2013

WHITESTOWN TRANSPORTATION PLAN

(back of cover)

Contents

Index of Figures

Index of Tables

2013
WHITESTOWN
Transportation Plan

April 2013

This document prepared by
GRW Engineers
7112 Waldemar Drive
Indianapolis, IN 46268

Portions of the Town of Whitestown Comprehensive Plan dated September 20, 2005 prepared by Ground Rules are reproduced.

Acknowledgements

GRW thanks the following organizations for their assistance in preparing this report:

Whitestown Town Council

Whitestown Plan Commission

Whitestown Transportation Plan Update Stakeholders

Whitestown Transportation Plan Update Work Group

Whitestown Parks Board

Whitestown Police Department

Whitestown Fire Department

Whitestown Public Works Department

Boone County

Town of Zionsville

City of Lebanon

City of Carmel

City of Noblesville

Town of Avon

City of Columbus

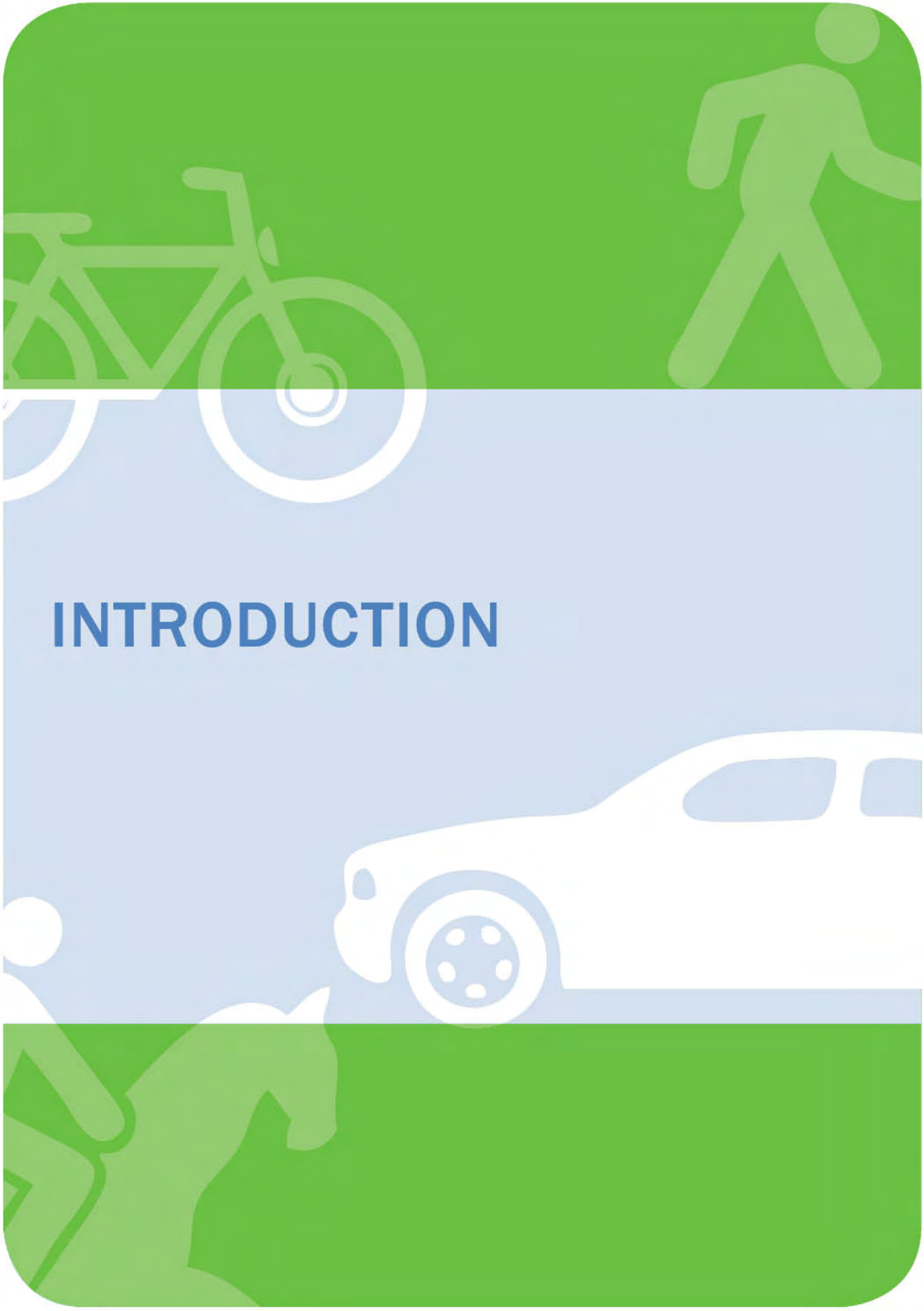
Indianapolis Metropolitan Planning Organization

United Consulting

Traffic Engineering Inc.

Indiana Department of Transportation

Taylor, Siefker, Williams



INTRODUCTION

1. Introduction

GRW Indianapolis prepared this Transportation Plan for the Whitestown Plan Commission as a part of the Comprehensive Plan for the Town. This document builds upon the transportation objectives adopted in 2005. As stated in the 2005 Goals and Policies "this document represents our best efforts to reflect the desires of the community as a whole." The Transportation Plan is one key implementation tool to be used as the community seeks to apply the Goals and Policies of the Comprehensive Plan.

Basis

According to the 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules, Whitestown's vision is to:

1. Assure diverse housing opportunities exist for all socioeconomic classifications.
2. Be sustainable, a community with employment, recreation, entertainment, shopping and public infrastructure.
3. Reject homogenization and the temptation to model itself off other communities.
4. Protect the heritage of the existing Whitestown village and the values of its residents.
5. Plan for full build-out of Whitestown's planning interest area that encompasses the utility service area.
6. Work integrally with the development community to build partnerships that result in high quality and mutually beneficial development.
7. Decentralize the town's commercial areas and establish multiple commercial villages within the town.
8. Establish mixed-use districts (village centers) with unique character and independent identities, and reject strip development.
9. Establish a system of vehicular and pedestrian connectivity.
10. Secure a positive image for the community, locally, regionally, and nationally.
11. Provide an enviable quality of life for all citizens, employees, and visitors.

History

The Town of Whitestown contracted with Ground Rules to develop the 2005 Comprehensive Plan. The Town adopted its current Transportation Plan as an element of the Comprehensive Plan: Chapter 3, Foster Convenient Circulation. It was developed during the initial stages of the Anson Development of the I-65 PUD Ordinance when Town planning was under the Boone County Area Plan Commission.

The five principal objectives identified in the 2005 Town of Whitestown Transportation Plan prepared by Ground Rules still hold today. They are:

1. Develop, Enhance and Maintain an Efficient Roadway System
2. Develop, Enhance and Maintain an Alternative Transportation System
3. Improve Transportation Safety
4. Strive to Improve Air Quality
5. Appropriately Integrate the Transportation Plan into the Community

The Town established the Whitestown Plan Commission in January 2011. This necessitated the update of all planning-related documents, ordinances, plans and policies to address the transition from County to Town control. The Transportation Plan is one of many documents to be updated in the process.

Transportation plans should be amended in response to significant changes in demographics, employment, and development. The 2008 housing market slowdown has greatly affected growth and the financial resources available to achieve lofty goals in support of housing and other economic development.

Few communities in the United States will undergo the transformation that Whitestown will experience between 2005 and 2025. Challenges to the Transportation Plan include:

- Acknowledging changing economic conditions,
- Agreeing on policy for the orderly development of the transportation system as land development proposals occur,
- Incorporating the Trails Master Plan,
- Managing the transition from a rural to an urban community,
- Including traffic calming features in the plan,
- Addressing seasonal traffic generated by large employers, and
- Allowing flexibility in the design of new streets.

In 2012, the Whitestown Town Council provided funds for the Whitestown Plan Commission to update the Transportation Plan through GRW Engineers.

This Transportation Plan update will address issues that have materialized since the adoption of the initial plan. Some of the primary drivers are:

1. Update the Road Classification Map and Street Design Standards to serve the Study Area as development occurs.

2. Resolve the discrepancies in road cross sections and classification terminology between the I-65 PUD and the Transportation Plan.
3. Establish policies for the numerous aspects of the transportation network to guide the Town Council, Plan Commission and staff in making decisions as development proposals and building permits are filed.
4. Resolve discrepancies between the 2005 Town of Whitestown Transportation Plan prepared by Ground Rules, the Subdivision Control Ordinance, the Unified Development Ordinance, the Zoning Ordinance, and the Town Design Standards.

Uses

The Transportation Plan is a tool to guide public officials, developers, engineers, planners, residents, and other parties involved in developing long-term land use and transportation objectives. These include reserving rights-of-way for future roadways or roadway improvements, designating pavement widths, and making public and private funding decisions. The plan is not a traffic study intended to remediate immediate traffic concerns; rather it is a guiding document to address the long-term growth and development of the community as land development occurs.

Goals and Objectives

The purpose of the Transportation Plan is to:

- Promote orderly development of the Town of Whitestown,
- Improve the health, safety, convenience, and welfare of its residents,
- Develop a safe, attractive, comprehensive transportation network that integrates alternative modes of transportation (The Plan should consider the interaction of motor vehicles with bicycles and pedestrians, including persons with physical challenges.), and
- Develop priorities for the Town's capital improvement program for street improvements, for new streets and trails, and for the integration of alternative modes of travel into such projects.

In order to achieve that purpose, the Town's street system must be carefully planned so that:

- New community centers grow only with adequate highway facilities,
- The needs of industry, business, and agriculture are recognized in future growth,
- Residential areas provide safe and healthy surroundings for family life,
- The development of the Town will be commensurate with and promote the efficient and economical use of public funds, and
- Definite policies are formulated for the laying out, development, and improvement of public streets, including the integration of alternative modes of travel into such projects.

Guiding Principles

Five guiding principles emerged from the discussions to the Transportation Plan Update. These form the primary themes of this Plan:

1. The Plan will promote the maintenance of a small town atmosphere with minimal traffic congestion.
2. The Plan will provide a safe network of alternative modes of transportation (e.g. pedestrian and bicycle facilities).
3. The Plan will encourage street improvement projects in order to direct growth proactively, rather than solely in response to private development requests. The Town believes that tax-funded street and utility extensions should be planned and used to direct growth in the manner the community desires. Ideally, transportation systems would be in place prior to new developments. The financial resources to achieve this rarely exist, particularly when existing roads are involved.

   The commencement of the Anson Development presents unique opportunities that could address the acknowledged economic shortcomings. It further challenges the local governments to address concerns outside the boundary of the PUD that will be impacted by its land uses. The extended build-out of the PUD, potentially by multiple developers, complicates local challenges.

   Other developments in and around Whitestown have been widespread and have relied on the county road network, which is not designed to accommodate urban traffic. By implementing a comprehensive Transportation Plan, the Town could avoid some of the negative traffic growth conditions other communities have experienced

Sign at entrance to Clark Meadows Subdivision in Anson

4. The Plan may introduce traffic calming measures wherever appropriate. When I-65 was built in the 1960s, the interstate system was the top transportation priority and virtually all street and highway standards were geared toward moving vehicles quickly, efficiently, and safely. Recently, traffic engineers and planners have begun to acknowledge that the first function of local streets is to serve the land that abuts them, which sometimes means that quick and efficient movement of vehicles is in conflict with neighborhood safety. Thus, a new field of study known as “traffic calming” has developed. Traffic calming is defined as the combination of policies and measures that help minimize the negative effects of motorized vehicle use on individuals and neighborhoods by changing the design and role of streets to serve a broad range of transportation, social, and environmental objectives.
5. The Plan will promote safe, effective and efficient transportation network in order to promote the general welfare of the community as it grows.

Funding

Funding for local transportation projects and operations can come from several sources.

- Highway Road and Street Fund distributed by INDOT based on miles of streets and local government unit population within a county, to be used for operations.
- Local Public Assistance (LPA) Funds distributed by INDOT for construction and road improvements.
- Motor Vehicle Highway (MVH) Account collected from state transportation taxes, registrations, federal aid, court fees and other sources distributed to cities and towns based on population and distributed to counties based on vehicle registrations and road miles to be used for improvements and operations.
- Local Wheel Tax, which is not being implemented in Boone County.
- Tax Increment Finance districts to be used for infrastructure in support of the district.
- Private developments that build roads and dedicate them to the local governments.
- General Fund of the Whitestown Town Council budgeted annually.
- Transportation impact fees on new developments.

Coordination with Other Plans

As this Transportation Plan has been developed, it has been coordinated with the following Town and County long-range plans:

- Boone County Transportation Plan
- 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules
- Whitestown Downtown Revitalization Plan
- Whitestown Trail Plan
- Whitestown Gateway Plan
- I-65 PUD Ordinance, streetscape and pedestrian linkage plans
- Zionsville Plans
- Lebanon Plans

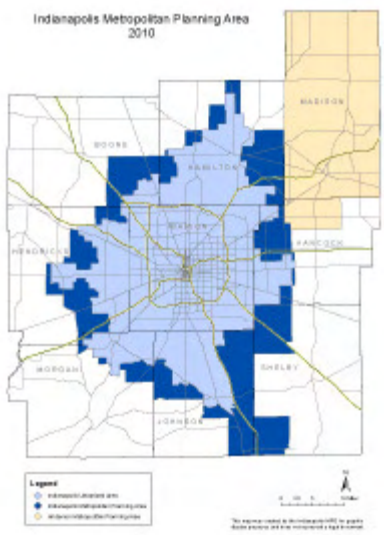
Coordination between these plans should continue in the future when any of these long-range plans are updated.

Indianapolis Metropolitan Planning Organization

The Town became a member of the Indianapolis Metropolitan Planning Organization (MPO) in 2012 due to the release of the 2010 Census data. An MPO is a federally-required, regional transportation-planning agency for urbanized areas with populations exceeding 50,000. Membership in an MPO requires communities to participate in regional transportation planning. Member planning must be continuing, cooperative, and comprehensive. Membership further brings a responsibility to participate in the Policy and Technical Committees of the MPO.

The MPO prepares a Regional Transportation Plan (RTP) for the planning area. Major goals for regional transportation planning include:

- Analyze existing conditions and trends to project future needs
- Comprehensive regional public policies based on fact
- Prepare plans for various modes of transportation related to regional transportation needs
- Perform a planning process that enables effective ongoing responses to changing conditions
- Meet the requirements of MAP-21, 1990 CAAA, Title VI, and environmental justice
- Actively involve all social and economic community groups throughout
- Update the RTP every three years (25-year vision)



The Indianapolis MPO Planning Area

The Boone County Functional Class Map listed other principal arterials, minor arterials, major collectors and minor collectors in the Study Area. The roads identified typically bumped up one classification from the County system to the Whitestown Transportation Plan Update to reflect the transition from rural to urban conditions that will occur over the study period. Phased transition cross sections are identified in the Functional Classifications chapter of the Transportation Plan Update.

An MPO sample Transportation Improvement Plan (TIP) and the local member documents necessary to obtain project funding through the MPO are included in Appendix A: Sample Transportation Improvement Plan (TIP).

Updates and Revisions

It is anticipated that this Transportation Plan will require revisions and modifications as projects are implemented and as conditions change. The Plan Commission should initiate a review of this Plan at five-year intervals. Any requests for modifications to this Plan shall be presented to the

Plan Commission, which shall make a recommendation to the Town Council. The Town Council shall make the final decision on any requested modifications in compliance with Indiana Code.

The Process

Working and stakeholder groups were established to develop the plan. The group met for several months and discussed the issues. The participants and meeting schedule are identified below.

Whitestown Transportation Plan Update Working Group

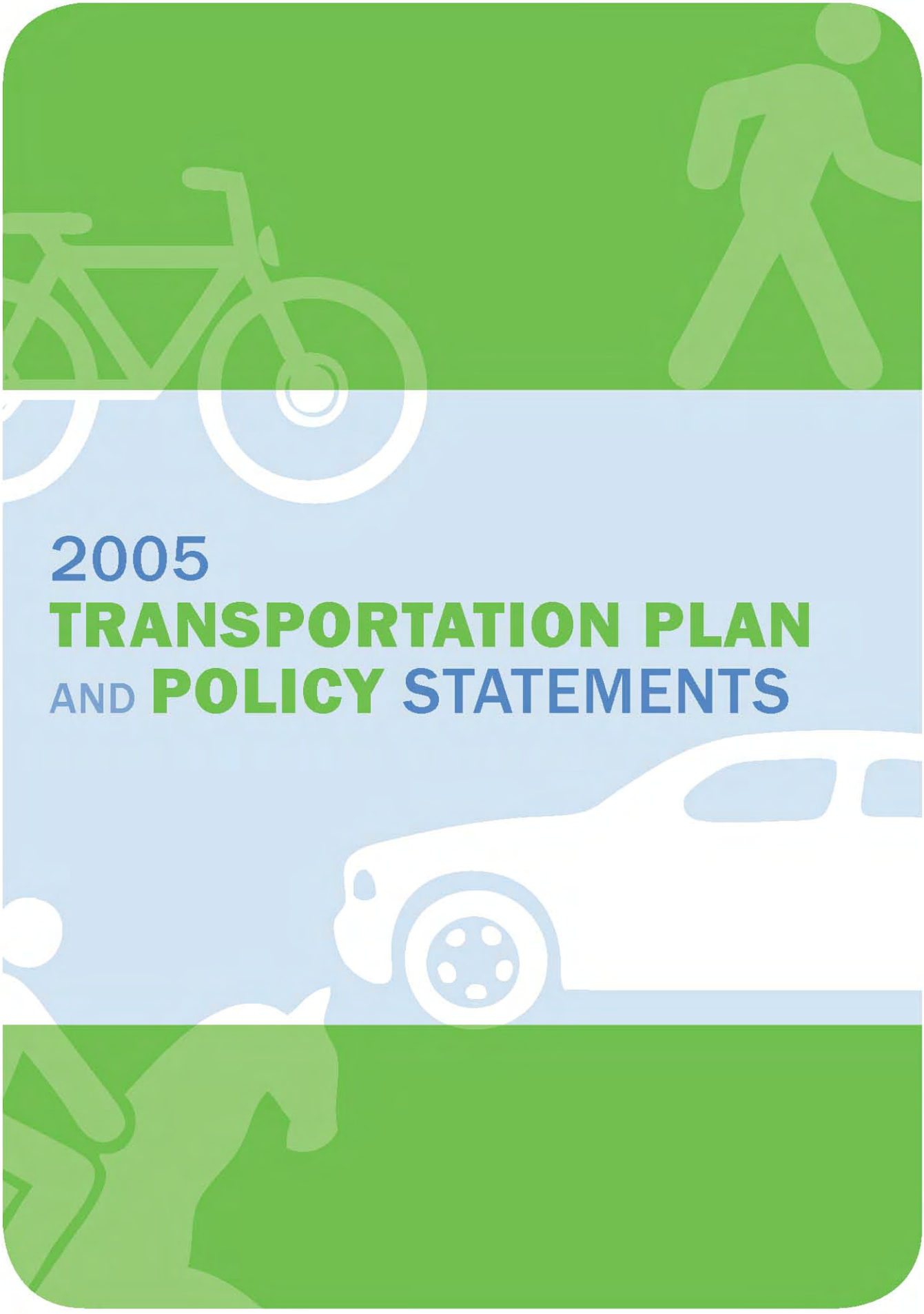
Kevin Russell, Town Council
Susan Austin, Town Council
Tom Combiths, Town Manager
Jason Lawson, Town Public Works
Dennis Anderson, Police Chief
Joe Anderson, Fire Chief
Debbie Luzier, GRW, Town Planning
Mike Bishop, GRW
Dan Cutshaw, GRW
Scott Dompke, GRW

Whitestown Transportation Plan Update Stakeholders

Susie Kemp, INDOT
Rick Carney, Boone County Highway
Lance Lantz, Zionsville Streets
Wayne DeLong, Zionsville Planning
Tom Kouns, Lebanon
Craig Anderson, Duke Realty
Blaine Paul, Duke Realty
Jerry Kittle, Innovative Engr.
Alan Valenti, Valenti Held
Dave Compton, Pulte Homes
Nathan Messer, Whitestown Parks
Steve Cunningham, Indy MPO
Stephanie Belch, Indy MPO

Whitestown Transportation Plan Update Meeting Schedule

Meeting Dates	***Topic***
September 4, 2012	Road Classifications
September 18, 2012	Street Design Principles
October 2, 2012	Relationship to I-65 PUD
October 16, 2012	Traffic Studies and Accident Reports
November 6, 2012	Access Management
November 20, 2012	Traffic Control and Traffic Calming
December 4, 2012	Alternative Transportation, Pedestrian Trails, Trail Lighting, Emergency Access
December 18, 2012 (Combined with December 4)	New Street Naming, Renaming County Roads, Addressing, Private Road Policy, Public Alley Policy
January 8, 2013	City Engineers and Town Managers Panel
January 22, 2013	Indianapolis MPO
February 26, 2013	Discuss Comments on Draft Plan
March 19, 2013	Discuss Comments on Draft Plan
April 15, 2013	Final Draft for Public Comment
TBA	Public Hearing
TBA	Adoption



2005 TRANSPORTATION PLAN AND POLICY STATEMENTS

2. 2005 Transportation Plan and Policy Statements

Chapter 3 of the 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules, titled *Foster Convenient Circulation*, was the Transportation Plan. It is reproduced in this section of this Transportation Plan Update. It remains valid on nearly all policy accounts. The principle goals and implementation measures remain, and the street hierarchy has been maintained. There are six notable areas where changes have been made to the 2005 Transportation Plan:

1. Since 2005, portions of the Ronald Reagan Parkway have been developed through Hendricks County and plans for its extension through Boone County have progressed. It is shown on the proposed Thoroughfare Plan extending northward from the Boone County / Hendricks County line and connecting to S.R. 267 just south of C.R. 550 S.

Ronald Reagan Parkway at I-74 interchange in Hendricks County

2. East of original downtown Whitestown, plans for the realignment of 146th Street have also progressed. It is shown on the proposed Thoroughfare Plan extending west along C.R. 300 S. from the Worth Township line, turning south about ¼ mile east of C.R. 700 E., turning back to the west along Albert S. White Drive (formerly C.R. 400 S), then continuing west to I-65.

3. The proposed Thoroughfare Plan shows an additional proposed diagonal arterial that bisects the Town from southwest (near the intersection of C.R. 425 E and Whitestown Parkway) to northeast (near the intersection of C.R. 700 E and Albert S. White Drive).

4. The half (½)-mile grid has been maintained in concept; however, this is accomplished primarily through collectors as opposed to arterials, as the 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules envisioned.

5. Additional road cross section alternatives for each classification were provided in this report (see Chapter 7, Functional Classifications). Current economic conditions prompted the necessity of considering alternative road cross sections as an intermediate implementation measure.

6. The required right of way (ROW) for some streets were changed, most notably the local street changed from 60 feet to 50 feet.

Chapter Three of 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules is reproduced in its entirety on the following pages.

Foster Convenient Circulation

Introduction

Whitestown is on the verge of significant development activity and the existing transportation system is inadequate to support that growth. Every development project provides an opportunity to establish properly the pieces of a transportation system that will, when all the pieces are assembled, provide convenient circulation. Whitestown must aggressively prepare itself for current and future transportation needs at full build-out.

This plan is unlike many comprehensive plans that assign future land uses first, followed by a transportation plan to provide adequate circulation. Instead, the plan established the transportation plan first, followed by future land uses. This reversal from the norm was necessary because the existing transportation system, established rights-of-way, and alignments are significantly inadequate to encourage quality growth and to convey increasing traffic safely. Without a clear and functional transportation system, the Town will struggle to achieve quality build-out.

In addition to vehicular transportation, Whitestown hopes for alternative transportation, primarily off-road trails, side paths, and sidewalks for pedestrians. The transportation plan also addresses pedestrian systems necessary at full build-out.

The transportation plan addresses circulation, safety, efficiency, maintenance, relationship to future land uses, and cost-effective implementation. Engineering and other transportation studies will be needed to further evaluate and determine the exact (site-specific) solutions for the transportation recommendations in this chapter.

The following components are necessary to foster convenient circulation.

- Pedestrian network
- Vehicular network
- Limiting access from arterial streets
- Establishing and maintaining connectivity
- Maintaining a street hierarchy
- Establishing aesthetic corridors.

These components are addressed in the following goal statement, objectives and implementation measures. Additionally, further detail is included on the following pages. The achievement of this section of the Comprehensive Plan is crucial for the success of the community's vision.
The remainder of this chapter contains the goal, objectives, implementation measures (IM), and elaboration on specific steps related to fostering convenient circulation.

Foster Convenient Circulation Goal

Provide a safe, efficient, and convenient circulation system accommodating vehicles, pedestrians, and cyclists.

Objective 1: Develop, Enhance and Maintain an Efficient Roadway System

IM 1.1	Ensure that adequate right-of-way is preserved for future road extensions, widening and drainage.
IM 1.2	Establish 1/2-mile grid system to add connectivity and opportunity.
IM 1.3	Ensure accessibility and efficiency for emergency services.
IM 1.4	Require road networks within new subdivisions to link to the networks in neighboring subdivisions.
IM 1.5	Utilize and adhere to the transportation plan during development approval.
IM 1.6	Periodically review the transportation plan and then adjust for previously unknown circumstances, update roadway classifications and capture newly discovered opportunities.
IM 1.7	Prepare a 5-year capital improvement plan that identifies realistic construction and maintenance projects prioritized by importance and availability of funding. Avoid hodgepodge upgrades to roads.
IM 1.8	Slightly widen Pierce Street and Main Street in downtown Whitestown.

Objective 2: Develop, Enhance, and Maintain an Alternative Transportation System

IM 2.1	Recognize and promote the benefits of pedestrian circulation (walking, cycling, etc.).
IM 2.2	Strive to provide an uninterrupted community wide network of paths and sidewalks.
IM 2.3	Require pedestrian networks (sidewalks and trails) within all single-family, multiple-family, commercial and industrial developments.
IM 2.4	Require the pedestrian networks within single-family, multiple-family, commercial and industrial development to link to adjacent developments.
IM 2.5	Install and improve sidewalks along Pierce Street and Main Street in downtown Whitestown.
IM 2.6	Improve mobility for youth, seniors, disabled, and other residents in need.
IM 2.7	Establish a circular system of pedestrian trails by utilizing natural corridors, utility corridors, on-street trails and sidewalks.
IM 2.8	Promote a system of trails for horses within the equestrian district.

Objective 3: Improve Transportation Safety

IM 3.1	Restrict all access onto major arterials, significantly restrict access onto minor arterials and limit non-essential access onto major collectors.
IM 3.2	Utilize traffic circles (roundabouts) at dangerous intersections to slow traffic and to increase safety for vehicles and pedestrians.
IM 3.3	Install traffic signals at major intersections.

IM 3.4 Disallow entrances and driveways when proposed too close to intersections or along a street with a blind approach.

IM 3.5 Utilize roundabouts at intersections to mitigate traffic accidents. Roundabouts should also reduce transportation time and improve the aesthetics of the community.

Objective 4: Strive to Improve Air Quality

IM 4.1 Reduce the dependency on motor vehicles by providing alternative means of transportation, promoting telecommuting, and other creative means.

IM 4.2 Reduce inefficiencies in motor vehicle circulation in order to minimize emissions. Two means for accomplishing this shall be the utilization of traffic circles (roundabouts), and requiring connectivity of all subdivisions.

IM 4.3 Be at the forefront of alternative fuels use in the region (such as hydrogen).

Objective 5: Appropriately Integrate the Transportation System into the Community

IM 5.1 Balance the need to widen primary transportation routes with the need for more beautification and streetscape design.

IM 5.2 Establish major arterials as medianed, 4-lane, limited access roads with significant vegetation to soften their impacts on adjacent developments.

IM 5.3 Require new collector streets to be slightly curved and angled to mimic the heritage roads and pikes that transected the Whitestown area. Collector streets should not be built dominantly as a grid system.

Ronald Reagan Parkway

The Ronald Reagan Parkway will have a dramatic positive or negative effect on the Town of Whitestown depending on the alignment and design. Specifically, if the alignment disrupts the existing and proposed transportation network, the effect will be damaging to the Town's future. Similarly, if the design of the road reflects a highway or interstate, the road will function as a major barrier between the north and south side of the community. Further, it will be challenging to buffer existing and proposed land uses from major-road attributes.

The most ideal and proposed characteristics include the following:

1) The Ronald Reagan Parkway should be a high volume, four-lane divided parkway with a minimum 150-foot right-of-way.

2) The right-of-way corridor should be more in character to the Hazel Dell Parkway in Carmel, rather than a highway.

3) Large roundabouts should be used at major intersections instead of traffic signals to improve vehicular flow, reduce noise, increase safety, and improve aesthetics.

4) The parkway's right-of-way should include pedestrian facilities; sidewalks on one side and asphalt side path on the other.

5) When adjacent to existing or proposed residential areas, the parkway's right-of-way should be significantly landscaped to complement and enhance those residential areas. Additionally, these segments of the Ronald Reagan Parkway should be planted with canopy trees to function as a sound and visual buffer.

It is believed the Ronald Reagan Parkway is an important east-west corridor to establish in southern Boone County, but it does not have to be a detriment to Whitestown. With proper alignment and design decisions, the road will be a significantly beneficial improvement. The Town of Whitestown should be very involved in alignment and design decisions from the start to completion of the project.

Collector Street Character

It was the intent of the Town to show collector streets as curving roads. Whitestown believes it is necessary to respect the legacy of how roads were established in the early days. Many county roads in southern Boone County today are not through streets and their alignment often includes curves and turns.

The intent of the transportation plan is to show curves in collector streets, but to also respect the need for connectivity and efficient systems. For this reason, most proposed collector streets are through streets.

Half-mile Grid

Many of the existing county roads are based on a one-mile grid. As development occurs, new streets need to be established to create a half-mile grid system, especially in areas with moderate to very high intensities.

Relying solely on the existing County road system will result in a transportation system of arterials and local streets, without collectors. This has been the substantive result in Fishers and Carmel, where the transportation systems are stressed and expensive to resolve.

Whitestown wishes to avoid long-term problems associated with not establishing a full and appropriate mix of road classifications. Installing collector and minor arterials such that large blocks of land are divided into areas one-quarter square mile in area will greatly relieve the concern.

Street Hierarchy

The transportation plan is established through study of each road's existing right-of-way, condition, existing classification, travel demand, access points, speed, and purpose. It strives to overcome dangerous intersections, missing links, absence of hierarchy, and lack of trans-community routes. The transportation plan should result in a system that provides safe and

efficient circulation of vehicles and pedestrians and takes into consideration the strengths and limitation of the existing transportation system.

The primary means for establishing the transportation plan is by illustrating proposed streets and future street classifications on a map. The transportation plan shall be used to set-aside land necessary to establish new roads and to determine future rights-of-way necessary for the construction of new and existing streets. All development proposals shall be required to establish the future rights-of-way, streets, intersections and other components of the transportation system. Whitestown's classification system recognizes six types of streets. They are:

- Interstate - a street designed to rapidly convey vehicular traffic from city to city or state to state. These streets have strictly controlled access-utilizing interchanges. The right-of-way for Interstates is to be determined by the Indiana Department of Transportation.

- Major Arterial - a street that restricts access, disallows on-street parking, and conveys significant vehicular traffic from one side of town to the other. These streets primarily connect with interstates and major and minor arterials. The minimum right-of-way for Major Arterials shall be 110 feet in all circumstances.

- Minor Arterial - a street that limits access, significantly limits on- street parking, and conveys significant vehicular traffic from one district within town to other. These streets primarily connect with major and minor arterials and major collectors. The minimum right-of-way for Minor Arterial shall be 95 feet.

- Major Collector - a street that reduces access, allows minimal direct driveway access, and allows on-street parking when deemed safe and necessary. These streets primarily connect with minor arterials and major and minor collectors. The minimum right-of-way for Major Collector is to be 80 feet.

- Minor Collector - a street that allows direct driveway access and allows on-street parking when deemed safe. These streets primarily connect with major and minor collectors and local streets. The minimum right-of-way for Minor Collector is to be 70 feet.

- Local - a street designed primarily to provide access to platted residential lots and remote properties. These streets primarily connect with minor collectors and local streets. Local streets may include non-through streets. The minimum right-of-way for Local Streets is to be 60 feet.

Through observation of other communities, it is known to be problematic to utilize a county road, 1-mile grid for arterial traffic. Rather than rely on such a system, Whitestown has determined that a 1/2-mile grid system should be the basis of its arterial road system.

The Whitestown Transportation Plan (on page 17) has been designed to foster convenient vehicular and pedestrian circulation at full build-out of the community. By planning for full

build-out, Whitestown is in a better position to establish the most efficient uses of land and to reduce long-term transportation costs.

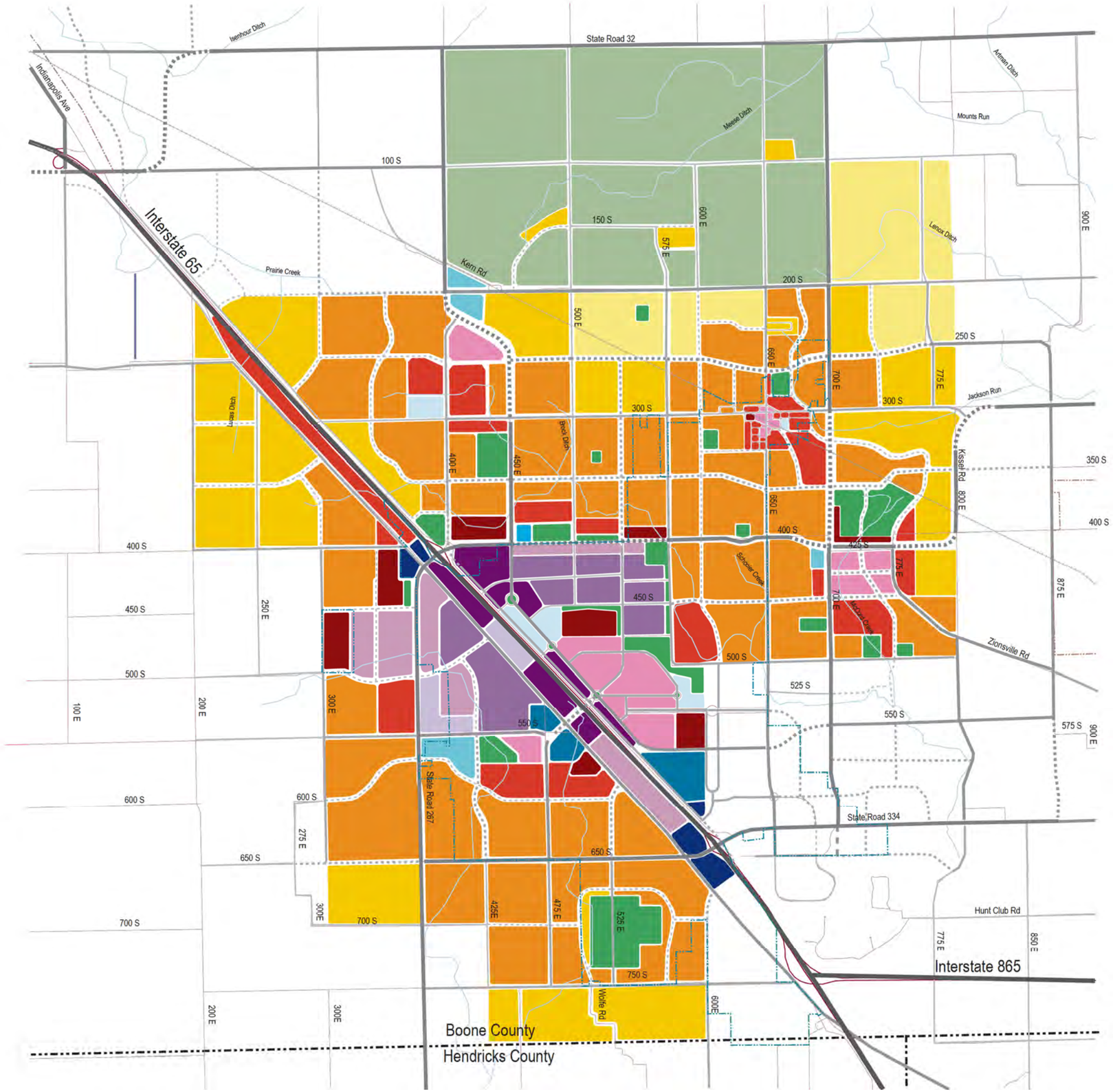
Oftentimes streets will be classified higher than their existing use because the community expects traffic volumes to increase or for that segment of road to become more essential. Because existing streets may not match the proposed classification, Whitestown will encourage future development to occur along streets that have adequate capacity. If the developer insists on developing areas without adequate capacity, they will be expected to establish adequate public facilities for their development.

Whitestown also uses street hierarchy to protect neighborhoods and provide safe environments. Developers should primarily utilize narrow local streets to ensure quieter, safer, and more enjoyable neighborhoods. These neighborhood streets reduce the potential for accidents and increase pedestrian safety because they are designed to keep faster, heavier traffic out of these sensitive areas.

The following map illustrates the desired hierarchy of the existing and proposed roads within Whitestown.

Town of Whitestown

Future Land Use Plan



Legend

- Equestrian/Agriculture District
- Open Space/Recreation
- Very Low Intensity Residential (0 to .5 d.u. per acre)
- Low Intensity Residential (.5 to 1 d.u. per acre)
- Medium Intensity Residential (1 to 2 d.u. per acre)
- High Intensity Residential (3 to 5 d.u. per acre)
- Very High Intensity Residential (5 to 9 d.u. per acre, multifamily)
- Office/Institutional
- Moderate Intensity Commercial
- High Intensity Commercial
- Highway Commercial
- Mixed Use Village
- Low Intensity Industrial
- Medium Intensity Industrial
- High Intensity Industrial
- Mixed Use Commerce Park

Last Revised: May 12, 2008

Map Prepared By:

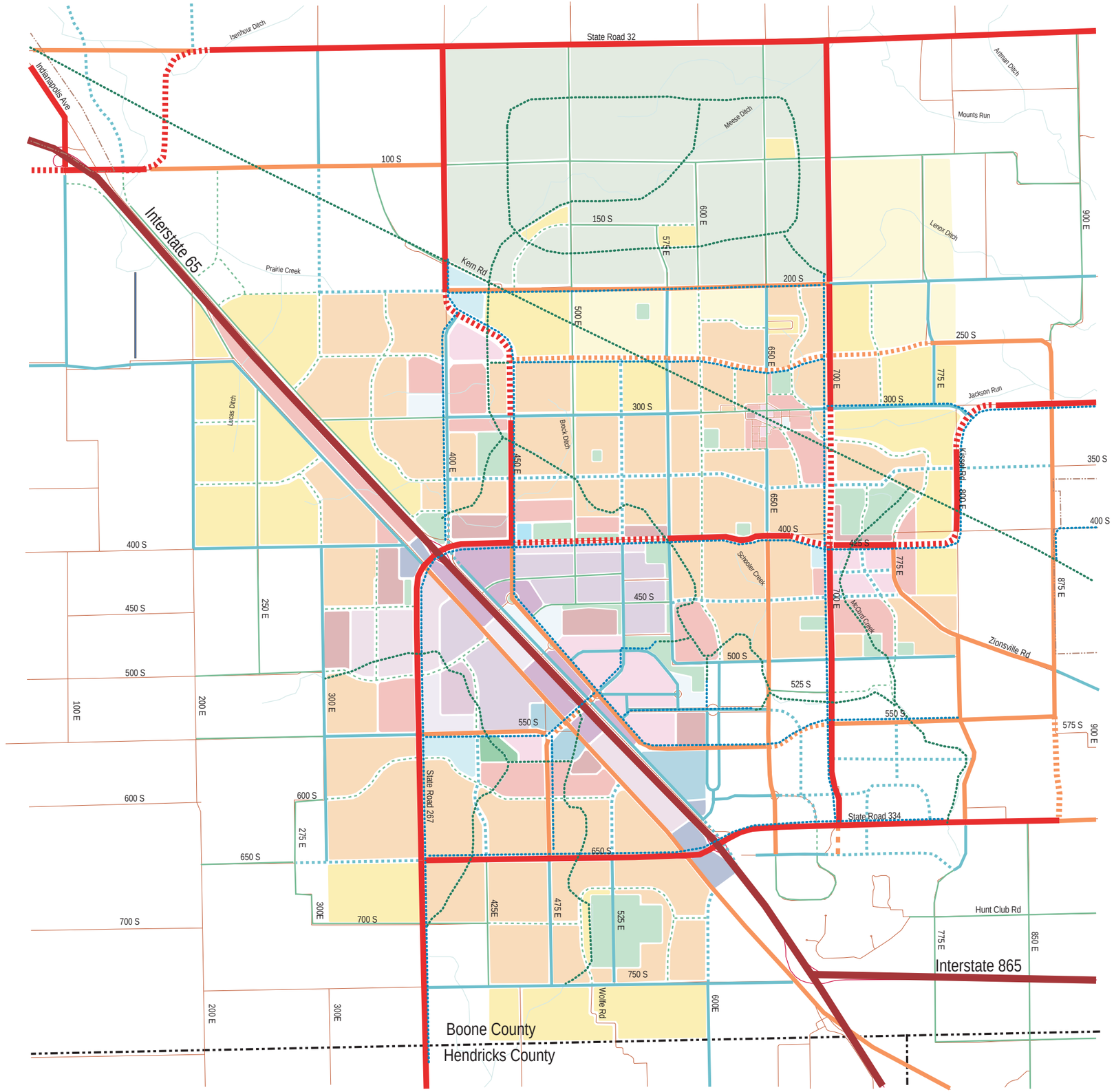
GroundRules

website www.groundrulesinc.com

(Back side of Figure)

Town of Whitestown

Transportation Plan



Legend

- Interstate (limited access, on-ramps, very high speed)
- Major Arterial (limited access, signaled intersections, high speed)
- Minor Arterial (access management, moderate speeds)
- Major Collector (collects minor collector and local street traffic)
- Minor Collector (collects local street traffic)
- Local Street/County Road (feeds into minor and major collectors)
- Alternative Transportation System (non-sidewalks)

Dashed roads indicate future road locations and their color indicates the intended street classification.

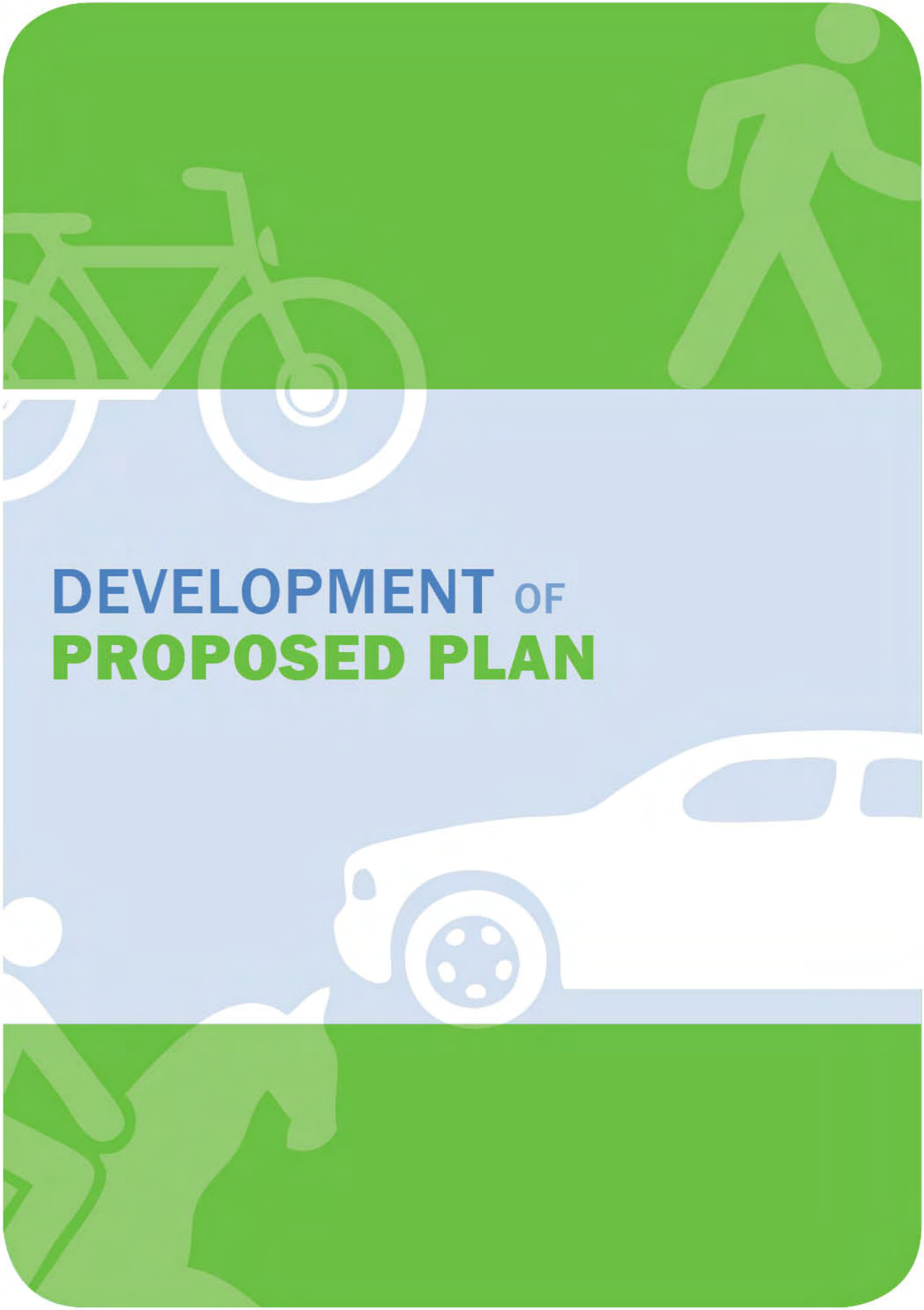
- Equestrian/Agriculture District
- Open Space/Recreation
- Very Low Intensity Residential (0 to .5 d.u. per acre)
- Low Intensity Residential (.5 to 1 d.u. per acre)
- Medium Intensity Residential (1 to 2 d.u. per acre)
- High Intensity Residential (3 to 5 d.u. per acre)
- Very High Intensity Residential (5 to 9 d.u. per acre, multifamily)
- Office/Institutional
- Moderate Intensity Commercial
- High Intensity Commercial
- Highway Commercial
- Mixed Use Village
- Low Intensity Industrial
- Medium Intensity Industrial
- High Intensity Industrial
- Mixed Use Commerce Park

Last Revised: September 21, 2005

Map Prepared By:

GroundRules, Inc.
website www.groundrulesinc.com

(Back side of Figure)



DEVELOPMENT OF PROPOSED PLAN

3. Plan Development

The Town has grown significantly since 2005 when the last Transportation Plan was adopted. Planners typically use traffic counts and accident reports for road capacity analysis and thoroughfare plans in developed communities. That was not practical here due to the largely undeveloped nature of the area, the large I-65 PUD, and the lack of traffic counts on local streets. Annexations and township consolidation has dramatically increased the corporate boundary of the town.

This Transportation Plan Update defined a Study Area (Figure 3) that is shown on all maps. Roads within the Study Area, yet outside of Whitestown's jurisdiction, are shown on each map based upon information obtained from the plans of adjacent jurisdictions (i.e. Lebanon, Zionsville, and Boone County).

LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- COUNTY LINE
- TOWNSHIP LINE
- STUDY AREA
- SECTION LINE

0 4000' 8000'

SCALE: 1" = 4000'

STUDY AREA

TRANSPORTATION PLAN

The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 3

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(Back side of Figure)

Several goals guided the development of the various elements of the Transportation Plan:

- Provide adequate lane mile capacity in arterial and collector streets on the Road Classification Plan to serve the Town as it develops and at build out
- Verify that the land use map provides sufficient area for the community-accepted level of projected population growth
- Avoid recommendations that could not be achieved

The study used the American Association of State Highway and Transportation Officials (AASHTO) guidelines to allocate the target functional classes of road mileage for urban and rural systems. As the Town gradually transitions from rural to urban, the road classification mileage percentages should reflect the change.

Table 1: Typical Distribution of Rural Functional Systems[1]

Systems	***Percentage of Total Rural Miles***
Principal arterial system	2 - 4
Principal arterial plus minor arterial system	6 – 12, with most States falling in 7 – 10 percent range
Collector road	20 - 25
Local road system	65 - 75

Table 2: Typical Distribution of Urban Functional Systems[2]

Systems	***Mileage (percent)***
Principal arterial system	5 - 10
Principal arterial plus minor arterial street system	15 - 25
Collector street system	5 - 10
Local Streets	65 - 80

(1), (2) A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, 1984, (1) Table I-1 page 14 and (2) Table I-2 page 17.

The study projected future road miles using existing developments and the land use map. The study based the Road Classification Plan lane-miles by projecting future total road miles in the study area using the following process:

1. Calculate the local road lane-miles per square mile of developed property in five existing area subdivisions: Royal Run, Walker Farms, Eagles Nest, Stonegate, and Anson. The result was 30 lane-miles per square mile of developed land. (The supporting calculations are in Appendix B: Road Mile and Population Projections.)
2. Project future lane-miles of local streets for all undeveloped residential land use areas using the 30 lane-miles per square mile and other assumptions for mixed land use areas.
3. Target 25% Arterial lane-miles, 10% Collector lane-miles, and 65% Local Street lane-miles for the build out urban condition.
4. Check lane miles between the Study Area and the current corporate boundary to track the rural and urban target values.

The following tables and narrative explain process that led to the Proposed Road Classification and Thoroughfare Plan.

Table 3 shows the projected road classification summary for the Study Area. It shows that the percentage of arterial road miles is less than the target and the percentage of collector road miles is greater than the target within the Study Area.

Table 3: Projected Road Classification Summary

Study Area (38.55 sq. miles)

	Lane Miles	***Percentage of Total***	***Target Percentage***
Total Interstate	46	3%	--
Total Arterial	229	16%	25%
Total Collector	174	12%	10%
Total Local Streets	952	68%	65%
Total Lane Miles Projected	1,401		
Total Arterial w/ Interstate	275	20%	25%
Total Collector	174	12%	10%
Total Local Streets	952	68%	65%
Total Lane Miles Projected	1,401		

Table 4 shows the projected road classification summary considering the 2013 Town corporate boundary and all arterials built to four lanes. The corporate boundary will gradually grow into the Study Area, though not into the entire Study Area, as Zionsville and Lebanon will presumably expand boundaries also. The table shows arterials and collectors both exceeding target percentages. This is to be expected, as the Study Area is larger than the Town corporate boundary and the boundary will expand over time.

Table 4: Projected Road Classification Summary
Arterials Built to 4 Lanes

2012 Town Corporate Boundary (10.5 sq. miles)

	Lane Miles	***Percentage of Total***	***Target Percentage***
Total Interstate	23	8%	--
Total Arterials	80	27%	25%
Total Collectors	41	14%	10%
Total Local Streets	157	52%	65%
Total Lane Miles Projected	301		
Total Arterials w/ Interstate	103	34%	25%
Total Collectors	41	14%	10%
Total Local Streets	157	52%	65%
Total Lane Miles Projected	301		

Table 5 shows the projected road classification summary considering the 2013 Town corporate boundary and all arterials built to two lanes. This supports the rural to urban transition stage of two-lane arterials serving the study area until funding, traffic and land development warrant four-lane, build-out conditions. Strict controls of intersections and driveways are necessary for the arterials to serve their purpose if they are limited to two lanes for a period of years. Intersection improvements will be necessary prior to lane additions. The use of roundabouts will prolong acceptable levels of service for two-lane arterials.

Table 5: Projected Road Classification Summary
Arterials Built to 2 Lanes

2012 Town Corporate Boundary (10.5 sq. miles)

	Lane Miles	*Percentage of Total*	*Target Percentage*
Total Interstate	23	9%	--
Total Arterials	40	15%	25%
Total Collectors	41	16%	10%
Total Local Streets	157	60%	65%
Total Lane Miles Projected	261		
Total Arterials w/ Interstate	63	24%	25%
Total Collectors	41	16%	10%
Total Local Streets	157	60%	65%
Total Lane Miles Projected	261		

The projected Road Classification Summary data and the proposed Thoroughfare Plan were deemed acceptable based on the following assumptions and conditions:

- The Study Area exceeds the Town boundary and tabulations of total lane-miles are projected.
- The proposed collector street cross section standard approximates many community's minor arterial standards.
- The projected intermediate conditions more closely approximate the target values of lane-miles by road classification.
- Projected lane-miles may not materialize.
- Future updates to the Transportation Plan should tabulate these statistics as the Study Area develops.

Table 6 and Table 7 (below) list all the figures and tables developed in the study, provide a brief description, and state the purpose of each figure or table.

Table 6: List of Figures

Figure No.	*Figure Name*	*Description*	*Purpose*
1	Future Land Use Plan	2005 Plan Figure (Land Use)	Reference
2	Future Transportation Plan	2005 Plan Figure (Roads)	Proposed Thoroughfare Plan
3	Study Area	2012 Study Area and Municipal Boundaries	Reference
4	Proposed Road Classification and Thoroughfare Plan	Shows all study area collectors, arterials, and interstates on aerial photo background.	Proposed Thoroughfare Plan
4NW	Proposed Road Classification and Thoroughfare Plan	Northwest quadrant enlargement of Fig.4	Reference and Detail
4NE	Proposed Road Classification and Thoroughfare Plan	Northeast quadrant enlargement of Fig.4	Reference and Detail
4SW	Proposed Road Classification and Thoroughfare Plan	Southwest quadrant enlargement of Fig.4	Reference and Detail
4SE	Proposed Road Classification and Thoroughfare Plan	Southeast quadrant enlargement of Fig.4	Reference and Detail
5	Schematic Road Classification and Thoroughfare Plan	Shows all study area collectors, arterials, and interstates on plain background.	Proposed Schematic
6	Proposed Arterial Road Classification and Thoroughfare Plan	Shows all study area arterials and interstates – existing and conceptual on plain background.	Proposed Thoroughfare Plan
7	Proposed Collector Road Classification and Thoroughfare Plan	Shows all study area collectors – existing and conceptual on plain background.	Proposed Thoroughfare Plan
8	Population Projections Graph	Shows population and vehicle projections through 2050 based on a variety of methods	Projected populations to compare to Land Use densities
9	Assumed Future Land Use Plan	Shows Study Area Land Use	Used to project future road miles
10	Downtown Detail Existing Land Use and Proposed Road Classifications	Downtown enlargement of Road Classification Plan shows local road(s) and existing Land Use Plan on plain background.	Reference and Detail
11	Proposed Modifications to 2005 Road Classification Plan	Compares 2012 Plan to 2005 Plan	Identifies proposed modifications
12	Comparison to the I-65 PUD Plan	Compares 2012 Plan to I-65 PUD	Identifies proposed modifications and correlates PUD roads to Thoroughfare Classifications

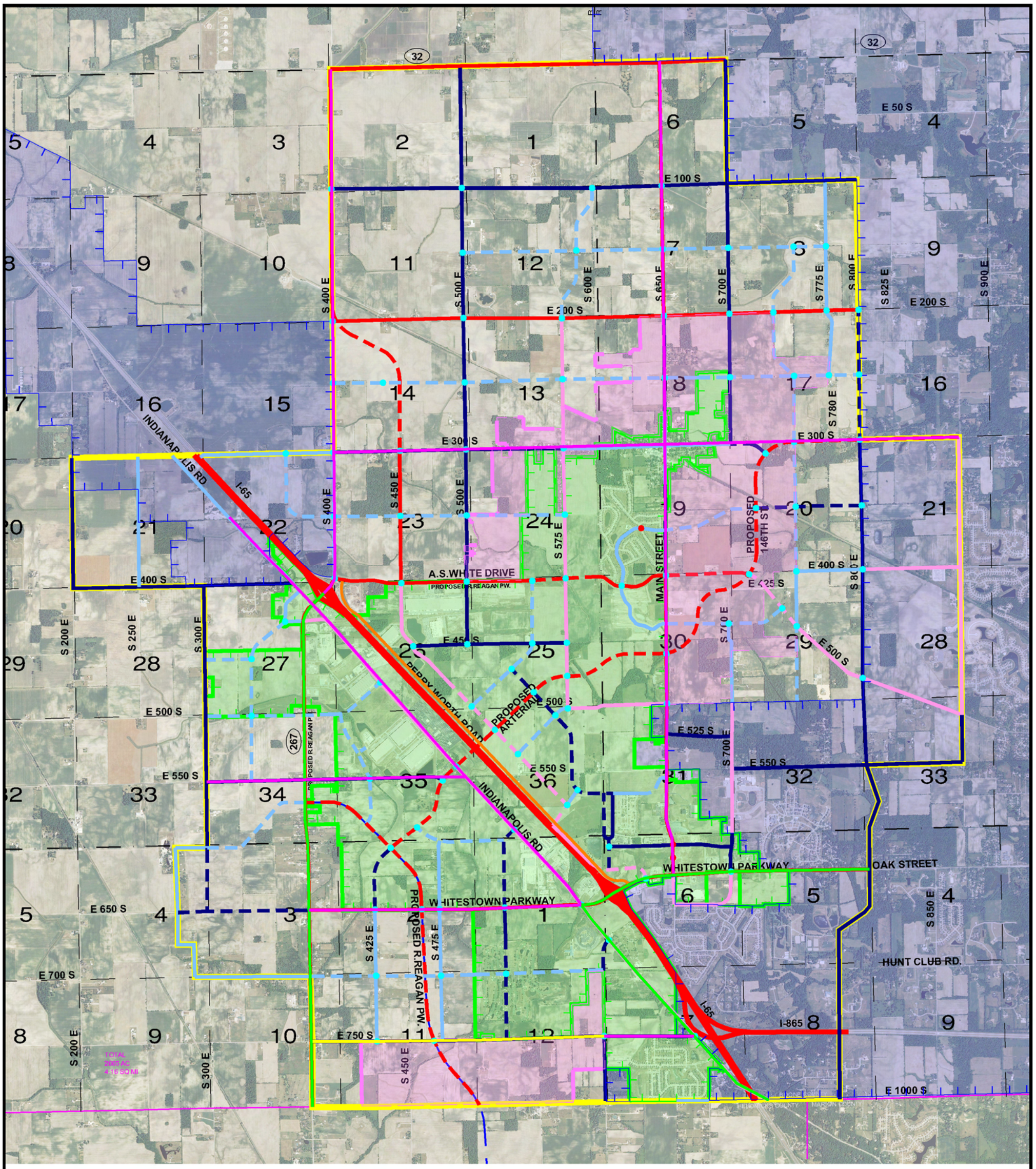
Table 6: List of Figures (Cont'd)

Figure No.	***Figure Name***	***Description***	***Purpose***
13	Existing Road Deficiencies Plan	Shows existing roads against the 2012 Proposed Classifications on plain background.	Analysis
14	Accident Map	Graphically locates traffic accidents in Study Area	Analysis
15	Conceptual Road Improvements at Albert S. White Drive and Perry Worth Road	Shows proposed alignment changes to the north end of Perry Worth Road	Reference and Detail
16	Conceptual Road Improvements at Whitestown Parkway and Perry Worth Road	Shows proposed alignment changes to the south end of Perry Worth Road	Reference and Detail
17	Proposed Gateway Signage Location Plan	Gateway Location Plan	Reference
18	Proposed Multi-Purpose Trail Plan	Conceptual Trail Plan	Reference

Table 7: List of Tables

Table 7: List of Tables (Cont'd)

Table No.	***Table Name***	***Description***	***Purpose***
19	Minimum Driveway Spacing by Street Classification	Road design requirements	Reference
20	Intersection Radius Minimums by Street Classification	Intersection design requirements	Reference
21	Minimum Intersection Spacing by Street Classification	Intersection design requirements	Reference
22	Minimum Stopping Sight Distance by Street Classification	Road design requirements	Reference



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT

0 4000' 8000'

SCALE: 1" = 4000'

PROPOSED ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

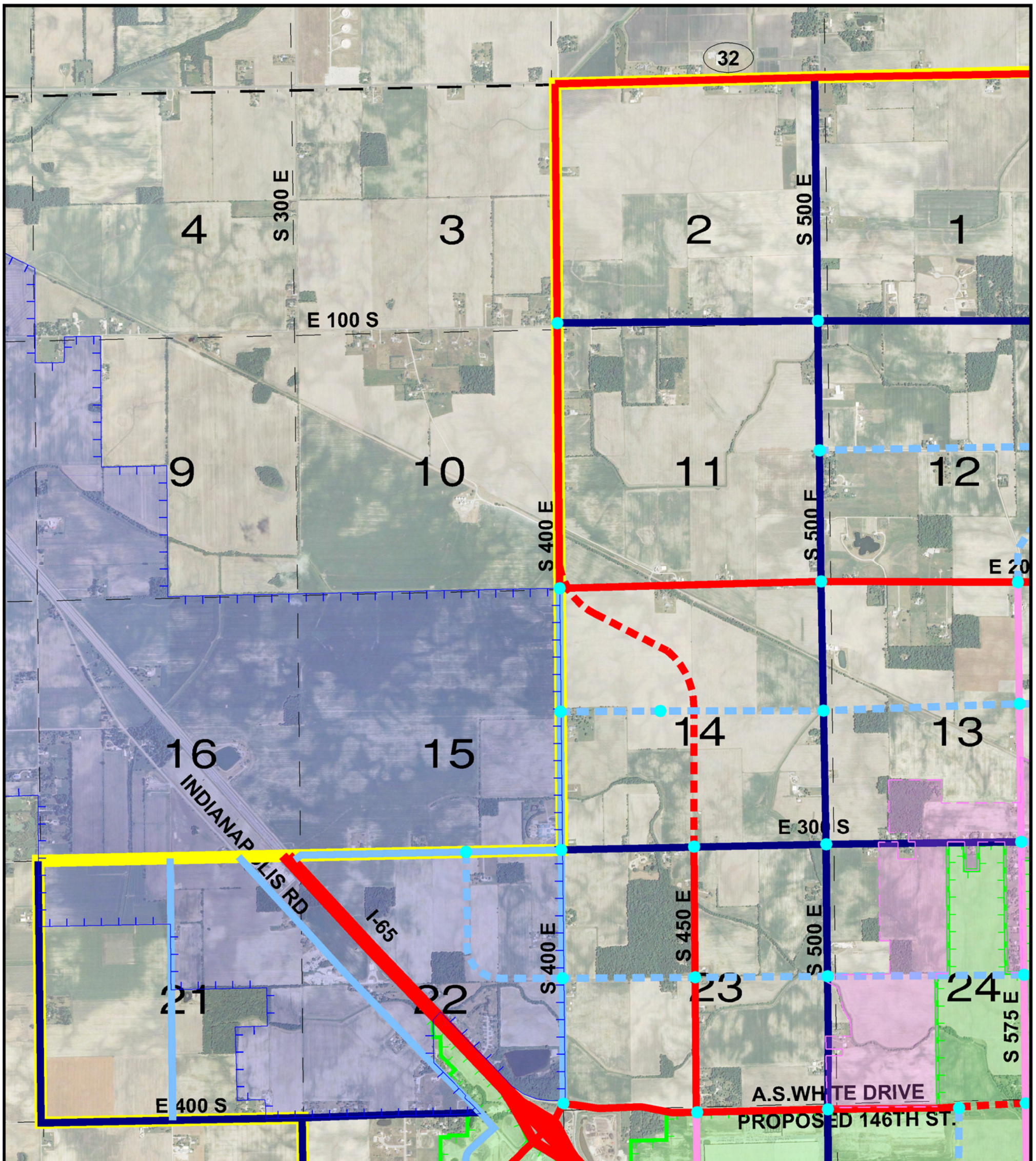
The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 4

FILE NAME: I:\4163-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT

0 2000' 4000'

SCALE: 1" = 2000'

PROPOSED ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

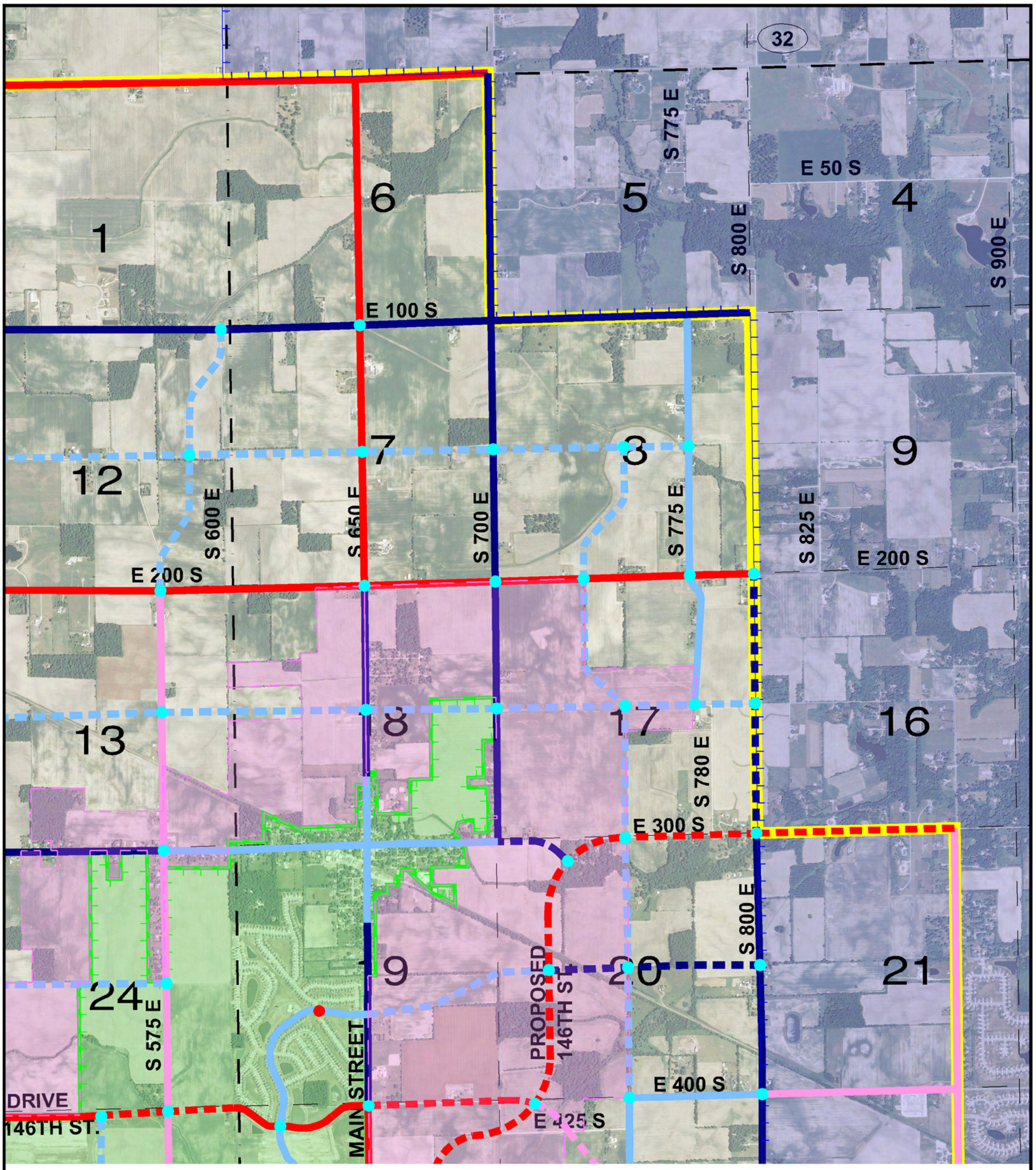
The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 4
NW

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT

0 2000' 4000'

SCALE: 1" = 2000'

PROPOSED ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

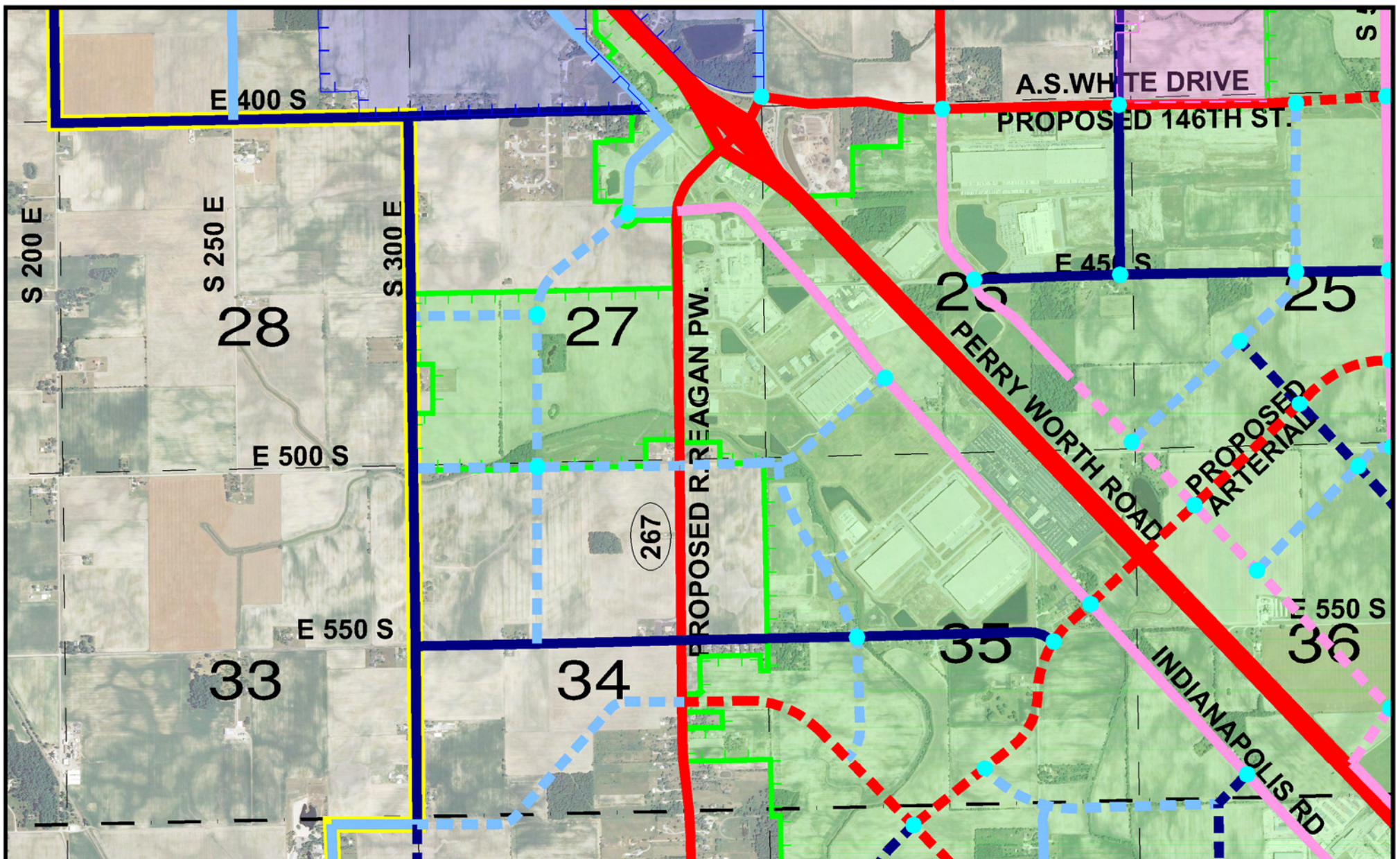
The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 4
NE

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT

0 2000' 4000'

SCALE: 1" = 2000'

PROPOSED ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

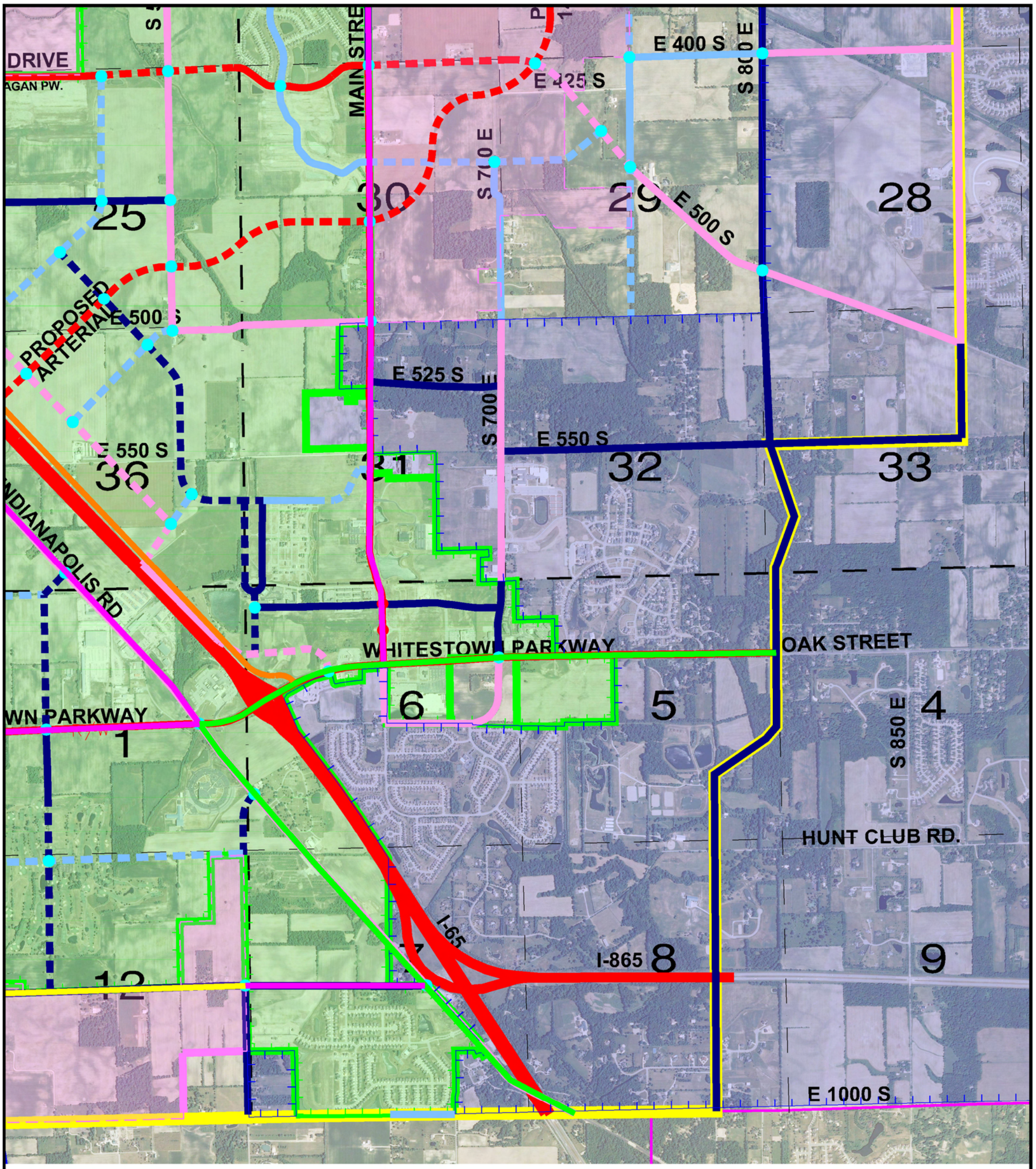
The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 4
SW

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT

0 2000' 4000'

SCALE: 1" = 2000'

PROPOSED ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

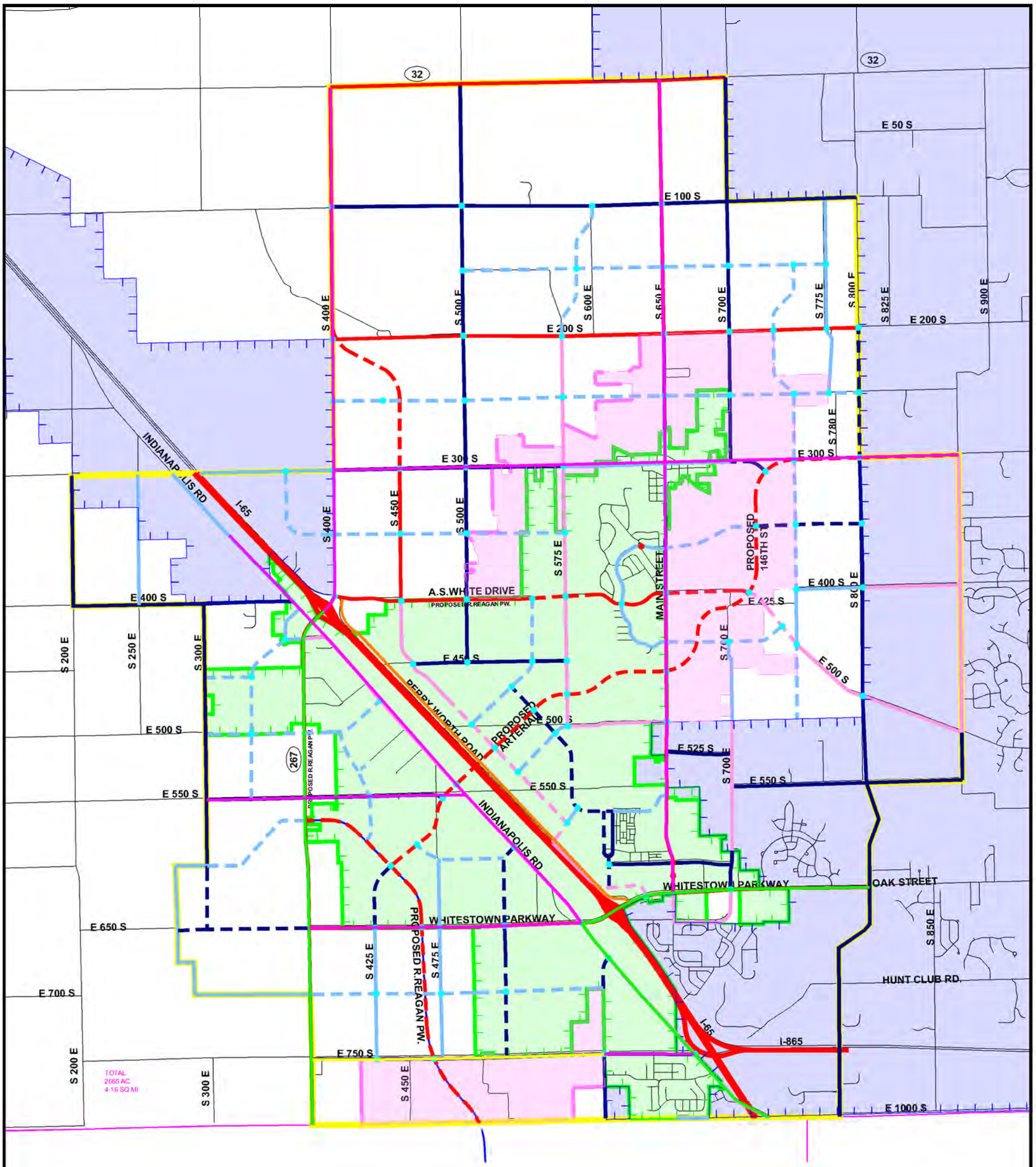
The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 4
SE

FILE NAME: I:\4163-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT

0 4000' 8000'

SCALE: 1" = 4000'

SCHEMATIC ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

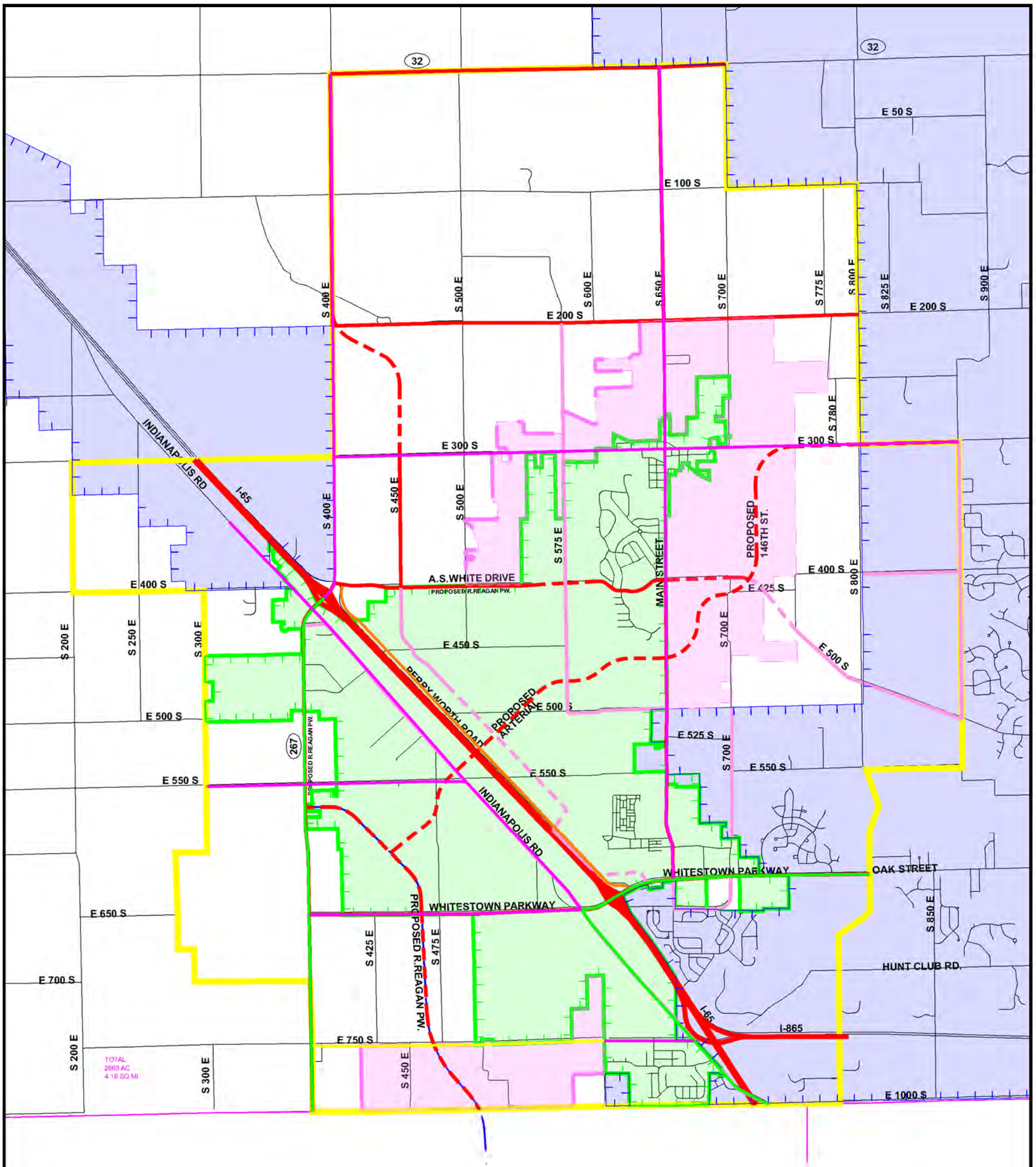
The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 5

FILE NAME: I:\4163-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD

0 4000' 8000'

SCALE: 1" = 4000'

PROPOSED ARTERIAL ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

The Town of WHITESTOWN

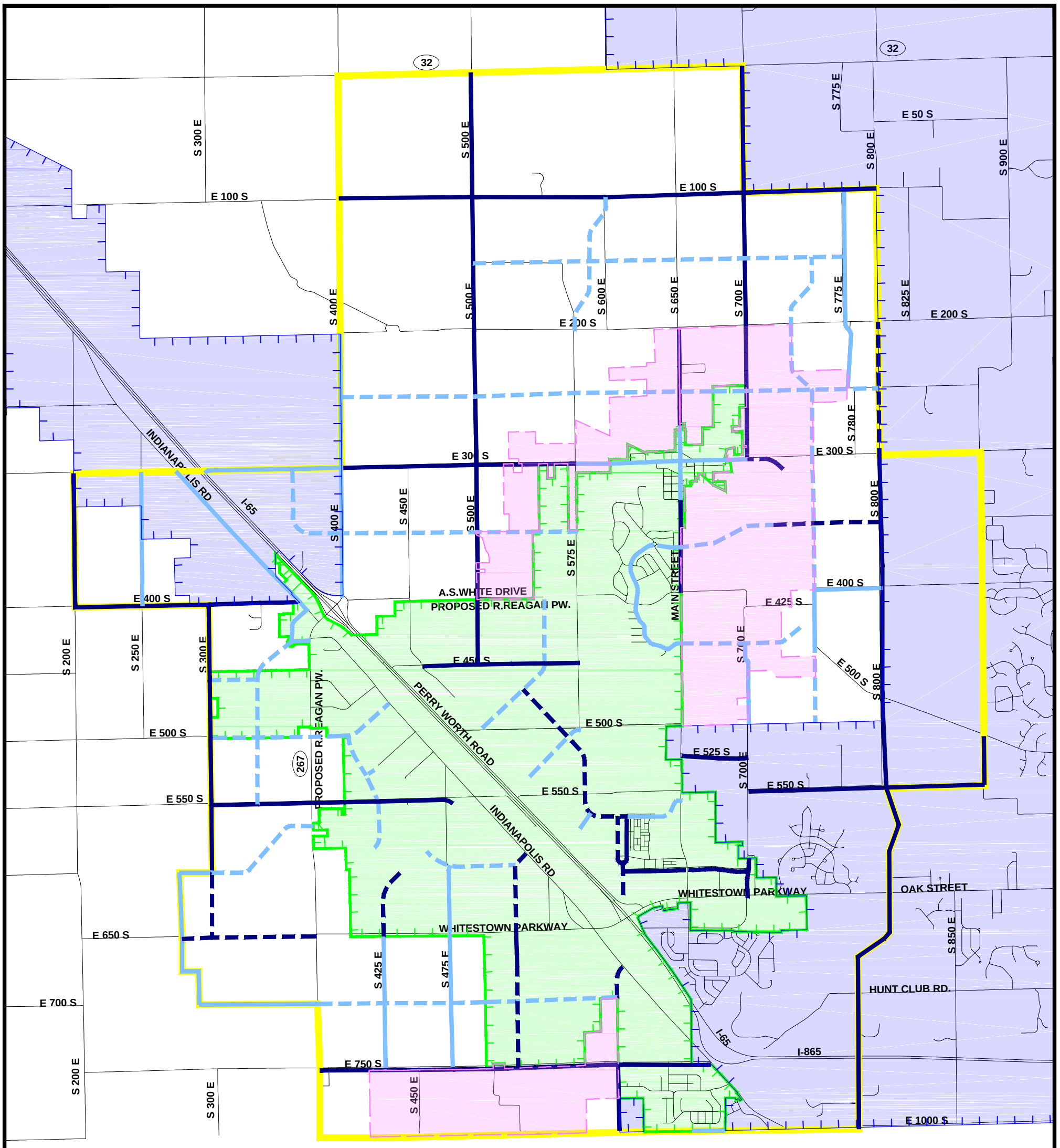
www.whitestown.in.gov

FIG. 6

FILE NAME: I:\4163-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(Back side of figure)



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD

N

0 4000' 8000'

SCALE: 1" = 4000'

PROPOSED COLLECTOR ROAD CLASSIFICATION AND THOROUGHFARE PLAN

TRANSPORTATION PLAN

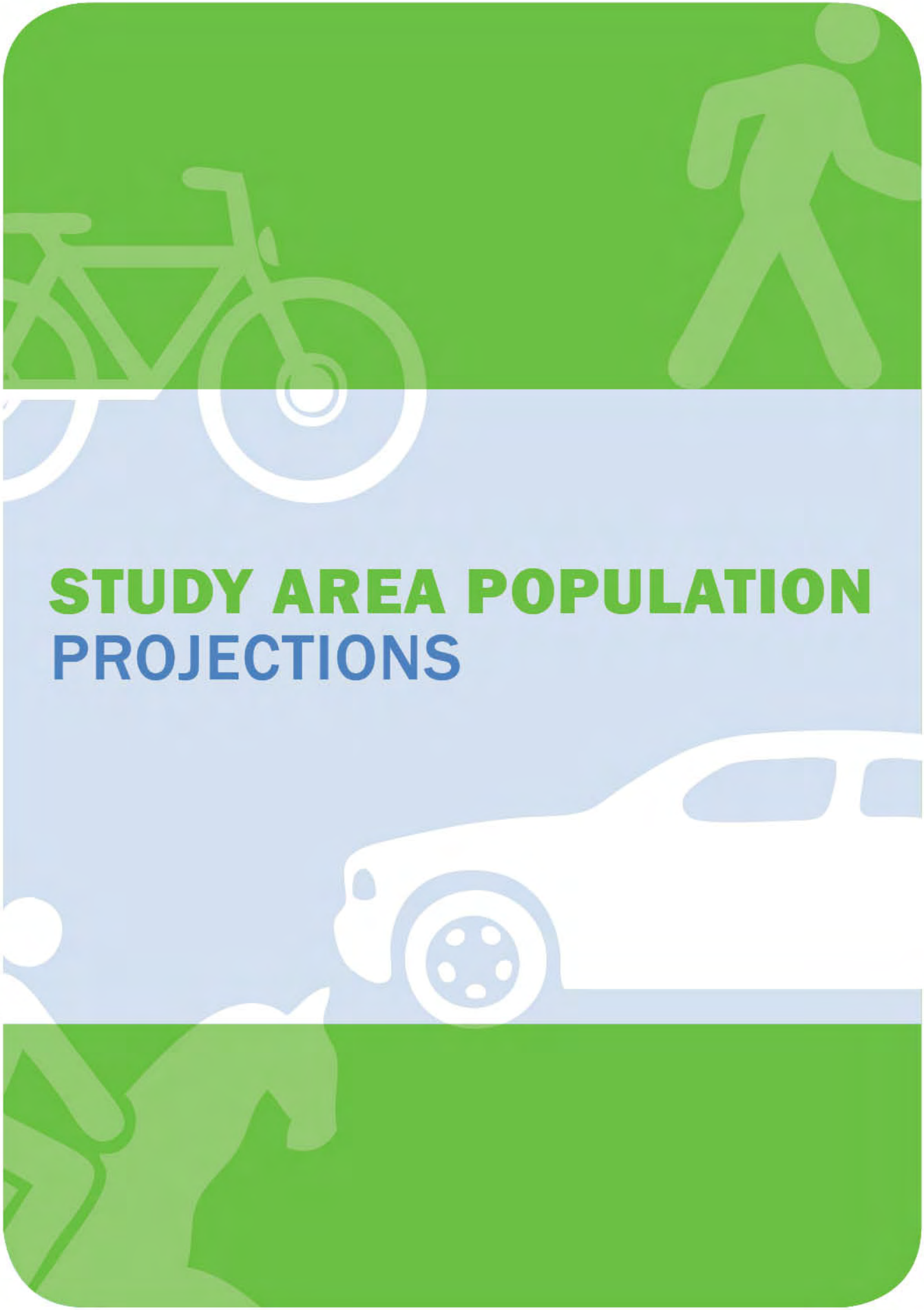
The Town of WHITESTOWN
www.whitestown.in.gov

FIG. 7

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(Back side of figure)



STUDY AREA POPULATION PROJECTIONS

4. Population Projections

The study used 2010 U.S. Census data along with building permit history, platted lots, and an existing wastewater utility flow study to project population growth. The land use map and the associated minimum and maximum allowable densities were used to determine if the area could support the projected population. Calculations are included in Appendix B: Road Mile and Population Projections.

The study projected an Assumed Future Land Use Plan (see Figure 9) using the densities of the 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules to estimate the population supported by those densities. While there were not a significant amount of existing data points to use for trending, and the 2008 construction slowdown affects the results, the land use densities of the Assumed Land Use Plan clearly support the population possibilities under the assumptions and existing trends. Specifically, the population projections from the number of platted lots, building permits issued, and the wastewater flow study all fall below the projected population values using the prescribed 2005 Comprehensive Plan population densities.

Five existing subdivisions within the Study Area were analyzed to determine density and lane-miles: Royal Run, Walker Farms, Eagles Nest, Stonegate, and Anson. Table 8 summarizes the findings.

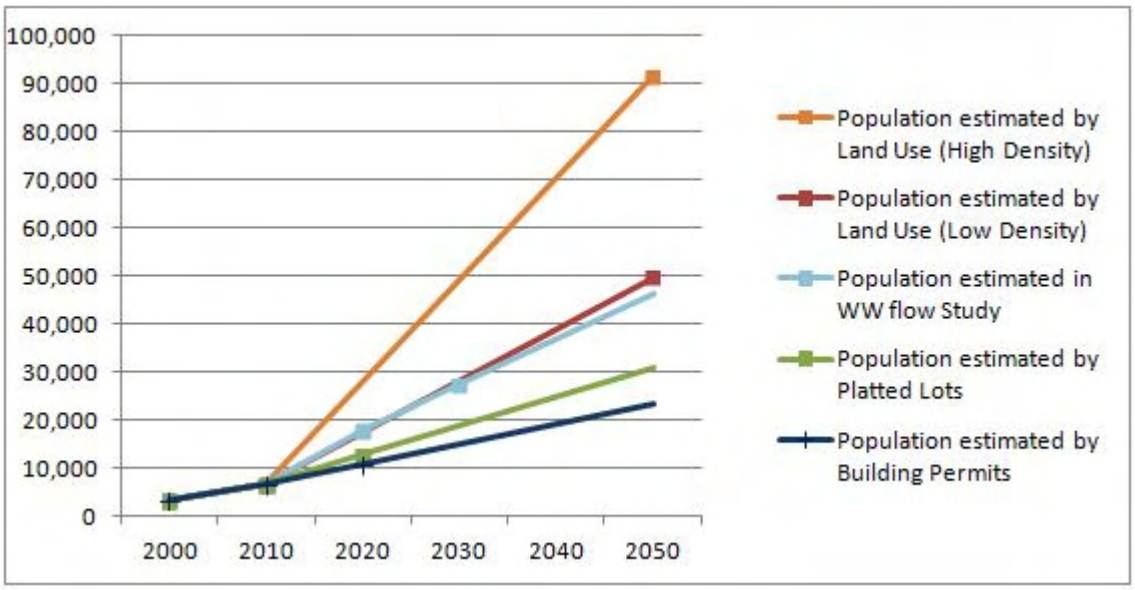
Table 8: Existing Subdivision Density

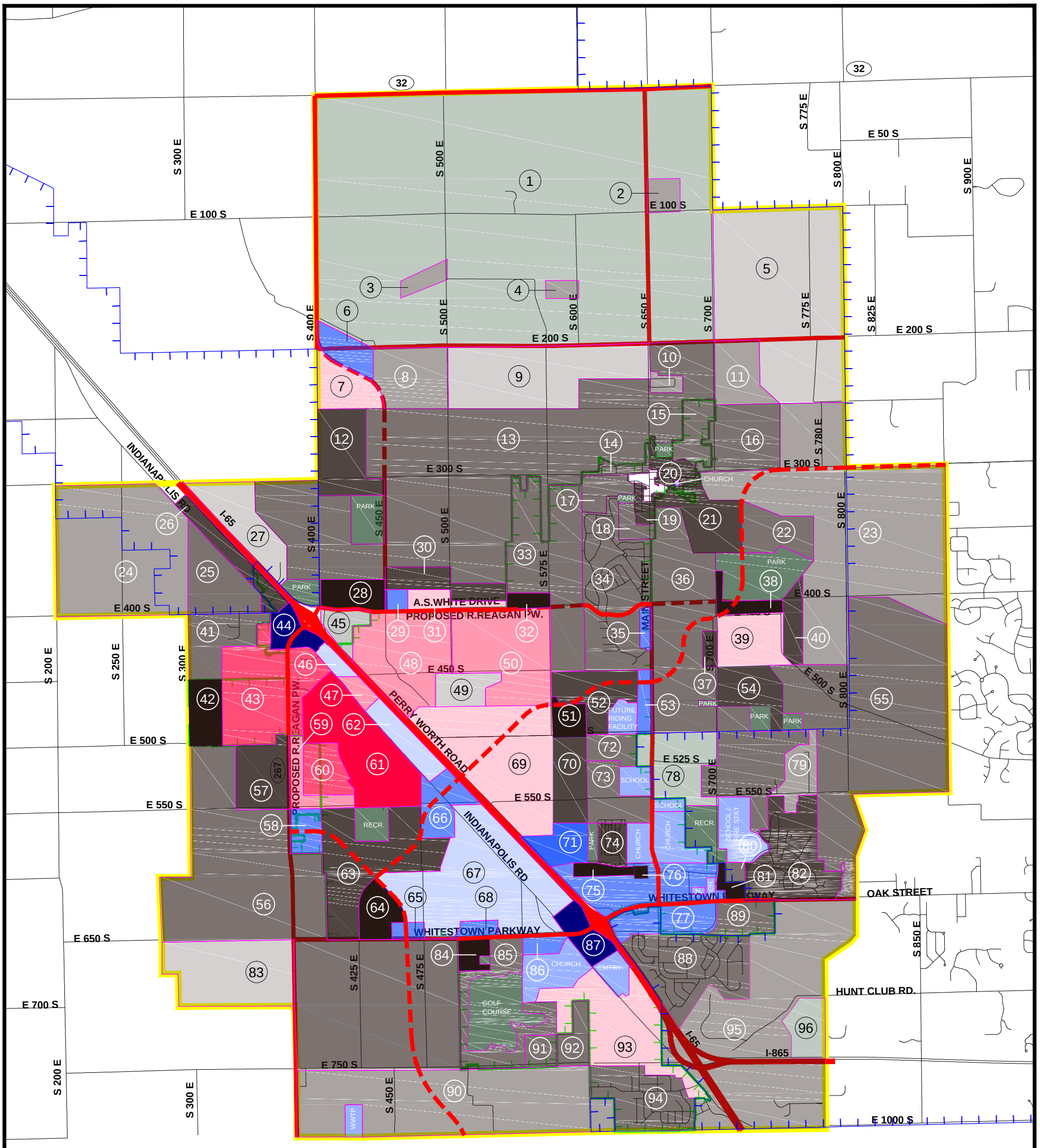
Subdivision Name	*Comp. Plan Land Use Density (Housing Unit/acre)*	*Acreage*	*Planned Lots*	*Density (H.U./acre)*
Royal Run	Medium (1-2)	282.9	704	2.49
Walker Farms	Medium (1-2)	379.2	1,044	2.75
Eagles Nest	Medium (1-2)	134.4	522	3.88
Stonegate	High (3-5)	184.1	431	2.34
Anson Neigh.	High (3-5)	46.0	235	5.11
Totals		1,026.6	2,936	2.86 avg.

It is important to note that the average housing unit density of the existing subdivisions (2.86 units per acre) roughly corresponds to the High Intensity Residential land use density listed in the 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules. The low and high unit density values for each residential land use category (shown on Figure 9: Assumed Future Land Use Plan and tabulated in Appendix B: Road Mile and Population Projections) also match the 2005 Town of Whitestown Comprehensive Plan prepared by Ground Rules and were typically lower than the actual housing unit densities of the existing single-family developments.

The assumed land use plan and population projection results are presented in the following graphics. Additional details can be found in Appendix B: Road Mile and Population Projections.

Figure 8: Population Estimate Comparisons





LEGEND

- EQUESTRIAN/AGRICULTURE (0 TO 0.5 D.U. / ACRE)
- OPEN SPACE / RECREATION / PARKS
- VERY LOW INTENSITY RESIDENTIAL (0 TO 0.5 D.U. / ACRE)
- LOW INTENSITY RESIDENTIAL (0.5 TO 0.9 D.U. / ACRE)
- MEDIUM INTENSITY RESIDENTIAL (1.0 TO 2.9 D.U. / ACRE)
- HIGH INTENSITY RESIDENTIAL (3.0 TO 4.9 D.U. / ACRE)
- VERY HIGH INTENSITY RESIDENTIAL (5.0 TO 9.0 D.U. / ACRE)
- MIXED-USE VILLAGE (1.0 TO 2.9 D.U. / ACRE)
- LOW INTENSITY INDUSTRIAL
- MEDIUM INTENSITY INDUSTRIAL
- HIGH INTENSITY INDUSTRIAL
- MIXED-USE COMMERCE PARK (1.0 TO 2.9 D.U. / ACRE)
- OFFICE / INSTITUTIONAL
- MODERATE INTENSITY COMMERCIAL
- HIGH INTENSITY COMMERCIAL
- HIGHWAY COMMERCIAL

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN PROPOSED 2012 ANNEXATION
- STUDY AREA
- SECTION LINE
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING INTERSTATE HWY.
- LAND USE POLYGON

0 4000' 8000'

SCALE: 1" = 4000'

ASSUMED FUTURE LAND USE PLAN *

TRANSPORTATION PLAN

The Town of WHITESTOWN
www.whitestown.in.gov

* NOTE:
THIS ASSUMED FUTURE LAND USE PLAN WAS DEVELOPED IN ORDER TO ESTABLISH A BASIS FOR 2013 TRANSPORTATION PLAN POPULATION PROJECTIONS.

FIG. 9

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

NOTE: REFER TO ASSUMED FUTURE LAND USE PLAN (FIGURE 9) FOR LAND USE DATA THIS AREA

NOTE: REFER TO ASSUMED FUTURE LAND USE PLAN (FIGURE 9) FOR LAND USE DATA THIS AREA

LIONS PARK

W. PIERCE ST.

WALNUT ST.

UITTS ST.

HINE ST.

UITTS ST.

BECKHAM ST.

MAIN ST.

HARRISON AVE.

E. PIERCE ST.

LUCAS ST.

PETERS ST.

TROUT ST.

LINVILLE AVE.

PORTER AVE.

BUCK ST.

TURNER ST.

HULL ST.

BOWERS ST.

REESE ST.

PANTHER PARK

LAUGHNER ST.

SMITH ST.

MAIN ST.

NOTE: REFER TO ASSUMED FUTURE LAND USE PLAN (FIGURE 9) FOR LAND USE DATA THIS AREA

NOTE: REFER TO ASSUMED FUTURE LAND USE PLAN (FIGURE 9) FOR LAND USE DATA THIS AREA

LEGEND

- OPEN / RECREATION
- AGRICULTURE
- MIXED-USE VILLAGE (INTEGRATED RESIDENTIAL AND COMMERCIAL USES)
- OFFICE / INSTITUTIONAL (SCHOOLS, CHURCHES, OFFICES, MUNICIPAL BUILDINGS)
- LOCAL UTILITY (WATER, PHONE, ELECTRICAL UTILITY OFFICES AND SITES)
- LOW INTENSITY INDUSTRIAL (LOCAL DISTRIBUTION, WAREHOUSES, CONSTRUCTION TRADES)
- MEDIUM INTENSITY INDUSTRIAL (SMALL SCALE MANUFACTURING, ASSEMBLY, REGIONAL DISTR.)
- MODERATE INTENSITY COMMERCIAL (GENERAL COMMERCIAL USES, RETAIL, RESTAURANTS)
- LOW INTENSITY RESIDENTIAL (1-2 DWELLING UNITS / ACRE)
- MEDIUM INTENSITY RESIDENTIAL (3-5 DWELLING UNITS / ACRE)
- HIGH INTENSITY RESIDENTIAL (5-9 DWELLING UNITS / ACRE)

- EXISTING COLLECTOR ROAD
- EXISTING LOCAL ROAD
- CONCEPTUAL LOCAL ROAD
- WHITESTOWN CORPORATE LIMIT

0 500' 1000'

SCALE: 1" = 500'

DOWNTOWN DETAIL EXISTING LAND USE AND PROPOSED ROAD CLASSIFICATIONS

TRANSPORTATION PLAN

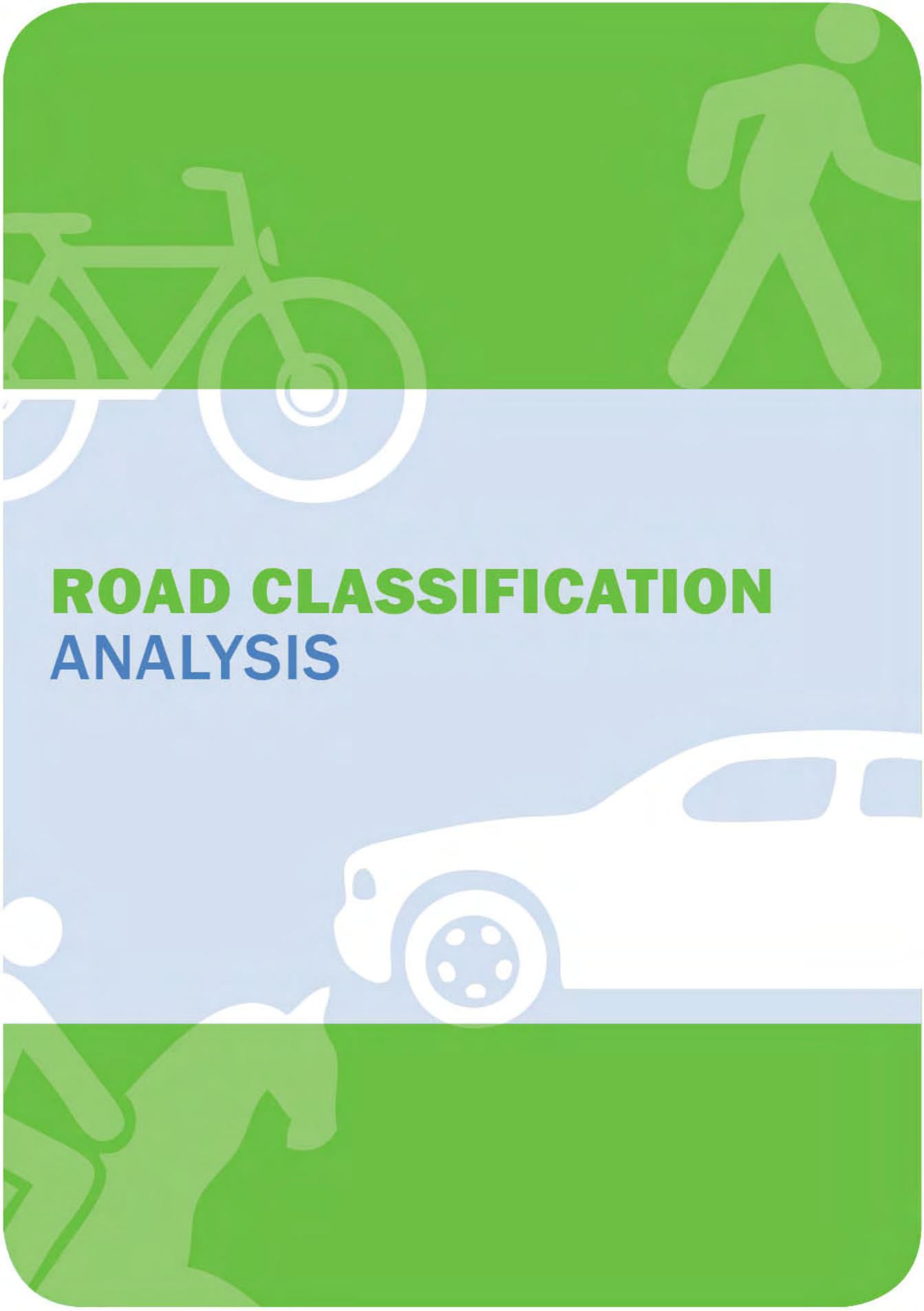
The Town of WHITESTOWN

FIG. 10

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

Back of figure



ROAD CLASSIFICATION ANALYSIS

5. Classification Analysis

The Proposed Road Classification and Thoroughfare Plan was then compared to the 2005 Road Classification Plan, the I-65 PUD and the existing road network. The following figures and tables summarize the findings and recommendations.

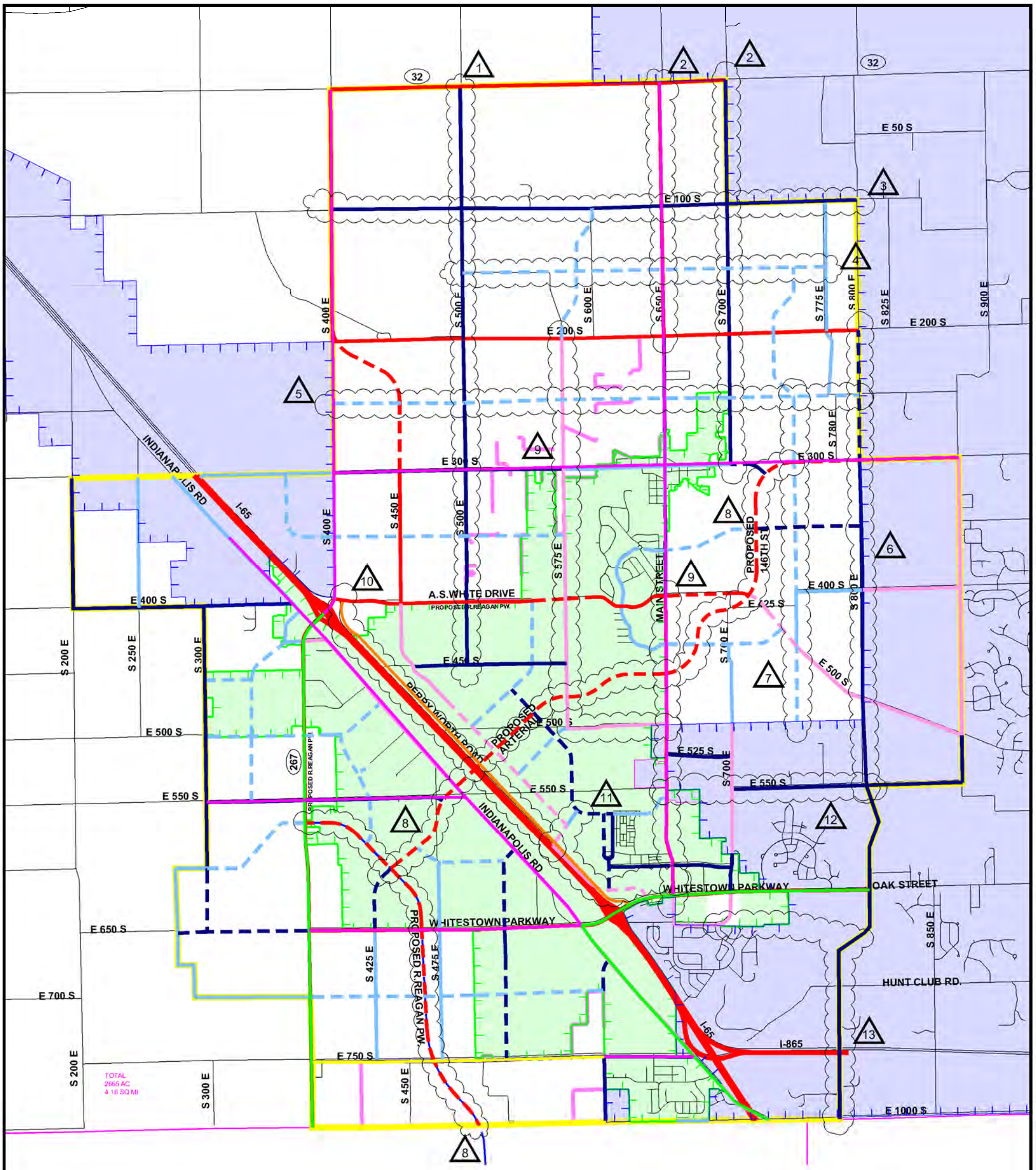
Figure 11 (see below) identifies the differences between the proposed Road Classification and Thoroughfare Plan and the 2005 Comprehensive Plan prepared by Ground Rules. Table 9 describes the proposed modifications and lists the reason for the proposed change.

Table 9: Comparison of Proposed Plan to 2005 Road Classification Plan

Key No.	*Location*	*2005 Comp. Plan Class.*	*2013 Transp. Plan Class.*	*Action*	*Notes*
1	C.R. 500 E	Minor Collector	Major Collector	Changed Classification	Desire to limit on-street parking and offer center turn lane here
2	C.R. 650 E	Minor Collector	Major Arterial	Changed Classification	Shifting Major Arterial to here from C.R. 700 E
	C.R. 700 E	Major Arterial	Major Collector	Changed Classification	
3	C.R. 100 S	Minor Collector	Major Collector	Changed Classification	Extend Major Collector from Zionsville Plan to C.R. 400 E
4	C.R. 600 E / C.R. 150 S	Minor Collector	Minor Collector	Redesign	Rerouted north-south road this area and extended C.R. 150 S east to C.R. 775 E
5	C.R. 250 S	Minor Arterial	Major Collector	Changed Classification	Two Minor Arterials within 1/2 mile of each other seems excessive
6	C.R. 800 E	-	Major Collector	Redesign	Extend road north to C.R. 200 S and changed classification south to Whitestown/Zionsville Road
7	C.R. 750 E	Minor Collector	Minor Collector	Redesign	Extend road north to C.R. 250 S and south to C.R. 500 S to provide 1/2 mile grid east of parkway
8	Parkways	-	Major Arterial	Redesign	Incorporated Ronald Reagan Parkway design changes and introduced additional Proposed Parkway Arterial through Anson Development
9	C.R. 650 E	Minor Collector	Major Arterial	Changed Classification	Shifting Major Arterial to here from C.R. 700 E

Table 9: Comparison of Proposed Plan to 2005 Road Classification Plan (cont'd)

Key No.	***Location***	***2005 Comp. Plan Class.***	***2013 Transp. Plan Class.***	***Action***	***Notes***
10	Perry Worth Road	Major Collector	Local Street	Changed Classification	Use road as needed for access to parcels until Anson Development in area is completed, and then road would become a Multi-Use Trail only. Nearby Anson Boulevard would become the Minor Arterial for the area.
11	Anson Blvd S.	Major Collector	Minor Arterial	Redesign	Shifted Road Class South and extended Anson Boulevard south to Whitestown Parkway.
12	C.R. 550 S	Minor Arterial	n/a	Redesign	~~E~~liminated new road extension to the west of Main Street
13	Kissel Road	Minor Collector	Major Collector	Changed Classification	Adjusted to match Zionsville Plan



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- STUDY AREA
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- X — KEY NUMBER CORRESPONDS TO TABLE 6
- CLOUD DEFINES LIMITS OF MODIFICATIONS COMPARED TO 2005 CLASSIFICATIONS

0 4000' 8000'

SCALE: 1" = 4000'

PROPOSED MODIFICATIONS TO 2005 ROAD CLASSIFICATION PLAN

TRANSPORTATION PLAN

The Town of WHITESTOWN

FIG. 11

FILE NAME: I:\4163-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(back side of Figure)

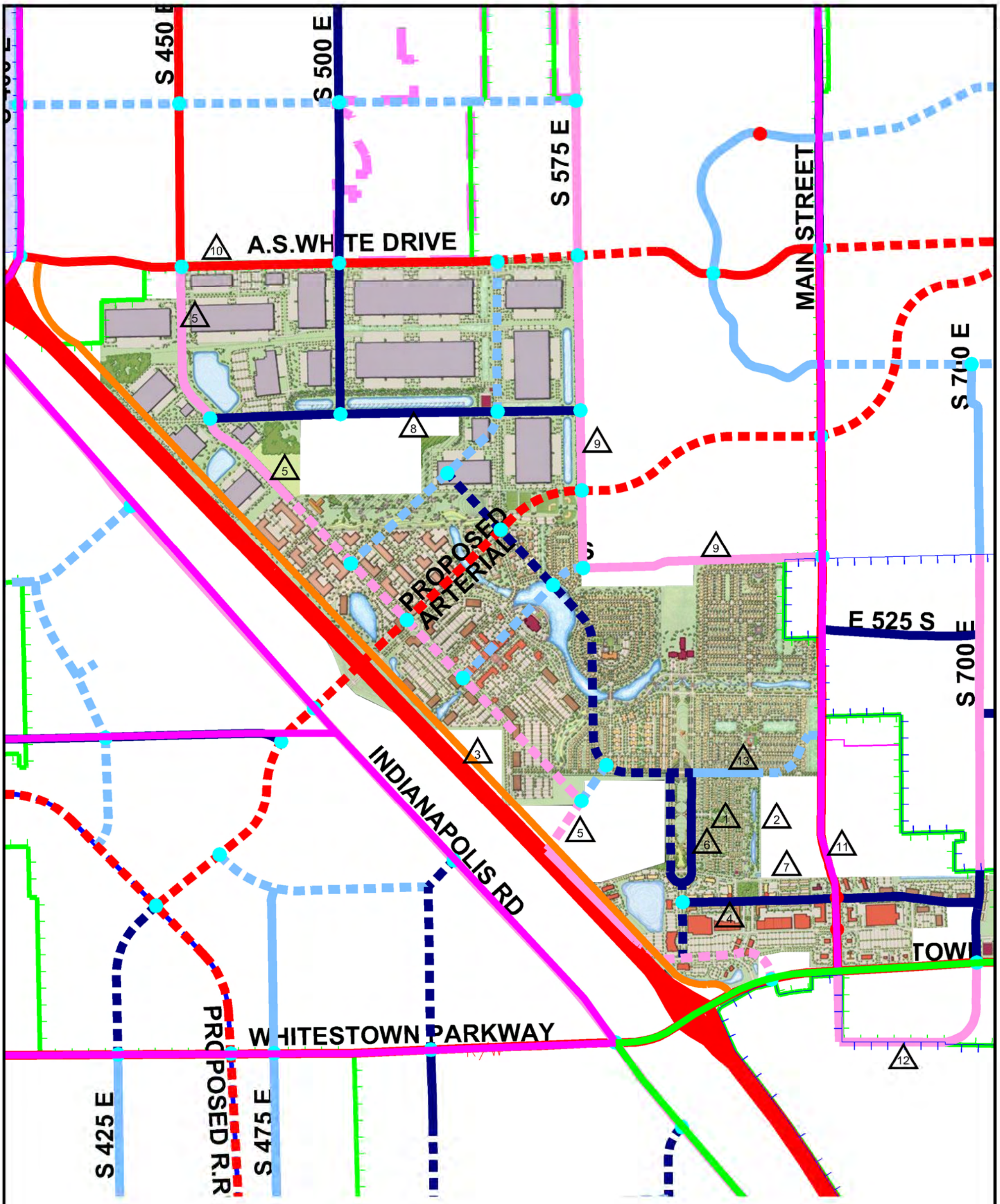
Figure 12 (see below) identifies the differences between the proposed Road Classification and Thoroughfare Plan and the I-65 PUD. Table 10 identifies the PUD road classification that is nearest to the Road Classification and Thoroughfare Plan, describes the proposed modifications, and lists the reason for the proposed change.

Table 10: Comparison of Proposed Plan to I-65 PUD Road Classifications

Key No.	*Location Exemplary Road Name*	*I-65 PUD Description*	*I-65 PUD Class.*	*PUD ROW*	*Most Like this Std. Road Class.*	*2012 Transp. Plan Class.*	*Plan ROW*	*Notes*
1	Solomon Harmon Way	Neighbor-hood Street	Residential Access	50'	Local Street	Local Street	50'	
2	Crowley	Residential Avenue	Residential Feeder	75'	Major Collector	Local Street	50'	1
3	Perry Worth Road	Frontage Road	Major Collector	110'	Major Arterial	Local Street	50'	2
4	Central Blvd.	Boulevard	Major Collector	120'	Major Arterial	Major Collector	80'	3
5	Anson Blvd.	Boulevard	Major Collector	120'	Major Arterial	Minor Arterial	100'	
6	Gateway East Drive	The Commons	Major Collector	66'	Minor Collector	Major Collector	80'	4
7	Schooler Drive	Main Street	Minor Collector	83'	Major Collector	Local Street	50'	
8	CR 450 S	Main Street	Minor Collector	83'	Major Collector	Major Collector	80'	5
9	CR 500 S / CR 575 E	Main Street	Minor Collector	83'	Major Collector	Minor Arterial	100'	6
10	A.S.White Drive (CR 400 S)	Commerce Blvd.	Major Collector	110'	Major Arterial	Major Arterial	110'	7
11	Main Street (CR 650 E)	Commerce Blvd.	Major Collector	110'	Major Arterial	Major Arterial	110'	8
12	CR 650 S (behind Lowe's)	Commerce Road	Minor Collector	60'	Local Street	Minor Arterial	100'	9
13	New Hope	Residential Avenue	Residential Feeder	75'	Major Collector	Minor Collector	70'	
14	n/a	Canal Street	Minor Collector	60'	n/a	n/a	n/a	10
15	n/a	Parkside Drive	Minor Collector	60'	n/a	n/a	n/a	10

Notes:

1. Since Crowley no longer is expected to extend north beyond New Hope Blvd., it does not warrant the Collector classification.
2. Refer to Proposed Modifications to 2005 Road Classification Plan (Figure 11)
3. This road exceeds the requirements of the Major Collector classification.
4. Only the eastern side of the design has been constructed. The pavement presently is adequate for two-way traffic, but it does fall short of the Major Collector Classification design criteria.
5. With additional warehouses expected on the north side of this road, it is anticipated that two-lanes with parallel parking on both sides and wide pedestrian access ways is simply not the correct classification for this connecting arterial.
6. Part of the inner loop of arterial routes in the updated plan.
7. This design classification will serve well as the expected 146th Street extension that connects existing 146th Street (C.R. 300 S.) to I-65.
8. It is desirable for the primary route into the historic downtown Whitestown district to be accessed by the primary artery into the town -- its main street. Therefore, we have upgraded this corridor road to a Major Arterial classification.
9. This should be a two-lane alternative design of the Minor Arterial classification. Refer to 'Transitional Cross Section for Minor Arterial" for details.
10. No such road exists presently.



LEGEND

- WHITESTOWN CORPORATE LIMIT
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- CONCEPTUAL MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- CONCEPTUAL MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- CONCEPTUAL MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD
- CONCEPTUAL MINOR COLLECTOR ROAD
- EXISTING ROUNDABOUT
- FUTURE ROUNDABOUT
- X — KEY NUMBER CORRESPONDS TO TABLE 7

0 1600' 3200'

SCALE: 1" = 1600'

COMPARISON TO THE I-65 PUD PLAN

TRANSPORTATION PLAN

The Town of WHITESTOWN

FIG. 12

FILE NAME: I:\4183-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(back side of Figure)

Figure 13 (see below) identifies the deficiencies of the existing roads relative to the proposed Road Classification and Thoroughfare Plan. Table 11 identifies the deficiencies, tabulates the results, and notes specific issues related to road improvements necessary to meet the proposed classification.

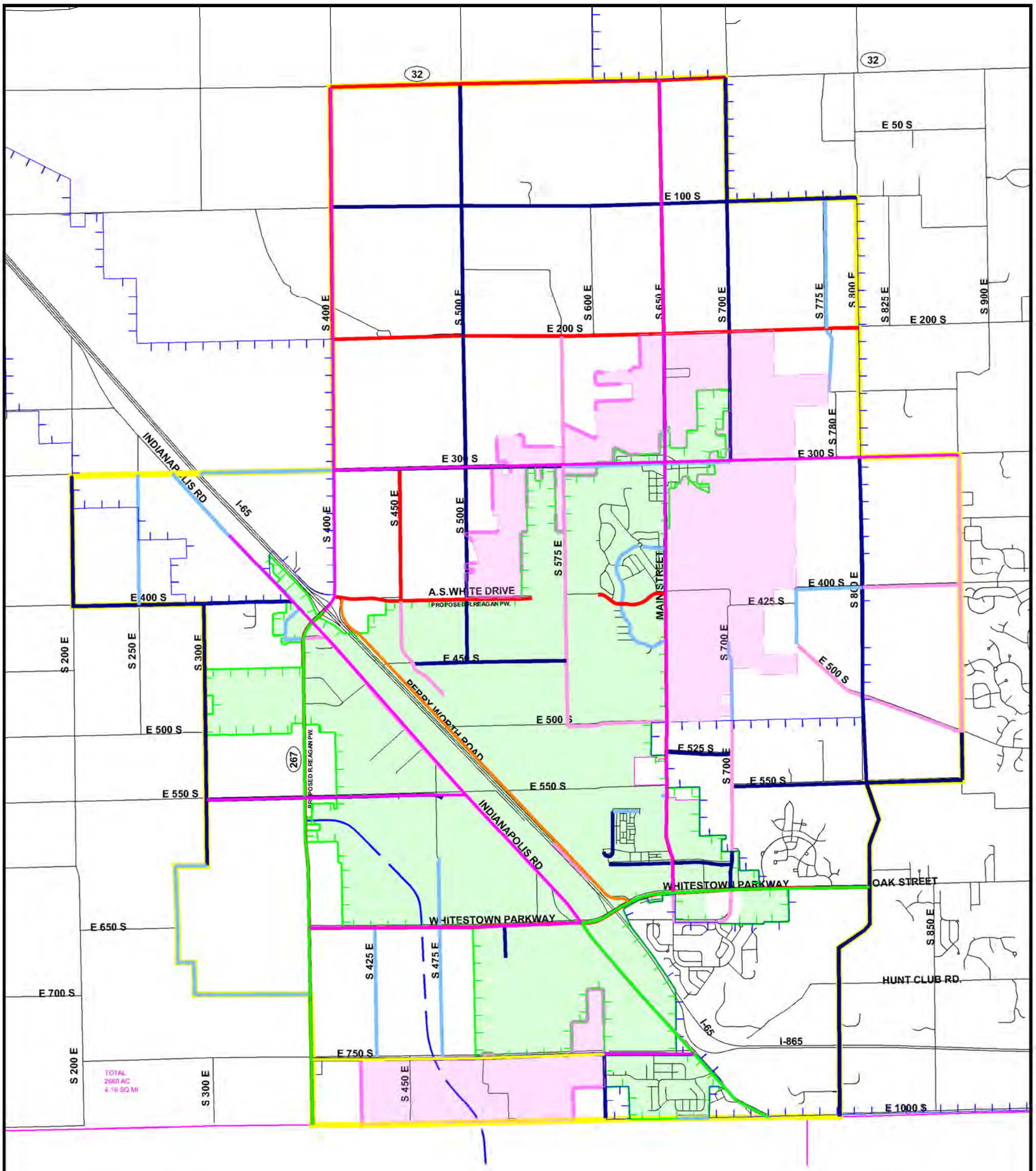
Table 11: Existing Road Deficiencies

Road Name	*Road Classification*	*Town Total LF*	*Town Adequate LF*	*Town Deficient LF **	*% Deficient*	*Notes*
SR267	Major Arterial	4,582	0	4,582		0
CR400S (ASW)	Major Arterial	3,410	427	2,983		1
SR334 (Wtown Pwy) East of Hwy	Major Arterial	7,248	5,301	1,947		2
SR334 (Wtown Pwy) West of Hwy	Major Arterial	5,839	1,574	4,265		2
CR650E (Main)	Major Arterial	4,319	1,618	2,701		3
Other	Major Arterial	0	0	0		4
TOTALS	Major Arterial	25,398	8,920	16,478	64.9%	
Indpls Road	Minor Arterial	22,349	0	22,349		5
Perry Worth Road	Minor Arterial	2,576	0	2,576		1,2
CR500S	Minor Arterial	4,053	0	4,053		1
CR575E	Minor Arterial	7,874	0	7,874		1,3
CR650S (behind Lowes)	Minor Arterial	3,352	0	3,352		5
Other (Anson Blvd)	Minor Arterial	4,536	4,536	0		4
TOTALS	Minor Arterial	44,740	4,536	40,204	89.9%	
Central Blvd	Major Collector	4,878	4,878	0		6
CR750S	Major Collector	3,676	0	3,676		5
Golf Club Road	Major Collector	1,294	0	1,294		1
CR550S	Major Collector	4,335	0	4,335		1
CR450S	Major Collector	6,231	0	6,231		7
CR500E	Major Collector	2,548	0	2,548		7
CR650E (Main)	Major Collector	1,077	0	1,077		2
Other	Major Collector	3,842	3,842	0		6
TOTALS	Major Collector	27,881	8,720	19,161	68.7%	
CR475E	Minor Collector	2,847	0	2,847		1
Indigo Blue	Minor Collector	6,887	0	6,887		4
Pierce Street	Minor Collector	4,714	0	4,714		2
Main Street	Minor Collector	2,970	0	2,970		2
Other	Minor Collector	3,705	3,705	0		6
TOTALS	Minor Collector	21,123	3,705	17,418	82.5%	

* Deficient compared to Standard Road Classification Section - disregarding Alternate Road Section designs

Notes:

0. State Highway - out of jurisdiction
1. Improvements would synch with new roads in area
2. Part of project already underway
3. Important, but has Town Limits issues
4. Existing road has ample lanes for classification
5. Existing road meets alternate classification
6. Existing road meets or exceeds classification
7. Existing road needs improvement



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN 2012 PROPOSED ANNEXATION
- STUDY AREA
- EXISTING INTERSTATE HWY.
- EXISTING MAJOR ARTERIAL ROAD
- EXISTING MINOR ARTERIAL ROAD
- EXISTING MAJOR COLLECTOR ROAD
- EXISTING MINOR COLLECTOR ROAD

0 4000' 8000'

SCALE: 1" = 4000'

EXISTING ROAD DEFICIENCIES PLAN

TRANSPORTATION PLAN

The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 13

FILE NAME: I:\4160-Whitestown 2013\09-Wtown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(back side of Figure)

Accident and Safety Analysis

Figure 14 (see below) graphically illustrates local road vehicle accident locations from 2007 to 2012 within the Study Area. The data was taken from the Aries accident reporting software used by the Whitestown Police Department. Accidents on I-65 are not included, with the exception of Fatality #3 described below, which was added after the date of the Aries data dump. Whitestown transitioned to Aries during this period and only Fatality #4 on Indianapolis Road is plotted from the pre-Aries data paper records.

Clustering of accidents occurs on Whitestown Parkway, S.R. 267, the interstate ramps, and the downtown area. Whitestown Police and Public Works Departments continuously monitor accidents and periodically propose solutions to alleviate safety-related issues. Road improvement projects may result where road design has contributed to accidents.

There have been four fatal accidents within the Study Area since 2007. Fatality #1 was a single vehicle that ran off the road at 4:14 a.m. in an accident that does not appear to be related to road safety. Fatality #2 occurred on May 19, 2007 in dry, daylight conditions at the intersection of Perry Worth Road and S.R. 334 (now Whitestown Parkway). One of the vehicles involved drove left of the centerline. Fatality #3 occurred on December 10, 2012 on the I-65 northbound Exit 133 ramp at the S.R. 267 / Albert S. White Boulevard interchange. It is included here because the traffic backup on the exit ramp is being considered in the north end of Perry Worth Road improvement being developed by Boone County and INDOT. Fatality #4 occurred on December 23, 2008 on Indianapolis Road when the vehicle left the road under icy conditions and struck a tree, resulting in a double fatality.

The north and south ends of Perry Worth Road—at Albert S. White Boulevard and Whitestown Parkway—are known traffic safety problem areas. Conceptual road improvement projects for each area are shown in Figure 15 and Figure 16. Both projects are identified in the Priority Improvement List of the Transportation Plan.

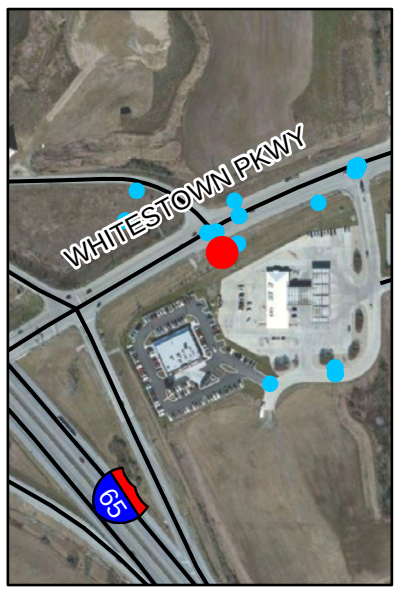
Figure 15 shows the conceptual plan for the improvements at the north end of Perry Worth Road. This project lies within Boone County jurisdiction. Realignment of the road intersection with Albert S. White Drive (formerly C.R. 400 S) is under design at the time of the release of this report. The design is subject to INDOT approval due to the proximity of the interstate ramps. The Transportation Plan recommendation is eventually to eliminate access to C.R. 400 S from Perry Worth Road and to route traffic from this segment of road east to Anson Boulevard.

The Plan also calls for the eventual transition of Perry Worth Road to a multi-purpose trail as Anson Boulevard develops into the main transportation link along the east side of I-65.

Figure 16 shows the conceptual plan for the south end of Perry Worth Road. This project lies within Whitestown jurisdiction. The Transportation Plan recommends the realignment of Perry Worth Road over to a proposed signalized intersection on Whitestown Parkway approximately half way between Main Street and the I-65 Interchange. The graphic also illustrates limiting access to several commercial drives along Whitestown Parkway.

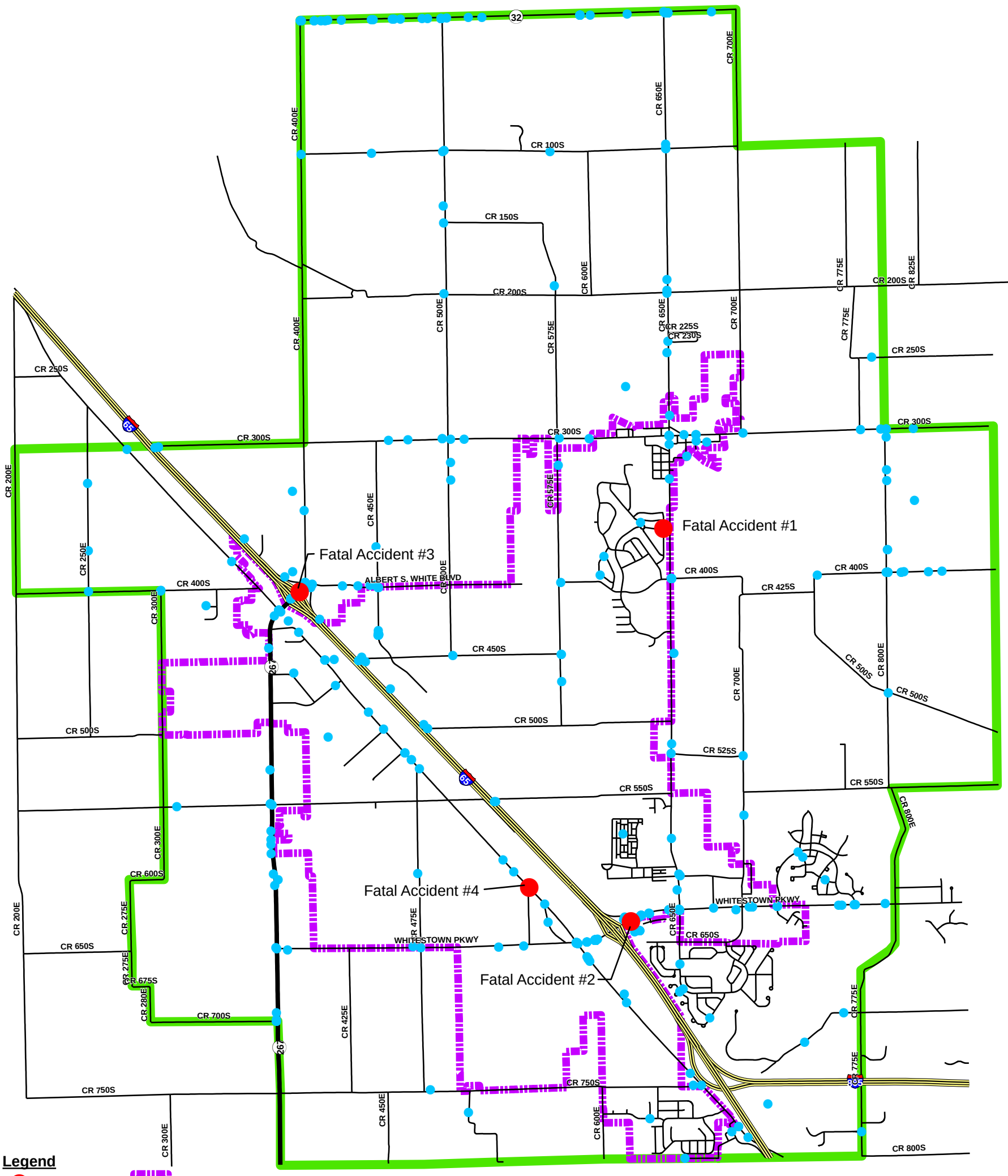
Fatal Accident #1
November 13, 2010

Fatal Accident #2
May 19, 2007



Fatal Accident #3
December 10, 2012

Fatal Accident #4
December 23, 2008



Legend

- Fatal Accidents
- Accidents
- Whitestown Corporate Limit
- Transportation Study Area

Note: Accidents along Interstates and outside of Study Area are excluded from this map.

VEHICLE ACCIDENT LOCATIONS
JANUARY 1, 2007- OCTOBER 15, 2012
TRANSPORTATION PLAN

The Town of WHITESTOWN
www.whitestown.in.gov

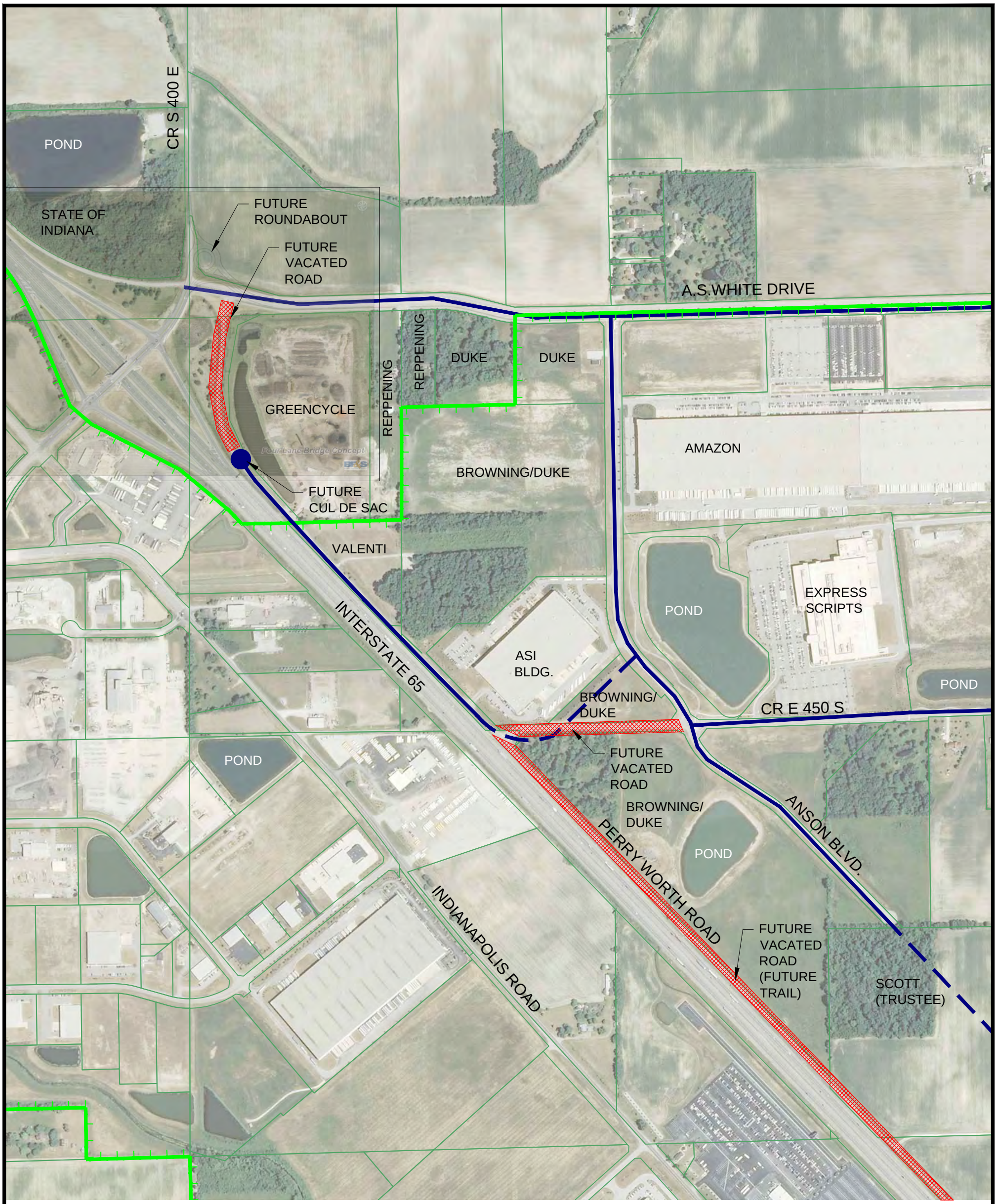
0 1,000 2,000 3,000 4,000 Feet
1 inch = 4,000 feet

FIG. 14

Name: Transportation_Accident_Study_SB2.mxd

Engineers · Architects · Planners

(back side of Figure)



LEGEND

- WHITESTOWN CORPORATE LIMIT
- PARCEL LINE
- EXISTING ROAD
- FUTURE ROAD
- PAVEMENT REMOVAL

0 600' 1200'

SCALE: 1" = 600'

CONCEPTUAL ROAD IMPROVEMENTS ALBERT S. WHITE DRIVE AND PERRY WORTH ROAD

TRANSPORTATION PLAN

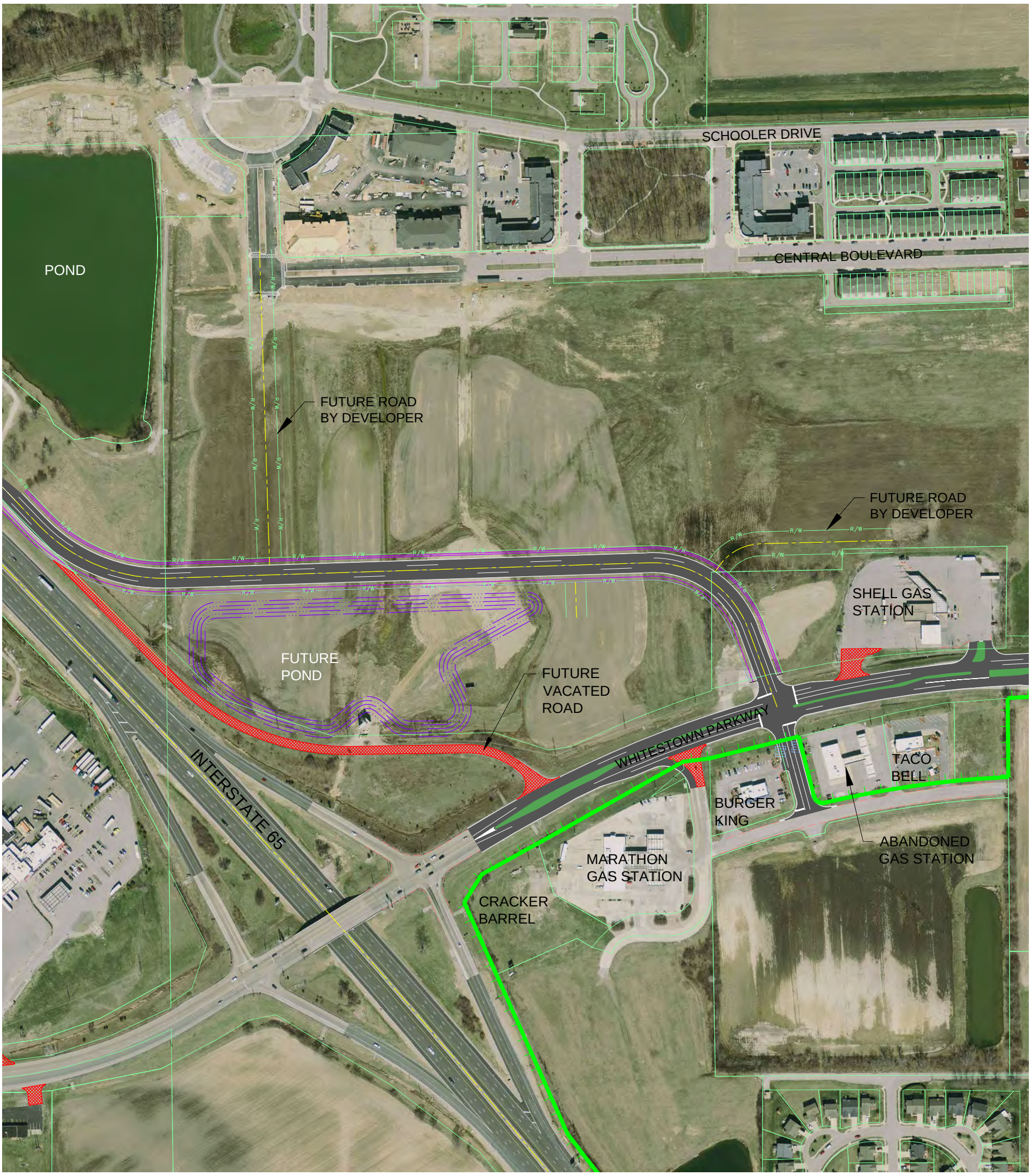
The Town of WHITESTOWN
www.whitestown.in.gov

FIG. 15

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(Back side of figure)



LEGEND

- WHITESTOWN CORPORATE LIMIT
- PARCEL LINE
- PAVEMENT REMOVAL

N

0 300' 600'

SCALE: 1" = 300'

CONCEPTUAL ROAD IMPROVEMENTS
WHITESTOWN PARKWAY AND
PERRY WORTH ROAD

TRANSPORTATION PLAN

The Town of WHITESTOWN
www.whitestown.in.gov

FIG. 16

FILE NAME: I:\4160-Whitestown 2013\21-Wtown Misc\Working Drawings\AutoCAD\WtownPkwy & PWorth\4055-17.TranPlanFig16.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(Back side of figure)

Existing Traffic Study Summary and Traffic Count Recommendations

Traffic Engineering, Inc. reviewed existing traffic data made available in and around Whitestown. The data included:

- Traffic Study – Anson – June 3, 2004
- Phase One Signal Analysis – June 16, 2004
- Traffic Study – Whitestown Business Center – February 10, 2006
- Traffic Study – Whitestown Crossing – January 23, 2008
- Traffic Study – Whitestown Crossing Supplement – February 4, 2008
- Trip Generation Comparison – Region "A" – October 8, 2010
- Traffic Counts – Peak Hour – Zionsville – 2011
- Traffic Counts – 48-hr – Zionsville – 2011 - 2012

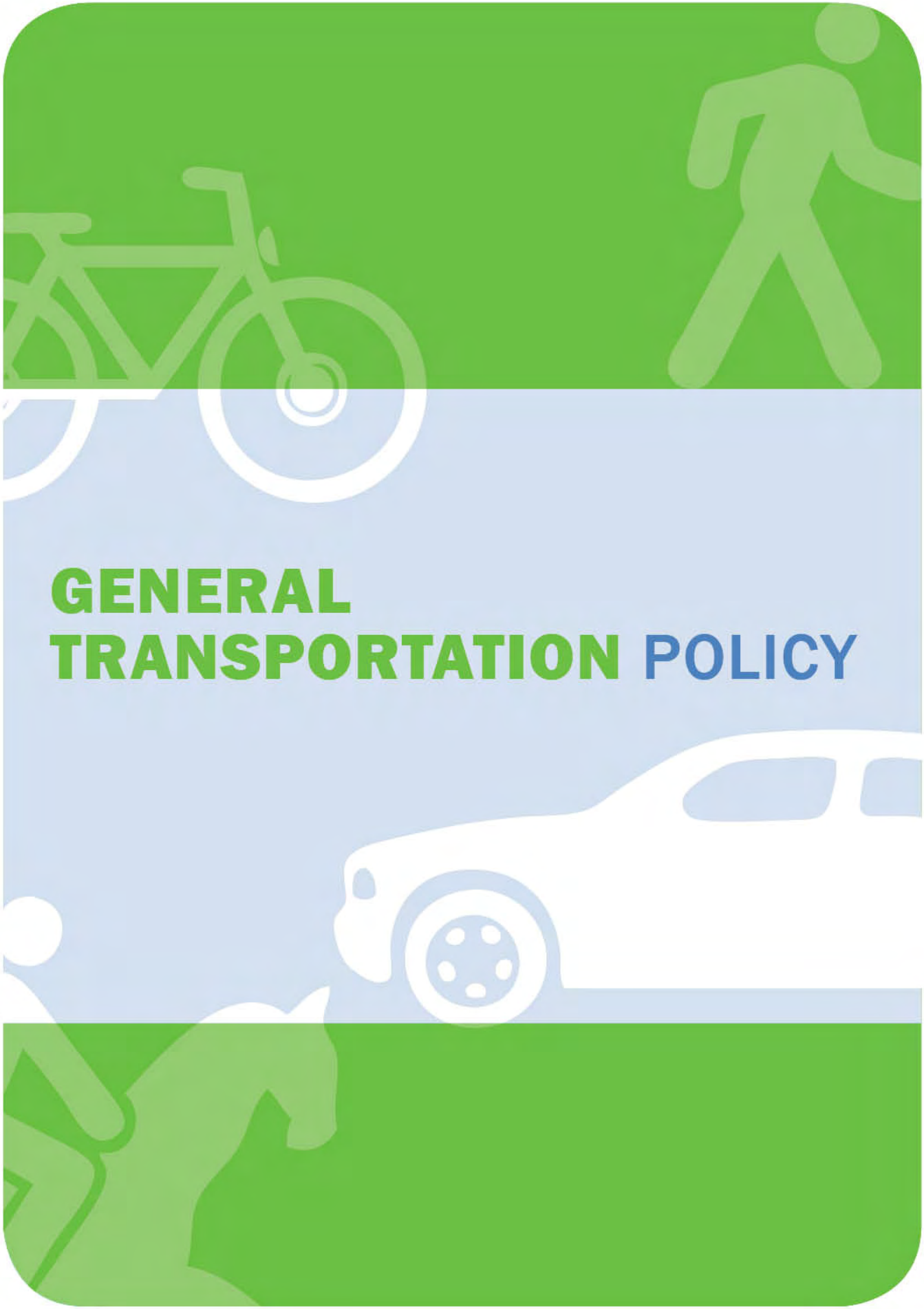
The Traffic Engineering, Inc. report is included as Appendix E: Traffic Review by Traffic Engineering, Inc. (Supplementary).

The recommended next steps for traffic data collection are:

1. Request 24-hr traffic data associated with previous studies.
2. Collect new 24-hr traffic data on existing roadway segments to establish a 2013 baseline and if historical data is available to determine growth rates.
3. Based on existing 24-hr traffic data and historical growth trends, identify intersections to collect existing peak hour turning movement data.

The Whitestown Police Department provided valuable information during the study. The following watch areas are the recommended traffic count locations to be conducted on a periodic basis, beginning in 2013:

- Both sides of I-65 bridge on Whitestown Parkway
- Both sides of I-65 bridge on S.R. 267 and C.R. 400 S
- Indianapolis Road from S.R. 267 south to the County Line
- C.R. 300 S from C.R. 400 E to C.R. 700 E
- C.R. 650 E from Whitestown Parkway to C.R. 300 S
- Whitestown Parkway near C.R. 700 E
- S.R. 267 from I-65 south to the County Line



GENERAL TRANSPORTATION POLICY

6. General Policy

New Streets - Whenever a parcel of land is to be platted, subdivided, or developed and a new street is shown on that parcel on the transportation map, the owner of such land shall be required to dedicate the right-of-way width designated for such street and to construct the street in accordance with the requirements of the Town Council/Plan Commission, the standards for street improvements established in this Transportation Plan, and the Subdivision Control Ordinance or Unified Development Ordinance.

Whenever a parcel of land is to be platted, subdivided, or developed and a street is shown on any border of that parcel on the transportation map, the owner of such land shall be required to dedicate one half of the right-of-way width designated for such street and construct the half of the street adjacent to said parcel.

Where a scheduled local government road improvement project is being actively pursued, the Town may require the owner or developer to enter into a Memorandum of Understanding with the Town to deposit the estimated value of the owner's or developer's contribution to the required street improvement cost. Said deposit would be used by the Town or County when said improvements are constructed. Said deposit shall be retained by the Town for whatever period is specified in the Memorandum of Understanding and revert to the developer for other road improvements if the proposed project does not materialize.

Improvement or Widening of Existing Streets - All existing streets bordering or adjacent to a parcel of land that is being platted, subdivided, or developed shall be improved and widened in accordance with the requirements of the Town Council / Plan Commission and the standards for street improvements established in this Transportation Plan. If said street is on any border of that parcel on the transportation map, the owner of such land shall be required to dedicate one half of the right-of-way width designated for such street and improve or widen the half of the street adjacent to said parcel.

Location of Streets - Whenever the locations of streets are indicated on the transportation map as following existing road or streets, section lines or half-section lines, or other established property lines, they shall conform to such locations. However, streets lying wholly within a subdivision, and not designated as following an existing road or section line may be varied in their alignment when such variation promotes the plan of a neighborhood in accordance with good site planning principles and if such alignment provides for the continuity of traffic movement.

All street alignments shall be subject to detailed surveys and reviews that may be made by the Town Engineer, the Whitestown Plan Commission, other public agencies, or by the owners of land to be platted, subdivided, or developed. Such surveys shall be subject to the approval of the Town Council and the Whitestown Plan Commission in the acceptance of the subdivision plans affecting such streets.

Consideration by Public Agencies - After adoption of the Transportation Plan, the Town Council, the Plan Commission or other governing body within the territorial jurisdiction of the Whitestown Plan Commission shall be guided by and give consideration to the general policy

and pattern of development set out in the Transportation Plan in the authorization, construction, alteration or abandonment of public highways, public places, public structures and public utilities.

Coordination with Other County Jurisdictional Transportation Plans - This Transportation Plan covers all areas within the Whitestown Plan Commission's jurisdiction and areas outside the Town limits. The study area for the Transportation Plan is shown on the maps associated with this report. This plan has been coordinated with the other county jurisdiction transportation plans, as they existed at the time of adoption. Future coordination will be necessary as the other community and County plans or the Town's plan is modified. Nothing in this report shall be construed to imply any commitment of the other jurisdictions within the County or other agencies to participate in the funding of any construction of new streets or of the improvement of any existing streets.

Town Participation in New Streets – The Town Council may establish and use a Transportation Fund by ordinance to participate with the owners of lands abutting streets within the Town of Whitestown in the construction of new streets in accordance with the requirements of the Town Council / Plan Commission and the standards for street improvements established in this plan. For any such participation project, the Town shall negotiate with stakeholders and interested parties to reach agreement on funding and design standards.

Issuance of Permits - Building Permits, Improvement Location Permits, Driveway Permits, and Zoning Compliance Certificates shall be issued only if the streets or transportation rights-of-way as set forth by this plan are protected from encroachment. For planning and zoning purposes, the proposed street or transportation right-of-way lines will be considered as the front line of lots and tracts bordering such streets or right-of-way lines.

In unplatted areas, Building Permits, Improvement Location Permits and Zoning Compliance Certificates may be issued by appropriate administrative officials upon the presentation of a certificate from the Town Engineer stating that the proposed street and transportation rights-of-way as set forth by this plan are protected from encroachment.

Street Widths - The Town's standard width for a local street shall be as shown on the functional classification cross sections and the Standard Details. The Town may allow a local street to be constructed which is less than the standard width only if said street meets the criteria for a local rural street, if off-street parking areas are provided, if parking is limited to one side of the street, or if lot sizes and configurations reduce the probability of on-street parking.

Peters Street looking north toward Pierce Street

Sidewalks - Sidewalks or other pedestrian systems shall be required in all new subdivisions and developments within the corporate limits, within 200 feet of any existing or planned public sidewalk, or within 200 feet of the corporate limits. The

sidewalks shall be located within the public right-of-way or in a pedestrian easement. The location of the sidewalk or pedestrian system may be varied in order to protect existing landscaping or natural terrain. If the sidewalk is located adjacent to the curb, a six-inch minimum vertical curb or six-inch curb and gutter (not a roll curb) shall be used and the sidewalk shall be one foot wider than otherwise required. If the sidewalk is located outside of the public right-of-way, it shall be located in a pedestrian easement. All sidewalks and other pedestrian systems shall be designed and constructed to conform to the requirements of the Americans with Disabilities Act and the Indiana Accessibility Code.

Sidewalk on Pierce Street in downtown Whitestown

Sidewalks or other pedestrian systems shall also be required on all commercial and industrial areas. If the owner or developer of a parcel of land that is being platted, subdivided, or developed wishes to construct an alternative pedestrian circulation system, said owner or developer shall submit a pedestrian circulation plan for review and approval by the Whitestown Plan Commission.

If sidewalks are required along an existing street listed in the Recommended Improvements section of this report and the recommended improvements would encompass the required sidewalks, and if the Town or County determines that it would be more efficient and reasonable to construct the required sidewalks as part of the more extensive improvement project, the Town may require the owner or developer of a parcel of land which is being platted, subdivided, or developed to deposit with the Town, the estimated value of the owner's or developer's required sidewalk cost. Said deposit would be used by the Town or County when said improvements are constructed. Said deposit shall be retained by the Town, as permitted by Indiana law, for whatever period is necessary and shall not be returned due to lack of progress on a particular project.

Curbs - Whenever curb or combined curb and gutter is required or desired along a new street or along a widened or improved street, said curb or combined curb and gutter shall conform to the Town's standard curb sections. On all streets designated as arterials or collectors the curb or combined curb and gutter shall be a vertical curb with a six-inch minimum reveal (not a roll type curb). On streets classified as local streets in residentially zoned areas, a roll type curb may be used. A vertical curb with a six inch minimum reveal (not a roll type curb) shall be used on all local commercial and local industrial streets in industrial or commercial zoned areas and on all streets with sidewalks adjacent to or within 4 feet of the curb. All medians and cul-de-sac islands shall be curbed. (This does not prohibit median storm drainage systems.)

Trails - Whenever a parcel of land is to be platted, subdivided, or developed and a Trail is shown on that parcel on the Trail Master Plan, the owner of such land shall be required to dedicate a right-of-way or an easement for such trail and shall be required to incorporate said Trail into the required pedestrian system in accordance with the requirements of the Trail Master Plan. The

owner of such land shall construct connecting sidewalks or alternate approved pedestrian pathways from the sidewalk system to the Trail.

Whenever a parcel of land is to be platted, subdivided, or developed and a Trail is shown on any border of that parcel on the Trail Master Plan, the owner of such land shall be required to dedicate one half of the right-of-way or easement width for such Trail and shall be required to deposit with the Town one half of the estimated cost to construct the required Trail. The owner shall construct connecting sidewalks or alternate approved pedestrian pathways from the required pedestrian system to the Trail.

If Trails are required along an existing street listed in the Recommended Improvements section of this report and the recommended improvements would encompass the required Trails, and if the Town or County determines that it would be more efficient and reasonable to construct the required Trails as part of the more extensive improvement project, the Town may require the owner or developer of a parcel of land which is being platted, subdivided, or developed to deposit with the Town the estimated value of the owner's or developer's required Trail cost. Said deposit would be used by the Town or County when said Trails are constructed.

If the owner or developer of a parcel of land that is being platted, subdivided, or developed wishes to construct a trail that is not shown on the Trails Master Plan, the owner or developer shall submit a trail plan for review and approval by the Town Council/Plan Commission and the Parks Department. Said trail plan shall include a description of how and by whom the trails are to be maintained. The Town shall not be obligated to accept any trails that are not shown on the Trails Master Plan. Any trail that is to be accepted by the Town shall be reviewed and approved by the Parks Board prior to approval by the Plan Commission.

All Trails shall be designed and constructed to conform to the requirements of the Americans with Disabilities Act and the Indiana Accessibility Code.

Increased Requirements - The standards contained herein are minimum design standards. The Whitestown Plan Commission may require increased standards if conditions warrant. In cases where the development does not require the approval of the Whitestown Plan Commission, the Town Engineer shall make such determination.

Utility Lines within Right-of-Way - The right-of-way widths shown on the street cross sections contained herein assume that some or all utility lines will be installed within the street right-of-way. If the owner or developer of a parcel makes other suitable arrangements for the current and future utility lines, the right-of-way widths may be adjusted with the approval of the Plan Commission. The Plan Commission shall consider future transportation and utility needs before making its determination.

Traffic Control Devices - All streets that are being improved or constructed shall be properly marked with construction signs, barricades, and other warning devices, in conformance with the Indiana Manual on Uniform Traffic Control Devices. The owner or developer shall submit a "traffic control device plan" for review and approval by the Town Engineer and Public Works Director. Prior to any new street being opened to the public, all traffic signs and pavement

markings shown on the traffic control device plan shall be installed. All signs and pavement markings shall be in conformance with the Indiana Manual on Uniform Traffic Control Devices. All such traffic control devices shall be installed at the expense of the owner or developer.

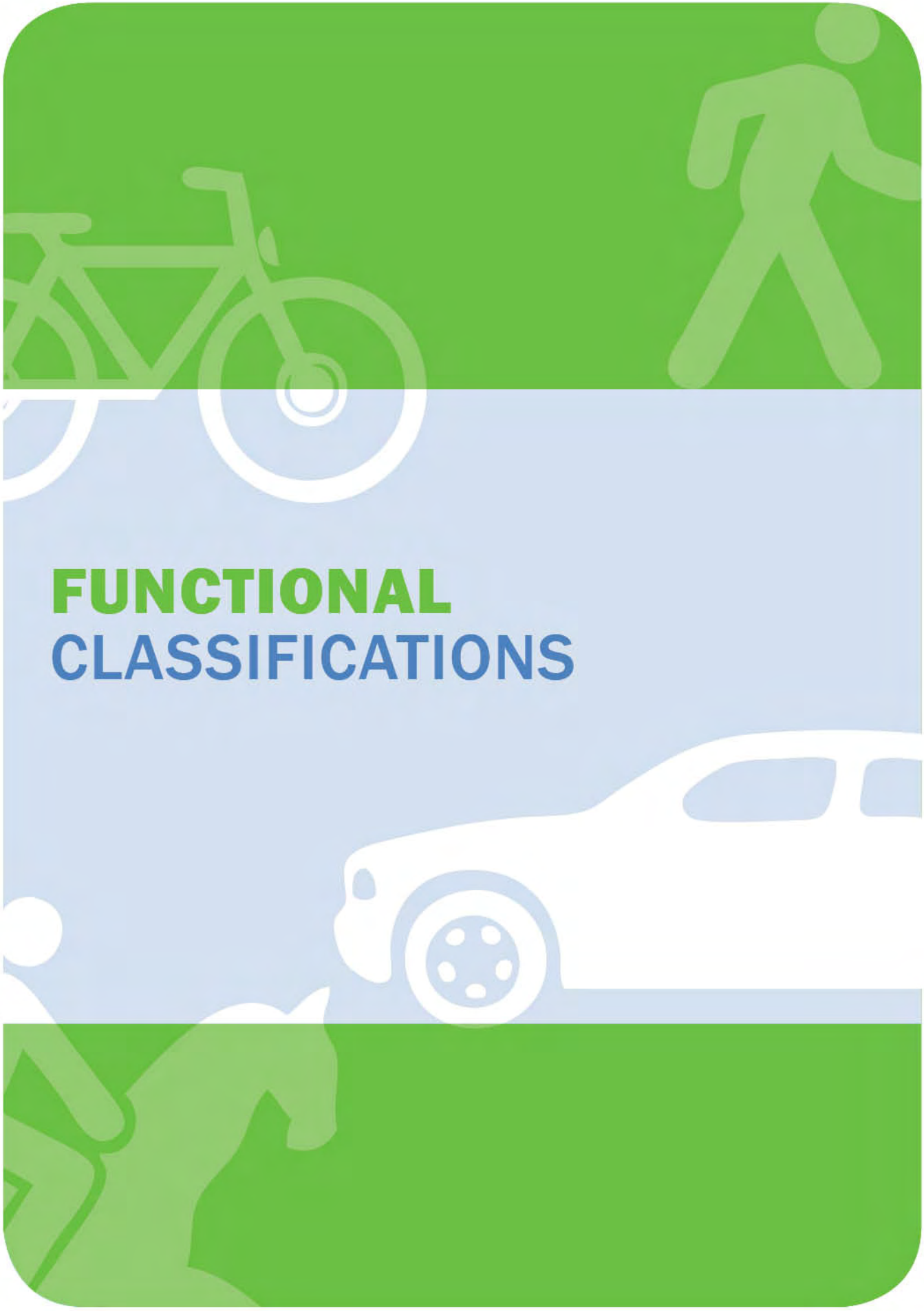
If it is anticipated that the traffic generated by the development will necessitate a traffic signal (roundabouts preferred) to be installed along a collector or arterial street, the Whitestown Plan Commission may require the owner or developer to sign an agreement that requires the owner or developer to contribute to the cost of that future traffic control device when the signal is warranted. This may be achieved through a Memorandum of Understanding with the Town Council outlining the terms and periods whereby payment is guaranteed in the form of a bond or letter of credit until the traffic control device is constructed.

Whenever a traffic signal is warranted, a roundabout shall be evaluated as the preferred traffic control measure.

Off-Site Improvements - In reviewing a request to plat, subdivide, or develop a parcel of land, the Whitestown Plan Commission shall consider the adequacy of existing Town streets, county roads, and other facilities to serve the proposed subdivision or development and may require the owner or developer to make and pay for improvements deemed necessary by the Whitestown Plan Commission. In no case shall the Town or County be obligated to make improvements to private land in order to make it suitable for development. In cases where the development does not require the approval of the Whitestown Plan Commission, the staff shall make such determination.

Transportation Fund - The Town Council may establish through ordinance, a fund known as the Transportation Fund for work done by the Town to implement this Transportation Plan. Funding sources could include a tax levied by the Town Council, Tax Increment Finance (TIF) revenue or developer contributions. The transportation fund is intended for use for the design, right-of-way acquisition, and construction of projects, which help to implement the Transportation Plan. The Town shall not use the transportation fund for any work that is specifically excluded in this report. Other related uses of the transportation fund, which shall be allowed are as follows:

- Traffic signs and traffic signals
- Replacement of street trees which are removed by a street improvement project
- Drainage improvements needed in conjunction with a street improvement project
- Construction of sidewalks and trails associated with transportation projects



FUNCTIONAL CLASSIFICATIONS

7. Functional Classifications

The functional classifications of streets within Whitestown indicate how they are used by motorists and provide public officials a basis for designing, improving, maintaining and operating them. The functional classifications used in the Town of Whitestown are as follows:

- Street Classifications
  - Interstate
  - Arterials (Major and Minor)
  - Collectors (Major and Minor)
  - Local Streets

- Non-classified Roads
  - Alleys
  - Access Easements
  - Street Extensions

The I-65 PUD, now known as Anson, created the equivalent of functional classifications of streets within the PUD that cannot be changed without public hearing and Plan Commission / Town Council approval. The PUD identifies a transportation network and defines requirements in terms of streetscaping, landscaping, lighting, and signs. This Transportation Plan Update acknowledges the PUD roads and relates the PUD roads to their nearest equivalent in the Whitestown functional classification system. The equivalent functional classifications used in the I-65 PUD are as follows:

- I-65 PUD (Anson) Classifications
  - Neighborhood Street
  - Residential Avenue
  - Boulevard
  - The Commons
  - Main Street
  - Commerce Blvd
  - Commerce Road

The following pages contain descriptions of each of these functional classifications.

Street Classifications

Interstate

A limited access expressway is intended to provide unrestricted traffic flow at high speeds. Typical users of limited access expressways have average trip lengths in excess of ten miles. Traffic volumes of 2000 vehicles per hour per lane can be accommodated on such facilities. In order to achieve this high level of serviceability, a limited access expressway must be designed and maintained with full access control, which means no at-grade intersections or driveways. All crossroads are grade separated. Interchanges are used to provide access to and from major roadways crossing the limited access expressway. Wide lanes and shoulders on the freeway provide a higher level of driver comfort at higher speeds.

Southbound I-65 at the Whitestown/Zionsville exit

Interstate 65, which bisects the Town, and nearby Interstate I-865 to the south are the only limited access expressways in the Whitestown Transportation Plan study area. No cross sections are provided since these highways must meet state and federal standards and no new limited access expressways are planned.

Arterial Streets

Arterial streets are intended to carry relatively large volumes of traffic, occasionally reaching 500 vehicles or more per hour in each lane. They are designed to provide continuity of service across the community. The primary function of an arterial street is to provide for the movement of traffic at a relatively high level of service. Access to adjacent properties is of secondary importance, and points of access should be carefully and thoughtfully located in order to maintain the desired level of service for traffic movement. Arterial streets should be given priority when intersecting other roadways with collector or local status.

Arterial streets typically comprise about 1/4 of the total street lane miles and accommodate about 3/4 of the vehicle-miles of travel in a jurisdiction.

Main Street north of Whitestown Parkway in Anson

Major Arterial- A major arterial is designed to serve large traffic volumes (over 10,000 vehicles per day) at medium speeds (30-45 mph) in urban areas and high speeds (45-55 mph) in rural areas. Traditionally, major arterials have been designated as federal or state highways connecting

cities, towns, or special generators of large amounts of traffic such as industrial areas, shopping centers, or recreational areas. Major arterials should give limited access to abutting property and have intersections at grade, but should be designed for the safe movement of the higher volume through-traffic. Accordingly, control must be exerted over access to the facility to maintain traffic capacity and safety. Parking is not permitted on major arterials. Raised center medians should be used to separate directional flows and to control left turn movements at driveways and intersections.

Minor Arterial- A minor arterial is a facility designed to serve medium traffic volumes (3,000-12,000 vehicles per day) at medium speeds (30-40 mph). A minor arterial should provide continuous service through the urban area to traffic generators both inside the Town and within Boone County. Intersections are at-grade and direct access to abutting property is permitted on a limited basis. Access to adjacent properties may be allowed, but must be controlled.

It was deemed necessary to provide additional road cross section alternates from those of the 2005 plan. This was done to provide intermediate designs for road improvements prior to the need for the full road cross section and to permit existing roads to meet a classification standard. The proposed alternates are a direct response to the current economic conditions.

This plan update includes alternate street cross sections for arterial streets in rural and urban areas. The alternates are appropriate for improvements on existing roads, not for roads in new developments. These alternate cross sections have been added to allow for intermediate road designs prior to the need for the standard road cross section specified in the classification.

The rural alternates are not street classifications; they are alternate cross sections for major and minor arterials. A rural arterial is designed to serve medium traffic volumes (3,000 – 12,000 vehicles per day) at high speeds (45-55 mph). The rural arterial provides continuous service within the Town limits or in peripheral areas outside the Town. Intersections are generally at-grade and direct access to abutting property must be controlled.

The urban alternates are intended for publicly funded projects in areas where land acquisition would be onerous to the Town or adjacent properties and in areas where 2023 projected traffic is less than 5,000 vehicles per day.

Transitional Alternates are intended for existing roads adjacent to new developments where improvements are necessary due to the traffic impacts from new development.

Collector Streets

The primary function of the collector street system is to distribute traffic from local streets to arterial streets or to secondary traffic generators. Generally, collector streets provide access to secondary generators such as schools, small shopping centers, churches, parks and hospitals. Access from adjoining properties should be secondary to the movement of traffic, and collectors should be given priority when intersecting local streets. Collector streets comprise about 10% of the total street mileage and serve about 10% of the vehicle-miles of travel.

Main Street near Neese Street in downtown Whitestown

Major Collector- Major Collector streets may carry traffic volumes ranging from 1,000 to 8,000 vehicles per day. Parking may be permitted if streets are wide enough to provide for the safe movement of traffic at a reasonable level of service.

Minor Collector- Minor collectors are intended to convey traffic from a neighborhood to an adjoining collector or arterial street. Minor collectors may carry traffic volumes ranging between 1,000 and 3,000 vehicles per day. Parking is permitted along the street when deemed safe. Parking is not allowed on the approaches to major intersections.

This plan does not include alternative street cross sections for collector streets due to the large right of way and road pavement section proposed. Intermediate designs may be appropriate prior to the need driven by traffic or other issues.

The use of existing county roads as rural collectors is recognized as an acceptable road section as an intermediate step to obtaining the full road cross section. A rural collector street is intended for use in the peripheral areas of the Town and within the extra-territorial jurisdictional area. It is to be used only where average dwelling unit densities are less than one per acre and where on-street parking is not likely to be needed. A rural collector is designed to serve medium traffic volumes (1,000-5,000 vehicles per day) at speeds of 35 to 55 miles per hour. Most existing county roads should be considered rural collectors as the surrounding areas develop.

Local Streets

The primary function of local streets is to provide direct access to adjoining properties and to distribute traffic to and from arterial and collector streets. Traffic on local streets should be required to stop at intersections with collector and arterial streets. Parking is permitted on local residential streets where sufficient street width is provided. Local streets comprise most of the street mileage, but carry a small percentage of the total traffic. Local residential streets should generally carry fewer than 1000 vehicles per day. Local residential streets should be designed to discourage or prevent the movement of through-traffic and to limit the speed of the traffic.

Green Glade Drive in Walker Farms

Local streets are generally not shown on the Transportation Plan, except in the downtown detail. The amount and type of traffic on a local street can vary greatly with the number and use of properties that access the street. The existing downtown streets are likely to remain as-is, subject to future discussion.

A local street in a commercial development is likely to have a different character than in a residential development. Traffic volumes will be higher, parking demands greater, and there will be more truck traffic. The design of a local commercial street must take into account those characteristics. Therefore, no standard street cross section is provided for local streets in commercially zoned areas. In such areas, the street cross section shall be approved by the Whitestown Plan Commission. The minimum street pavement width for a local commercial street shall be 30 feet, greater widths will usually be necessary.

A local street in an industrial development is likely to have a different character than in a residential or commercial development. In industrial developments, traffic volumes peak drastically at shift changes, parking is usually not a concern, but truck traffic and turning movements are very important to consider. The design of a local industrial street must take into account those characteristics. Therefore, no standard street cross section is provided for local streets in industrially zoned areas. In such areas, the street cross section shall be approved by the Whitestown Plan Commission. The minimum street pavement width for a local industrial street shall be 24 feet with curb and gutter or 4-foot wide shoulders, greater widths will usually be necessary. Maneuvering of trucks making deliveries and pick-ups is permitted on local industrial streets where the average lot size

Fieldstone Drive in Perry Industrial Park

is less than one acre and where the streets are designed and constructed to accommodate such maneuvering.

Non-Classified Roads

Alleys

The primary function of alleys is to provide direct access to adjoining properties and to consolidate utility fixtures, trash pickup, and garages at the rear of residential or commercial properties. Alleys may be constructed in new residential subdivisions only when the following conditions are met:

1. The alley right-of-way would also be used for utility lines and/or storm drainage pipes and would eliminate the need for separate easements for such purposes, and
2. The alleys would not exceed 500 feet in length between public streets, and
3. The alleys would be designed to accommodate standard trucks as commonly used for trash pickup and utility maintenance, and
4. The alleys would have a minimum of 16 feet of right-of-way and would have a paved surface at least 12 feet in width.

Alley in the Anson Neighborhood

Parking is not permitted in alleys, but maneuvering for parking in driveways and garages is allowed. Alleys should be designed to discourage or prevent the movement of through-traffic and to limit the speed of the traffic.

Alleys are not shown on the Transportation Map. The specific needs of an alley in a particular subdivision can vary greatly. Therefore, no alley cross sections have been provided. The width of an alley right-of-way will vary depending on the number and types of utilities to be installed.

Access Easements

Access easements providing the only legal access to land shall not be created where none exists. Access easements may be permitted by the Whitestown Plan Commission if the Commission finds that the access easements are necessary for reasons of topography, traffic safety, or other conditions. Access easements, if permitted, shall be located so that they could be converted in the future to public streets, if appropriate. If allowed, access easements shall be clearly labeled on the plat. Said easements may be converted to right-of-way at the request of adjoining property owners or the Town, subject to approval of the Town Council/Plan Commission.

Street Extension and Reserved Right-of-Way

The Whitestown Plan Commission may require the construction of a street extension to the boundary of a parcel of land that is proposed to be platted, subdivided, or developed, or the Commission may require a strip of land to be clearly marked as a "Reserved Right-of-Way" for the future extension of a street. Said "Reserved Right-of-Way" shall be automatically dedicated to the public when the Town Council or the Whitestown Plan Commission determines that such "Reserved Right-of-Way" is needed for traffic circulation. The owner or developer of the adjoining property that would be served by the street extension shall be responsible for the construction of the street extension within a "Reserved Right-of-Way."

Greenleaf Lane in Walker Farms

I-65 PUD (Anson) Classifications

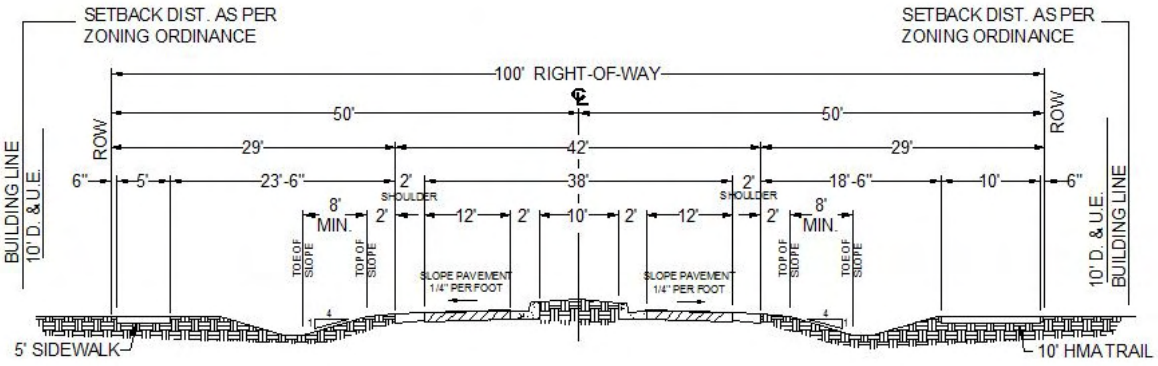
The original intent for the Anson development was to be constructed as a whole by a limited number of select developers. That is not likely to be the case based on current economic conditions and property ownership. Therefore, this plan attempts to correlate the PUD road classifications with the nearest appropriate functional classification as shown in Table 10 (page 78). Either road cross section may be appropriate. Where a developer wishes to deviate from the I-65 PUD road cross section, it must be specifically requested at the time of preliminary design meetings with the Planning staff and be identified in the Plan Commission application for approval.

The PUD streetscape program identifies 12-foot typical travel lane widths to comply with Boone County ordinance, while stating that 11-foot lanes are preferred. The Transportation Plan would support 11-foot lanes in the PUD similar to the 11-foot recommended lane width for Collector Roads.

Transitional Cross Sections for Arterials

Transitional cross sections are proposed for major and minor arterials in newly developing areas and potentially on existing road segments adjacent to new developments. These transitional sections are proposed as an economic alternative to serve until funding and traffic warrant the full road cross section. These are offered to defer the cost of full road development as the community transitions from rural to urban. They are designed to be constructed from the centerline out to ease the future construction of the full road. Open drainage is assumed, with the understanding that storm sewers will be an element of the future road design.

Transitional Cross Section for Major Arterial



Transitional Cross Section for Minor Arterial

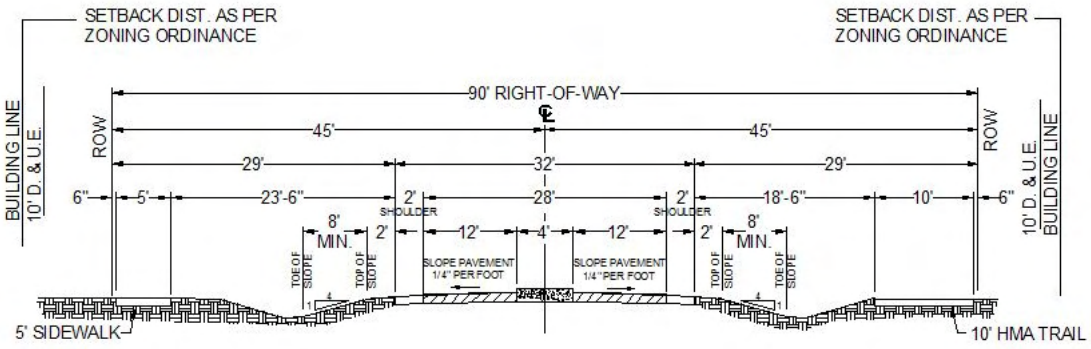


Table 12: Road Classification and Cross Section Summary

Street Classification	Design Speed (MPH)	ROW	No. of Travel Lanes	Travel Lane Width	Total Pavement Width (b/c to b/c)	Curb	Parking	Median	Tree Plot	Pedestrian Amenities	Notes
Local Street	20	50'	2	14'	32'	Roll C&G	+4' optional (see note)	n/a	4'	5' conc.sw both sides	For dedicated parking, reduce lanes to 12' and add 4' of additional
Minor Collector	25	70'	2	12'	36'	Chairback C&G	8' standard	n/a	7'	5' conc.sw & 10' HMA trail	
Major Collector	35	80'	2	12'	44'	Chairback C&G	+16' optional	16' center turn lane (see note)	8'	5' conc.sw & 10' HMA trail	Intermittent 4' diving curb as needed
Minor Arterial	45	100'	4	12'	56'	Chairback C&G	+16' optional	4' center curb	12'	5' conc.sw & 10' HMA trail	
Minor Arterial - Urban Alt	45	90'	2	12'	40'	Chairback C&G	+16' optional	12' center turn lane	15'	5' conc.sw & 10' HMA trail	
Minor Arterial - Rural Alt A	45	90'	2	12'	24'	n/a (see note)	n/a	n/a	n/a	10' HMA trail where noted	12' shoulder both sides
Minor Arterial - Rural Alt B	45	60'	2	13'	30'	Chairback C&G	n/a	n/a	5'	5' conc.sw & 10' HMA trail	
Major Arterial	50	110'	4	12'	72'	Chairback C&G	+16' optional	16' parkway (see note)	9'	5' conc.sw & 10' HMA trail	Substitute median for fifth travel lane if
Major Arterial - Urban Alt	50	100'	4	12'	52'	Chairback C&G	+16' optional	n/a	14'	5' conc.sw & 10' HMA trail	
Major Arterial - Rural Alt	50	100'	2	12'	24' std. / 36' at	n/a (see note)	n/a	n/a	n/a	10' HMA trail where noted	12' shoulder both sides
I-65 PUD Residential Avenue	20	75'	2	12'	49'	Straight	16' standard	7' parkway	5'	5' conc.sw both sides	
I-65 PUD Neighborhood	20	50'	2	13'	30'	Roll C&G	n/a	n/a	5'	5' conc.sw both sides	
I-65 PUD Boulevard	30	120'	4	12'	80'	Straight	16' standard	14' parkway	n/a	20' conc.sw both sides	Tree grates in sidewalk at 50' o.c. max.
I-65 PUD "The Commons"	30	66'	2 one-way lanes*	12'	66' (see note)	Straight	8' standard	n/a	Three tree plot strips (widths vary).	10' conc.sw (one)	Additional 21' pavement outside ROW in "Commons Park" comprised of 12' travel lane and 8' parking with straight
I-65 PUD Main Street	30	83'	2	12'	41'	Straight	16' standard	n/a	11'	10' conc.sw both sides	
I-65 PUD Commerce Blvd	30	110'	4	12'	66'	Straight	n/a	16' parkway	12'	10' conc.sw both sides	
I-65 PUD Commerce Road	30	60'	2	12'	25'	Straight	n/a	n/a	n/a	17.5' conc.sw both sides	Tree grates in sidewalk at 50' o.c. max.

* The only existing installation of this road classification in the PUD is Gateway East Drive, which is presently a two-way street.

Street Classification Diagrams

Major Arterial

A Major Arterial Street is designed to carry heavy volumes of traffic to major destinations in or out of the Town. Generally, these roads are focused on mitigating heavy traffic. Major Arterials mainly connect Expressways, Major Collectors, and Minor Arterials.

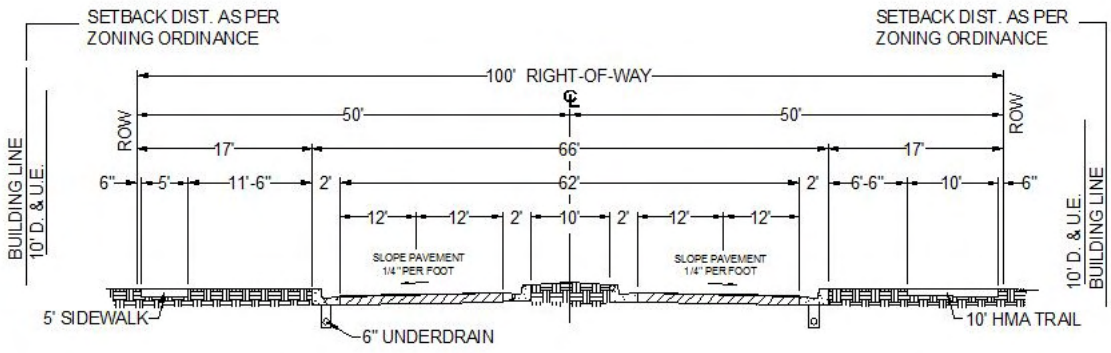
Features

Right-of-way	100 feet
Number of Lanes	4
Lane width	12 feet
Median	16’ Grass
On Street Parking	Not permitted
Access	Limited
Intersection Spacing	600 feet
Sidewalks and Paths	Per Plan
Design Speed	50 mph
Maximum Grade	6%
Curbs	Chairback C&G

Whitestown Parkway
(formerly State Road 334)

Albert S. White Drive
(formerly C.R. 400 S)

Standard Cross Section for Major Arterial



Major Arterial Urban Alternate

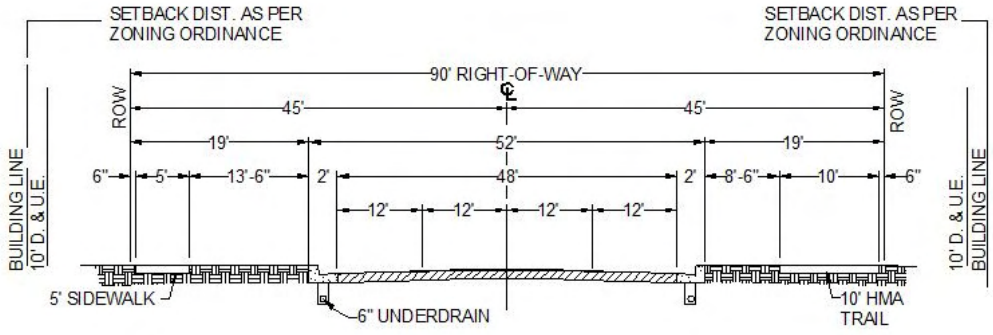
This alternate cross section is to be used only in cases where an existing street is being widened and the use of the standard cross section would necessitate substantial right-of-way acquisition and the removal of buildings. Additional pavement width would be necessary at major access points for turn lanes.

Features

Right-of-way	90 feet
Number of Lanes	4
Lane width	12 feet
Parking	Not permitted
Access	Limited
Intersection Spacing	600 feet
Sidewalks and Paths	Per Plan
Design Speed	50 mph
Maximum Grade	6%
Curbs	Chairback C&G

Albert S. White Drive
(formerly C.R. 400 S)

Cross Section for Major Arterial Urban Alternate



Major Arterial Rural Alternate

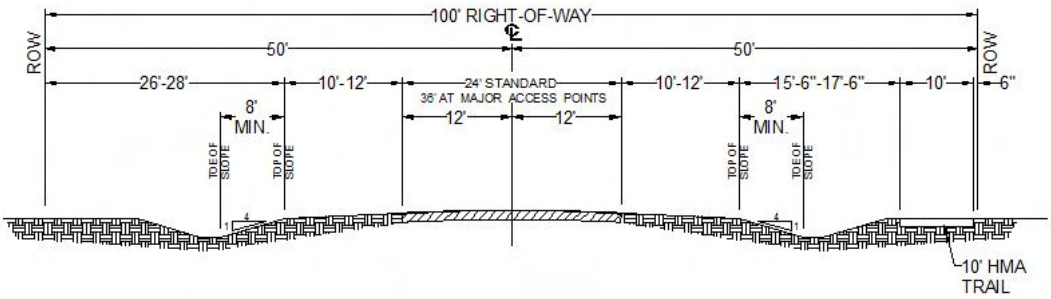
This alternate cross section is to be used only for Major Arterial streets in areas that are expected to remain rural for the next 20 years and with 2023 projected traffic volumes less than 15,000 vehicles per day. Additional pavement width would be necessary at major access points for turn lanes. Parking is not allowed.

Features

Right-of-way	100 feet
Number of Lanes	2
Lane width	12 feet
Parking	Not permitted
Access	Limited
Intersection Spacing	600 feet
Sidewalks and Paths	Per Plan
Design Speed	50 mph
Maximum Grade	6%
Curbs	none required, 12' unpaved shoulder

State Road 267

Cross Section for Major Arterial Rural Alternate



Minor Arterial Street

A Minor Arterial Street is designed to carry heavy volumes of traffic to major destinations in the Town. Generally, Minor Arterials are focused on mitigating traffic in narrow rights-of-way. These roads connect Collectors and Major Arterials.

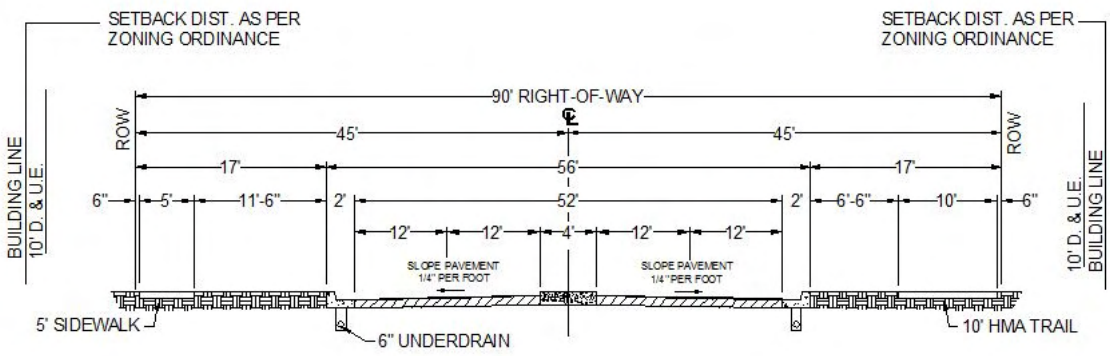
Features

Right-of-way	90 feet
Number of Lanes	4
Lane width	12 feet
Median	4' Concrete
Parking	Generally not permitted
Access	Limited direct
Intersection Spacing	400 feet
Sidewalks and Paths	Per Plan
Design Speed	45 mph
Maximum Grade	6%
Curbs	Chairback C&G

Indianapolis Road

Anson Boulevard

Standard Cross Section for Minor Arterial



Minor Arterial Street –
Rural Alternate 'A"

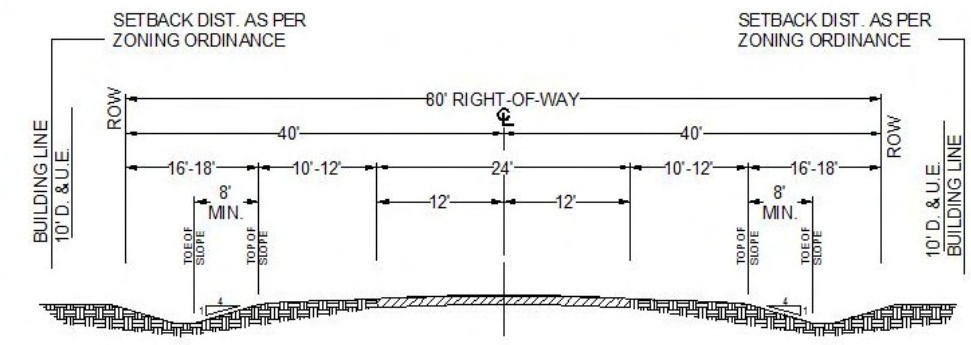
This alternate cross section is to be used only when 2023 projected traffic volumes are less than 5,000 vehicles per day and when intersection spacing is at least double the minimum spacing for a Minor Arterial street. Additional pavement width would be necessary at major access points for turn lanes. Access to abutting property is permitted on a controlled basis. Parking is not allowed on this section.

C.R. 200 S

Features

Right-of-way	80 feet
Number of Lanes	2
Lane widths	12 feet
Parking	Not permitted
Access	Limited direct
Intersection spacing	400 feet
Sidewalks and Paths	Per Plan
Design Speed	45 mph
Maximum Grade	6%
Curbs	Not required
	12' unpaved shoulder

Cross Section for Minor Arterial Rural Alternate "A"



Minor Arterial Street –
Rural Alternate 'B"

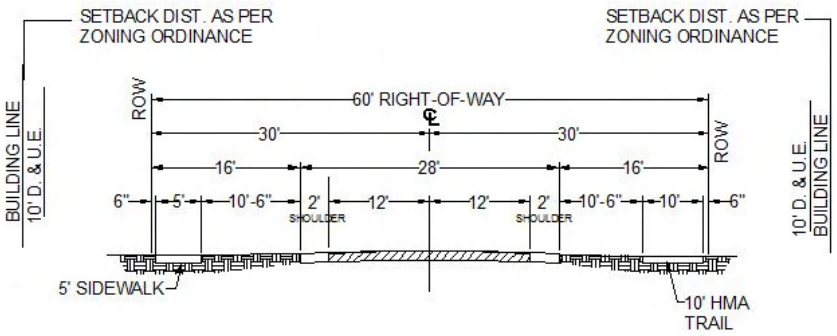
This alternate cross section is to be used only for Minor Arterial streets in areas that are expected to remain rural for the next 20 years and with 2023 projected traffic volumes less than 12,000 vehicles per day. Additional pavement width may be necessary at major access points for turn lanes. Direct access to abutting property is permitted on a controlled basis. Parking is not allowed on this section.

C.R. 700 E
(near Boys' Club looking north)

Features

Right-of-way	60 feet
Number of Lanes	2
Lane widths	13 feet
Parking	Not permitted
Access	Limited direct
Intersection Spacing	400 feet
Sidewalks and Paths	Per Plan
Design Speed	45 mph
Maximum Grade	6%
Curbs	Not required
	2' paved shoulder

Cross Section for Minor Arterial Rural Alternate "B"



Minor Arterial Street –
Urban Alternate

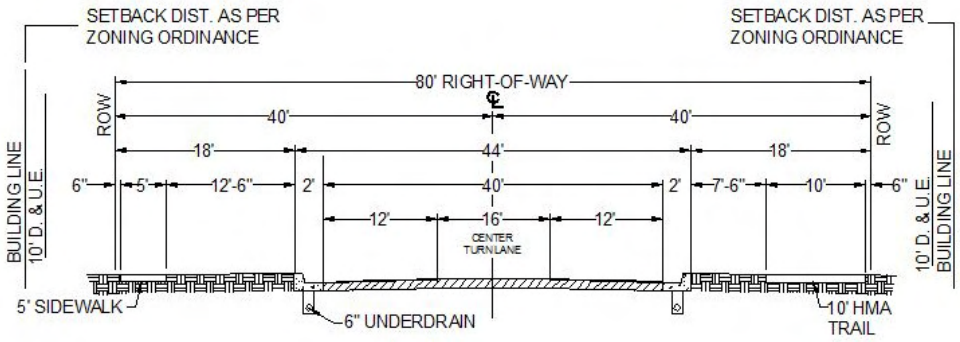
This alternate cross section is to be used only when 2023 projected traffic volumes are less than 5,000 vehicles per day and when intersection spacing is at least double the minimum spacing for a Minor Arterial street. Additional pavement width may be necessary at major access points for turn lanes. Direct access to abutting property is permitted on a controlled basis. Parking is not allowed on this section.

Features

Right-of-way	80 feet
Number of Lanes	2 plus center turn lane
Lane widths	12 feet
Parking	Not permitted
Access	Limited direct
Intersection Spacing	400 feet
Sidewalks and Paths	Per Plan
Design Speed	45 mph
Maximum Grade	6%
Curbs	Chairback C&G

C.R. 700 E looking south from
Whitestown Parkway (formerly S.R.334)

Cross Section for Minor Arterial Urban Alternate



Major Collector

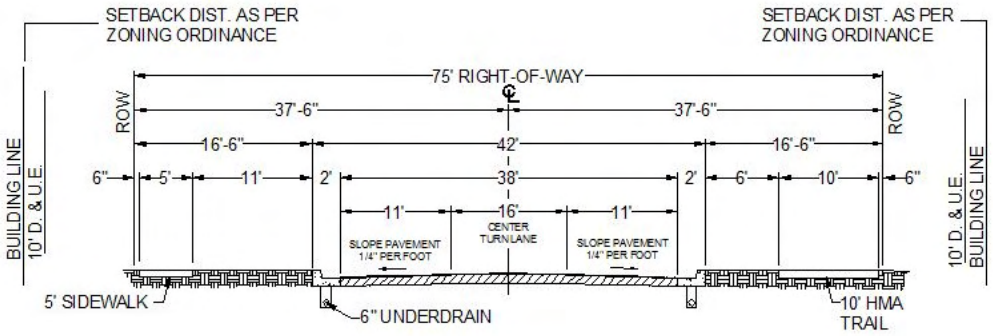
A Major Collector street is designed to allow direct residential driveway access, and on street parking when deemed safe. These two-way streets connect Minor Collectors, Local Streets and Arterials.

Features

Right-of-way	75 feet
Number of Lanes	2 plus center turn lane
Lane widths	11 feet
Parking	May be permitted
Access	Permitted
Intersection Spacing	200 feet
Sidewalks and Paths	Per Plan
Design Speed	35 mph
Maximum Grade	8%
Curbs	Chairback C&G

C.R. 300 S east of C.R. 400 E

Standard Cross Section for Major Collector



Minor Collector Street

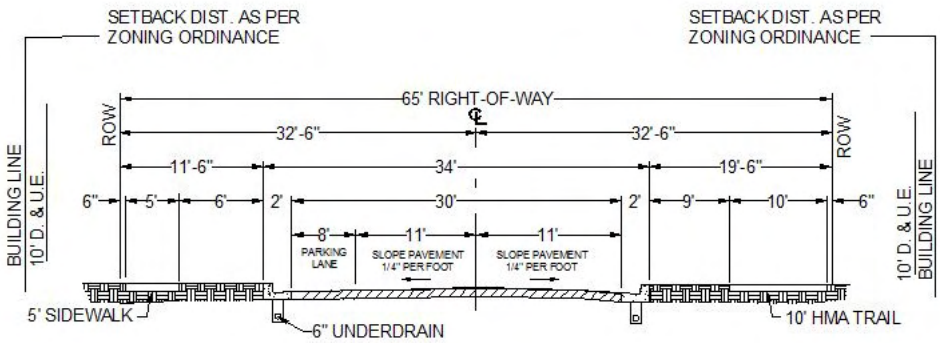
Minor collector streets are intended to convey traffic from a neighborhood to an adjoining collector or arterial street. Minor collectors are not intended to carry through traffic and should be designed to discourage through traffic. Minor collectors may carry traffic volumes ranging between 1,000 and 3,000 vehicles per day. Parking is permitted along the street except at the approaches to major intersections.

Features

Right-of-way	65 feet
Number of Lanes	2
Lane widths	11 feet
Parking	Generally permitted
Access	Permitted
Intersection Spacing	100 feet
Sidewalks and Paths	Per Plan
Design Speed	25 mph
Maximum Grade	8%
Curbs	Chairback C&G

C.R. 300 S west of C.R. 700 E

Standard Cross Section for Minor Collector Street



Local Street

Local Streets comprise most of the street mileage, but carry a small percentage of the total traffic. The primary function of a Local Street is to provide direct access to platted residential lots and remote properties. These roads distribute traffic to and from Arterial and Collector streets. Parking may be permitted on local residential streets where sufficient street width is provided.

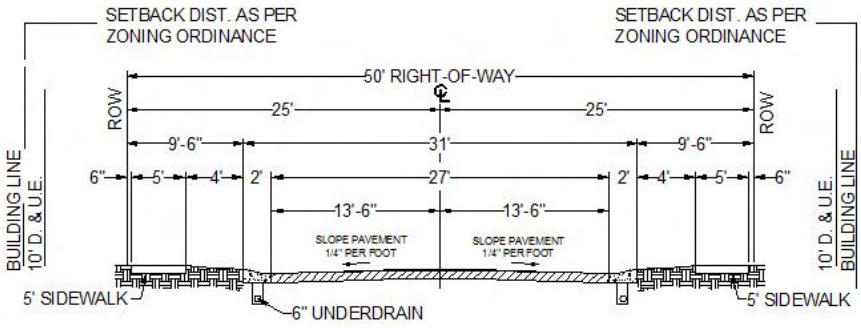
Features

Right-of-way	50 feet
Number of Lanes	2
Lane widths	13.5 feet
Parking	Allowed
Access	Allowed
Intersection Spacing	100 feet
Sidewalks and Paths	Per Plan
Design Speed	20 mph
Maximum Grade	10%
Curbs	Roll Curb

Gray Heather Lane

Eagles Nest Boulevard

Standard Cross Section for Local Street



I-65 PUD Commerce Road
Minor Collector

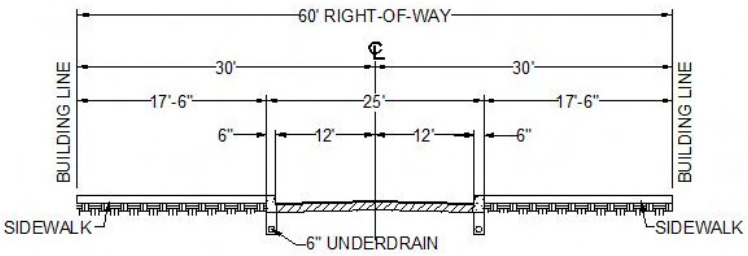
Within Anson, Commerce Roads typically connect parking areas to streets. While these are not the grandest streets in Anson, they are still a vital part of Anson's connective street network; therefore, they should promote a comfortable, safe pedestrian experience with street trees, wide sidewalks and streetlights. A wide tree zone serves as a buffer between the pedestrian and vehicles in lieu of parallel parking.

Features

Right-of-way	60 feet
Number of Lanes	2
Lane width	12 feet
On Street Parking	Not permitted
Access	Limited
Intersection Spacing	200 feet
Sidewalks and Paths	Per Plan
Design Speed	30 mph
Maximum Grade	6%
Curbs	Straight Curb

C.R. 650 S
(behind the Lowe's store)

Cross Section for I-65 PUD Commerce Road



I-65 PUD Commerce Boulevard
Major Collector

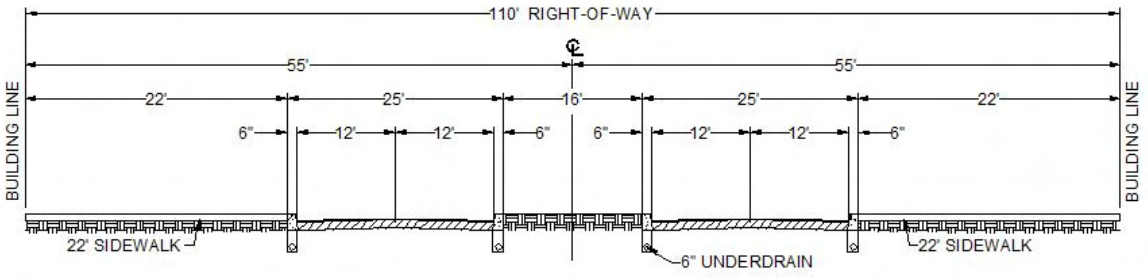
A Commerce Boulevard runs through Anson's Business District to surrounding communities. This street will serve regional vehicular traffic as well as residents on foot, so it must be able to move volumes of traffic and provide a safe, inviting pedestrian realm. Shade trees placed in the median create a sense of scale while allowing for important views to the surrounding development. Streetlights with banners will announce to visitors and residents that they are in Anson as they pass through on [Whitestown Parkway]. Wide sidewalks encourage shoppers to walk from store to store, and wide tree zones create buffers between the heavy traffic and pedestrians on the sidewalk.

Main Street (formerly C.R. 650 E)
(north of Schooler Drive)

Features

Right-of-way	110 feet
Number of Lanes	4
Lane width	12 feet
Median	16' Grass
On Street Parking	Not permitted
Access	Limited
Intersection Spacing	800 feet
Sidewalks and Paths	Per Plan
Design Speed	30 mph
Maximum Grade	6%
Curbs	Straight Curb

Cross Section for I-65 PUD Commerce Boulevard



I-65 PUD Main Street
Minor Collector

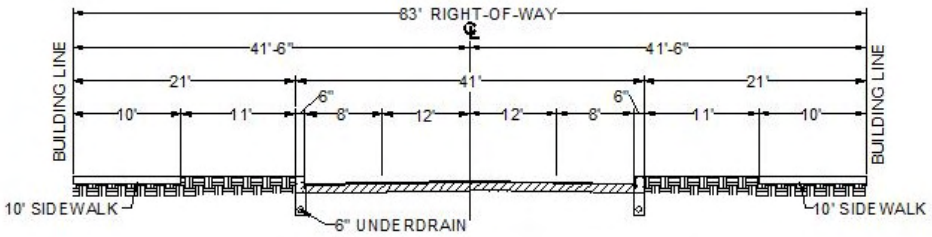
The Main Street classification designates those streets in an urban condition. Main Streets accommodate vehicles while creating a comfortable, exciting pedestrian environment. These are Anson's most vibrant streets. [They] have on-street parking, street trees, wide sidewalks, and buildings that sit directly at the back of the sidewalk.

Features

Right-of-way	63 feet
Number of Lanes	2
Lane width	12 feet
On-Street Parking	Included
Access	Allowed
Intersection Spacing	100 feet
Sidewalks and Paths	Per Plan
Design Speed	30 mph
Maximum Grade	6%
Curbs	Straight Curb

Schooler Drive
(looking west)

Cross Section for I-65 PUD Main Street



I-65 PUD The Commons
Major Collector

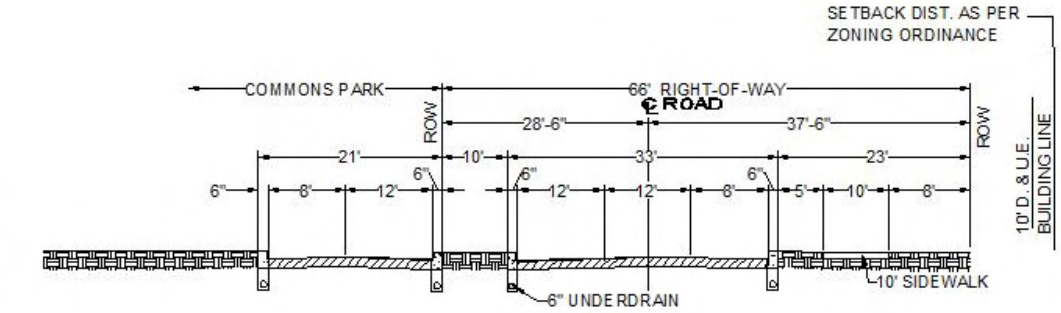
The Commons is one of Anson's signature streets, stitching together multiple neighborhoods across Anson's central park. The design for this street should reflect the grand, civic nature of the street. Two lanes of one-way traffic move vehicles along each side of Anson's main connective spine. A secondary travel lane [out of the right-of-way], which is separated from the faster moving lanes by a median on each side of the park, allows vehicles to travel more slowly and parallel along the Commons Park. This provides direct and safe access to the park for those arriving by car.

Gateway Drive
(looking north)

Features

Right-of-way	66 feet
Number of Lanes	2
Lane width	12 feet
On-Street Parking	Included
Access	Allowed
Intersection Spacing	600 feet
Sidewalks and Paths	Per Plan
Design Speed	30 mph
Maximum Grade	6%
Curbs	Straight Curb

Cross Section for I-65 PUD The Commons



I-65 PUD Boulevard
Major Collector

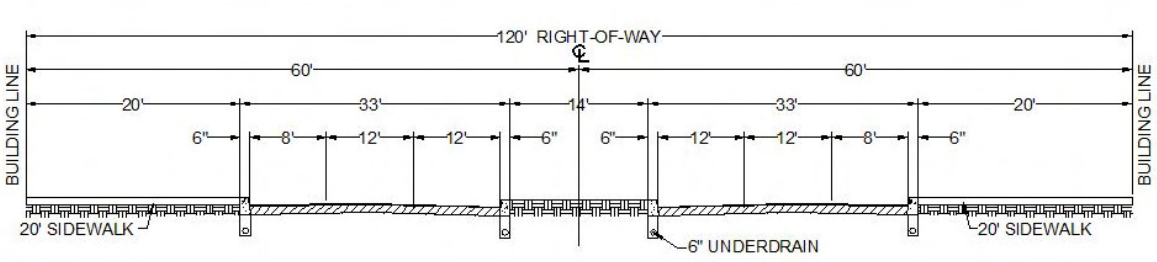
Boulevards are the major entrances into Anson; therefore, the design of these streets is vital to the initial experience of the character of the [development]. Broad sidewalks, grand gestures of landscape, and the rhythmic order of large shade trees and signature street lights announce to visitors and residents that they have arrived at a special place. On-street parallel parking, street trees and a change in pavement directly behind the curb create a physical and psychological buffer between pedestrians and the heavy traffic on boulevards. This makes pedestrians feel safer and Anson more walkable.

Features

Right-of-way	120 feet
Number of Lanes	4
Lane width	12 feet
Median	14’ Grass
On-Street Parking	Included
Access	Allowed
Intersection Spacing	600 feet
Sidewalks and Paths	Per Plan
Design Speed	30 mph
Maximum Grade	6%
Curbs	Straight Curb

Central Boulevard
(looking west)

Cross Section for I-65 PUD Boulevard



I-65 PUD Residential Avenue
Residential Feeder

Residential Avenues are the predominant streets running through residential neighborhoods. These corridors connect neighborhoods to each other and to open spaces; therefore, they need to accommodate a large number of pedestrians. On-street parking and a planting zone along the curb make these streets more walkable by providing a buffer between traffic and pedestrians on the sidewalks. A tree-lined median gives these streets a sense of grandeur and identity.

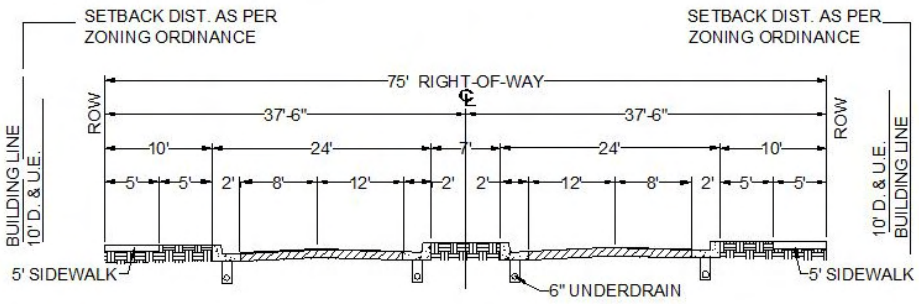
Features

Right-of-way	75 feet
Number of Lanes	2
Lane width	12 feet
Median	7' Grass
On-Street Parking	Included
Access	Allowed
Intersection Spacing	200 feet
Sidewalks and Paths	Per Plan
Design Speed	30 mph
Maximum Grade	6%
Curbs	Chairback C&G

Crowley Street
(looking north)

New Hope Boulevard
(looking east)

Cross Section for I-65 PUD Residential Avenue



I-65 PUD Neighborhood Street
Residential Access

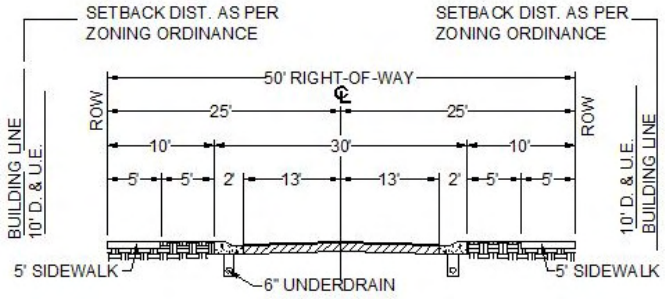
Neighborhood Streets are the most private streets within Anson's street network. They connect individual single-family lots to larger streets and serve an important function to disperse vehicular and pedestrian traffic throughout the neighborhood providing connectivity and multiple route choices. As a result, Neighborhood Streets carry less traffic than other streets and naturally slow cars due to their narrow, intimate nature. These are the streets where children can safely play or ride their bikes. Travel lanes are slightly wider than other streets to allow for occasional on-street parking for visitors. This extra width will allow a car to pass between two parked cars on this low-traffic street.

Solomon Harmon Way
(looking north)

Features

Right-of-way	50 feet
Number of Lanes	2
Lane width	13 feet
On-Street Parking	Included
Access	Allowed
Intersection Spacing	100 feet
Sidewalks and Paths	Per Plan
Design Speed	20 mph
Maximum Grade	6%
Curbs	Roll Curb

Cross Section for I-65 PUD Neighborhood Street



STREET DESIGN PRINCIPLES AND STANDARDS POLICY

8. Design Principles and Standards

This policy shall apply to the design of all new streets and street improvements within the jurisdictional area of the Whitestown Plan Commission. The Town of Whitestown will adopt Standard Specifications and Details for roads and utilities through an independent process. The principles and standards are the minimum acceptable. If required by other ordinances, engineering judgment, or the Whitestown Plan Commission, these principles and standards shall be exceeded.

This policy references several federal, state, and local documents, listed below. The latest edition or most current version, at the time of use, of each document shall be used.

- A policy on Geometric Design of Highways and Streets (AASHTO)
- Indiana Manual on Uniform Traffic Control Devices (MUTCD)
- Americans with Disabilities Act (ADA)
- Indiana Accessibility Code
- Indiana Code (State law)
- Soil Survey of Boone County Soil Conservation Service
- Indiana Department of Transportation Standard Specifications
- Whitestown Trails Master plan
- Whitestown Subdivision Control Ordinance or Unified Development Ordinance
- Whitestown Street Standards
- Town Code of Whitestown
- Landscape Ordinance

Landscaping

Landscaping may be installed between the curb and the sidewalk only where the distance between the curb and the sidewalk is five feet or greater. Any landscaping installed between the curb and the sidewalk shall be species that create minimal visual blockage from three feet to ten feet above the edge of the street and shall be trimmed or pruned to minimize said blockage. Any landscaping installed between the curb and the sidewalk shall be selected and placed such that the effectiveness of all traffic signs and streetlights shall not be compromised. Trees shall not be planted within the right-of-way within fifty feet of the intersection of two or more streets. All landscaping installed within the right-of-way shall also be subject to the requirements in the Landscape Ordinance.

If the owner or developer of a parcel of land, which is being platted, subdivided, or developed wishes to construct any new street with a median or cul-de-sac island, said owner or developer shall submit a landscape plan for review and approval by the Whitestown Plan Commission or

the Zoning Administrator. Said landscape plan shall include a description of how and by whom the landscaping is to be maintained. Said landscape plan shall be coordinated with the streetlight plan, utility plans, and drainage plan to minimize any future conflicts. The Town Council/Plan Commission may direct, at its discretion, the parties responsible for any landscaping in a right-of-way or median to trim or remove any landscaping which has become unsafe, hazardous, or which has begun to cause a sight distance problem.

Shoulders and Sidewalks

Shoulders, if used, shall be constructed as shown on the alternate cross sections with at least two feet of paved shoulder on all rural arterial streets. A painted white edge line shall be installed to separate the through-lanes from the shoulder.

Sidewalks shall be no less than 5 feet wide and meet all federal ADA requirements. Sidewalks and trail dimensions are shown on the road cross sections. Design elements are in the Town Standard Specifications and Details. All sidewalks should be located in the street right-of-way with the edge of the sidewalk approximately 6 inches from the right-of-way line, but may meander within the right-of-way or be located in easements in order to fit within the terrain or to save existing trees or vegetation. If parking is allowed adjacent to the curb and the parked vehicles would overhang the sidewalk, the additional width of sidewalk shall be determined by the Town Engineer.

Street Naming

Street names, by state law (IC 36-7-4-405), the municipal executive has authority to name or rename streets within the municipality, unless otherwise provided by local ordinance. For new streets, the Whitestown Subdivision Control Ordinance or Unified Development Ordinance delegates street naming authority to the Plan Commission as part of the platting process. The Town Council has sole legal authority over renaming existing streets in the Town, since Whitestown has not adopted an ordinance delegating authority elsewhere.

The Plan Commission requires that proposed new street names for new developments be shown on the preliminary plat for review. The Planning Department staff shall review all street names for compliance with the principles listed below prior to the Plan Commission public hearing. The street names shown on the secondary plat, when approved by the Plan Commission, shall be considered final and any renaming after that approval shall be subject to the following procedure for renaming.

Renaming Existing Streets

The Whitestown Town Council has traditionally used an informal process for renaming streets, and desires to establish policy for future street renaming. Renaming streets is an opportunity for the Town to create and maintain an identity for the community.

At the Town Council's discretion, a Street Renaming Committee may be assigned for certain projects. The committee may consist of members of the following entities:

- Town Council representative(s)
- Town Manager
- Town Planner or Zoning Administrator
- Street Commissioner or Public Works Director
- Postmaster, USPS, Whitestown branch
- Fire Chief, Town of Whitestown
- Police Chief, Town of Whitestown
- Boone County Emergency Operations Center Director

Application to rename a street is made through the Planning Department. The Town Council may require a fee for the request.

If the Council chooses to appoint a Street Renaming Committee for a request, the Planning Director or Zoning Administrator is responsible for calling meetings of the committee. The Committee may meet in person or consult via mail or electronic communication in order to consider a request. The Zoning Administrator facilitates both means of communication, by calling meetings or circulating paperwork. The Committee typically would operate informally and would not maintain minutes, nor take formal votes; instead, a group-consensus model is used.

Once a consensus of Committee members has been obtained, the Planning Director or Zoning Administrator formulates a memo to the Town Council (with copies to Committee members), reporting the consensus and recommending a course of action. If the consensus is to rename a street to a specific new name, the Zoning Administrator includes a formal memorandum for the Town Council to sign authorizing the name change. The name change takes effect immediately upon the Town Council approval. Thereafter, all directly affected agencies are notified and the Street Department is authorized to replace street signs with the revised name.

Although not required by law, in recent years it has become customary for the Planning Department to send written notice to all directly affected property owners along the street(s) requested for renaming. The notice may be sent by standard first-class mail, and recipients given a reasonable amount of time (usually three weeks) to respond with comments. The resulting

feedback is provided to the Street Renaming Committee and the Town Manager for their guidance.

County Roads and Addressing

A distinct advantage of retaining County Road names is that they provide knowledge of the address ranges on the streets. Renaming County Roads would inherently make it more difficult for visitors to find their destination. As the community develops, addresses become more important. Therefore, global County Road name changes should be done in conjunction with a Wayfinding program.

Further, it is recommended that addresses be posted on business signs in large letters, legible from the street at posted speed limits, with light on dark or dark on light contrast between the letters and the sign background.

Street Naming Principles

The following principles for street naming and renaming in the Town of Whitestown shall be followed:

- Names shall not duplicate existing or already-platted street names or subdivision names anywhere in Boone County.
- Names that are easily confused with existing or already-platted street names (e.g., homonyms, variant spellings) shall be avoided.
- Names that are difficult to spell or pronounce shall be avoided.
- Names shall have a maximum of 13 characters, including spaces, but excluding the street, court or other designation. This permits street names to be printed on 54-inch maximum street signs that are in conformance with federal street sign requirements.
- Continuous streets that do not significantly change their direction or bearing should bear the same name for their entire length whenever possible.
- Streets should be laid out so that the same streets do not intersect multiple times.
- Alleys are not named.
- Avenue is a street that is continuous and not limited to a single subdivision.
- Boulevard or Parkway is a street with a landscaped median.
- Court, Circle, or Place is a street that has no outlet, ending in a cul-de-sac.
- County Road names and numbers should be evaluated to help establish identity.
- Drive or Lane is a curvilinear street.
- Lane is a minor street within a subdivision.
- Trail is not to be used for street names and is reserved for Trail names.

- Continuous streets should have continuous names and should not change at subdivision or jurisdiction boundaries.
- Whenever a street makes a directional change or curves greater than 45 degrees, a new street name shall be used. However, if a street changes directions several times, it shall retain the same name.
- Streets shall be designed and named so that multiple intersections of the same streets do not occur.

Topography – Streets shall be designed and constructed:

- To conform as nearly as possible to the existing topography
- To permit efficient drainage and utility systems, and
- To discourage use by through traffic on local and minor collector streets.

Traffic Control Devices that are warranted because of the development or subdivision of a parcel of land shall be installed and paid for by the owner or developer of that land. Any such traffic control devices shall be in conformance with the Indiana Manual on Uniform Traffic Control Devices and be approved by the Street Department prior to installation. All traffic control devices shall be shown on the improvement plans. (See also Policy for Traffic Control Devices for Residential Streets)

Traffic Signs shall meet Federal Standards and be shown on the improvement plans. All traffic signs including street name signs on all public streets shall be installed prior to any certificates of occupancy being issued for any units in the subdivision or phase of the subdivision. (See also Policy for Traffic Control Devices for Residential Streets)

Wayfinding – The Town may choose to implement a system to assist visitors to find various destinations within the Town and County. As new destinations and attractions are planned and constructed, the owner or developer shall present a plan to the Town Engineer to address any changes to the Wayfinding system. Said plan shall be reviewed by the Town Engineer, Street Department and the Zoning Administrator or other appointed group prior to any action by the Plan Commission. The owner or developer shall be responsible for the costs of any additions or changes to the system.

PRIVATE STREET POLICY

9. Private Streets

Background

The history of private streets in residential areas shows that most property owners and residents believe that they deserve to have their street maintained by the Town since they pay property and gas taxes. Private streets are typically not well accepted by local government officials.

Private streets in commercial developments may be appropriate, providing public access is assured and the link is not necessary to accommodate traffic circulation or other transportation objectives.

Services

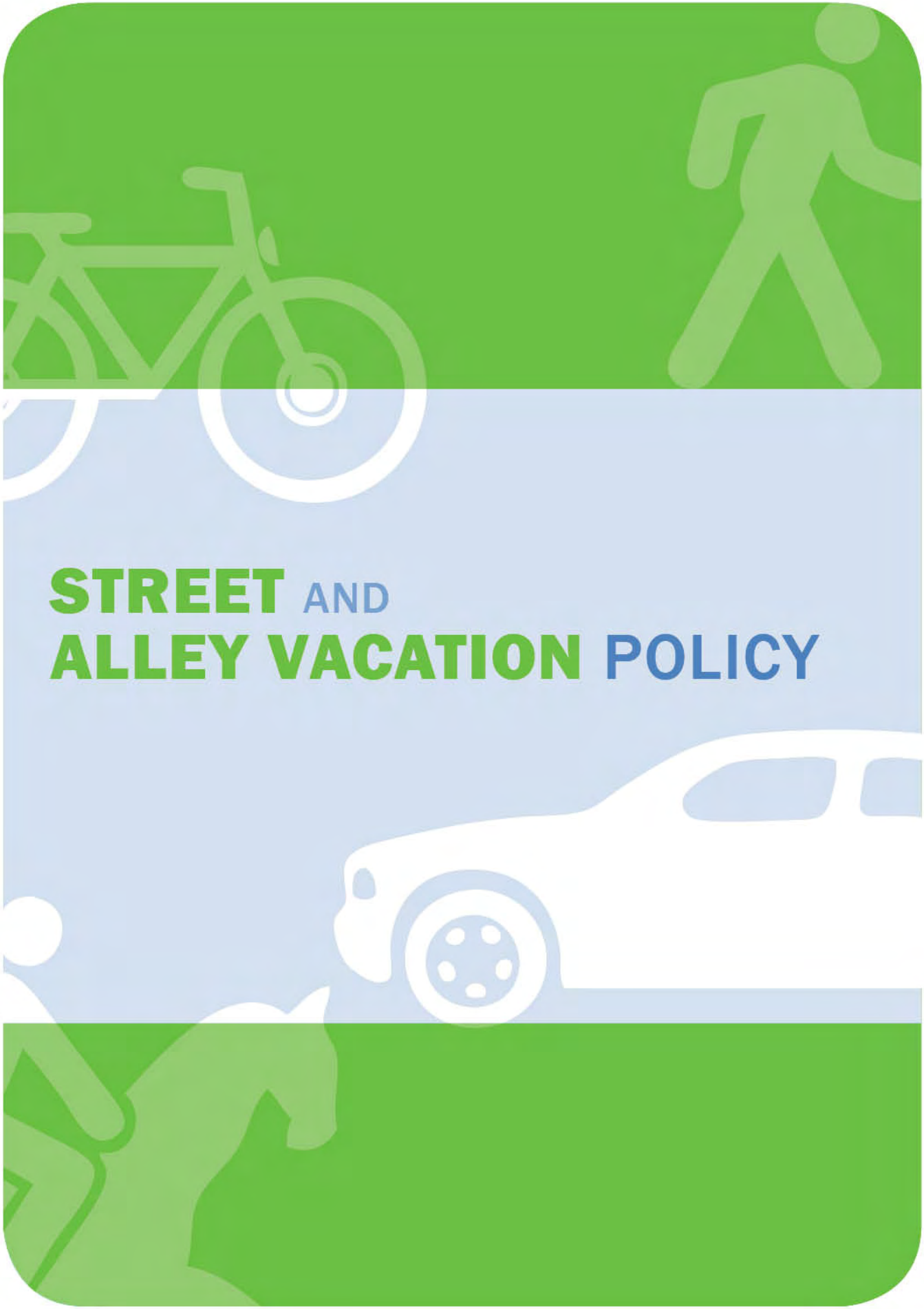
Private streets do not receive snow removal, street sweeping, patching, repaving, or street lighting from the Town. Each of these functions must be performed privately.

The Town does not receive any gas tax or vehicle registration funds for maintenance of private streets as it does for public streets.

Policy

No private streets will be allowed in new residential developments.

The Town shall not accept any private street which was not designed, constructed and inspected in compliance with Town standards for public streets unless sufficient sampling and testing is completed, under the supervision of the Town Engineers, to prove that the private street complies with Town standards. Prior to acceptance, the owner of the private street shall make all necessary repairs, which may include repaving, curb repairs, and curb ramp installations.



STREET AND ALLEY VACATION POLICY

10. Street and Alley Vacation

Background

The Town may approve the closing of streets and the vacation of street rights-of-way for worthwhile expansion and redevelopment projects. Examples of such projects are:

- Signature projects for which the Town Council determines significant impact on the Town warrants the closure
- Locations where new development makes the previous developed or undeveloped right of way unnecessary for transportation and other civic or utility purposes
- Maintaining the existing right of way creates a public hazard that could be eliminated

Such closings may disrupt the flow of traffic and interrupt the regular grid street pattern in the older part of the Town, which leads to motorist confusion and more circuitous routes.

Policy

1. Street Vacation

The Town should discourage the permanent closing of existing streets, especially in the older parts of the Town where the grid pattern is prevalent. In reviewing any request for the permanent closing of any street, the Town should require the petitioner to present a traffic impact study, prepared by a professional engineer. The traffic impact study should address the impact of increased traffic volumes on surrounding streets, including traffic control device changes, parking changes, traffic volumes and capacity analyses, and any other associated impacts.

In cases where the Town determines that a street closure is acceptable, the petitioner shall be required to make any off-site improvements needed to ensure that the resulting traffic flow changes do not result in any safety or capacity problems as determined by the traffic impact study. The petitioner shall be required to make allowances for existing public and private utilities using the right of way through either relocation or dedicated easements and pay the full cost of such remedy.

2. Alley Vacation

The Town should discourage the permanent closing of existing alleys. In reviewing any request for the permanent closing of any alley, the Town should require the petitioner to present a traffic impact study. The traffic impact study should address the impact of the closing on access to garages, loading areas, and parking areas.

In cases where the Town determines that an alley closure is acceptable, the petitioner shall be required to make any off-site improvements needed to maintain access to garages, loading

areas, and parking areas. The petitioner shall be required to make allowances for existing public and private utilities using the right of way through either relocation or dedicated easements and pay the full cost of such remedy.

The Town shall not approve any half-block alley closing. That is, all alleys must begin and end at an intersection with a street.

CRITICAL ACCESS CORRIDORS AND GATEWAYS POLICY

11. Critical Access and Gateways

Critical Access Corridors

Certain major arterial streets and limited access expressways are critically important for traffic entering and exiting the Town. It is, therefore, important to consider carefully the impacts of closing or restricting traffic on any of these routes. It is also important to consider the effects of emergency closures of these streets due to flooding or traffic accidents.

Plan

This policy shall apply to the following streets that are classified as major arterial streets or limited access expressways on the Whitestown Transportation Plan:

Within the Current Town Boundary

- I-65
- Whitestown Parkway
- Main Street south of C.R. 525 S
- Pierce Street
- Albert S. White Drive (from C.R. 400 E to Main Street)
- State Road 267 north of C.R. 500 S
- Future Major Arterial Parkways (e.g. Ronald Reagan Parkway extension)

Outside the Current Town Boundary

- Main Street north of C.R. 200 S
- Albert S. White Drive (C.R. 400 S) east of Main Street
- C.R. 400 E north of Albert S. White Drive
- C.R. 200 S
- C.R. 300 S
- State Road 267 south of C.R. 500 S
- Future Major Arterial Parkways (e.g. Ronald Reagan Parkway extension)

The Town Engineer shall coordinate with all agencies that might have reasons or authority to restrict or close any of the critical access corridors listed (see above). These agencies may include, but are not limited to:

- Indiana Department of Transportation
- Boone County Highway Department
- Whitestown Town Council
- Boone County Sheriff
- Indiana State Police
- Whitestown Police Department
- Whitestown Fire Department
- Volunteer Fire Department

The Town Engineer shall also take appropriate steps to stay informed regarding major community events and large seasonal employee or other unique traffic demands, that may potentially generate substantial traffic volumes and may be impacted by such restrictions or closing. Available tools include the community calendar, maintained by the County Economic Development Corporation.

Policy

It shall be the policy of the Town of Whitestown that:

1. No more than one of the critical access corridors listed above shall be closed at any time, except in cases of emergencies. During the planning for any such closing, consideration shall be given to the impact of additional emergency closings or restrictions.
2. No more than two of the critical access corridors listed above shall be restricted at any time, except in cases of emergencies. During the planning for any such restriction, consideration shall be given to the impact of additional emergency closing or restrictions.
3. If one of the critical access corridors listed above is closed, no other critical access corridor may be restricted unless the Town Engineer determines that the restrictions will not significantly limit movement into and out of Whitestown.
4. The Town will attempt to schedule closing and restrictions so that they do not conflict with major community events. However, some conflicts will be unavoidable. In such cases, the Town will assist the event organizers in preparing detour maps and signs.

5. When I-65 must be closed in either direction, the Town Engineer is authorized to rescind any permits or to reschedule any restrictions on any streets that may be affected by the traffic being detoured.

This policy shall apply to street construction, reconstruction, and maintenance activities, utility construction, reconstruction, maintenance activities, and special events.

This policy shall not invalidate any other requirements for permits from the Town, County or INDOT.

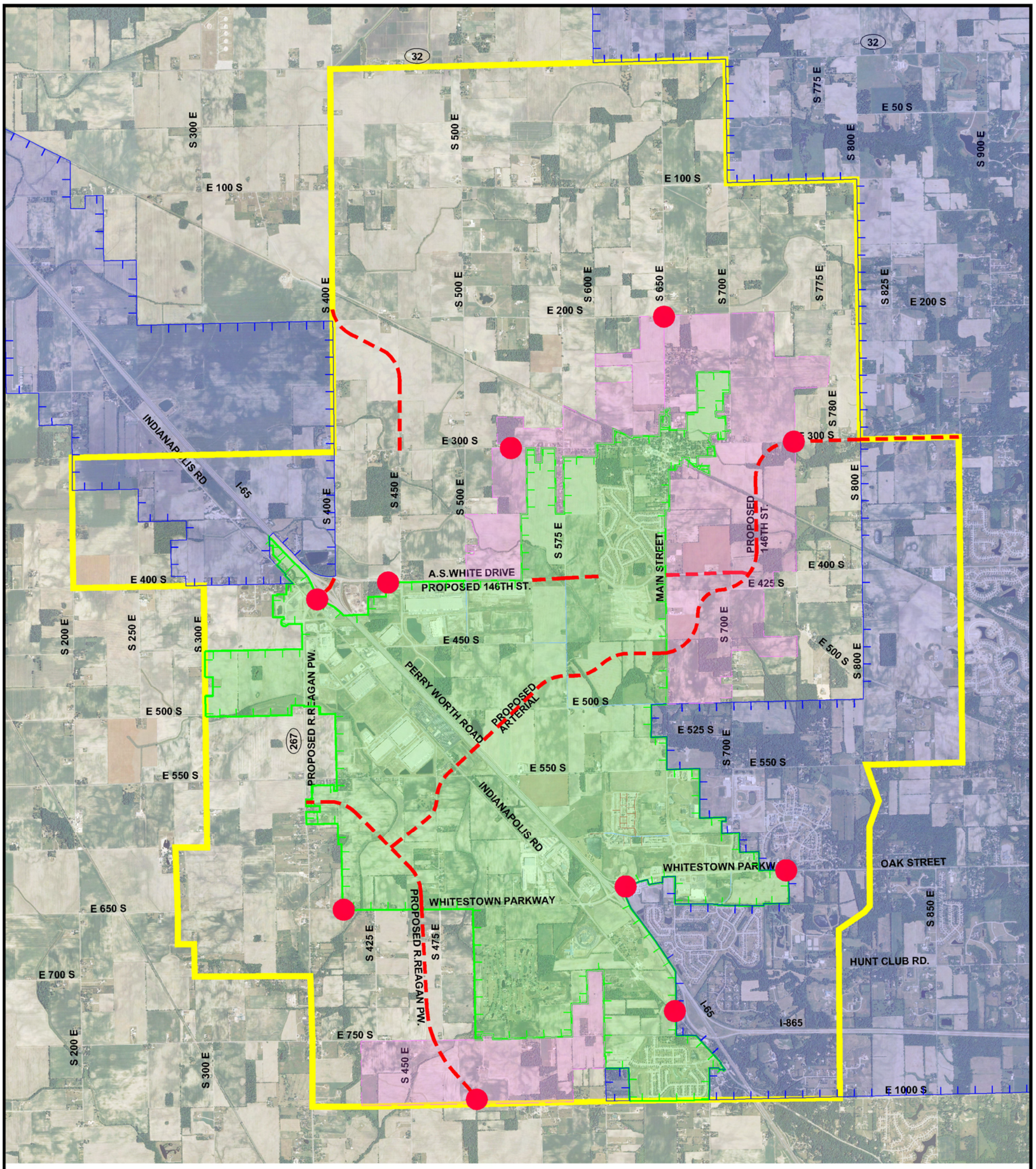
Gateway Corridors

The Town has identified entry gateways to help establish an identity for the community. This will help residents and visitors recognize that they are entering Whitestown. A preliminary list of Gateways will be signed. Future Gateways may be necessary as annexations and new developments occur.

Preliminary Gateway Corridors:

- Whitestown Parkway at the Zionsville boundary
- Whitestown Parkway at S.R. 267
- Exits off I-65
- S.R. 267 at the Hendricks County Line and the I-65 interchange
- Main Street
- Pierce Street
- C.R. 400 S at C.R. 400 E
- Indianapolis Road at corporate boundary

The initial Gateway Corridor signage location plan is shown on Figure 17.



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN 2012 PROPOSED ANNEXATION
- STUDY AREA
- CONCEPTUAL MAJOR ARTERIAL
- PROPOSED GATEWAY SIGNAGE PROGRAM LOCATION

0 4000' 8000'

SCALE: 1" = 4000'

PROPOSED GATEWAY SIGNAGE LOCATION PLAN

TRANSPORTATION PLAN

The Town of WHITESTOWN

www.whitestown.in.gov

FIG. 17

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(back side of Figure)

ACCESS CONTROL POLICY

12. Access Control

Background

The capacity of a roadway is the measure of its ability to accommodate a stream of moving vehicles. In an urban area, driveways and intersections create significant interruptions in the vehicle stream, and therefore, reduce capacity and cause congestion. The degree to which any single driveway or intersection interrupts the traffic flow is determined by several design elements, including the volume of traffic and the number of turning movements. However, the cumulative effect of multiple low-volume driveways or intersections can cause as much disruption as a single high-volume driveway or intersection.

Efforts to correct capacity deficiencies usually include costly projects to purchase additional rights-of-way to add lanes or frontage roads. In keeping with the goals of the Transportation Plan, the Town of Whitestown desires to limit the effects of new developments on new and existing street capacity by controlling the number, spacing, and design of new driveways and intersections and by seeking to reduce the number of existing driveways and intersections as properties redevelop.

The Town Council has the authority to adopt an Access Control Ordinance. Other design elements of access control may be incorporated into the Subdivision Control Ordinance, the Unified Development Ordinance, and the Standard Specifications and Details.

Policy

Access Points – All major subdivisions shall have at least two points of access to adjoining streets so that if one access point were closed due to a traffic accident or street maintenance work, motorists would still have access to and from the subdivision. If a subdivision is phased and only one access point will be available, no more than 50 lots may be developed until a second access point is constructed.

Construction Entrances – In reviewing a request to plat, subdivide, or develop a parcel of land, the Whitestown Plan Commission shall consider the adequacy and suitability of nearby existing streets to accommodate construction traffic. The Plan Commission may restrict the access of construction vehicles to the site or it may restrict all traffic entering and exiting the site during the construction of the project. In cases where the development does not require the approval of the Plan Commission, the Town Engineer shall make such determination.

Deceleration lanes (See Standard Detail for minimum public road to public road entrance requirements.)

Driveway Spacing- When driveways are permitted by the Whitestown Plan Commission or Zoning Administrator, the minimum distance between driveways or from a driveway to the nearest street or alley intersection, measured from centerline to centerline along the street shall not be less than the following:

Table 13: Minimum Driveway Spacing by Street Classification

Street Type	*Commercial Driveway**	*Residential Driveway*	*Notes*
Major Arterial	600 feet	300 feet	3
Minor Arterial	400 feet	300 feet	3
Major Collector	200 feet	150 feet	1
Minor Collector	100 feet	One per lot	-
Local Residential Street	Not permitted	One per lot	4
Local Commercial Street	100 feet	Not permitted	2
Local Industrial Street	100 feet	Not permitted	2
Alley	No spacing limitation	No spacing limitation	5

*Shall include industrial driveways.

Notes:

1. If driveways on two adjoining lots are located within 20 feet of each other, they shall be considered as one driveway. This applies to residential driveways only.
2. Two driveways may be considered as a single driveway if one is one-way ingress and the other is one-way egress. This applies to driveways on local streets only.
3. In new subdivisions, residential lots shall not have direct access to an arterial street unless a modification is approved by the Plan Commission. The Plan Commission may approve driveways at the 300' minimum spacing, require that driveways be designed and arranged to avoid the necessity for vehicles to back into traffic, or require the combination of two or more driveways.
4. Not permitted unless approved by Plan Commission.
5. Driveways that connect only to an alley are not subject to spacing limitations.

All commercial and industrial driveways on arterial and collector streets shall have deceleration lanes and left-turn lanes or passing blisters. Farm driveways are not required to have tapers or turn lanes unless the driveways are used for the sale or distribution of agricultural supplies or products.

Frontage Roads or other internal street systems should be encouraged for commercial and industrial areas on major and minor arterial streets. The design of each frontage road should be developed for the site conditions and expected type and volume of traffic.

Intersection Design Standards- Streets shall be designed so that they intersect at approximately a 90-degree angle, skewed intersections should be avoided. In no case shall streets be designed or constructed which intersect at an angle of less than 75 degrees.

The minimum curb or pavement edge radius for intersections shall be as follows:

Table 14: Intersection Radius Minimums by Street Classification

Street Type	*Intersecting Street Type*	*Minimum Radius*
Local Residential	Local Residential	20 feet
Local Residential	Minor Collector	25 feet
Local Residential	Major Collector	25 feet
Local Residential	Arterial (Major, Minor)	30 feet
Minor Collector	Minor Collector	25 feet
Minor Collector	Major Collector	25 feet
Minor Collector	Arterial (Major, Minor)	30 feet
Major Collector	Major Collector	30 feet
Major Collector	Arterial (Major, Minor)	35 feet
Major or Minor Arterial	Major or Minor Arterial	35 feet
All	Local Industrial	#
All	Local Commercial	#

To be determined for the types of traffic anticipated.

The minimum curb or pavement edge radius for intersections and driveways in commercial or industrial areas shall be designed for the types of trucks that are anticipated to be using the streets as determined by the Plan Commission. In cases where the development does not require the approval of the Plan Commission, the Town Engineer shall make such determination.

All street intersections with major or minor arterial streets and all industrial and commercial driveways on major or minor arterial streets shall be designed and constructed to provide tapers, deceleration lanes, passing blisters, and left turn lanes.

Intersection Spacing- The minimum distance between intersections, measured from centerline to centerline along the street shall not be less than the following:

Table 15: Minimum Intersection Spacing by Street Classification

Street Type	*Minimum Intersection Spacing*
Major Arterial	600 feet
Minor Arterial	400 feet
Major Collector	200 feet
Minor Collector	100 feet
Local Street	100 feet

Left turn lanes shall be designed according to AASHTO for the anticipated traffic volumes at full development.

Passing Blisters shall be as shown on the Standard Details.

Sight Distance- All streets shall be designed so that the minimum stopping sight distance shall meet or exceed the following distances for the design speed listed herein for each classification of Street:

Table 16: Minimum Stopping Sight Distance by Street Classification

Street Type	*Design Speed*	*Stopping Sight Distance*
Major Arterial	50 mph	475 feet
Minor Arterial	45 mph	400 feet
Major Collector	35 mph	250 feet
Minor Collector	25 mph	150 feet
Local	20 mph	125 feet

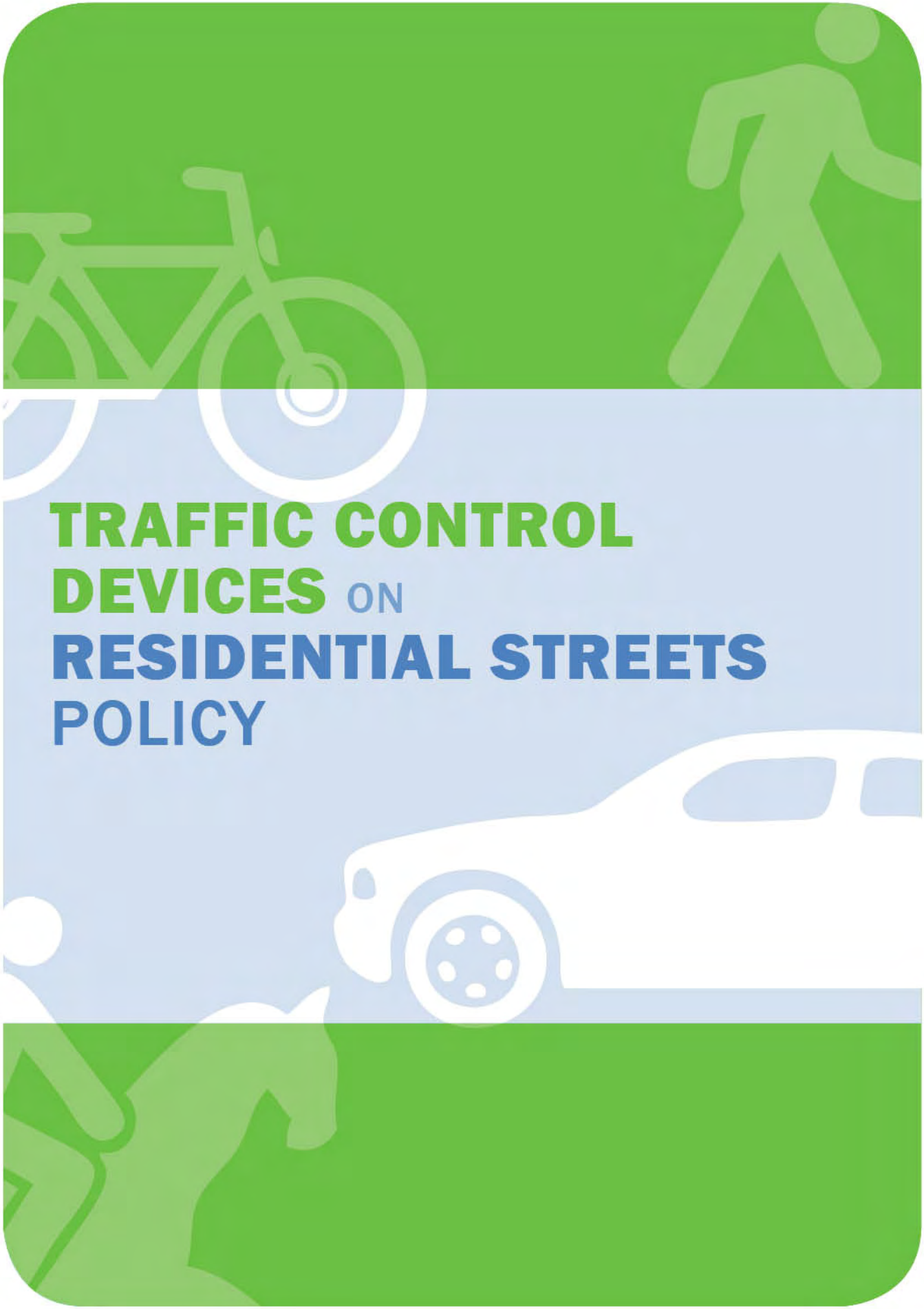
State Highway driveways and intersections shall be approved by INDOT and the Town prior to any construction. The Town may be more restrictive than INDOT on locations and construction standards.

Traffic Control Devices that are warranted because of the development or subdivision of a parcel of land shall be installed and paid for by the owner or developer of that land. Any such traffic control devices shall be designed and constructed in conformance with the Indiana Manual on Uniform Traffic Control Devices for non-residential streets or the Town's Policy for Traffic Control Devices for Residential Streets (as contained in this report) and be approved by the Town Council/Plan Commission prior to installation. All traffic control devices shall be shown on the improvement plans. The Town Council/Plan Commission may require the owner or

developer to execute an agreement providing for such installation. Such agreement should also cover payment, warranties, ownership, and maintenance.

Traffic Impact Studies- When commercial, industrial, mixed use, or major residential (over 200 lots) developments are proposed, the Plan Commission may require the owner or developer to have a traffic impact study conducted by a professional engineer with expertise in that field. The Plan Commission may also require traffic impact studies in special situations, as deemed appropriate. In cases where the development does not require the approval of the Plan Commission, the Town Engineer shall make such determination. In such cases, the Plan Commission may be more restrictive than the standards contained herein.

Traffic Signs shall meet all federal sign requirements. All traffic signs including street name signs on all public and private streets shall be installed prior to any certificates of occupancy being issued for any units in subdivision or phase of the subdivision.



TRAFFIC CONTROL DEVICES ON RESIDENTIAL STREETS POLICY

13. Residential Traffic Control

This policy shall apply only to residential streets that are classified as local streets or minor collector streets on the Whitestown Transportation Plan. Traffic control devices for collector and arterial streets or for streets in commercial or industrial areas shall be in conformance with the Manual on Uniform Traffic Control Devices (MUTCD). Traffic control devices for the intersections of local and minor collector streets with major collector or arterial streets shall also be in conformance with the MUTCD.

The purpose of this policy is to document the application of professional engineering judgment to the standards in the MUTCD as it applies to residential streets that are classified as local streets or minor collector streets on the Whitestown Transportation Plan. This policy is intended to clarify the conditions under which stop signs, yield signs, all-way stops, alternating stops, and speed limits may be used within the Town of Whitestown.

Intersection Control

The MUTCD warrants for stop signs have not been modified or updated in decades, The MUTCD warrants are based on traffic counts that make the warrants unusable for new streets. Many experienced professional traffic engineers have developed new decision-making processes for their cities for all-way stops that incorporate factors not considered in the MUTCD warrants. Some of those additional factors are speed, school-age pedestrians, accident experience, unexpected hazards, proximity to schools, parks, churches, and distance to nearby stop signs.

Policy

All Town street intersections shall have some form of traffic control. The traffic control shall be stop signs, yield signs, or traffic signals. The use of traffic signals is not covered in this policy. Any use of traffic signals shall be in conformance with the MUTCD. Stop and yield signs shall be located in conformance with the MUTCD.

With this policy, professional engineering judgment must be applied to newly constructed streets, since travel patterns will develop as the surrounding land develops. The Town Engineer and Street Department shall approve location(s) and type(s) of traffic control devices for all new Town streets. All new street intersections shall have traffic control devices and street name signs in place prior to any certificates of occupancy being issued for any dwelling units in the subdivision and prior to opening or acceptance by the Town. All traffic control devices shall be shown on the improvement plans.

Yield signs shall be used only of the entire following are satisfied:

- Sight distance is not obstructed on any approach to the intersection.
- Traffic volumes and approach speeds are very low.

Yield signs shall be used only on the single leg of the intersections (the non-thru leg) of T intersections Yield signs shall not be used at four-way intersections unless specifically authorized by the Town Council/Plan Commission.

Alley Intersections shall not be controlled by stop signs, yield signs, or traffic signals unless specifically authorized by the Town Council. This includes the intersections of two alleys and the intersections of alleys with streets.

Tee Intersections shall generally be controlled by a stop sign or yield sign on the single leg of the intersection (the non-thru leg). All-way stops may be installed if two (2) or more of the following are satisfied:

- A sight distance problem exists which is not easily correctable. (Sight distance shall be based on speed limit of the streets.) This is not applicable to new streets. On new streets, sight distance obstructions shall be removed prior to opening or acceptance by the Town
- The heavier traffic volume legs of the intersection are at right angles. (The lightest volume leg is a thru leg.)
- A marked crosswalk serves as a part of a designed school route.
- There has been an average of three (3) or more accidents per year for each of the last three years. The accidents must be of a type susceptible to correction by the all-way stop.

Alternatively, if:

- The Town Engineer determines, as part of a comprehensive neighborhood traffic study, that it would be desirable to slow and/or restrict through-traffic on certain streets. If this condition is used, the Installation shall be subject to a follow-up review by the Town Engineer.

Four-way Intersections shall generally be controlled by stop signs on the minor street approaches (lower traffic volumes) to the intersection. All-way stops may be installed if two (2) or more of the following are satisfied:

- A sight distance problem exists which is not easily correctable. (Sight distance shall be based on speed limit of the streets.) This is not applicable to new streets. On new streets, sight distance obstructions shall be removed prior to opening or acceptance by the Town.
- The two heaviest traffic volume legs of the intersection are at right angles
- A marked crosswalk serves as a part of a designed school route.
- There has been an average of three (3) or more accidents per year for each of the last three years. The accidents must be of a type susceptible to correction by the all-way stop.
- Traffic volumes are approximately equal on all four (4) legs of the intersection.

Alternatively, if:

- The Town Engineer determines, as part of a comprehensive neighborhood traffic study, that it would be desirable to slow and/or restrict thru traffic on certain streets. If this condition is used, the installation shall be subject to a follow-up review by the Town Engineer.

Alternating stop sign systems If, as a part of a comprehensive neighborhood traffic study, it is determined by the Town Engineer that it would desirable to slow traffic and/or restrict through-traffic on certain streets, then an alternating stop sign system may be installed if approved by the Town Council/Plan Commission. Such alternating stop sign systems are generally effective only in neighborhoods with regular intersection spacing and grid layouts. Any use of alternating stop sign systems shall be subject to follow-up study to determine if the objectives of the system are being met and that the majority of neighborhood residents are satisfied with the system.

Speed Control

Speed limits and enforcement are the primary means of speed control in the Town of Whitestown. All speed limits on all streets must be established based on an engineering and traffic investigation in accordance with the procedures in the MUTCD as required by Indiana Code.

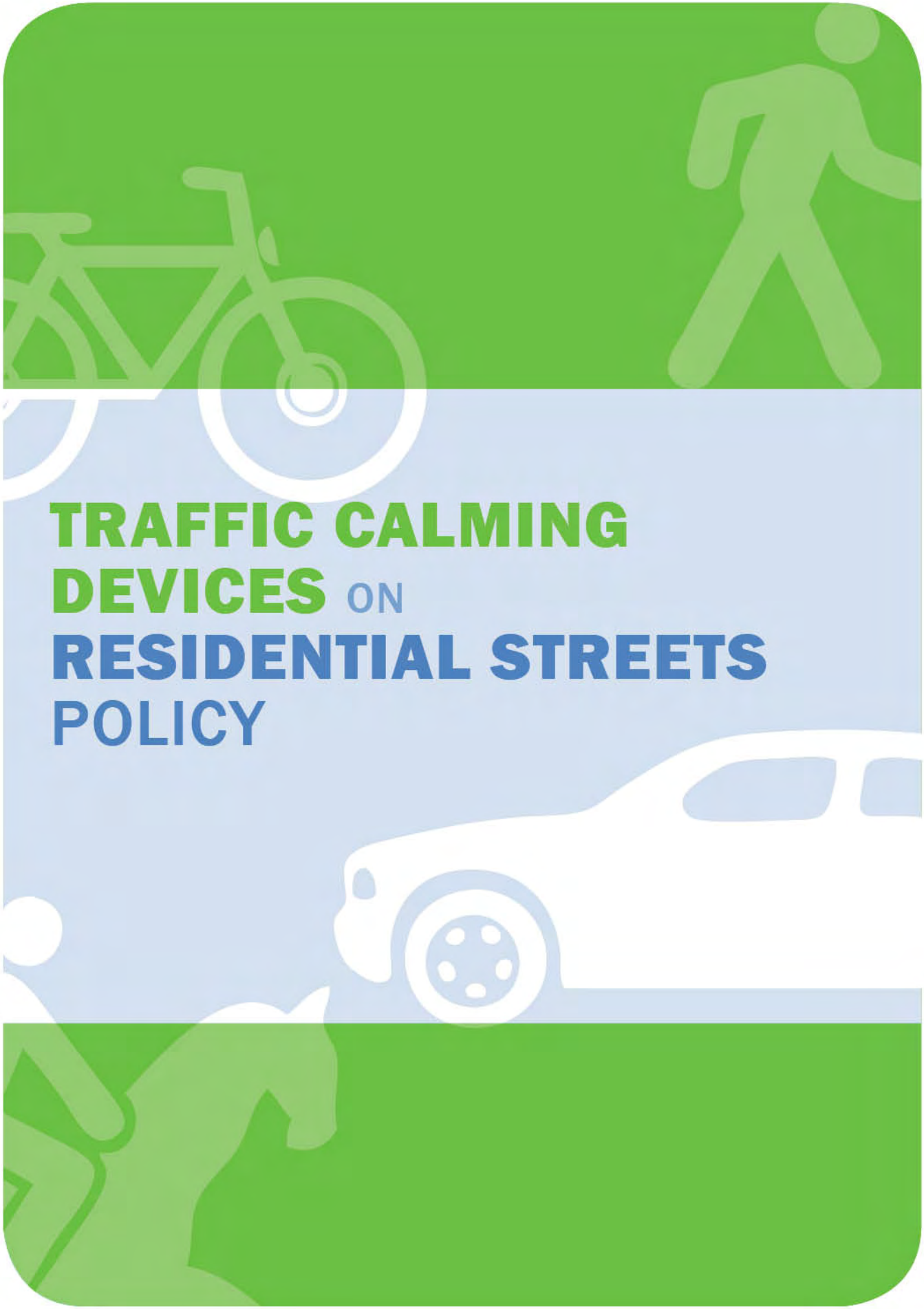
Speed bumps and/or speed humps are hazardous and ineffective and are not allowed on public streets or alleys in the Town.

Stop signs shall not be used for speed control, except as outlined above.

Speed limits should be set by the Town Council in coordination with the Police Chief, Town Engineer, and Street Superintendent.

School speed limits shall be established and signed in conformance with the MUTCD. School speed limits shall be 25 mph with a "School" sign above and "When Children Present" or "When Flashing" (with flashing lights) below. The school speed limit shall be used in conjunction with a standard speed limit sign. School speed limits may be used at approaches to school property, school crossing, and along major school routes.

Alley speed limits should be limited to 15 mph. Alley speed limits are not posted due to space limitations.



TRAFFIC CALMING DEVICES ON RESIDENTIAL STREETS POLICY

14. Residential Traffic Calming

This policy shall apply only to residential streets that are classified as local streets or minor collector streets on the Whitestown Transportation Plan. The addition of any traffic calming devices on existing streets will be at the discretion of the Town Council.

The purpose of this policy is to document the application of professional engineering judgment to the installation of traffic calming devices as it applies to residential streets that are classified as local streets or minor collectors on the Whitestown Transportation Plan.

This policy does not supersede or invalidate any section of the Town's Policy for Traffic Control Devices on Residential Streets, but is supplemental to that policy.

Background

Traffic calming is an environmental approach to encouraging slower speeds. It can seldom be effectively implemented in isolated locations. It should be implemented throughout a neighborhood with the involvement of the entire neighborhood. For the purpose of this policy, a neighborhood is defined as a residential area bounded on all sides by natural or built barriers. Such barriers are rivers, creeks, and railroads, major streets (collectors or arterial streets), undeveloped land, or parks.

Purpose

The use of traffic calming devices is intended to discourage cut-through traffic, reduce vehicular speeds, and improve the livability of residential neighborhoods. Traffic calming encourages through traffic to use collector and arterial streets and relies upon the capacity of the collector and arterial street system efficiently to carry the traffic.

Policy

The traffic calming devices described herein are approved for use within the Town of Whitestown on existing and new streets. The use of any traffic-calming device shall be subject to approval by the Town Council/Plan Commission prior to installation.

Street Design can be the most effective method of reducing speeds through neighborhoods. The use of curved streets to prevent long, unobstructed forward view encourages drivers to slow down. Developers are encouraged to submit site designs that avoid long stretches of straight road alignments. The 2005 Whitestown Transportation Plan acknowledges this policy goal and it is affirmed here.

Traffic circles are effective at four way intersections, but not at tee intersections. These are not to be confused with roundabouts. A traffic circle is a constructed impediment in the street intersection that requires vehicles to navigate around to pass through the intersection. Traffic circles shall be designed to accommodate emergency vehicles and delivery trucks. Any landscaping in a traffic circle shall be approved by the Town Council and shall be maintained by nearby property owners or a neighborhood association. A written agreement shall be executed outlining the maintenance of the landscaping. Traffic circles shall be sized, designed, and marked in accordance with the Seattle, Washington design standards.

Intersection bulbouts effectively narrow the street at intersections, reduce pedestrian conflicts, and prohibit parking near intersections. Drainage patterns may need to be altered or accommodated at existing intersections. The intersection bulbouts shall allow a minimum of twenty feet of pavement width between curbs. The curb radius shall meet or exceed the minimum radius as specified in the Transportation Plan.

Midblock bulbouts (also known as chokers) effectively narrow the street and reduce pedestrian conflicts. Midblock bulbouts are most commonly used at midblock pedestrian crossings, but may be used at other midblock locations. Drainage patterns may need to be altered or accommodated. The bulbouts shall allow a minimum of twenty feet of pavement width between curbs.

Medians can be used to narrow an excessively wide street, to prohibit passing, and to control turning movements. Any landscaping in a median shall be approved by the Town Council/Plan Commission (existing streets) or the Whitestown Plan Commission (new streets) and shall be maintained by property owners or a neighborhood association. A written agreement may be required by the Board of Public Works and Safety outlining the maintenance of the landscaping.

Alternating stop sign systems may be installed if approved by the Town Council / Plan Commission. Such alternating stop sign systems are generally effective only in older style neighborhoods with regular intersection spacing and grid layouts. Any use of alternating stop

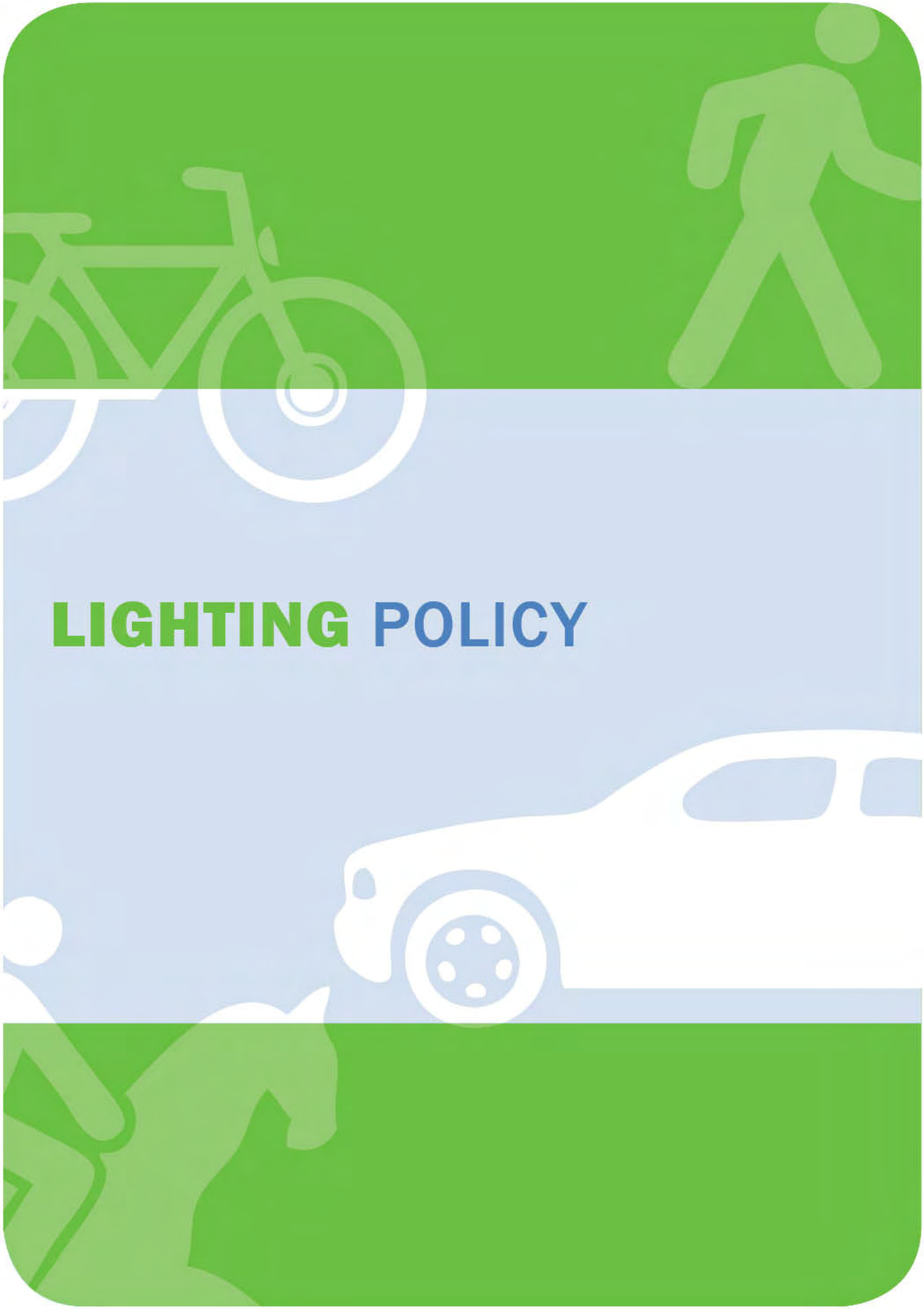
sign systems shall be subject to follow-up study to determine if the objectives of the system are being met and that the majority of neighborhood residents are satisfied with the system.

Four-way stop or all-way stop signs can occasionally be effective at reducing speeds and cut-through traffic. Four-way or all-way stop signs should be used as traffic calming devices only after a neighborhood traffic study by the town engineer. Any use of four-way or all-way stop signs shall be subject to follow-up study to determine if the objectives of the system are being met and that the majority of neighborhood residents are satisfied with the system.

Parking can sometimes be used or configured to act as a traffic-calming device.

Street closings are very disruptive to the community. They are not allowed as traffic calming devices and should be discouraged by the Plan Commission and the Town Council.

Speed bumps and/or speed humps are hazardous and ineffective and are not allowed on public streets or alleys in the Town.



LIGHTING POLICY

15. Lighting

Background

The lighting of Town streets provides many benefits to the citizens. The primary goal of the Town is to improve safety for motorists and pedestrians. Some studies have also shown that the incidence of crime is reduced by street lighting. The use of decorative poles and fixtures can help to define neighborhoods. Street lighting also can have negative impacts such as glare and light pollution.

Policy

It is the recommended policy of the Town to require streetlights at or near all new Town street intersections and other potentially hazardous locations as approved by the Town Council / Plan Commission.

Standards

The Town's standard streetlight is a light mounted on a wood pole. Light scatter is a recognized issue in the town. The lights and poles are owned, operated, and maintained by local energy providers.

The recommended policy for lighting in public and semi-public areas should be to install lights that are Dark Sky Compliant, with hoods, pointing downward, causing as little horizontal light scatter as possible. Such designs will help preserve the night sky and maintain a more rural feel to the community.

The use of energy-saving lights should be encouraged and pursued where feasible.

All streetlights installed on streets designated as major arterial, minor arterial, or major collector shall be a cobra head light or a rectangular cutoff light mounted at approximately 30 feet in height. The Town may use higher wattage lights on streets designated as major arterial, minor arterial, or major collector as deemed necessary and safe.

New Developments

If a developer or owner wishes to have lights and/or poles installed on Town streets other than the standard lights, such developer or owner shall pay any additional charges for the installation, maintenance, and operation of such lights and/or poles so that the Town will not incur any additional expense.

In all cases, the lights shall be Dark Sky Compliant, with hoods, pointing downward, causing as little horizontal light scatter as possible.

If a developer or owner wishers to install more streetlights than required by this policy, they shall pay all costs associated with installation, maintenance and operation of such additional lights.

If a developer or owner wishes to install, own, and maintain a lighting system on public streets within a development or subdivision, said owner or developer shall submit a maintenance plan, which shall include a description of how and by whom the lights and poles are to be maintained. This section shall also apply to lighting systems installed, owned and maintained by an association.

The Town shall not accept ownership or accept maintenance responsibility for any street lighting system, unless specifically agreed upon by the Town Council.

Sample Hooded Street Lights

Decorative

Hooded LED

Hooded Parking Lot LED

Hooded Directional Street Light

TRAILS POLICY

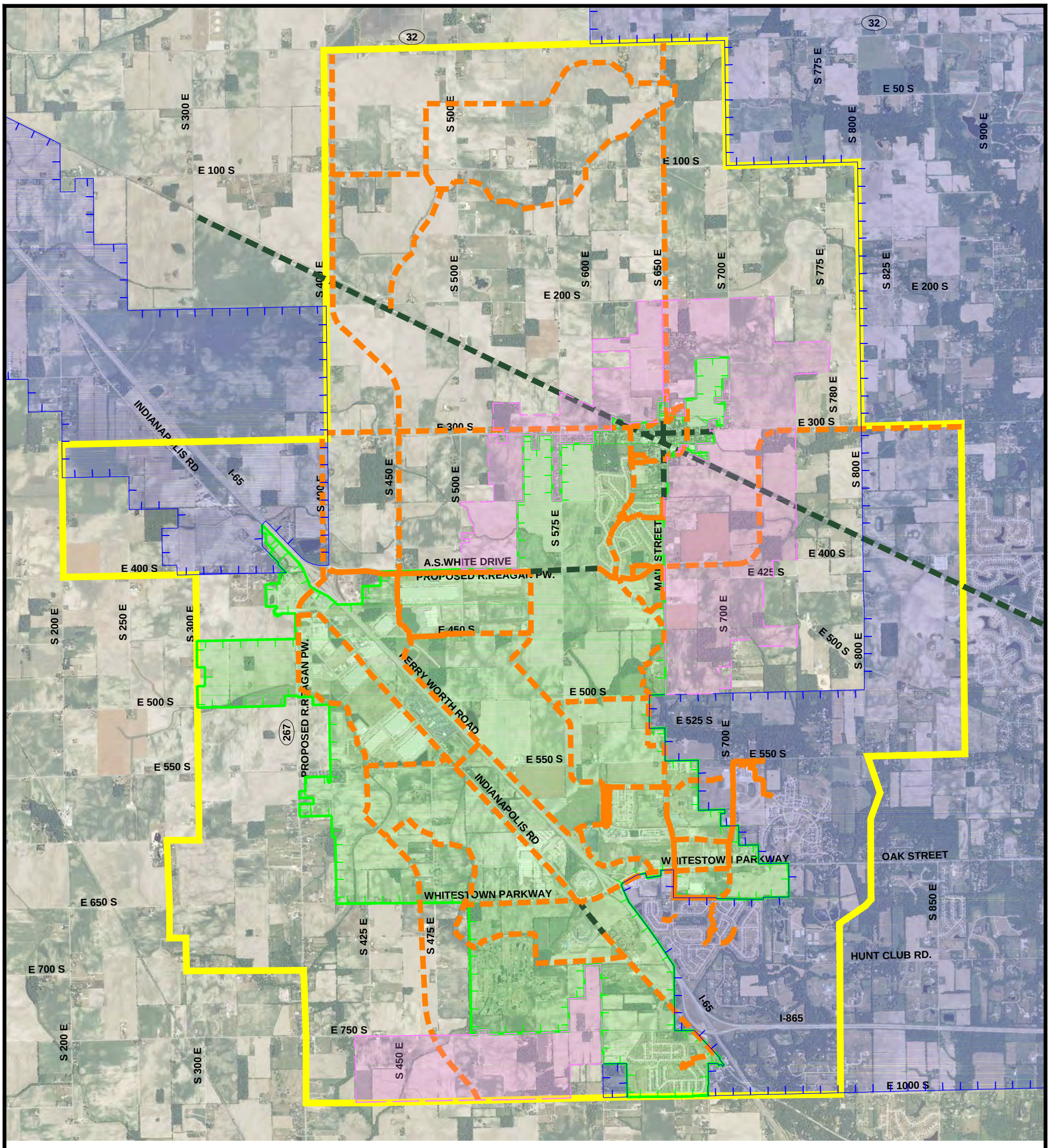
16. Trails

A system of Trails has been planned and partially implemented in Whitestown to provide for the recreational and commuter needs of pedestrians and bicyclists. The most efficient and effective time to construct trails is during the construction of new streets and subdivisions and during the reconstruction of existing streets. Consideration of potential conflicts between pedestrians, bicyclists, and motor vehicles can best be accomplished during the design phase of such projects. Additionally, further implementation and construction of Trails supports the goals of this plan through the separation of vehicular and pedestrian movement and by providing for another means of transportation, thereby reducing congestion and the need for further street improvements.

Elements of trail policy should address the following:

- Trail width, shoulder requirements, pavement design, horizontal and vertical design parameters
- Trails adjacent to roads
- Trails outside of road right of way
- Coordination with other regional trails such as the Farm Heritage Trail
- Establish policy and design for emergency vehicle access to trails
- Establish policy and design for trail lighting in compliance with lighting plan

Sample Trail Lighting Fixtures



LEGEND

- WHITESTOWN CORPORATE LIMIT
- LEBANON OR ZIONSVILLE CORPORATE LIMIT
- WHITESTOWN 2012 PROPOSED ANNEXATION
- STUDY AREA
- EXISTING WALKING PATH/TRAIL
- PROPOSED PATH/TRAIL
- CONCEPTUAL PATH/TRAIL

0 4000' 8000'

SCALE: 1" = 4000'

PROPOSED MULTI-PURPOSE TRAIL PLAN

TRANSPORTATION PLAN

The Town of WHITESTOWN
www.whitestown.in.gov

FIG. 18

FILE NAME: I:\4055-Whitestown 2012\09-WTown Plan\Reports and Manuals\4055-17 Transportation\Dwgs-Figures\TranPlan.dwg

ENGINEERS - ARCHITECTS - PLANNERS

(Back side of Figure)

PRIORITY IMPROVEMENT LIST

17. Priority Improvements

TOWN OF WHITESTOWN, INDIANA
TRANSPORTATION PLAN

Transportation Improvement Priorities
2013-2032

The following is a prioritized listing of anticipated improvement projects that are necessary to implement fully this transportation plan. The order of listing should be used only as an indication of the relative priority of a particular project. Each project listed should be reviewed to determine that it is justified before the project is implemented. Individual projects may be completed earlier or later than shown on this listing. This listing shows more projects than can be financed in some years. This listing does not include new traffic signals that may become warranted, any modernization of existing traffic signals, or any isolated safety or capacity enhancement projects.

Funded Arterial and Collector Road Projects (inside current Town Limits):

1. C.R. 400 S (A.S.White Drive) road improvements
2. C.R. 400 S (A.S.White Drive) bridge installation at Fishback Creek
3. Main Street and Pierce Street LPA road improvements
4. SR334 (Whitestown Pwy.) and C.R. 700 E traffic signal

Underway (in design) Arterial Road Projects (inside current Town Limits):

5. I-65/SR334 (Whitestown Pwy.) road/interchange improvements
6. Perry Worth Road alignment shift at north end
7. Perry Worth Road alignment shift at south end
8. C.R. 650 S road improvements from S.R.267 to Indianapolis Road (County Project and subject of an Interlocal Agreement between the Town and Boone County, Federal and State Project Number 0100662)

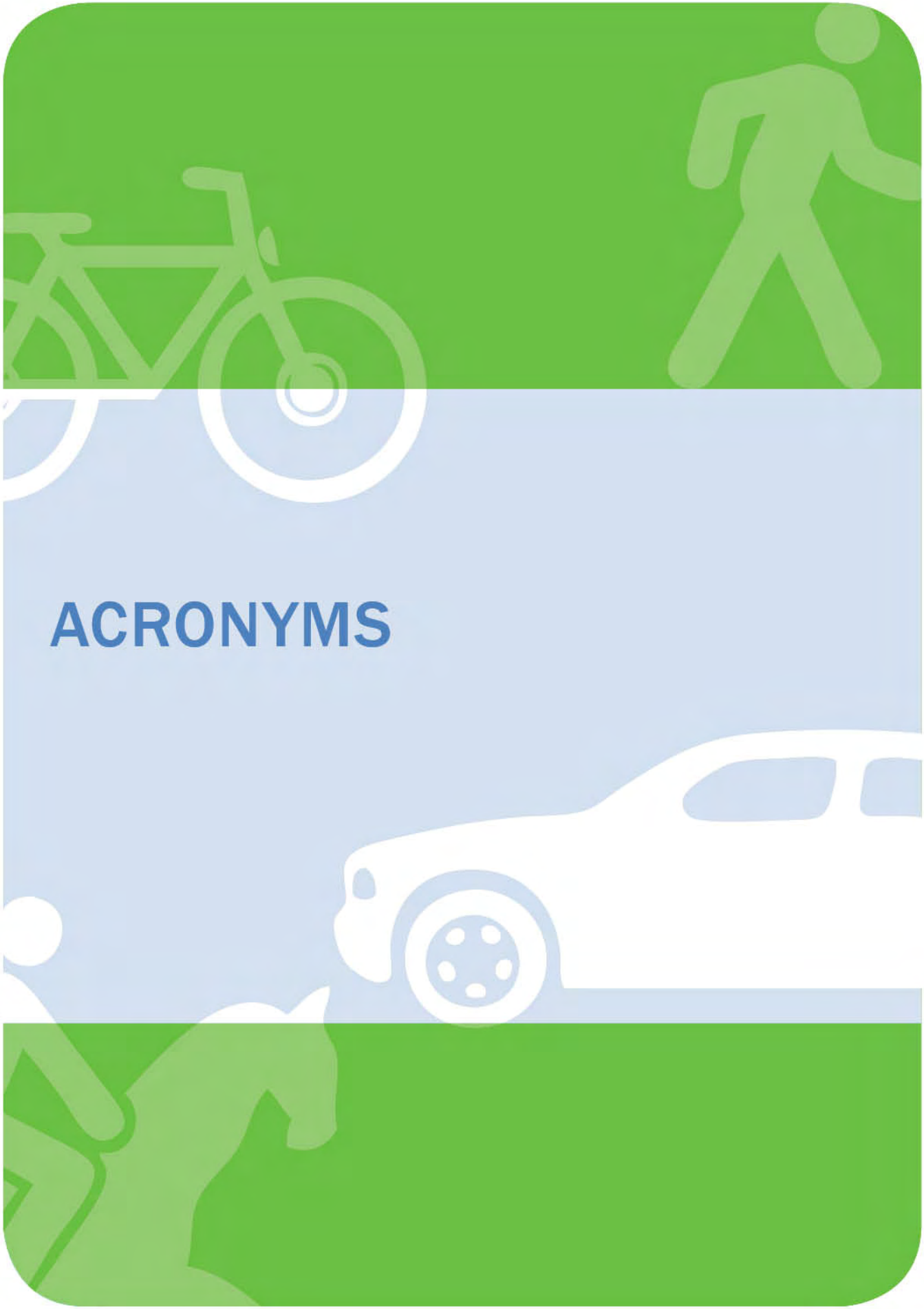
Future Arterial Road Projects (inside current Town Limits):

9. Ronald Reagan Parkway road extension
10. C.R. 650 E (Main Street) road improvements
11. Conceptual Diagonal Arterial Parkway road installation
12. Anson Boulevard road extension south of C.R. 450 S
13. Indianapolis Road improvements at Whitestown Parkway

14. C.R. 500 S and C.R. 575 E road improvements
15. C.R. 650 S road improvements behind Lowe's

Other Arterial Road Projects (outside current Town Limits):

- C.R. 400 S and C.R. 400 E road/intersection improvements (in design)
- Ronald Reagan Parkway road extension (in design)
- 146th Street road extension/realignment (in design)
- Whitestown/Zionsville Road road extension and improvements
- Conceptual Diagonal Arterial Parkway road installation
- C.R. 650 E road improvements north of Town
- C.R. 200 S road improvements
- C.R. 400 E and C.R. 450 E (Anson Boulevard) road extension/alignment shift north of C.R. 300 S
- C.R. 400 E road improvements north of C.R. 200 S
- C.R. 700 E road improvements north of Town at ZWMS
- C.R. 575 E road improvements north of Town



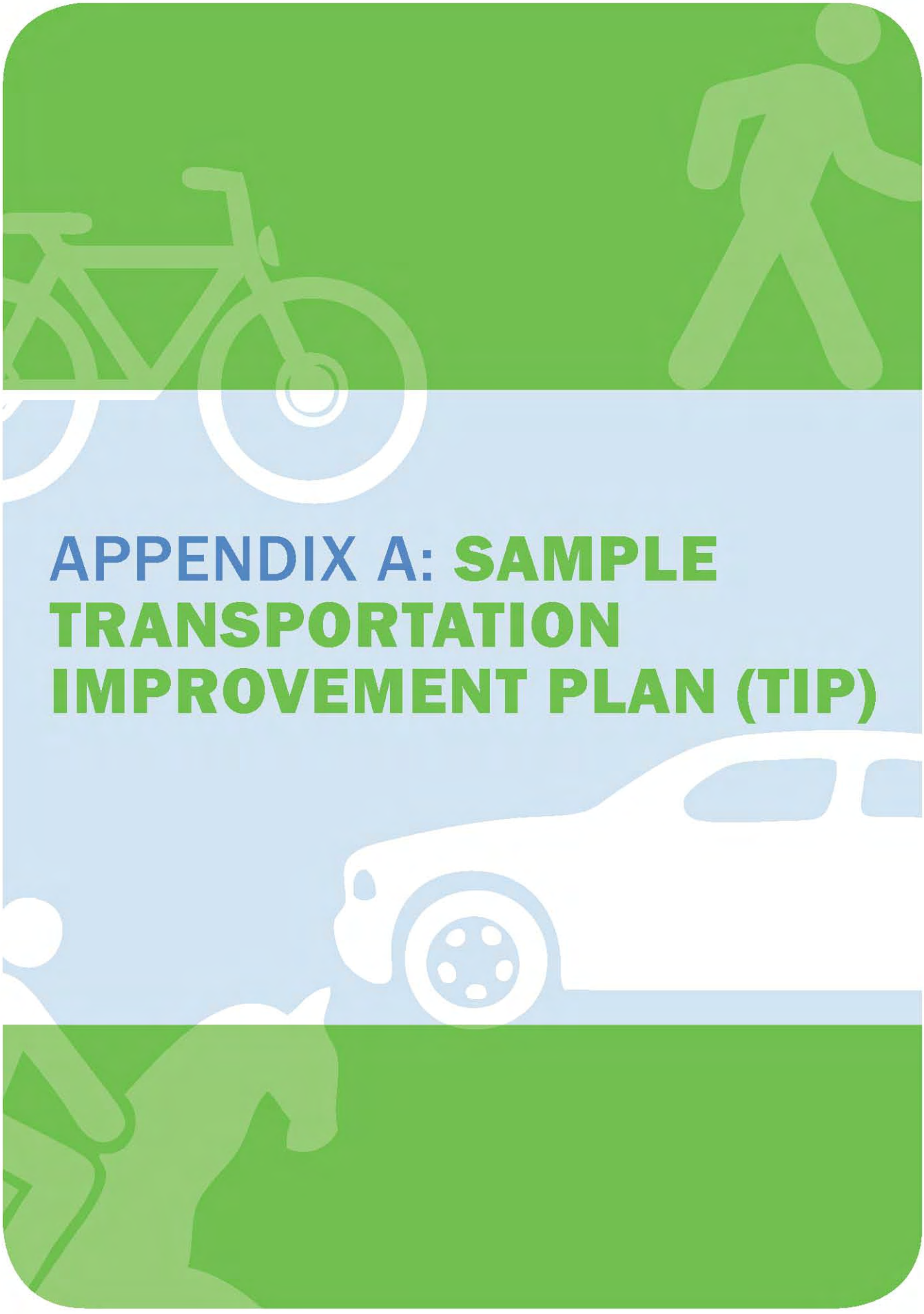
ACRONYMS

18. Acronyms

Terms and Acronyms	*Long Version*	*Explanation*
3C Planning	Continuous, cooperative and comprehensive planning	Favorite buzzwords describing the MPO planning process
5303 funds	Planning funds for transit planning	Similar to PL funds, second funding source for MPOs
5307 funds	FTA funding source for transit (bus) operations	
5309 funds	FTA funding source for transit capital needs	
BR$	Bridge Dollars	Federal funding source for bridge work
CAP	Cost Allocation Plan	Document showing how federal PL funds will be spent.
CE	Construction Engineering	Checks and oversight work of engineering firms during construction phase
CN	Construction	Acronym used to describe TIP project phases
DES#	Designation Number	INDOT's numbering system for projects
FFY	Federal Fiscal Year	
FHWA	Federal Highway Administration	
FTA	Federal Transit Administration	
GIS	Geographic Information System	
Group II	Funding for use within urbanized area	
Group III	Source for funds prior to MPO	
Group IV	Source for funds within MPA outside of Urbanized area	
HPMS	Highway Performance Monitoring System	
Indianapolis MPO	Indianapolis Area Metropolitan Planning Organization	
INDOT	Indiana Department of Transportation	
INSTIP	Indiana State Transportation Improvement Program	The State's version of TIP
ISTEA	Intermodal Surface Transportation Enhancement Act	
ITS	Intelligent Transportation System	

Acronyms (cont'd)

Terms and Acronyms	*Long Version*	*Explanation*
LPA	Local Planning Agency	
LRTP	Long Range Transportation Plan	
MOU	Memorandum of Understanding	
MPA	Metropolitan Planning Area	
MPO	Metropolitan Planning Organization	
PE	Preliminary Engineering	Acronym used to describe TIP project phases
PL	Planning Funds	1% of the STP funds are PL funds, funding source for MPOs
RFB	Request for Bid	
RFP	Request for Proposal	
RFQ	Request for Qualification	
RW or ROW	Right of Way	Land acquisition phase of projects
SFY	State Fiscal Year	
SOW	Statement of Work	
STP	Surface Transportation Program	Largest source of funds for road projects (80/20 match)
TE	Transportation Enhancement	Funds for trails, beautification, and alternative transportation elements
TIP	Transportation Improvement Program	List of street/trail/transit projects (3year horizon)
VMT	Vehicle Miles Traveled	As defined by the U.S. Census



APPENDIX A: SAMPLE TRANSPORTATION IMPROVEMENT PLAN (TIP)

Appendix A: Sample Transportation Improvement Plan (TIP)

Introduction

Appendix A is included to provide the Town of Whitestown with a model for getting transportation improvement projects approved through the Indianapolis MPO. It contains two elements. First, it describes the application process for federal aid MPO projects. Next, it provides sample Town Council resolution language necessary for project adoption through the Indianapolis MPO Transportation Improvement Plan. The resolutions may need revisions for current MPO requirements that may change based on current highway funding bill language.

Indianapolis MPO

TRANSPORTATION IMPROVEMENT PROGRAM

State Fiscal Year
Xxxx –xxxx

Table of Contents

INTRODUCTION

The Transportation Improvement Program (TIP) for the Whitestown Area Metropolitan Planning Area lists all transportation projects that use federal transportation dollars as well as transportation projects of regional significance. The TIP has a four-year horizon and shall be updated annually at minimum.

PURPOSE

The TIP serves multiple purposes.

It is the instrument for implementing the long-range transportation plans.
It is one of several tools to keep the public informed of the direction of and change to their transportation network.

It sets forth a rough schedule for local officials for coordination purposes.
It provides a financial overview, ensuring that those projects scheduled can be realistically financed.

RESPONSIBLE AGENCY

Title 23 (Sect 450) of the Code of Federal Regulations requires that the Transportation Improvement Program be developed and updated annually under the direction of the Metropolitan Planning Organization. The Indianapolis Metropolitan Planning Organization has been designated by the Governor of the State of Indiana as the MPO for the Whitestown Urbanized Area. The Indianapolis MPO planning area includes the Town of Whitestown and other areas in Boone County.

TIP DEVELOPMENT PROCESS

The Indianapolis MPO Transportation Improvement Program implements some elements of the Whitestown Transportation Plan. MPO funded projects flow from the Transportation Plan into the TIP. The Indianapolis MPO Transportation plan covers a period of twenty years and sequentially lists all projects to be accomplished within that time.

The TIP is updated on a continual basis via the addition of smaller changes. Smaller changes include minor changes in project costs and timing, and the addition or deletion of INDOT projects.

The TIP receives a complete review and update on an annual basis. This is called the TIP development process, and has multiple steps. In the first step, another year is added to the timeframe of the TIP. For example if the last TIP covered the years 2012 through 2016, the new TIP will cover the years 2013 through 2017. From the twenty-year MPO Transportation Plan, MPO staff adds projects that have entered the timeframe covered by the new TIP.

In the second step, MPO staff meets with all project sponsors to review project schedules and costs for MPO funded projects. Project sponsors are referred to as Local Planning Agencies (LPA). Examples of an LPA include the Town of Whitestown Engineer, the Boone County Highway Engineer, or the Trail Coordinator for the Whitestown Parks Department. LPAs are responsible for the management of the individual projects listed in the TIP.

In the third step, MPO staff reviews INDOT sponsored projects with INDOT staff. The MPO does not have any form of budgetary authority over INDOT projects, however in accordance with federal regulations all federally funded transportation projects within the planning area of the MPO must be included in the TIP. Most INDOT projects involve the use of federal funds. The inclusion of INDOT projects in the TIP is also an important element in ensuring that INDOT and MPO projects are working towards the same regional transportation goals.

With the completion of steps one through three, the draft TIP is complete. In the fourth step, the draft TIP is then presented to all consulting parties, the public at large and the Technical Advisory Committee (TAC). Upon approval by the TAC, the draft TIP is taken to the MPO Policy Board for approval.

Once approved by the MPO Policy Board, the TIP is forwarded to INDOT and all other appropriate state and federal agencies for review. The TIP must be approved by the MPO and the Governor, and a conformity determination must be made by the FHWA and the FTA. The TIP then becomes, without modification, part of the Statewide Transportation Improvement Program (STIP).

TIP AMENDMENT PROCESS

The TIP may be amended at any time, with appropriate public involvement and appropriate approvals. Minor administrative modifications may be made to the TIP without public involvement. Because the Town of Whitestown is part of the Central Indiana Air Quality Non-attainment Area, all projects for these areas listed in the TIP have been included in air quality calculations of the Indianapolis MPO. Air quality relevant changes to the TIP for this area are only possible in coordination with the Central Indiana Air Quality Consultation Group.

For more information on how to amend the TIP, contact the MPO staff directly. They can discuss the process and provide a copy of the INDIANAPOLIS MPO Procedures Manual.

FISCAL CONSTRAINT

The TIP must be financially constrained. In other words, the MPO budget has to be balanced; the cost of projects listed may not exceed the spending authority of the MPO. The calculation of financial constraint confines itself to those moneys and projects under control of the MPO. INDOT conducts its own budgetary planning for INDOT projects listed in the TIP.

One important factor in creating a project specific plan is estimated future revenue streams. The amount of federal funding the MPO receives varies from year to year. Factors affecting the funding level include congressional legislation (new transportation bills), variances in annual appropriation levels, and rescissions. In accordance with the INDOT/ Local Federal Aid Sharing Agreement, fluctuations in federal funding levels are shared equally among all parties. Spending authority for the MPO is restricted to the period of the current congressional transportation bill. Transportation bills generally have a life of six years. Funding projections outside of this time are estimated by MPO staff.

MPO FUNDING OVERVIEW

The following table shows available and required funds to support the 2012-2016 Transportation Improvement Program.

	Federal*		Local	
Federal Source	Required	Available	Required	Available
Group II				
Group III				
TCSP				
Totals				
*in thousands of dollars				

Federal transportation dollars managed by the MPO are spent on an 80/20 basis. Eighty percent of the project costs are federal dollars, while twenty percent must be local. Prior to adding a project to the TIP, MPO staff ensures that the twenty percent local match is available.

HOW TO READ THE PROJECT LISTING

The last pages of this document are the listing of transportation projects that will be accomplished in the MPO Planning area. This list contains a large amount of information in a very compact form, and must provide information to both the public and transportation officials. The following is an explanation of the columns of data from left to right:

DES# This stands for designation number and is simply a project number used to track the project in INDOT computer systems.

KIN# Larger projects actually consist of many smaller projects. This is why you will see multiply DES numbers listed together. The KIN number is used to group related DES numbers.

Sponsor The sponsor is the agency responsible for managing the project. For example, the Town Engineer is generally responsible for projects that list Whitestown as the sponsor.

Road In those cases where the project involves a road, this is the road affected.

Project Description This column gives a very brief explanation of the project. It also gives the specific location of the project, since most road projects only involve a segment of the road. Due to the brief nature of the explanation, please do not hesitate to contact either the sponsoring agency or the MPO for more specific project details.

Phase Road projects have four basic phases. The first phase is preliminary engineering (PE). During PE the physical design of the road is defined, i.e. what is being done and how will it look. The next phase is right-of-way (RW). It is during this phase that any land required for the project is identified and purchased. The next two phases take place simultaneously; these are construction (CN) and construction engineering (CE). Construction is the actual building of the road, and construction engineering is on-site quality assurance and monitoring of the construction process.

Program Federal transportation dollars are divided into many different programs aimed at accomplishing different goals. This information is generally more interesting to civil servants in cubicles than it is for the general public. However, if you would like to know more, please do not hesitate to ask.

Federal Category The program is most often a subpart of the category. This is another piece of information that tends to interest civil servants to a higher degree than the general public. The numbers shown are thousands of dollars. For example, “1,800” means one million eight hundred thousand dollars.

Federal, State, and Local These three columns show what amount of a project is being paid for by either the federal, state or the local government. The percentage paid by the federal government varies by program; however generally the federal government pays eighty percent. The numbers shown are thousands of dollars.

SFY This shows in what state fiscal year the money is anticipated to be spent. The state fiscal year runs from July 1st to June 30th. It takes approximately five to seven years to complete a road project using federal aid, measuring from the time the project is programmed for funding to completion of construction. Many things (such as environmental compliance work) can delay a project; therefore, the years and phasing listed are approximate in nature. The numbers shown are thousands of dollars.

Sidewalks This indicates whether the project will include sidewalks for pedestrians.

Bike Facilities This indicates whether the project will include some form of dedicated bike facilities such as a bike lane.

Resolutions# This column lists the original resolution number of the MPO Policy Board that resulted in the projects inclusion in the TIP.

SAMPLE TIP ADOPTION RESOLUTION

RESOLUTION xxxx-x

A RESOLUTION OF TOWN OF WHITESTOWN ADOPTING THE TRANSPORTATION IMRPOVEMENT PROGRAM FOR STATE FISCAL YEAR xxxx-xxxx.

WHEREAS, The Indianapolis Metropolitan Planning Organization is the designated Metropolitan Planning Organization and responsible for transportation planning In the Town of Whitestown and Worth Township, and

WHEREAS, the development of an annual Transportation Improvement Program, which includes local and state projects requesting U.S. Department of Transportation funding is a requirement and part of the comprehensive planning process, and

WHEREAS, Staff and the Technical Advisory Committee has developed and recommended for approval the Transportation Improvement Program for State Fiscal Year 2008-2012, and

WHEREAS, the representation on the Technical Advisory Committee consists of those agencies initiating the recommended projects and have the authority to execute them, and

WHEREAS, the projects herein are from the adopted from and consistent with the Transportation Plan 2005-2030

NOW, THEREFORE BE IT RESOLVED by the Town of Whitestown that the presented Transportation Improvement Program for the State Fiscal Year 2012 is hereby accepted and adopted.

Approved this _____ day of _____,_____

_____

SAMPLE TIP AIR QUALITY CONFORMITY RESOLUTION

RESOLUTION _____-___

A RESOLUTION OF TOWN OF WHITESTOWN CERTIFYING THAT THE TRANSPORTATION IMPROVEMENT PROGRAM FOR STATE FISCAL YEAR 2012-2016 CONFORMS TO THE REQUIREMENTS OF THE 1990 CLEAN AIR ACT (CAAA).

Whereas, the Indianapolis Metropolitan Planning Organization is the designated Metropolitan Planning Organization and responsible for transportation planning in the Town of Whitestown and Worth Township, and

Whereas, the Town of Whitestown and Worth Township are part of the 9-County Central Indiana non-attainment area for the eight hour ozone standard, and

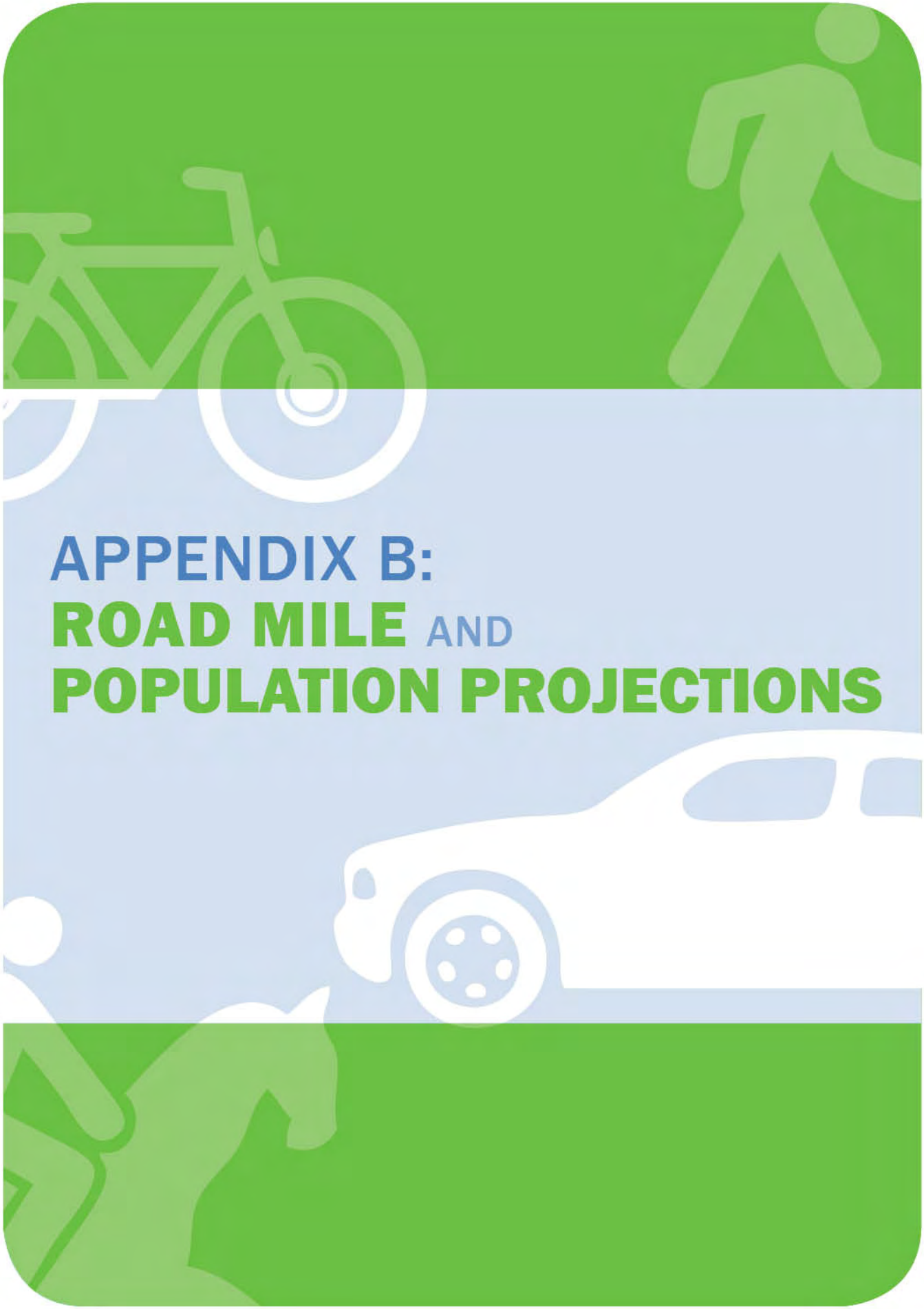
Whereas, emissions modeling of the 9-County Central Indiana non-attainment area was performed by the Indianapolis Metropolitan Planning Organization, and

Whereas, the analysis of the results of this modeling found the Transportation Plans for the 9-County Central Indiana non-attainment area to be in conformity with the goals and objectives of the State Improvement Plan (SIP), and

Whereas, the INDIANAPOLIS MPO Transportation Improvement Plan for State Fiscal Year 2012 – 2016, and projects contained within, is consistent with the modeling performed for the Town of Whitestown and Worth Township,

Now, therefore be it resolved that the Policy Board of the Whitestown Area Metropolitan Planning Organization certifies that the presented Transportation Improvement Program for State Fiscal Year 2012-2016 conforms to the broad intentions for achieving and maintaining National Ambient Air Quality Standards and the requirements of the 1990 clean Air Act Amendment.

Approved this _____ day of _____,_____



APPENDIX B:
ROAD MILE AND POPULATION PROJECTIONS

Appendix B: Road Mile and Population Projections

Introduction

Appendix B contains the study calculations used to develop the projected road miles in the Study Area along with the population and number of vehicles projections. The calculations contain:

1. Land Use Density Population Projection Table. This table lists the range in the number of housing units (HU) for 96 land use polygons in the Study Area, shown on Figure 9, to estimate the number of housing units at 100% build-out within the Study Area.

2. Estimate of Average Lane Miles per Square Mile of Developed Property Table. This table establishes the average lane miles per square mile of five existing subdivisions in the Study Area. The result is 30 lane miles per square mile of developed residential property.

3. Land Use and Lane Mile Projection Table. This table projects the number of lane miles at 100% build-out in the Study Area based on 30 lane miles per square mile of developed property from #2 above. It also tabulates the corresponding population supported by the housing unit densities from the 96 land use polygons shown on Figure 9. It excepts commercial and industrial polygons.

4. Platted Lots Projection Table. This table estimates the population at 100% build-out for 9 platted subdivisions in the Study Area. Elements of it are reproduced in Table 8: Existing Subdivision Density.

5. Whitestown Wastewater Flow Summary. This table was a supplementary check for population projections.

6. Building Permits Issued Table. This table documents the number of permits issued since 2001 in existing developments. It then projects the building rate to 2023 in these and other proposed developments to estimate the corresponding population from these existing and proposed developments in the existing Town corporate boundary.

7. Population and Vehicle Projection Table. This table summarizes projections from other tables and corresponds to Figure 8.

Land Use Density Population Projection Table				
Key No.	Land Use Class.	Acreage	Housing Units/Acre	Est. Housing Units
1	Equestrian	3,679.4	0 - 0.5	0 - 1840
2	Low Int. Residential	41.2	0.5 - 1	21 - 41
3	Low Int. Residential	33.2	0.5 - 1	17 - 33
4	Low Int. Residential	22.6	0.5 - 1	11 - 23
5	Very Low Int. Residential	840.0	0 - 0.5	0 - 420
6	Mod. Int. Commercial	66.9	0	0
7	Mixed Use Village	98.1	1 - 2	98 - 196
8	Low Int. Residential	163.1	0.5 - 1	82 - 163
9	Very Low Int. Residential	397.4	0 - 0.5	0 - 199
10	Low Int. Residential	21.8	0.5 - 1	11 - 22
11	Low Int. Residential	114.6	0.5 - 1	57 - 115
12	High Int. Residential	168.4	3 - 5	505 - 842
13	Med. Int. Residential	1,770.8	1 -2	1771 - 3542
14	Med. Int. Residential	27.3	1 -2	27 - 55
15	Med. Int. Residential	76.2	1 -2	76 - 152
16	Med. Int. Residential	176.8	1 -2	177 - 354
17	Med. Int. Residential	53.9	1 -2	54 - 108
18	Med. Int. Residential	33.9	1 -2	34 - 68
19	High Int. Residential	25.1	3 - 5	75 - 126
20	High Int. Residential	45.6	3 - 5	137 - 228
21	High Int. Residential	140.8	3 - 5	422 - 704
22	Med. Int. Residential	110.5	1 -2	111 - 221
23	Low Int. Residential	1,128.2	0.5 - 1	564 - 1128
24	Low Int. Residential	629.0	0.5 - 1	315 - 629
25	Med. Int. Residential	158.1	1 -2	158 - 316
26	High Int. Residential	89.3	3 - 5	268 - 447
27	Very Low Int. Residential	158.9	0 - 0.5	0 - 79
28	Very High Int. Residential	74.1	5 - 9	371 - 667
29	Mod. Int. Commercial	18.4	0	0
30	High Int. Residential	93.2	3 - 5	280 - 466
31	Mixed Use Village	51.6	1 - 2	52 - 103
32	Very High Int. Residential	24.9	5 - 9	125 - 224
33	Med. Int. Residential	383.3	1 - 2	383 - 767
34	W.Farms Med. Int. Residential	379.2	2.75	1044
35	Mod. Int. Commercial	18.5	0	0
36	Med. Int. Residential	472.0	1 -2	472 - 944
37	High Int. Residential	20.3	3 - 5	61 - 102
38	Very High Int. Residential	40.1	5 - 9	201 - 361
39	Mixed Use Village	131.0	1 - 2	131 - 262
40	High Int. Residential	55.9	3 - 5	168 - 279
41	Med. Int. Residential	131.4	1 -2	131 - 262
42	Very High Int. Residential	81.8	5 - 9	409 - 736
43	Med. Int. Industrial	328.0	0	0
44	Highway Commercial	56.2	0	0
45	Industrial	51.5	0	0
46	Mixed Use Commerce	23.9	0	0
47	Low Int. Industrial	25.3	0	0
48	Anson Interstate Commerce	297.7	0	0
49	Very Low Int. Residential	69.1	0 - 0.5	4

Land Use Density Population Projection Table				
Key No.	Land Use Class.	Acreage	Housing Units/Acre	Est. Housing Units
50	Anson Commerce	312.6	0	0
51	Very High Int. Residential	43.6	5 - 9	218 - 392
52	High Int. Residential	130.2	3 - 5	391 - 651
53	Mod. Int. Commercial	35.8	0	0
54	High Int. Residential	105.6	3 - 5	317 - 528
55	Med. Int. Residential	1,307.6	1 - 2	1308 - 2615
56	Med. Int. Residential	1,594.2	1 - 2	1594 - 3188
57	High Int. Residential	135.5	3 - 5	407 - 678
58	Mod. Int. Commercial	52.5	0	0
59	Low Int. Industrial	64.7	0	0
60	Med. Int. Industrial	81.9	0	0
61	High Int. Industrial	307.5	0	0
62	Mixed Use Commerce	77.0	0	0
63	High Int. Residential	322.4	3 - 5	967 - 1612
64	Very High Int. Residential	75.3	5 - 9	377 - 678
65	Mod. Int. Commercial	20.7	0	0
66	Mod. Int. Commercial	92.0	0	0
67	Mixed Use Commerce	535.9	0	0
68	Mod. Int. Commercial	25.9	0	0
69	Anson Mixed Use Village	463.5	1 - 2	464 - 928
70	Anson Town Ctr High Int. Resid.	109.5	3 - 5	329 - 548
71	High Int. Commercial	75.2	0	0
72	Anson Med. Int. Residential	53.8	1 - 2	54 - 108
73	Clark Mead. Med. Int. Residential	109.0	2.34	255
74	Anson Neigh. High Int. Resid.	46.0	4	186
75	Anson Blvd. Very High Int. Resid.	26.2	11.2	293
76	Anson T.H. Very High Int. Resid.	6.0	12.3	74
77	Mod. Int. Commercial	316.9	0	0
78	Equestrian	171.4	0 - 0.5	0 - 86
79	Low Int. Residential	76.8	0.5 - 1	39 - 77
80	Med. Int. Residential	14.3	1 -2	14 - 29
81	Westhaven Very High Int. Resid.	21.7	11.4	248
82	Stonegate High Int. Residential	254.3	3 - 5	763 - 1272
83	Very Low Int. Residential	304.7	0 - 0.5	0 - 152
84	Very High Int. Residential	35.5	5 - 9	177 - 320
85	GCI Med. Int. Residential	165.1	2.3	379
86	Mod. Int. Commercial	28.6	0	0
87	Highway Commercial	68.3	0	0
88	R.Run Med. Int. Residential	282.9	2.5	704
89	M.Grove Med. Int. Residential	75.6	1.2	90
90	Low Int. Residential	737.3	0.5 - 1	369 - 737
91	Med. Int. Residential	38.5	1 -2	39 - 77
92	Med. Int. Residential	60.1	1 -2	60 - 120
93	Mixed Use Village	292.9	1 - 2	293 - 586
94	E.Nest Med. Int. Residential	199.3	2.6	522
95	Low Int. Residential	935.8	0.5 - 1	468 - 936
96	Equestrian	79.2	0 - 0.5	0 - 40

Estimate of Average Lane Miles per Square Mile of Developed Property									
Subdivision Name	*Land Use Density Classification (un/ac)*	*Acreage*	*Sq.Mi.*	*No. Planned Lots*	*Density (H.U./acre)*	*LF Road*	*Lanes*	*Lane Miles*	*Lane Miles / Sq.Mi.*
Royal Run	Medium (1-2)	282.9	0.44	704	2.49	34,658	2	13.1	29.70
Walker Farms	Medium (1-2)	379.2	0.59	1,044	2.75	41,739	2	15.8	26.68
E.Nest	Medium (1-2)	134.4	0.21	522	3.88	18,109	2	6.9	32.66
Stonegate	High (3-5)	184.1	0.29	431	2.34	21,759	2	8.2	28.65
Anson Neigh.	High (3-5)	46.0	0.07	235	5.11	10,138	2	3.8	53.43
Totals		1,026.6	1.60	2936	2.86	126,402		47.9	29.85

Land Use and Lane Mile Projection															
Polygon Code	Acreage	HU/AC		Housing Unit Count Range		Est. Persons/ Unit	Est. Pop. At 100% Buildout								Polygon is inside Town Limit
Study Area Polygon		Low	High	Low	High		Low	High	Devel AC	Sq.Mi.	LF Road	Lanes	Lane Miles	Lane Miles / Sq.Mi.	
1	3679.4	0	0.5	0	1,840	2.51	0	4,618	3679.4	5.75	1,821,303	2	172.5	30	
2	41.2	0.5	1	21	41	2.51	52	103	41.2	0.06	20,394	2	1.9	30	
3	33.2	0.5	1	17	33	2.51	42	83	33.2	0.05	16,434	2	1.6	30	
4	22.6	0.5	1	11	23	2.51	28	57	22.6	0.04	11,187	2	1.1	30	
5	840.0	0	0.5	0	420	2.51	0	1,054	840.0	1.31	415,800	2	39.4	30	
6	non-residential property														
7	98.1	1	2	98	196	2.51	246	492	98.1	0.15	48,560	2	4.6	30	
8	163.1	0.5	1	82	163	2.51	205	409	163.1	0.25	80,735	2	7.6	30	
9	397.4	0	0.5	0	199	2.51	0	499	397.4	0.62	196,713	2	18.6	30	
10	21.8	0.5	1	11	22	2.51	27	55	21.8	0.03	10,791	2	1.0	30	
11	114.6	0.5	1	57	115	2.51	144	288	114.6	0.18	56,727	2	5.4	30	
12	168.4	3	5	505	842	2.51	1,268	2,113	168.4	0.26	83,358	2	7.9	30	
13	1770.8	1	2	1,771	3,542	2.51	4,445	8,889	1770.8	2.77	876,546	2	83.0	30	
14	27.3	1	2	27	55	2.51	69	137	27.3	0.04	13,514	2	1.3	30	1.3
15	76.2	1	2	76	152	2.51	191	383	76.2	0.12	37,719	2	3.6	30	3.6
16	176.8	1	2	177	354	2.51	444	888	176.8	0.28	87,516	2	8.3	30	
17	53.9	1	2	54	108	2.51	135	271	53.9	0.08	26,681	2	2.5	30	2.5
18	33.9	1	2	34	68	2.51	85	170	33.9	0.05	16,781	2	1.6	30	1.6
19	25.1	3	5	75	126	2.51	189	315	25.1	0.04	12,425	2	1.2	30	1.2
20	45.6	3	5	137	228	2.51	343	572	45.6	0.07	22,572	2	2.1	30	2.1
21	140.8	3	5	422	704	2.51	1,060	1,767	140.8	0.22	69,696	2	6.6	30	
22	110.5	1	2	111	221	2.51	277	555	110.5	0.17	54,698	2	5.2	30	
23	1128.2	0.5	1	564	1,128	2.51	1,416	2,832	1128.2	1.76	558,459	2	52.9	30	
24	629.0	0.5	1	315	629	2.51	789	1,579	629.0	0.98	311,355	2	29.5	30	
25	158.1	1	2	158	316	2.51	397	794	158.1	0.25	78,260	2	7.4	30	
26	89.3	3	5	268	447	2.51	672	1,121	89.3	0.14	44,204	2	4.2	30	
27	158.9	0	0.5	0	79	2.51	0	199	158.9	0.25	78,656	2	7.4	30	
28	74.1	5	9	371	667	1.52	563	1,014	74.1	0.12	36,680	2	3.5	30	
29	non-residential property														
30	93.2	3	5	280	466	2.51	702	1,170	93.2	0.15	46,134	2	4.4	30	
31	51.6	1	2	52	103	2.51	129	259	51.6	0.08	25,517	2	2.4	30	
32	24.9	5	9	125	224	1.52	189	341	24.9	0.04	12,326	2	1.2	30	1.2
33	383.3	1	2	383	767	2.51	962	1,924	383.3	0.60	189,734	2	18.0	30	18.0
34 (Walker Farms)	379.2	2.75	2.75	1,043	1,043	2.51	2,617	2,617	379.2	0.59	41,739	2	15.8	26.68	15.8
35	non-residential property														
36	472.0	1	2	472	944	2.51	1,185	2,369	472.0	0.74	233,640	2	22.1	30	
37	20.3	3	5	61	102	2.51	153	255	20.3	0.03	10,049	2	1.0	30	
38	40.1	5	9	201	361	1.52	305	549	40.1	0.06	19,850	2	1.9	30	
39	131.0	1	2	131	262	2.51	329	658	131.0	0.20	64,845	2	6.1	30	
40	55.9	3	5	168	280	2.51	421	702	55.9	0.09	27,671	2	2.6	30	
41	131.4	1	2	131	263	2.51	330	660	131.4	0.21	65,043	2	6.2	30	
42	81.8	5	9	409	736	1.52	622	1,119	81.8	0.13	40,491	2	3.8	30	3.8
43	non-residential property														
44	non-residential property														
45	non-residential property														
46	non-residential property														
47	non-residential property														
48	non-residential property														
49 (Anson Exception)	69.1	0.057	0.057	4	4	2.51	10	10	69.1	0.11	34,205	2	3.2	30	3.2

Land Use and Lane Mile Projection															
Polygon Code	Acreage	HU/AC		Housing Unit Count Range		Est. Persons/ Unit	Est. Pop. At 100% Buildout								Polygon is inside Town Limit
Study Area Polygon		Low	High	Low	High		Low	High	Devel AC	Sq.Mi.	LF Road	Lanes	Lane Miles	Lane Miles / Sq.Mi.	
50	non-residential property														
51	43.6	5	9	218	392	1.52	331	596	43.6	0.07	21,582	2	2.0	30	2.0
52	130.2	3	5	391	651	2.51	980	1,634	130.2	0.20	64,449	2	6.1	30	6.1
53	non-residential property														
54	105.6	3	5	317	528	2.51	795	1,325	105.6	0.17	52,272	2	5.0	30	
55	1307.6	1	2	1,308	2,615	2.51	3,282	6,564	1307.6	2.04	647,262	2	61.3	30	
56	1594.2	1	2	1,594	3,188	2.51	4,001	8,003	1594.2	2.49	789,129	2	74.7	30	
57	135.5	3	5	407	678	2.51	1,020	1,701	135.5	0.21	67,073	2	6.4	30	
58	non-residential property														
59	non-residential property														
60	non-residential property														
61	non-residential property														
62	non-residential property														
63	322.4	3	5	967	1,612	2.51	2,428	4,046	322.4	0.50	159,588	2	15.1	30	15.1
64	75.3	5	9	377	678	1.52	572	1,030	75.3	0.12	37,274	2	3.5	30	3.5
65	non-residential property														
66	non-residential property														
67	non-residential property														
68	non-residential property														
69	463.5	1	2	464	927	2.51	1,163	2,327	463.5	0.72	229,433	2	21.7	30	21.7
70	109.5	3	5	329	548	2.51	825	1,374	109.5	0.17	54,203	2	5.1	30	5.1
71	non-residential property														
72	53.8	1	2	54	108	2.51	135	270	53.8	0.08	26,631	2	2.5	30	2.5
73 (Clark Meadows)	109.0	2.34	2.34	255	255	3.33	849	849	109.0	0.17	53,955	2	5.1	30	5.1
74 (Anson Neigh'd)	46.0	5.11	5.11	235	235	3.33	783	783	46.0	0.07	10,138	2	3.8	53.43	3.8
75 (Anson Blvd)	26.2	11.2	11.2	293	293	1.52	446	446	26.2	0.04	12,969	2	1.2	30	1.2
76 (Anson T'homes)	6.0	12.3	12.3	74	74	1.52	112	112	6.0	0.01	2,970	2	0.3	30	0.3
78	171.4	0	0.5	0	86	2.51	0	215	171.4	0.27	84,843	2	8.0	30	
79	76.8	0.5	1	38	77	2.51	96	193	76.8	0.12	38,016	2	3.6	30	
80	14.3	1	2	14	29	2.51	36	72	14.3	0.02	7,079	2	0.7	30	
81 (Westhaven)	21.7	11.41	11.41	248	248	1.52	376	376	21.7	0.03	10,742	2	1.0	30	1.0
82 (Stonegate)	254.3	3	5	763	1,272	2.51	1,915	3,191	184.1	0.29	21,759	2	8.2	28.65	
83	304.7	0	0.5	0	152	2.51	0	382	304.7	0.48	150,827	2	14.3	30	
84	35.5	5	9	178	320	1.52	270	486	35.5	0.06	17,573	2	1.7	30	1.7
85 (GCI)	165.1	2.295	2.295	379	379	3.33	1,262	1,262	165.1	0.26	81,725	2	7.7	30	7.7
86	non-residential property														
87	non-residential property														
88 (Royal Run)	282.9	2.49	2.49	704	704	3.01	2,120	2,120	282.9	0.44	34,658	2	13.1	29.70	
89	75.6	1	2	76	151	2.51	190	380	75.6	0.12	37,422	2	3.5	30	3.5
90	737.3	0.5	1	369	737	2.51	925	1,851	737.3	1.15	364,964	2	34.6	30	
91	38.5	1	2	39	77	2.51	97	193	38.5	0.06	19,058	2	1.8	30	1.8
92	60.1	1	2	60	120	2.51	151	302	60.1	0.09	29,750	2	2.8	30	
93	292.9	1	2	293	586	2.51	735	1,470	292.9	0.46	144,986	2	13.7	30	13.7
94 (E.Nest)	199.3	2.62	2.62	522	522	3.33	1,739	1,739	134.4	0.21	18,109	2	6.9	32.66	6.9
95	935.8	0.5	1	468	936	2.51	1,174	2,349	935.8	1.46	463,221	2	43.9	30	
96	79.2	0	0.5	0	40	2.51	0	99	79.2	0.12	39,204	2	3.7	30	
Residential Totals				20,249	37,485		49,852	91,628	20,351	31.8			954	29.99	157

Platted Lots Projection									
Subv	Platted Lots	Area SF	Acreage	HU/AC	2010 Pop.	2010 H.U.	2010 Pop/Unit	Est. Pop/Unit	Est. Pop. At 100% buildout
Anson Neighborhoo	235	2,746,671	63.1	3.7	14	8	1.75	3.33	783
Anson Townhomes	250	1,860,804	42.7	5.9	185	122	1.52	1.52	380
Clark Meadows	255	6,302,666	144.7	1.8	---	---	---	3.33	849
Eagles Nest	522	9,254,952	212.5	2.5	797	239	3.33	3.33	1,738
Maple Grove	90	2,745,457	63.0	1.4	---	---	---	3.33	300
Walker Farms	1044	16,189,085	371.7	2.8	1214	485	2.50	2.50	2,610
Westhaven	248	1,071,513	24.6	10.1	17	5	3.40	1.52	377
Golf Club of IN	379	13,783,601	316.4	1.2	---	---	---	3.33	1,262
TOTAL	3,023		*AVERAGE*	3.7	2,227	859		*TOTAL*	8,299
Whitestown Town T	3,308				2,867	1,144	2.51	2.51	8,303
	3,308				2,867	1,144	2.51	2.48	8,204
	3,308				2,867	1,144	2.51	3.00	9,924
(Not in Whitestown)									
Royal Run	704	11,942,987	274.2	2.6	2124 *	704 *	3.01	3.01	2,119
* calculated based on 50% of Census Block Population Data									

Whitestown Wastewater Flow Summary

Development Area	Year 2012 Population	Year 2022 Population	Year 2032 Population
Anson/Duke Future	---	3,600	3,600
Anson/Duke South	417	833	833
Brenwick	---	880	2,934
Eagle's Nest	918	1,409	1,409
Farmington Lakes	---	392	1,307
Fayette	---	130	137
Golf Club of Indiana	---	545	1,091
Kaser Property	---	139	462
Locke Property	---	382	1,272
Maple Grove	---	300	300
Old Whitestown	387	426	468
Peabody Farms	---	1,498	4,992
Royal Run	1,890	1,890	1,890
Royalton	46	46	46
Schafer Property	---	176	176
Stanley Property	---	105	351
Stonegate	768	1,176	1,430
Walker Farms	1,433	2,611	2,611
West Haven Apts.	255	344	344
Unnamed Residential	---	192	384
Wyman Property	---	212	707
Total -Whitestown Service Area	**6,114**	**17,285**	**26,743**
Service Area Adjusted for 2010 Census	**6,775**	**17,946**	**27,404**
Total - Whitestown Corp. Limits	**3,410**	**14,043**	**23,241**

Denotes not part of Whitestown Corp. Limits

Building Permit Projection

Subdv	% Complete	Year Platted	Twp.	Total Lots Platted to Date	Permits Issued 2001-2004	2005	2006	2007	2008	2009	2010	2011	2012	total to date
Anson Boulevard	100.0%	2006	Eagle	9			2	0	0	0	7	complete		9
Anson Neighborhood	43.5%	2008	Eagle	186					2	6	9	19	45	81
Anson Townhomes	64.9%	2007	Eagle	74				6	6	12	11	13	0	48
Maple Grove	0.0%	2012	Eagle	91										0
Eagles Nest	72.2%	2005	Eagle	522		37	64	46	55	42	51	42	40	377
Clark Meadows	0.0%	2012	Eagle	255										0
Walker Farms	66.0%	2001	Worth	1007	163	73	57	73	43	76	74	55	51	665
Golf Club of IN	0.0%	2012	Perry	379										0
TOTAL	46.8%			2523	163	110	123	125	106	136	152	129	136	1180
Persons/Unit											2.51	2.51	2.51	2.51
Additional Population											382	324	341	1,047
Total Population (Study Area)										6775	7,157	7,480	7,822	7,822

Note: 485 accumulated homes at end of 2009 in Walker Farms (matches 2010 census)

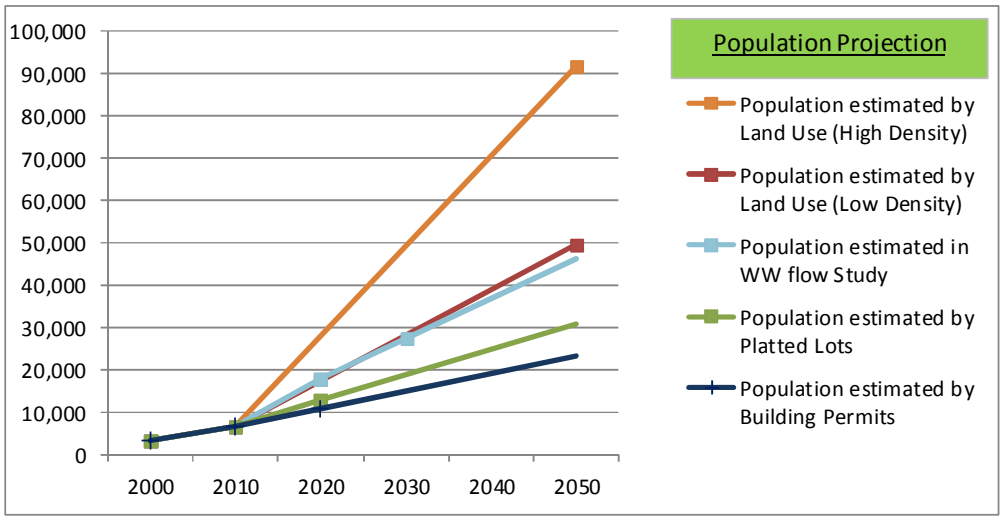
Note: 244 accumulated homes at end of 2009 in Eagles Nest (239 according to 2010 census)

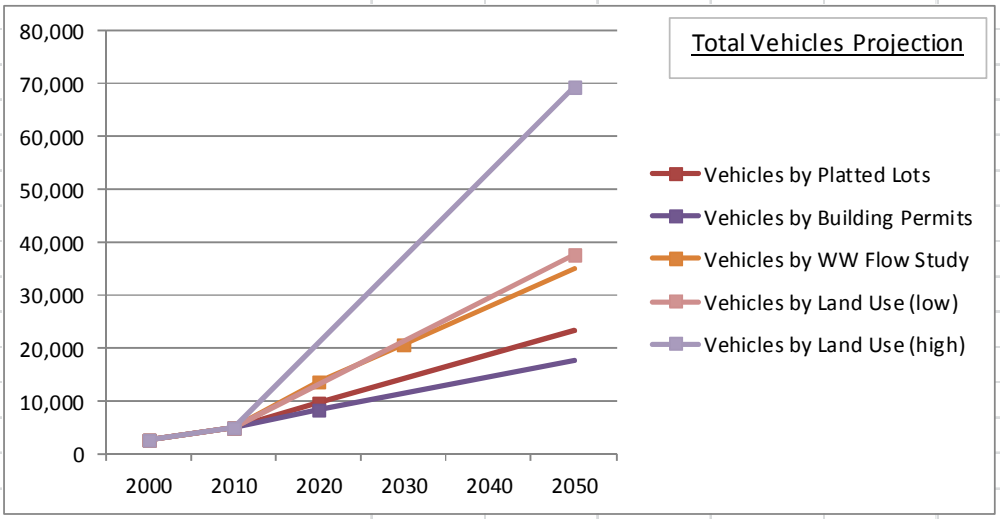
Subdv	% Complete	Year Platted	Twp.	total to date	Future Expectations 2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Anson Boulevard	100.0%	2006	Eagle	9											
Anson Neighborhood	43.5%	2008	Eagle	81	45	45	15	complete							
Anson Townhomes	64.9%	2007	Eagle	48	10	10	6	complete							
Maple Grove	0.0%	2012	Eagle	0	11	40	40	complete							
Eagles Nest	72.2%	2005	Eagle	377	40	40	40	25	complete						
Clark Meadows	0.0%	2012	Eagle	0	5	50	50	50	50	50	complete				
Walker Farms	66.0%	2001	Worth	665	50	50	50	50	50	50	42	complete			
Golf Club of IN	0.0%	2012	Perry	0		15	50	50	50	50	50	50	50	14	complete
TOTAL	46.8%			1180	161	250	251	175	150	150	92	50	50	14	0
Persons/Unit				2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51	2.51
Additional Population				1,047	404	628	630	439	377	377	231	126	126	35	0
Total Population (Study Area)				7,822	8,226	8,853	9,483	9,923	10,299	10,676	10,906	11,032	11,157	11,193	11,193

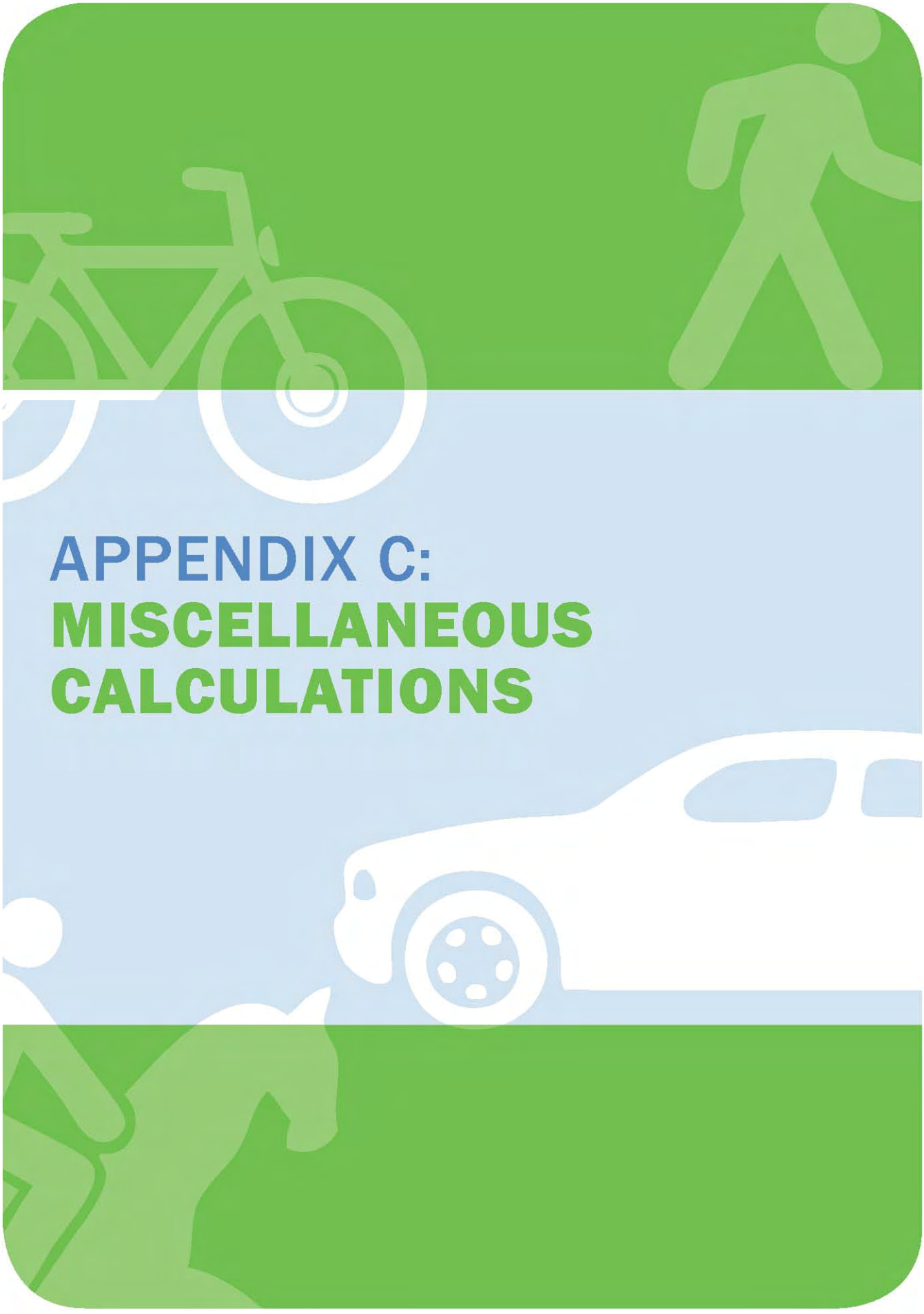
	2010	2020	2030	2040	2050
Total Population (Study Area)	6775	10906	15037	19168	23299

Population and Vehicle Projections						
	2000	2010	2020	2030	2040	2050
Population estimated by Platted Lots	3,405	6,775	12,847			31,063
Vehicles by Platted Lots	2,581	5,135	9,738			23,546
Population estimated by Building Permits	3,405	6,775	10,906			23,299
Vehicles by Building Permits	2,581	5,135	8,267			17,661
Population estimated in WW flow Study	3,405	6,775	17,946	27,404		46,320
Vehicles by WW Flow Study	2,581	5,135	13,603	20,772		35,111
Population estimated by Land Use (Low D	3,405	6,775				49,852
Vehicles by Land Use (low)	2,581	5,135				37,788
Population estimated by Land Use (High D	3,405	6,775				91,628
Vehicles by Land Use (high)	2,581	5,135				69,454

Vehicle estimates based on 758 vehicles per 1000 people (2010 Boone County US Census data)







APPENDIX C: MISCELLANEOUS CALCULATIONS

Appendix C: Miscellaneous Calculations

Introduction

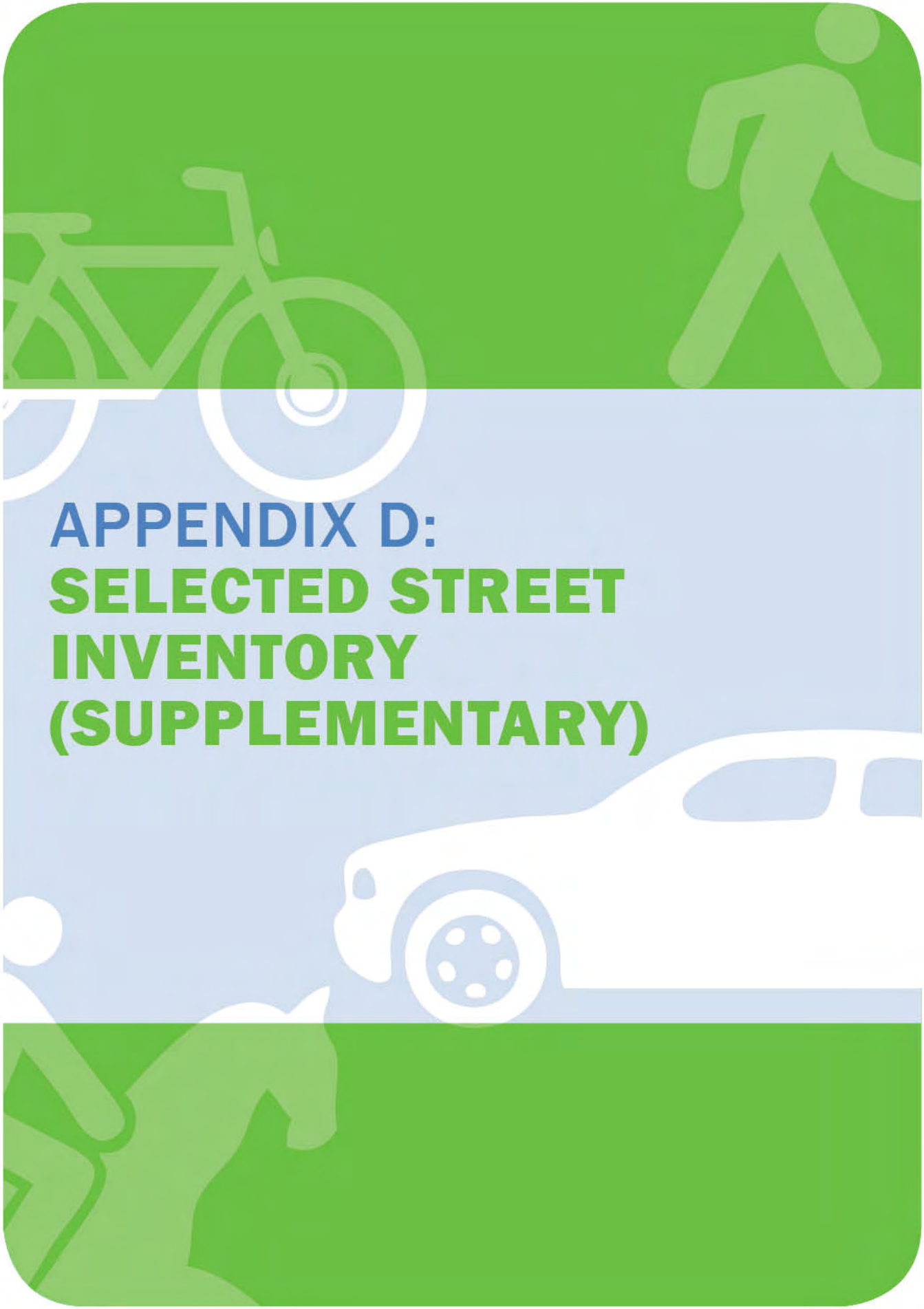
Appendix C contains the Projected Road Classification Summary Table that compares existing and projected lane mile classifications to the target percentages. This information was simplified into Table 3: Projected Road Classification Summary, Table 4: Projected Road Classification Summary Arterials Built to 4 Lanes, and Table 5: Projected Road Classification Summary Arterials Built to 2 Lanes.

Projected Road Classification Summary

	Road Classification	Existing Road	Conceptual Road	Conceptual Road percent of total for the classification	Total LF Road	Road Miles	Lanes	Lane Miles	Percentage of Total	Target Percentage
Study Area Calculations (38.55 sq.miles)	Interstate	81,406	0	0%	81,406	15.42	3	46.3		
	Major Arte	130,893	61,517	32%	192,410	36.44	4	145.8		
	Minor Arte	95,261	14,406	13%	109,667	20.77	4	83.1		
	Total Arter	307,560	75,923	20%	383,483	72.6		275.1		
	Major Colle	187,582	44,893	19%	232,475	44.03	2	88.1		
	Minor Colle	91,698	133,948	59%	225,646	42.74	2	85.5		
	Total Colle	279,279	178,841	39%	458,120	86.8		173.5		
	Local Stree	238,428	0	0%	238,428	45.16	2	90.3		
	Local Street (LandUse Projection)					--	2	952.2		
	Total Interstate							46.3	3%	--
	Total Arterial							228.8	16%	25%
	Total Collector							173.5	12%	10%
	Total Local Street Projected							952.2	68%	65%
								1,400.8		
	Total Arterial w/ Interstate							275.1	20%	25%
	Total Collector							173.5	12%	10%
	Total Local Street Projected							952.2	68%	65%
	Total Lane Miles Projected							1,400.8		

Town Limit Calculations (10.5 sq.miles)	Interstate	39,732	0	0%	39,732	7.52	3	22.6		
	Major Arte	25,399	24,419	49%	49,818	9.44	4	37.7		
	Minor Arte	44,742	11,437	20%	56,178	10.64	4	42.6		
	Total Arter	109,872	35,856	25%	145,728	27.6		102.9		
	Major Colle	27,881	23,243	45%	51,124	9.68	2	19.4		
	Minor Colle	21,363	34,946	62%	56,308	10.66	2	21.3		
	Total Colle	49,244	58,189	54%	107,432	20.3		40.7		
	Local Stree	129,285	0	0%	129,285	24.49	2	49.0		
	Local Street (LandUse Projection)					--	2	157.0		
	Total Interstate							22.6	8%	--
	Total Arterial							80.3	27%	25%
	Total Collector							40.7	14%	10%
	Total Local Street Projected							157.0	52%	65%
								300.6		
	Total Arterial w/ Interstate							102.9	34%	25%
	Total Collector							40.7	14%	10%
	Total Local Street Projected							157.0	52%	65%
	Total Lane Miles Projected							300.6		

Intermediate Calculations for Town Boundary (10.5 sq.miles)	Interstate	39,732	0	0%	39,732	7.52	3	22.6		
	Major Arte	25,399	24,419	49%	49,818	9.44	2	18.9		
	Minor Arte	44,742	11,437	20%	56,178	10.64	2	21.3		
	Total Arter	109,872	35,856	25%	145,728	27.6		62.7		
	Major Colle	27,881	23,243	45%	51,124	9.68	2	19.4		
	Minor Colle	21,363	34,946	62%	56,308	10.66	2	21.3		
	Total Colle	49,244	58,189	54%	107,432	20.3		40.7		
	Local Stree	129,285	0	0%	129,285	24.49	2	49.0		
	Local Street (LandUse Projection)					--	2	157.0		
	Total Interstate							22.6	9%	--
	Total Arterial							40.2	15%	25%
	Total Collector							40.7	16%	10%
	Total Local Street Projected							157.0	60%	65%
								260.4		
	Total Arterial w/ Interstate							62.7	24%	25%
	Total Collector							40.7	16%	10%
	Total Local Street Projected							157.0	60%	65%
	Total Lane Miles Projected							260.4		



APPENDIX D: SELECTED STREET INVENTORY (SUPPLEMENTARY)

Appendix D: Selected Street Inventory (Supplementary)

Introduction

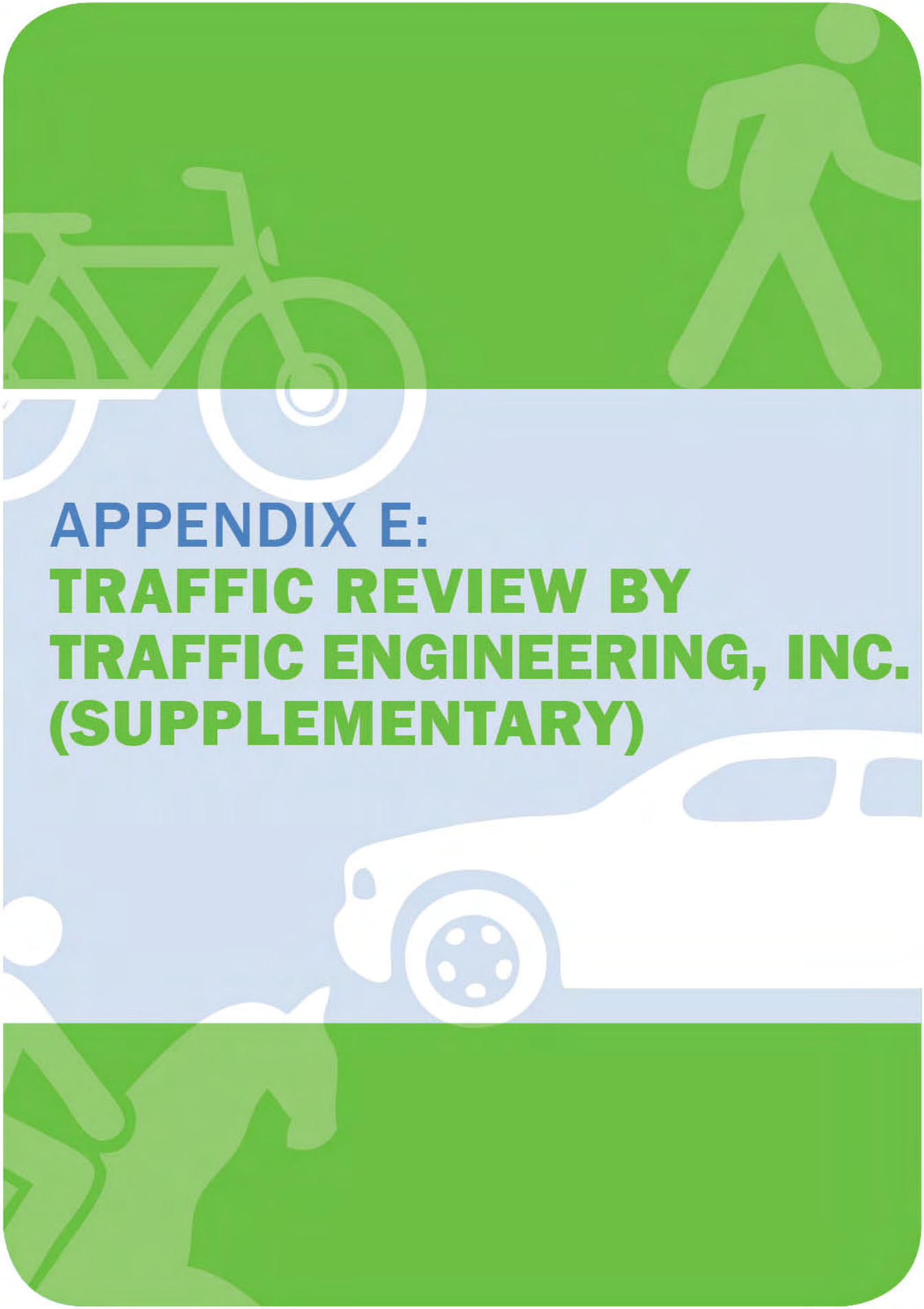
Appendix D contains a tabular report of existing key elements and a photographic record of selected streets within the Study Area. Photos were taken in October 2013. The table lists the general location of the photo, the road classification (from both the 2005 and 2013 Plans), width of pavement, sidewalks, medians, and ROW, type of curbing, number of lanes, and on-street parking conditions. It then lists the deficiencies of the existing roadway compared to the 2005 Transportation Plan Road Classification, and, finally, offers a "preliminary opinion" as to how the road classification and design might be adjusted for the 2013 Report.

This research was used primarily to understand existing conditions in order to develop Table 11: Existing Road Deficiencies. Generally, the data reveals that, while many of the roads within the I-65 PUD (Anson) exceed the requirements of the Transportation Plan, nearly every other road in the Study Area is deficient in one way or another, whether it be in relation to ROW width, pedestrian access, lane width, lane quantity, curbing, or, as in most cases, a combination of these.

Note that the "preliminary opinion" listed in the table was used to initiate further discussion and consideration of viable solutions. The recommendations within the 2013 Transportation Plan itself may or may not correspond to these "opinions," although they did eventually lead to the conclusions of the final Plan.

Throughout the table, dimensions are in feet and several unique abbreviations are used:

Asph	Asphalt
ASW	Albert S. White Drive
B/S	Both Sides
C&G	Curb and Gutter
MT	Multi-use Trail
P/W	Perry Worth
Str.Curb	Straight Curb
SW	Sidewalk
TPCC	Traders Point Christian Church
ZWMS	Zionsville West Middle School

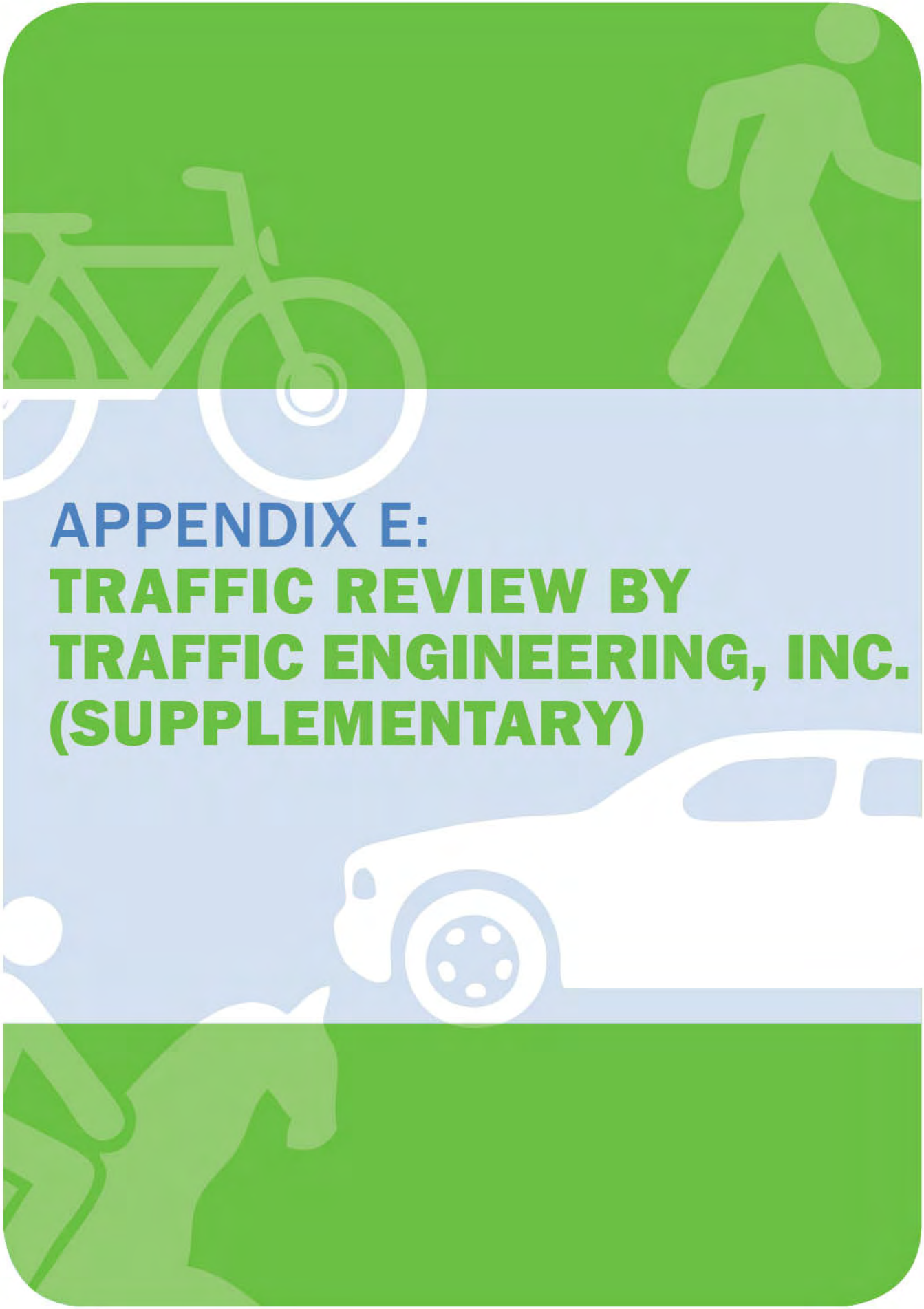


APPENDIX E:
TRAFFIC REVIEW BY TRAFFIC ENGINEERING, INC. (SUPPLEMENTARY)

Appendix E: Traffic Review by Traffic Engineering, Inc. (Supplementary)

Introduction

Appendix E contains a January 2013 report by Traffic Engineering, Inc. that reviewed eight traffic studies that were submitted to the Boone County Area Plan Commission or the Whitestown Plan Commission for development plan reviews from 2004 to 2012. Zionsville contributed two of their traffic count studies where they were deemed relevant. The report was completed in order to ascertain what historical data could benefit current planning efforts, to identify additional traffic study requirements, to compile studies across the jurisdiction, and to help establish traffic counting locations for future monitoring. The historical data is valuable because it can help provide growth rates and changing traffic patterns when compared to current traffic volumes.



APPENDIX E:
TRAFFIC REVIEW BY TRAFFIC ENGINEERING, INC. (SUPPLEMENTARY)

Appendix F: Sign Inventory (Supplementary)

Introduction

Appendix F contains a report by United Consulting that was necessary to replace existing signs under new federal sign standards.

Whitestown Sign Inventory Replacements

Type	Descrip.			Total	RD	%
1	Replace sign & post assembly			166	4	2%
2	Replace sign only			280	138	49%
3	Replace post only			8	0	0%
4	Relocate existing assembly			129	78	60%
			Totals:	583	220	38%
5	No work required			582	270	46%
	Total Signs Inventory			1165	490	

Whitestown Sign Replacement Cost Estimate

Type	Descrip.		$/sign	Total	R-C	RD	RRL
1	Replace sign/post assemb.		$289	$47,629	87	4	74
2	Replace sign only		$101	$34,615	100	194	49
3	Replace post only		$156	$1,248	4	0	4
4	Relocate exist. assemb.		$154	$19,755	17	76	35
		Total Amt.:		$103,247	208	274	162
		Total Signs:		644	32%	43%	25%
				$160	per sign		

AMENDMENTS TO THE PLAN

1. First Amendment, effective 2014-05-13
   Removal of CR500S extension east of Main Street