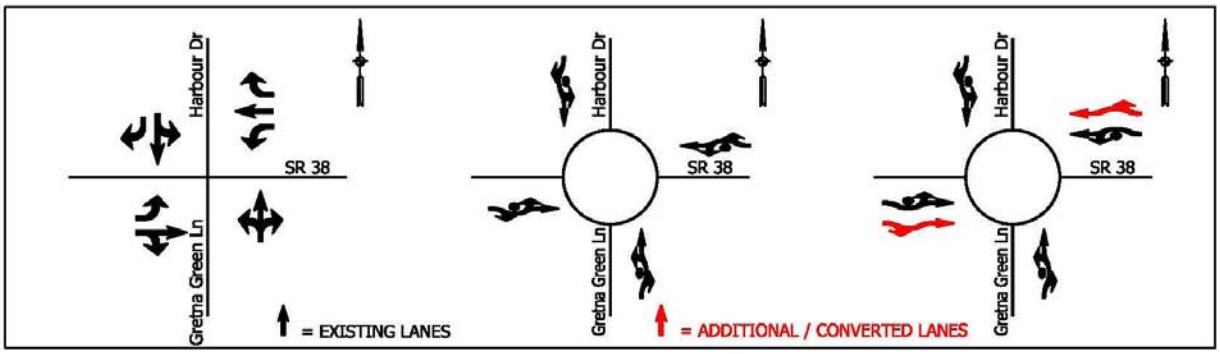
Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $0

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $61,696

# INTERSECTION 227 – SR 38 & GRETNA GREEN LANE/S HARBOUR DRIVE

| 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): F/F | LOS (AM Peak/PM Peak): B/B |
| Traffic Signal | Roundabout | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $448,123

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB shared through/right-turn lane along SR 38.
- Add WB shared through/right-turn lane along SR 38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $316,081

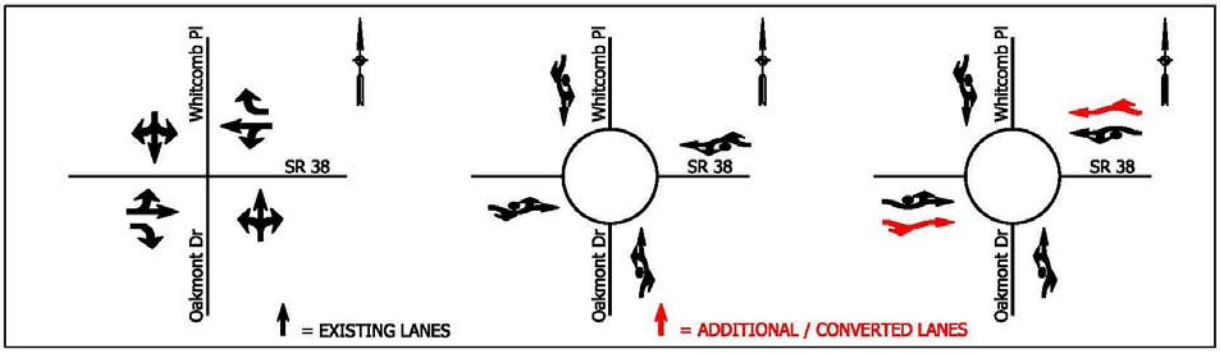
Note:
S.R. 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $764,204

# INTERSECTION 228 – SR 38 & WHITCOMB PLACE

| 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): B/C |
| Two-Way Stop Control with Whitcomb Place stopping for SR 38 | Roundabout | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to Mitigate Existing Traffic Volumes:
- No improvements are recommended.

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 (10-Year Cost): $403,149

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB shared through/right-turn lane along SR 38.
- Add WB shared through/right-turn lane along SR 38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $316,081

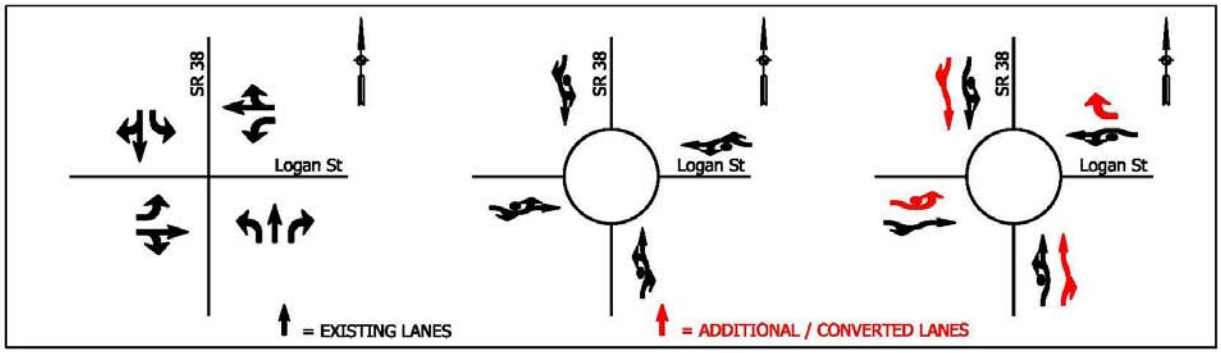
Note: S.R. 38 is a state controlled roadway; therefore, the costs of the improvements along the EB and WB approaches will not be included in the impact fee cost.

Applicable Impact Fee Cost

Equals "10-Year Cost" minus "Today's Cost": $719,230

# INTERSECTION 229 – SR 38 & LOGAN 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/B | LOS (AM Peak/PM Peak): F/F | LOS (AM Peak/PM Peak): B/C |
| Traffic Signal | Roundabout | Roundabout |




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Existing Conditions

Improvements Needed to 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 (10-Year Cost): $342,019

Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes:
- Construction of a double-lane roundabout.
- Add EB left-turn lane along Logan Street.
- Add WB right-turn lane along Logan Street.
- Add NB shared through/right-turn lane along SR 38.
- Add SB shared through/right-turn lane along SR 38.

Additional Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): $580,971

Note: S.R. 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.

Applicable Impact Fee Cost

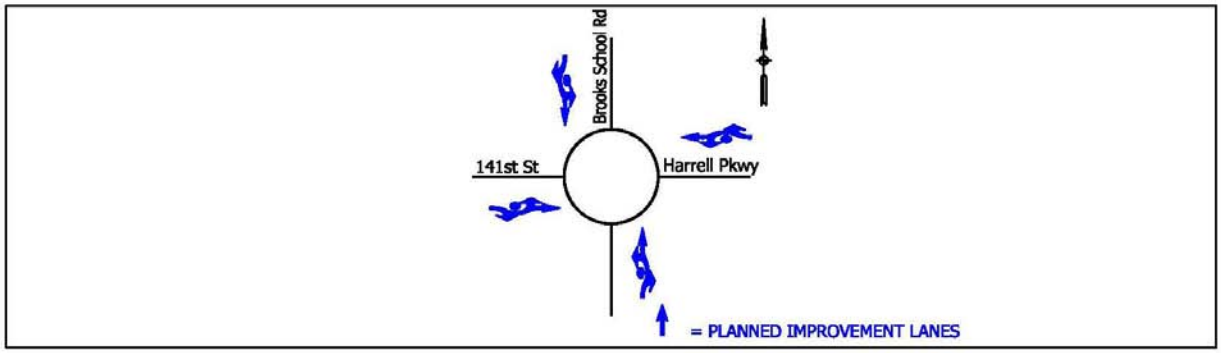
Equals "10-Year Cost" minus "Today's Cost": $922,990

# INTERSECTION 230 – BROOKS SCHOOL ROAD & 141ST STREET (PROPOSED)

**Proposed Intersection Conditions**

LOS (AM Peak/PM Peak):
B/B

Roundabout




An in-depth illustration of the existing intersection conditions is also shown in the **Exhibits**.

Proposed Intersection Conditions

- Construction of a single-lane roundabout.
- Construction of shared through/left-turn/right-turn lanes on all approaches.

Construction Estimate

The costs associated with this proposed intersection are included in the Segment 6 mitigated cost and the Segment 283 mitigated cost.

| | |
|---|---|
| Additional Improvements Needed to Mitigate Projected 10-Year Traffic Volumes: | • No improvements are necessary. |
| Estimated Construction Cost for Planned Improvements (10-Year Cost): | $0 |
| Estimated Construction Cost to Mitigate Proj. 10-Yr. Traffic Volumes (10-Year Cost): | $0 |
| Applicable Impact Fee Cost Equals "10-Year Cost": | $0 |