



WHITESTOWN
INDIANA

TOWN OF WHITESTOWN

CAPITAL IMPROVEMENT PLAN AND PROGRAM

SUMMER 2025





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EXECUTIVE SUMMARY

The Town of Whitestown, situated in central Indiana, has been recognized as the fastest-growing community in the state for eight consecutive years by the IU Kelley School of Business Indiana Research Center.¹ Strategically located near Interstate 65, Whitestown is approximately 22 miles northwest of downtown Indianapolis and about seven miles from the northern city limits of Indianapolis. The Town's exponential growth and development are driven by its central location between Lafayette and Indianapolis, the presence of the I-65 corridor, and a high quality of life.

Population trends play a crucial role in both long-term and short-term planning processes. According to the Town's 2022 Comprehensive Plan, Whitestown experienced a 255 percent increase in population from 2010 to 2020; Whitestown population was 2,867, which increased to 10,178 in 2020. The Town can better understand and prepare for major social and economic developments by analyzing these trends, ensuring that future development activities are well-informed and effectively managed.

The Whitestown Capital Improvement Plan and Program (CIPP) is a strategic framework for developing and enhancing essential infrastructure projects. The CIPP is structured to address both a 20-year vision, the Plan, and a revenue-constrained, five-year actionable list, the Program. This approach ensures that public funds are invested in infrastructure projects that offer the most significant public benefit while also prioritizing transportation projects for local funding and ensuring eligibility for state and federal grant programs.

The Capital Improvement Plan component of the CIPP identifies and prioritizes transportation improvement needs for roadways, intersections, and multi-use paths within Whitestown over the next 20 years. Meanwhile, the Capital Improvement Program focuses on the highest-priority projects recommended for implementation within the next five years. By adhering to this structured and strategic approach, the Town of Whitestown aims to effectively manage its rapid growth, enhance its infrastructure, and improve the quality of life for its residents.

¹ Source: [Whitestown is on the top list of Indiana's fastest-growing communities.](#)

STEPS IDENTIFIED AS PART OF THE PLAN AND PROGRAM INCLUDE:



Data collection and plan review.



Collaborative meetings with key stakeholders.



Determine and estimate costs for projects.



Evaluate and score projects to generate a priority list.

THE OBJECTIVES USED TO DEVELOP THE CIPP INCLUDE:

- 1. Preserve and improve Whitestown’s infrastructure through capital asset construction, rehabilitation, and maintenance;
- 2. Maximize the useful life of capital investments by scheduling renovations and modifications at the appropriate time in the lifecycle of the facility;
- 3. Identify and examine current and future infrastructure needs and establish priorities among projects so that available resources are used to the community’s best advantage and
- 4. Improve financial planning by comparing needs with resources, estimating future bond issues, and identifying potential fiscal implications.

PROJECT IDENTIFICATION

The Capital Improvement Plan and Program identifies 56 roads/intersections and 14 multi-use path projects planned for implementation over the next 20 years with a projected total cost of \$778.4 million.² The Capital Improvement Program serves as a guide for the timely implementation of the Capital Improvement Plan. The Program uses the prioritization scores established by the Plan and develops a program of capital project investments for implementation within five years.

For the Capital Improvement Plan, 47 roads/intersections and 7 multi-use path projects are scheduled for completion, estimated at \$603.8 million. The five-year Program, targeting the most critical projects, includes 9 roads/intersections and 7 multi-use path projects, with a projected cost of \$174.6 million.

The following table shows the full list of projects identified in the Capital Improvement Plan and Program.

² Except where otherwise noted; all dollar amounts are for the present year.

ROADWAY, INTERSECTION, AND ROUNDABOUT PROJECTS

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Roadway & Intersection Projects			\$723,252,000	
1	Interchange Improvements	Exit 130 Interchange Reconstruction - I-65 with Whitestown Parkway	\$65,638,000	40
2	Roundabout	Main Street & CR 500 S - Multi-Lane Roundabout	\$3,209,000	46
3	Roundabout	Main Street & Pierce Road - Single Lane Roundabout	\$2,911,000	50
4	Roundabout	Whitestown Parkway & Stonegate Drive - Multi Lane Roundabout	\$4,296,000	48
5	Roundabout	Indianapolis Road & CR 750S - Single Lane Roundabout	\$2,662,000	41
6	Roundabout	Indianapolis Road & CR 550S - Multi-Lane Roundabout	\$6,055,000	47
7	Roundabout	Pierce Street/CR700E/CR300S - Multi Lane Roundabout	\$3,593,000	49
8	Roundabout	Albert S. White Drive & Indigo Blue Boulevard - Multi Lane Roundabout	\$3,737,000	44
9	Roadway	CR 575E Phase 1: Perry Worth Road to CR 500 S - 4 Lane Roadway	\$18,371,000	81
10	Roadway	CR 575E Phase 2: CR 500 S to CR 450 S - 4 Lane Roadway	\$12,464,000	81
11	Roadway	CR 575E Phase 3: CR 450 S to Albert S. White Drive - 4 Lane Roadway	\$18,859,000	73
12	Roadway	CR 575E Phase 4: Albert S. White Drive to CR 300S/W Pierce Street - 4 Lane Roadway	\$21,586,000	69
13	Roadway	CR 575E Phase 5: CR 300 S/Pierce Street to CR 200S - 4 Lane Roadway	\$22,123,000	51
14	Roadway	CR 550S: Indianapolis Road to Western Town Boundary - 4 Lane Roadway	\$15,920,000	63
15	Roadway	Whitestown Parkway: Indianapolis Road to CR 475 E - 4 Lane Roadway	\$20,995,000	77
15 B	Roadway	Whitestown Parkway: CR 475 E to Town limits - 4 Lane Roadway	\$14,864,000	46
16	Roadway	Albert S. White Drive: CR 575E to Main Street - 4 Lane Roadway	\$13,746,000	55
17	Roadway	Albert S. White Drive: Main Street to CR 300S - 4 Lane Roadway (2 Lanes already built)	\$19,454,000	55

**Project Cost Estimate includes INDOT unit prices for 2024 construction dollars, 30 percent construction contingency, 15 percent preliminary engineering, 12.5 percent construction inspection, and project contingency cost. The project contingency percentage varies based on project type and location. It looks to include a high-level land acquisition cost, utility relocation, and environmental mitigation cost. It does not include any inflation to future years.

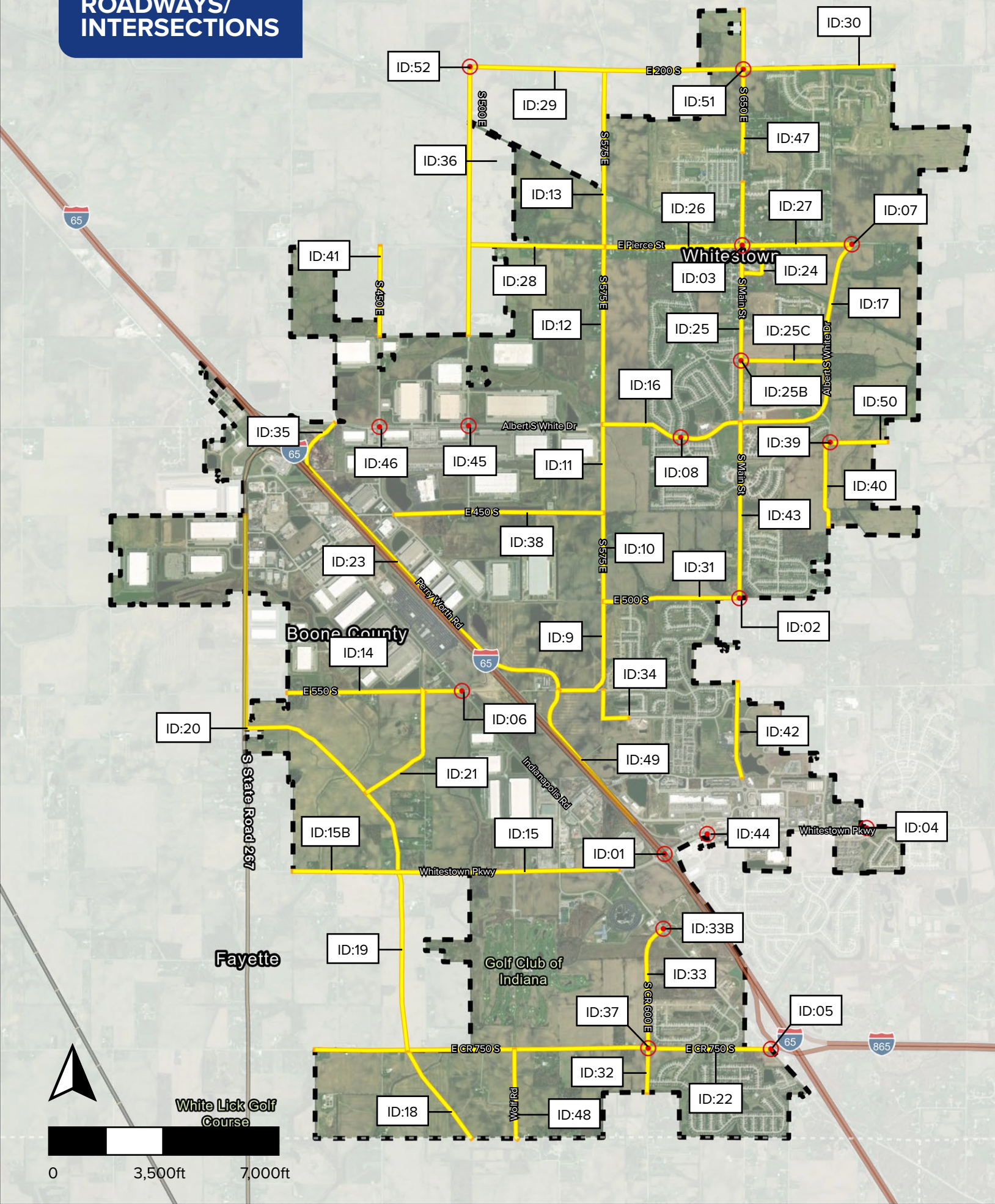
ROADWAY, INTERSECTION, AND ROUNDABOUT PROJECTS (CONTINUED)

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
	Roadway & Intersection Projects		\$723,252,000	
18	Roadway	Ronald Reagan Corridor: County Line to CR 750S - 4 Lane Roadway	\$17,179,000	39
19	Roadway	Ronald Reagan Corridor: CR 750S to Whitestown Parkway (Zionsville portion) - 4 Lane Roadway	\$21,821,000	39
20	Roadway	Ronald Reagan Corridor: Whitestown Parkway to I-65 - 4 Lane Roadway	\$46,915,000	54
21	Roadway	CR 475E: Ronald Reagan to south of CR 550 S - 4 Lane Roadway	\$11,537,000	48
22	Roadway	CR 750S: Indianapolis Road to Western Town Limits - 4 Lane Roadway	\$52,785,000	42
23	Roadway	Perry Worth Road: CR550S to Northern Town Boundary - 2 Lane Roadway	\$25,642,000	55
24	Roadway	Peters Street & Hull Street: Main Street to Pierce Street - 2 Lane Roadway	\$4,054,000	39
25	Roadway	Main Street: Phipps Lane to Madera Drive - 3 Lane Roadway	\$18,063,000	71
25B	Roundabout	Main Street & Indigo Blue Blvd - Multi Lane Roundabout	\$3,924,000	49
25C	Roadway	Indigo Blue Boulevard: Main Street to Albert S White Dr - 2 Lane Roadway	\$6,723,000	34
26	Roadway	Pierce Street: CR 575E to Main Street - 2 Lane Roadway	\$11,237,000	59
27	Roadway	Pierce Street: Main Street to Albert S. White Drive - 2 Lane Roadway	\$8,262,000	62
28	Roadway	Pierce Street: CR 575 East to CR 500 East - 4 Lane Roadway	\$10,707,000	50
29	Roadway	CR 200S: CR 500E to CR 600E - 3 Lane Roadway	\$14,781,000	30
30	Roadway	CR 200S: CR 600E to Eastern Town Limits - 3 Lane Roadway	\$21,890,000	44
31	Roadway	CR 500S: CR 575E to Main Street- 2 Lane Roadway	\$10,065,000	55
32	Roadway	CR 600E: Southern Town boundary to CR 750S - 2 Lane Roadway	\$3,210,000	27
33	Roadway	CR 600E: CR 750S to Indianapolis Rd - 2 Lane Roadway	\$9,488,000	47
33B	Roundabout	CR 750 South & Indianapolis Rd - Single Lane Roundabout	\$4,374,000	58
34	Roadway	Meadowview Drive: Meadowview Drive to New Hope Blvd- 2 Lane Roadway	\$3,852,000	56

ROADWAY, INTERSECTION, AND ROUNDABOUT PROJECTS (CONTINUED)

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Roadway & Intersection Projects			\$723,252,000	
35	Roadway	Perry Worth Road: North Connection to Albert S. White Drive - 2 Lane Roadway	\$3,938,000	50
36	Roadway	CR 500E: Northern Town Boundary to CR 200S - 2 Lane Roadway	\$20,511,000	24
37	Roundabout	CR 750S & CR 600 East- Multi Lane Roundabout	\$4,244,000	41
38	Roadway	CR 450S: Anson Blvd to CR 575E- 2 Lane Roadway	\$14,102,000	55
39	Roundabout	CR 700E & E 425S - Single Lane Roundabout	\$2,339,000	40
40	Roadway	CR 700E: CR 425S to Southern Town Boundary - 2 Lane Roadway	\$6,690,000	33
41	Roadway	CR 450E: 2700' N of Albert S White Dr to CR 300S - 3 Lane Roadway	\$8,057,000	29
42	Roadway	Main St: Schooler Rd to Town limit - 4 Lane Roadway	\$10,582,000	47
43	Roadway	Main St: CR 500S to Albert S White Dr - 4 Lane Roadway	\$18,101,000	54
44	Roundabout	Whitestown Pkwy & Perry Worth Rd - Multi Lane Roundabout	\$5,099,000	57
45	Intersection	Albert S White & CR 500E - New Signal	\$587,000	47
46	Intersection	Albert S White & CR 450E - New Signal & Turn Lane	\$992,000	47
47	Roadway	Main St: Flag Stop Dr to Town limit - 4 Lane Roadway	\$18,390,000	46
48	Roadway	Wolf Rd: Southern Town Limits to CR 750S - 2 Lane Roadway	\$6,956,000	29
49	Roadway	Perry Worth Rd: CR 550S to Gateway Drive - 4 Lane Roadway	\$16,620,000	67
50	Roadway	CR 425S: CR 700 to Town limits - 2 Lane Roadway	\$4,138,000	36
51	Roundabout	CR 200 South and CR 650 East - Single Lane Roundabout	\$2,488,000	39
52	Roundabout	CR 500 East and CR 200 South - Single Lane Roundabout	\$2,426,000	28

ROADWAYS/ INTERSECTIONS





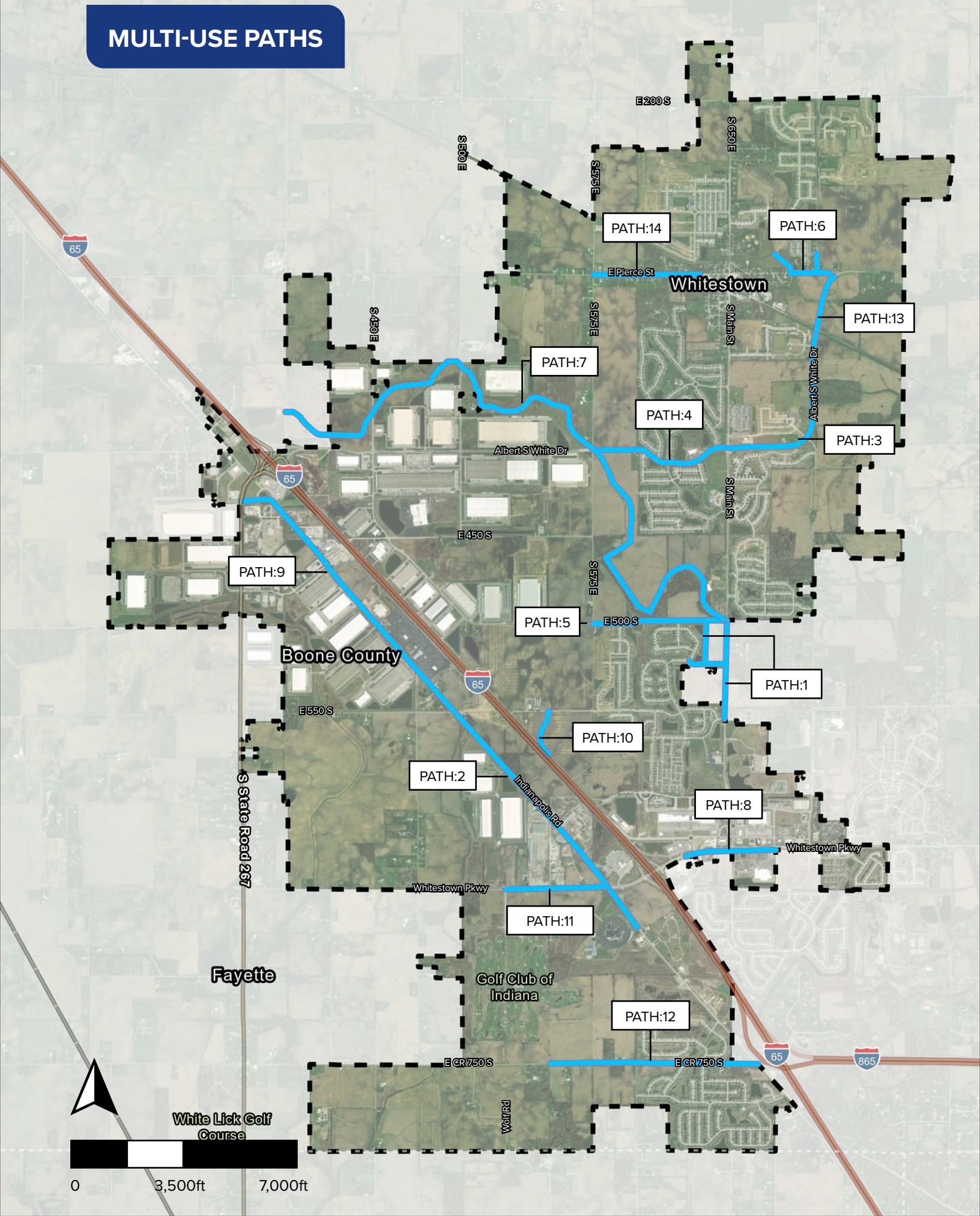
MULTI-USE PATHWAY PROJECTS

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Multi-use Pathway Projects			\$55,226,000	
PATH - 01	Multi-use Pathway	Main Street: CR 500S to New Hope Blvd	\$4,300,000	78
PATH - 02	Multi-use Pathway	Indianapolis Road: Traders Point Church Entrance to CR 550S	\$5,997,000	72
PATH - 03	Multi-use Pathway	Albert S. White Drive: Main Street to Big 4 Trail	\$2,632,000	69
PATH - 04	Multi-use Pathway	Albert S. White Drive: CR 575E to Main Street	\$2,348,000	69
PATH - 05	Multi-use Pathway	CR 500 South: CR 575E to Main Street	\$3,142,000	58
PATH - 06	Multi-use Pathway	Pierce Street/Jackson Run Trail Connection: Jackson Run Trail to Albert S. White Drive	\$1,755,000	53
PATH - 07	Multi-use Pathway	Fishback Creek Greenway: South 400E to Main Street	\$17,730,000	53
PATH - 08	Multi-use Pathway	Whitestown Parkway: Crane Drive to Heartland Drive	\$1,768,000	63
PATH - 09	Multi-use Pathway	Indianapolis Road: CR 550S to SR 267	\$5,478,000	54
PATH - 10	Multi-use Pathway	Perry Worth Road: CR 550S to 1,400' South	\$885,000	58
PATH - 11	Multi-use Pathway	Whitestown Parkway: CR 525E to Indianapolis Road	\$1,751,000	53
PATH - 12	Multi-use Pathway	CR 750S: Indianapolis Road to 6,200' West	\$3,911,000	62
PATH - 13	Multi-use Pathway	Albert S. White: Big 4 Trail to Pierce Street	\$989,000	59
PATH - 14	Multi-use Pathway	Pierce Street: CR 575E to Big 4 Trail	\$2,540,000	75

**Project Cost Estimate includes INDOT unit prices for 2024 construction dollars, 30 percent construction contingency, 15 percent preliminary engineering, 12.5 percent construction inspection, and project contingency cost. The project contingency percentage varies based on project type and location. It looks to include a high-level land acquisition cost, utility relocation, and environmental mitigation cost. It does not include any inflation to future years.

***All Multi-Use Pathway Projects only account for the “Gap” area that currently exists. If the limits include existing multi-use pathways, those will remain in place.

MULTI-USE PATHS





PURPOSE OF A CAPITAL IMPROVEMENT PLAN AND PROGRAM

An up-to-date and thorough CIPP helps ensure that public funds are strategically invested in infrastructure that provides the most significant public benefit, prioritizes transportation projects for local financial investments, and ensures state and federal grant eligibility.

Capital transportation projects require substantial construction or reconstruction of infrastructure critical to the functionality and expansion of the roadway network. Examples of capital improvement projects include:

- ▶ Roadway construction or reconstruction
- ▶ Road diets
- ▶ Trailway construction
- ▶ Extensive drainage improvements
- ▶ Bridge or underpass improvements

Maintenance projects, such as crack sealing, pavement milling and resurfacing, guardrail repair, bridge repair, striping, signing, etc., are not funded by the Capital Improvement Program. These activities are funded through operations and maintenance budgets and are excluded from this document.

The CIPP is a two-part document. The Capital Improvement Plan identifies and scores transportation projects needed in the next 20 years so they may be placed in priority order. The Program identifies the highest priority projects and recommends implementation within five years.

WHAT QUALIFIES AS A PLAN VERSUS A PROGRAM?

Capital Improvement Plan

This Plan is a multi-year planning instrument that identifies needs and potential financing sources for public infrastructure improvements. The Plan is an inventory of transportation capital needs, estimating their associated costs. It precedes the Program by rating and ranking projects by priority of need. The Plan uses industry-standard criteria to evaluate and select roadway and trail priorities from various candidate projects.

Capital Improvement Program

The Capital Improvement Program translates the strategic priorities identified in the Plan into a fiscally constrained, five-year schedule of capital project investments. The Program implements the Plan by utilizing the prioritization scores established by the Plan and developing a program of capital project investments for project implementation within a time frame. The Town of Whitestown should review the Program annually to ensure limited projected resources are efficiently allocated to support the most critical capital needs at that time. Strategies shall be developed to leverage funds further by partnering local dollars with federal, state, and/or private funding. Elected and appointed officials can use the Program to prepare the annual transportation capital improvement budget.

WHY IS A CAPITAL IMPROVEMENT PLAN AND PROGRAM NECESSARY?

CIPP's are essential because they can significantly improve these three areas for municipalities:

1. Quality of Life Support
2. Urban Growth Management
3. Maintaining Fiscal Health

WHAT BELONGS IN A CAPITAL IMPROVEMENT PLAN AND PROGRAM?

- ▶ Estimated capital cost of each project
- ▶ Revenue for projects
- ▶ Funding sources
- ▶ Prioritization of each project

BEST PRACTICES FOR MANAGING THE CIPP

- ▶ Centralize all CIPP information
- ▶ Review your CIPP annually
- ▶ Project-manage your plan and program projects
- ▶ Track and share data with the residents

GOAL OF THIS CIPP

The goal of this Capital Improvement Plan and Program (CIPP) is to provide a strategic framework for identifying, prioritizing, and funding the Town's transportation infrastructure improvements. This document will include a summary of the improvements, an estimated cost, a schedule for the improvements, and the source of funding for the project. The CIPP will prioritize the identified projects into yearly plans based on areas of emphasis and project rankings. Because the Town's goals and resources constantly change, this Plan should be re-evaluated yearly to reaffirm or reprioritize the capital improvement projects. Some projects may remain relatively fixed in their prioritization if substantial outside funding commitments have been made to the projects and accepted by the Town.

CIPP DEVELOPMENT PROCESS

Many community members contributed to identifying potential projects and representing government, educational, and business interests.

PLANNING DOCUMENT REVIEW

Several external planning documents were reviewed to identify potential transportation improvement projects within Whitestown. These planning documents have been reviewed for the CIPP, and some future planning documents and projects are currently being developed. Future updates to the CIPP can be made upon completion of these future documents. The plans reviewed identified complete street upgrades, trails, bike lanes, crossing improvements, sidewalk additions, etc.

- ▶ Town of Whitestown – Safe Streets and Roads for All Comprehensive Safety Action Plan (CSAP)
- ▶ Town of Whitestown Comprehensive Plan (2022)
- ▶ Thoroughfare Plan Update (2020)
- ▶ Town of Whitestown Parks and Recreation Master Plan (2018)
- ▶ Town of Whitestown Parks and Recreation Master Plan (2023-2027)

Town of Whitestown – Safe Streets and Roads for All Comprehensive Safety Action Plan (CSAP)

The Safe Streets and Roads for All Plan was adopted on May 14, 2025. The Town of Whitestown's CSAP focuses on reducing traffic fatalities and serious injuries while promoting a safer and more inclusive transportation network. This plan aligns with Vision Zero, aiming for a 100 percent reduction in fatal and severe injury crashes by 2040.

The CSAP is an important document that works hand in hand with the Capital Improvement Plan by identifying and prioritizing projects that align with the safety needs outlined in the analysis. These include:

- ▶ Roadway and intersection redesigns.
- ▶ Installation of roundabouts, raised medians, and other safety features.
- ▶ Enhancements for pedestrian and bicyclist safety through sidewalks, bike lanes, and signalized crossings.

Comprehensive Safety Action Plan – Roadway Projects Identified

1. Whitestown Pkwy – Indianapolis Rd to Main St
2. Indianapolis Rd – Whitestown Pkwy to North of Cozy Ln
3. Main St – Pierce St to Albert S White Dr
4. Perry Worth Rd – CR 550 S to Curve
5. Whitestown Pkwy – CR 425 E to CR 475 E
6. Albert S White Dr – CR 500 E to I-65 Ramps

Comprehensive Safety Action Plan – Intersection Projects Identified

1. Whitestown Pkwy & Perry Worth Rd
2. Whitestown Pkwy & Indianapolis Rd
3. Indianapolis Rd & Eagle Nest Blvd
4. Albert S White Dr & Main St
5. Whitestown Pkwy & Main St
6. Whitestown Pkwy & I-65 NB Ramp*
7. Albert S White Dr & CR 500 E
8. Albert S White Dr & Anson Blvd

2022 Town of Whitestown Comprehensive Plan³

Key Relevant Goals identified in this Plan include:

- ▶ Goal 1: Attract new, high-quality businesses and development to Whitestown to provide the community with a diverse and sustainable employment and tax base.
- ▶ Goal 2: Develop programs and policies to support and encourage the continued success and growth of the existing business base within the community.
- ▶ Goal 3: Continue to refine the Whitestown brand, convey a clear marketing message, and use relevant delivery systems to communicate Whitestown's vision.
- ▶ Goal 4: Continue and enhance focus on developing a sustainable quality of place in Whitestown to serve all people.
- ▶ Goal 5: Develop and maintain the proper municipal infrastructure to support the desired growth of the community and provide service to its citizens.

2020 Thoroughfare Plan Update⁴

The Thoroughfare Plan addresses:

1. Mid-Point I-65 Interchange: The update incorporates finalized plans from the INDOT mid-point I-65 interchange into updated recommendations for the Thoroughfare Plan Map.
2. CR 575 E Corridor: With the mid-point interchange location finalized, the CR 575 E Corridor route was also established. Right-of-way requirements and conceptual plans for the corridor have been incorporated.
3. Approved Developments: Numerous developments have been approved since the previous Plan was adopted. The Thoroughfare Plan Map has been adjusted based on these approved plans.
4. Intersection Improvements: Recommendations have been included to preserve the right-of-way for future intersection improvements.
5. Roundabout Standards: Standard sizes and right-of-way dedication requirements have been developed and incorporated into the Plan.

3 Source: 2022 Whitestown - Comprehensive Plan

4 Source: Whitestown Thoroughfare Plan 2020

2018 Whitestown Parks and Recreation Plan⁵

Top priorities of the 2018 Whitestown Parks and Recreation Plan:

1. Develop greenways to support Whitestown's goal to be the most walkable and bikeable Town in the State of Indiana
2. Develop a Whitestown Community Center
3. Partner with youth sports organizations to expand the number of youth sports fields available in the greater Whitestown area
4. Upgrade existing parks with facilities to meet the needs of the growing Whitestown Community.
5. Strategically add or expand parks to meet short and long-term recreation needs.
6. Provide natural and passive recreation facilities
7. Provide staffing to support park facilities and programming.

2023–2027 Whitestown Parks and Recreation Master Plan⁶

Key Relevant Goals identified in this Plan include:

1. Engage the community, leadership, and stakeholders through innovative public input to build a shared vision for Whitestown parks, recreation, facilities, and trails for the next five to ten years.
2. Utilize a wide variety of data sources and best practices to predict trends and patterns of use and how to address unmet needs in the Town of Whitestown.
3. Determine unique Level of Service Standards to develop appropriate actions regarding parks, recreation, facilities, and trails that reflect Whitestown's strong commitment to providing high-quality recreational activities for the community.
4. Shape financial and operational preparedness through innovative and “next” practices to achieve the strategic objectives and recommended actions.
5. Develop a dynamic and realistic strategic action plan that creates a road map to ensure long-term success and financial sustainability for the Town's parks, recreation programs, and open spaces, as well as action steps to support the family-oriented community and businesses that call Whitestown home.

⁵ Source: Whitestown Parks and Recreation Master Plan

⁶ Source: 2023 Parks Master Plan

PUBLIC ENGAGEMENT

Stakeholder Input

Stakeholder meetings were one-time, one-hour meetings with Whitestown representatives. Stakeholder groups included the Indiana Department of Transportation, Whitestown's government and law enforcement, the school system, and the police and fire department. These specific one-time conversations assisted in understanding the identification of potential capital improvement projects for the Town of Whitestown. These meetings occurred during November and December of 2023, and the following key trends were identified:

Key Trends from Stakeholder Conversations

- ▶ Infrastructure Challenges:
 - Stakeholders expressed their concerns about the safety of golf car users, particularly when crossing the interstate.
 - Also, stakeholders identified the Interstate crossing as a major issue for the Town, dividing it along the I-65 interstate.
 - Traffic congestion during rush hours, especially along Whitestown Parkway, Main Street, and other major collectors.
- ▶ Road Infrastructure Challenges:
 - Stakeholders emphasized the importance of road improvements and the need for comprehensive planning for growth.
 - The challenges faced by the police and fire departments when crossing intersections during emergencies were mentioned by stakeholders.
- ▶ Public Safety:
 - Stakeholders mentioned the importance of relocating Whitestown Fire Station 271 due to high collisions in the southeast of the Town.

Community Survey

The consultant created an online survey to involve members of the general public in creating the Whitestown Capital Improvement Plan and Program. The survey was conducted for residents and visitors and asked 30 questions that helped identify future road and trail capital improvement projects, safety issues within existing roads and intersections, and improvements for the Town's economic development. Before being published, the survey was sent out to officials for approval. The survey was published on April 24, 2024, and remained open until May 27, 2024. The online survey was created using SurveyMonkey.com, and the link was shared on different social media platforms. The survey link was also advertised on the Town of Whitestown's website.

The consultant created a Facebook advertisement to help inform the Whitestown community about the project. The Facebook advertisement briefly introduced the project and distributed the survey link. We utilized Facebook's paid-for advertising service to ensure the link was placed into Whitestown residents' timelines. Facebook permits these ads to be "geo-fenced," meaning they are only inserted into Facebook users who live in the Town. This advertisement was created and distributed from American Structurepoint's Facebook and Instagram pages.

The advertisement reached a total of 18,911 people. Of those who viewed the advertisement, 309 clicked the link to the survey. The survey received 588 responses from all advertising methods.

Key features from this survey regarding transportation infrastructure issues in Whitestown:

► Infrastructure and Traffic Concerns:

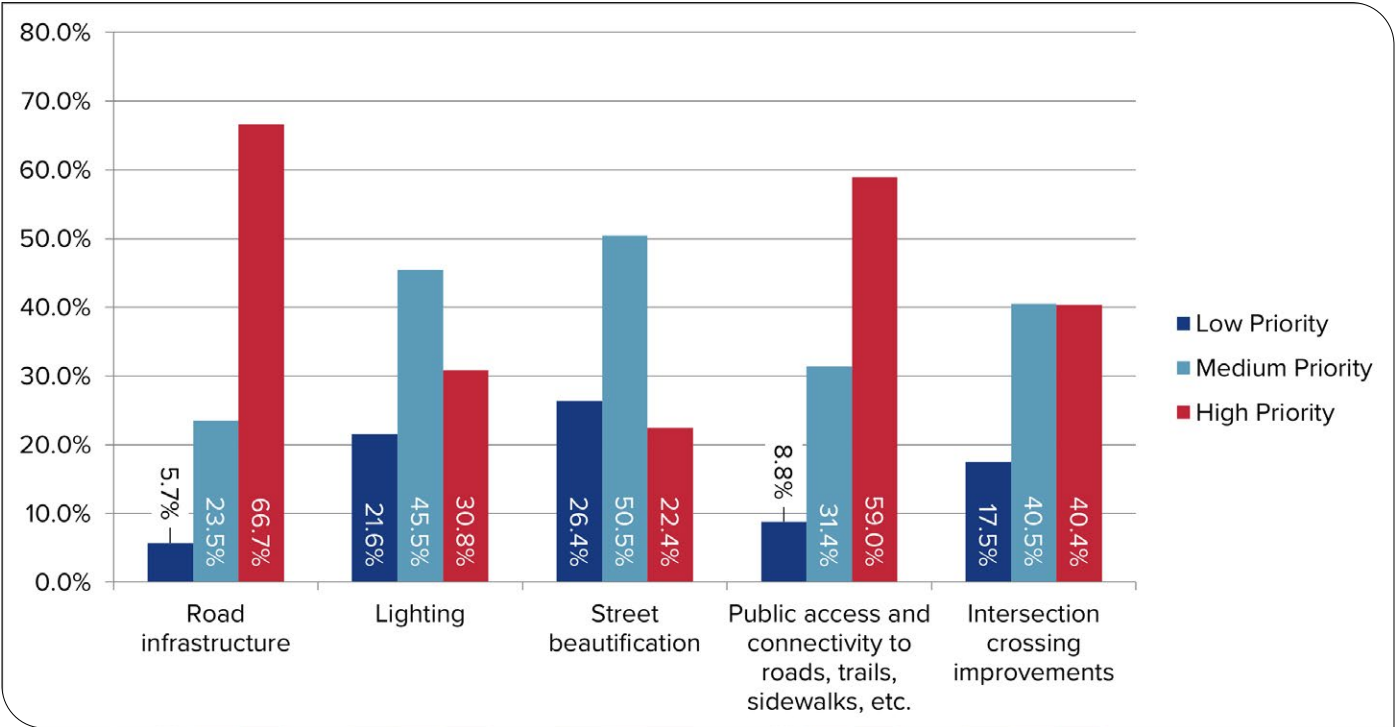
- Many residents stressed the need to improve and expand roads to handle increasing traffic and population growth.
- Specific intersections and roads, such as Whitestown Parkway and Main Street, frequently need attention.
- Residents' suggestions included widening roads, adding turn lanes, and improving traffic flow.

► Walkability and Connectivity:

- Comments from residents highlighted the need for better sidewalks, bike paths, and pedestrian trails.
- Residents want connectivity between neighborhoods, parks, downtown areas, and other key locations like the library.
- Residents' comments reflected walkability as crucial for improving the quality of life and accessibility.

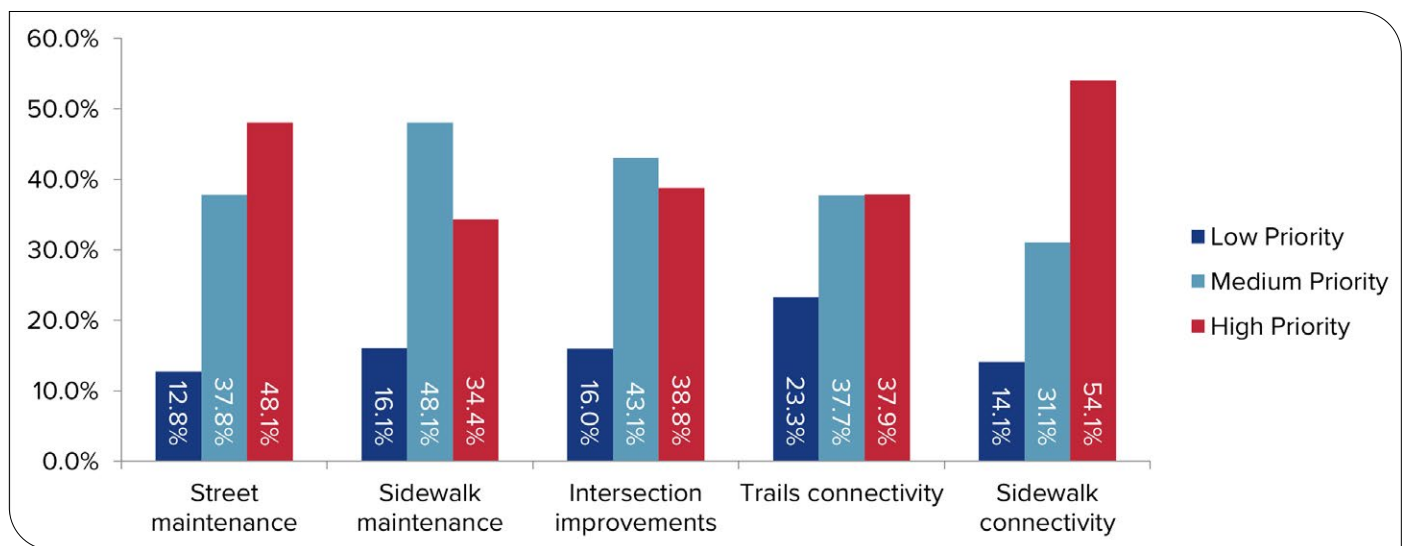
Survey Responses

Where should the Town make significant investments in its roads and trails infrastructure? Rank it as a low, medium, or high priority.



Whitestown residents were asked to rank the importance of significant road and trail infrastructure investments. Approximately 67 percent indicated a high priority for road infrastructure improvements, while nearly 60 percent emphasized the importance of public access and connectivity via roads, trails, and sidewalks. These findings highlight the need to develop a Capital Improvement Plan and Program document to strategically guide future investments in road infrastructure.

Which of the following infrastructure needs the most investment to meet your expectations? Rank it as a low, medium, or high priority.



Building on the emphasis from the previous question, residents were asked to specify which types of infrastructure require the most investment. Sidewalk connectivity emerged as a high priority for approximately 55 percent of respondents, while 48 percent rated street maintenance as a high priority. These results underline the importance of identifying and addressing multi-use path and roadway projects to meet community needs for improved connectivity and well-maintained streets.

PROJECT SCORING

ROADWAY/INTERSECTION PROJECTS

The Plan established a prioritized list of road-related capital projects necessary to enhance and maintain the Town’s road system to maximize safety and functionality. The Town’s road projects were evaluated using criteria that address the following goals from the 2022 Comprehensive Plan:

- ▶ Provide a transportation network that fully embraces multi-modal options and connectivity between options, including walking, bicycling, and public transportation.
- ▶ Provide a transportation network that delivers high safety for all users, including motorists, pedestrians, and bicyclists.
- ▶ Provide a transportation network that supports ongoing and future economic development efforts in the Town and the region.
- ▶ Attract new, high-quality businesses and development to Whitestown to provide a diverse and sustainable employment and tax base for the community.
- ▶ Develop programs and policies to support and encourage the continued success and growth of the existing business base within the community.
- ▶ Continue to refine the Whitestown brand, convey a clear marketing message, and use relevant delivery systems to communicate Whitestown’s vision.
- ▶ Continue and enhance focus on developing a sustainable quality of place in Whitestown to serve all people.
- ▶ Develop and maintain the proper municipal infrastructure to support the community’s desired growth and service to its citizens.
- ▶ Make long-term sustainability a focus of all decision-making processes in the community. Each potential project is evaluated and scored using the roadway and multi-use path infrastructure evaluation criteria shown in the table below. Priorities were established for each project using the scoring tool.

Each potential project is evaluated and scored using the roadway infrastructure evaluation criteria shown in the following table. Priorities were established for each project using the scoring tool.

Evaluation Criteria for Roadway/Intersection Infrastructure Projects

Project Criteria	Total Score
Health and Safety (20%)	20
The project implements traffic calming measures such as roundabouts.	5
The project is within a 1-mile distance of high collision areas	5
The project addresses transportation gaps in underserved neighborhoods.	5
The project impacts positive property values and economic opportunities for diverse communities.	5
Development and Connectivity (50%)	50
The project is located within a PUD Zoning District	6
The project is located within ANY residential Zoning District.	6
The project is located within the General Agriculture Zoning District.	6
The project is located within the General Industry or Light Industry Zoning District.	6
The project is located within the General Business or Local Business Zoning District.	6
The project integrates routes with employment centers and residential areas to improve accessibility for all residents.	6
The project intersects with the Economic Improvement District	6
The project will connect Whitestown with neighboring communities.	2
The project will improve access to businesses areas.	2
The project will improve access to industrial areas.	2
The project expands sidewalks to create a connected network that encourages walking as a viable transportation choice.	2
Transportation Resilience (15%)	15
The project enhances connectivity between key areas, ensuring uninterrupted access to essential services and businesses during disruptions.	5
The project provides alternative routes for emergency response and evacuation during major incidents.	5
The project is consistent with projects identified in the 2025 Safe Streets for all Comprehensive Safety Action Plan.	3
The project creates a north-to-south roadway connectivity within the town, supporting the traffic congestion on other routes.	2
Funding and Support (15%)	15
The project came from an existing source (Whitestown Comp Plan, Thoroughfare Plan, etc.)	3
The project will help address safety problems on roadways/intersections identified by the residents.	3
The project came from internal Town discussion	3
The project is along a major collector or higher roadway functional classification	3
The project is located in or directly serving Whitestown TIF district.	3

MULTI-USE PROJECTS

Bicycle and pedestrian priorities that will not be constructed by a roadway project or other Program in the near future are programmed through the multi-use path capital plan. Examples are gaps in the trail network, dedicated/separated bike paths in the road right-of-way, cyclist-activated traffic signals, major shoulder construction, and bridge modifications. Multi-use paths that can be created by striping roads and signage, such as designating bicycle lanes or routes, are funded through the maintenance budget.

The Town's multi-use path projects were evaluated using criteria that address the 2022 Comprehensive Plan goals.

Criteria for Multi-use Path Infrastructure Project Evaluation

Project Criteria	Total Score
Health and Safety (40%)	40
Project reduces street crossing accidents by providing a safe and walkable environment to pedestrians.	4
The project will connect Whitestown with surrounding municipalities.	4
Projects involves sidewalks connection	4
The project promotes enjoyable and safe options for pedestrian transportation.	4
Project is in existing Economic Development District	4
Project helps create a positive image for the town.	4
Project is new terrain	4
Improve air quality by minimizing congestion and promoting alternative modes of transportation.	4
Project improves access to Main Street	4
Project encourages physical fitness and healthy lifestyles.	4
Development and Connectivity (50%)	50
Project accesses businesses or mixed-use areas	8
Project completes a gap in a corridor	8
Project accesses industrial areas	8
Project accesses multiuse areas that include residential	8
Project influence business location and relocation decisions.	7
Project creates new opportunities for outdoor recreation.	7
The project connects to the existing park and recreation facilities	1
Project creates new opportunities for non-motorized transportation.	1
The project is NOT located along flood zones	1
Project creates connections to the Big Four Trail	1
Funding and Support (10%)	10
The project came from an existing source (Whitestown Comp Plan, Parks and Rec Master Plan, Thoroughfare Plan, etc.)	2
The project is consistent with projects identified in the 2025 Safe Streets for all Comprehensive Safety Action Plan.	2
The project came from stakeholder input.	2
The project came from internal Town discussion	2
The project is located in or directly serving a regional TIF district.	2



PROJECT FUNDING

To estimate the amount of revenue the Town of Whitestown, can reasonably anticipate for roadway and pathway construction over the next five and twenty years, we began by leveraging demographic projections and per-capita transportation funding benchmarks. Population growth in Whitestown has been among the most rapid in Indiana, and the Town's increasing share of Boone County's total population reflects its emergence as a major suburban hub within the Indianapolis metropolitan area. According to population forecasts from Woods & Poole Economics, Boone County is projected to grow from approximately 71,100 residents in 2020 to 97,400 by 2045. In 2020, Whitestown comprised about 14 percent of the county's population, with 10,178 residents; however, its share is expected to increase to 22 percent by 2045, for a final population of 21,211 (more than doubling over 25 years), driven by continued residential and commercial development in the Anson area and surrounding growth corridors.

The Whitestown population estimates were then paired with a per-capita transportation funding benchmark derived from the Indianapolis Metropolitan Planning Organization (MPO).⁷ In its long-range transportation planning documents, the MPO identifies regional transportation capital funding across multiple jurisdictions, with estimated local revenues of \$12.8 billion between 2020 and 2049. Based on the regional population served, this translates to a per-capita transportation funding level ranging from approximately \$500 to \$800 annually. Given Whitestown's strong growth trajectory, development intensity, and active use of both local and regional infrastructure financing tools (including TIF, developer contributions, and state matching programs such as INDOT's Community Crossings), a slightly elevated per-capita rate of \$750 annually in current-year dollars was applied.

Applying this \$750 annual figure to Whitestown's projected population yields an estimated \$41.6 million⁸ in available funding for the program over the next five years and \$261.6 million over the next twenty years for the Plan. These figures reflect cumulative investments from local sources such as motor vehicle highway funds, local road and street accounts, and TIF revenues, as well as state and federal sources like the Community Crossings Matching Grant program and MPO-administered Surface Transportation Block Grant and Transportation Alternatives Program funds. Developer-funded infrastructure improvements are also expected to remain a significant contributor, particularly in areas experiencing new residential and commercial development.

⁷ [Circle 2050 Metropolitan Transportation Plan](#), p 79.

⁸ 2024 dollars are used as the base for these revenue estimates. Note that if construction cost inflation exceeds the Town's ability to generate revenue, present-day real-dollar revenue estimates may be lower than those listed.



PROJECT COST ESTIMATING

The Capital Improvement Plan and Program identifies 56 roads / intersections and 14 multi-use path projects for implementation over 20 years with an estimated total cost of \$778.4 million (except where otherwise noted; all dollar amounts are for the present year)—not considering estimated revenue increases, inflation, or other variables at the current pace with estimated available revenue.

Capital Improvement Plan and Program by Project Type

Project Name	Cost Estimate
Roadway Projects	\$723,252,000
Roadway Projects	\$604,678,000
Intersection Projects	\$118,574,000
Multi-use Path Projects	\$55,226,000
Multi-use Paths	\$55,226,000
Grand Total	\$778,478,000

2025 – 2045 – CAPITAL IMPROVEMENT PLAN

Projects scoring below a threshold of 60 for roadway and multi-use projects were assembled into the Capital Improvement Plan. The **Plan identifies 47 roads/intersections and 7 multi-use path projects** for implementation over 20 years with an estimated total cost of \$603.8 million. Assuming no cost or revenue inflation, it would take about 20 years to meet the current infrastructure needs identified in the Plan; depending on inflation, the projects could take as long as 27 years to implement fully.

Capital Improvement Plan – Roadway, Intersection, and Roundabout Projects

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Roadway & Intersection Projects			\$572,112,000	
26	Roadway	Pierce Street: CR 575E to Main Street - 2 Lane Roadway	\$11,237,000	59
33B	Roundabout	CR 750 South & Indianapolis Rd - Single Lane Roundabout	\$4,374,000	58
44	Roundabout	Whitestown Pkwy & Perry Worth Rd - Multi Lane Roundabout	\$5,099,000	57
34	Roadway	Meadowview Drive: Meadowview Drive to New Hope Blvd- 2 Lane Roadway	\$3,852,000	56
16	Roadway	Albert S. White Drive: CR 575E to Main Street - 4 Lane Roadway	\$13,746,000	55
17	Roadway	Albert S. White Drive: Main Street to CR 300S - 4 Lane Roadway (2 Lanes already built)	\$19,454,000	55
23	Roadway	Perry Worth Road: CR550S to Northern Town Boundary - 2 Lane Roadway	\$25,642,000	55
31	Roadway	CR 500S: CR 575E to Main Street- 2 Lane Roadway	\$10,065,000	55
38	Roadway	CR 450S: Anson Blvd to CR 575E- 2 Lane Roadway	\$14,102,000	55
20	Roadway	Ronald Reagan Corridor: Whitestown Parkway to I-65 - 4 Lane Roadway	\$46,915,000	54
43	Roadway	Main St: CR 500S to Albert S White Dr - 4 Lane Roadway	\$18,101,000	54
13	Roadway	CR 575E Phase 5: CR 300 S/Pierce Street to CR 200S - 4 Lane Roadway	\$22,123,000	51
3	Roundabout	Main Street & Pierce Road - Single Lane Roundabout	\$2,911,000	50
28	Roadway	Pierce Street: CR 575 East to CR 500 East - 4 Lane Roadway	\$10,707,000	50
35	Roadway	Perry Worth Road: North Connection to Albert S. White Drive - 2 Lane Roadway	\$3,938,000	50
7	Roundabout	Pierce Street/CR700E/CR300S - Multi Lane Roundabout	\$3,593,000	49
25B	Roundabout	Main Street & Indigo Blue Blvd - Multi Lane Roundabout	\$3,924,000	49
4	Roundabout	Whitestown Parkway & Stonegate Drive - Multi Lane Roundabout	\$4,296,000	48

Capital Improvement Plan – Roadway, Intersection, and Roundabout Projects (Continued)

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Roadway & Intersection Projects			\$572,112,000	
21	Roadway	CR 475E: Ronald Reagan to south of CR 550 S - 4 Lane Roadway	\$11,537,000	48
6	Roundabout	Indianapolis Road & CR 550S - Multi-Lane Roundabout	\$6,055,000	47
33	Roadway	CR 600E: CR 750S to Indianapolis Rd - 2 Lane Roadway	\$9,488,000	47
42	Roadway	Main St: Schooler Rd to Town limit - 4 Lane Roadway	\$10,582,000	47
45	Intersection	Albert S White & CR 500E - New Signal	\$587,000	47
46	Intersection	Albert S White & CR 450E - New Signal & Turn Lane	\$992,000	47
2	Roundabout	Main Street & CR 500 S - Multi-Lane Roundabout	\$3,209,000	46
15 B	Roadway	Whitestown Parkway: CR 475 E to Town limits - 4 Lane Roadway	\$14,864,000	46
47	Roadway	Main St: Flag Stop Dr to Town limit - 4 Lane Roadway	\$18,390,000	46
8	Roundabout	Albert S. White Drive & Indigo Blue Boulevard - Multi Lane Roundabout	\$3,737,000	44
30	Roadway	CR 200S: CR 600E to Eastern Town Limits - 3 Lane Roadway	\$21,890,000	44
22	Roadway	CR 750S: Indianapolis Road to Western Town Limits - 4 Lane Roadway	\$52,785,000	42
5	Roundabout	Indianapolis Road & CR 750S - Single Lane Roundabout	\$2,662,000	41
37	Roundabout	CR 750S & CR 600 East- Multi Lane Roundabout	\$4,244,000	41
1	Interchange Improvements	Exit 130 Interchange Reconstruction - I-65 with Whitestown Parkway	\$65,638,000	40
39	Roundabout	CR 700E & E 425S - Single Lane Roundabout	\$2,339,000	40
18	Roadway	Ronald Reagan Corridor: County Line to CR 750S - 4 Lane Roadway	\$17,179,000	39
19	Roadway	Ronald Reagan Corridor: CR 750S to Whitestown Parkway (Zionsville portion) - 4 Lane Roadway	\$21,821,000	39
24	Roadway	Peters Street & Hull Street: Main Street to Pierce Street - 2 Lane Roadway	\$4,054,000	39
51	Roundabout	CR 200 South and CR 650 East - Single Lane Roundabout	\$2,488,000	39
50	Roadway	CR 425S: CR 700 to Town limits - 2 Lane Roadway	\$4,138,000	36

Capital Improvement Plan – Roadway, Intersection, and Roundabout Projects (Continued)

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Roadway & Intersection Projects			\$572,112,000	
25C	Roadway	Indigo Blue Boulevard: Main Street to Albert S White Dr - 2 Lane Roadway	\$6,723,000	34
40	Roadway	CR 700E: CR 425S to Southern Town Boundary - 2 Lane Roadway	\$6,690,000	33
29	Roadway	CR 200S: CR 500E to CR 600E - 3 Lane Roadway	\$14,781,000	30
41	Roadway	CR 450E: 2700' N of Albert S White Dr to CR 300S - 3 Lane Roadway	\$8,057,000	29
48	Roadway	Wolf Rd: Southern Town Limits to CR 750S - 2 Lane Roadway	\$6,956,000	29
52	Roundabout	CR 500 East and CR 200 South - Single Lane Roundabout	\$2,426,000	28
32	Roadway	CR 600E: Southern Town boundary to CR 750S - 2 Lane Roadway	\$3,210,000	27
36	Roadway	CR 500E: Northern Town Boundary to CR 200S - 2 Lane Roadway	\$20,511,000	24

Capital Improvement Plan – Multi-use Pathway Projects

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Multi-use Pathway Projects			\$31,730,000	
PATH - 13	Multi-use Pathway	Albert S. White: Big 4 Trail to Pierce Street	\$989,000	59
PATH - 05	Multi-use Pathway	CR 500 South: CR 575E to Main Street	\$3,142,000	58
PATH - 10	Multi-use Pathway	Perry Worth Road: CR 550S to 1,400' South	\$885,000	58
PATH - 09	Multi-use Pathway	Indianapolis Road: CR 550S to SR 267	\$5,478,000	54
PATH - 06	Multi-use Pathway	Pierce Street/Jackson Run Trail Connection: Jackson Run Trail to Albert S. White Drive	\$1,755,000	53
PATH - 07	Multi-use Pathway	Fishback Creek Greenway: South 400E to Main Street	\$17,730,000	53
PATH - 11	Multi-use Pathway	Whitestown Parkway: CR 525E to Indianapolis Road	\$1,751,000	53

2025 – 2030 – CAPITAL IMPROVEMENT PROGRAM

The Town of Whitestown Capital Improvement Program has been developed as a guide for the timely implementation of the capital improvement plan. The Plan identifies and scores 20-year project needs for Whitestown's transportation system, and the Program identifies anticipated revenue and schedules projects for development and construction over 5 years. Town representatives should review the Capital Improvement Program annually to ensure projects are being completed accordingly.

The 2025 to 2030 Program is based on the best available revenue forecasting and cost information and, by clear and objective means, establishes a strategy for addressing the highest-priority transportation needs for the Town's fiscal years from 2025 to 2030.

With the assumption outlined in the Project Funding section, the total estimated funding for the Town of Whitestown's Capital Improvement Program for the five years from 2025 to 2030 would be approximately \$41.6 million. Note that this amount of funding does not fully cover the project costs; additional sources must be produced, or the listed projects will take over five years to complete.

The projects selected for the Capital Improvement Program scored above a threshold of 60 points in the Project Scoring section of this document. The Program identifies 9 roads/intersections and 7 multi-use path projects for implementation over five years with an estimated total cost of \$174.6 million. The total is higher than the estimated funding, which might indicate that the Town must use alternative funding sources to accomplish these projects within the next five years.

Capital Improvement Program – Roadway/Intersection & Multi-use Projects

ID	Project Name	Project Limits	Est. Total Project Cost	Total Score
Roadway Projects			\$151,140,000	
9	Roadway	CR 575E Phase 1: Perry Worth Road to CR 500 S - 4 Lane Roadway	\$18,371,000	81
10	Roadway	CR 575E Phase 2: CR 500 S to CR 450 S - 4 Lane Roadway	\$12,464,000	81
15	Roadway	Whitestown Parkway: Indianapolis Road to CR 475 E - 4 Lane Roadway	\$20,995,000	77
11	Roadway	CR 575E Phase 3: CR 450 S to Albert S. White Drive - 4 Lane Roadway	\$18,859,000	73
25	Roadway	Main Street: Phipps Lane to Madera Drive - 3 Lane Roadway	\$18,063,000	71
12	Roadway	CR 575E Phase 4: Albert S. White Drive to CR 300S/W Pierce Street - 4 Lane Roadway	\$21,586,000	69
49	Roadway	Perry Worth Rd: CR 550S to Gateway Drive - 4 Lane Roadway	\$16,620,000	67
14	Roadway	CR 550S: Indianapolis Road to Western Town Boundary - 4 Lane Roadway	\$15,920,000	63
27	Roadway	Pierce Street: Main Street to Albert S. White Drive - 2 Lane Roadway	\$8,262,000	62
Multi-use Pathway Projects			\$23,496,000	
PATH - 01	Multi-use Pathway	Main Street: CR 500S to New Hope Blvd	\$4,300,000	78
PATH - 14	Multi-use Pathway	Pierce Street: CR 575E to Big 4 Trail	\$2,540,000	75
PATH - 02	Multi-use Pathway	Indianapolis Road: Traders Point Church Entrance to CR 550S	\$5,997,000	72
PATH - 03	Multi-use Pathway	Albert S. White Drive: Main Street to Big 4 Trail	\$2,632,000	69
PATH - 04	Multi-use Pathway	Albert S. White Drive: CR 575E to Main Street	\$2,348,000	69
PATH - 08	Multi-use Pathway	Whitestown Parkway: Crane Drive to Heartland Drive	\$1,768,000	63
PATH - 12	Multi-use Pathway	CR 750S: Indianapolis Road to 6,200' West	\$3,911,000	62

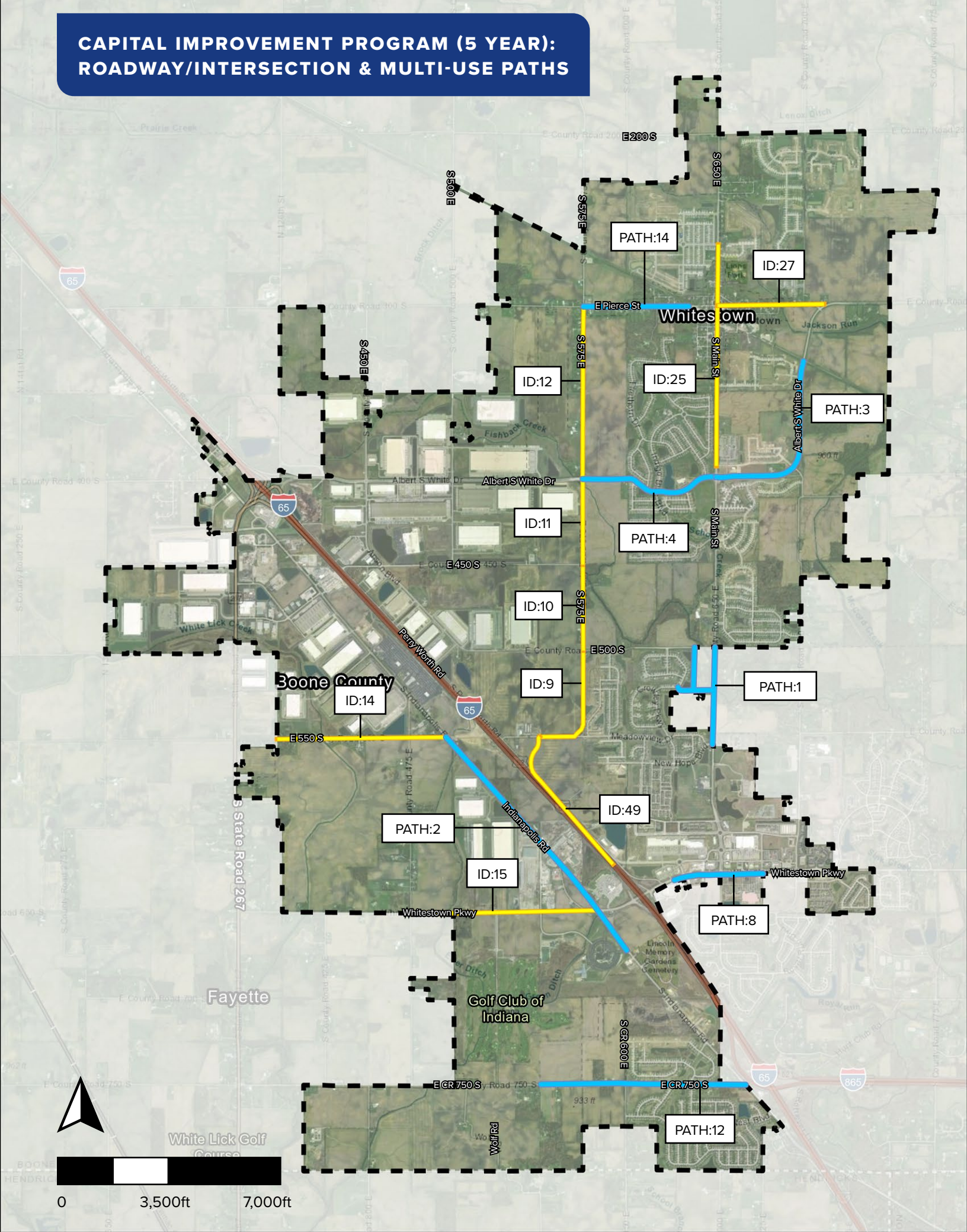
PROJECT SCHEDULING

The Town of Whitestown Capital Improvement Plan will develop project schedules by considering the allocated funding and prioritization. The schedules will determine where each project fits in the five- to twenty-year Capital Improvement Plan and Program. The project's timeline will be contingent upon its priority, the availability of funds, and its alignment with other projects featured in both the Capital Improvement Plan and those identified outside the time frame.

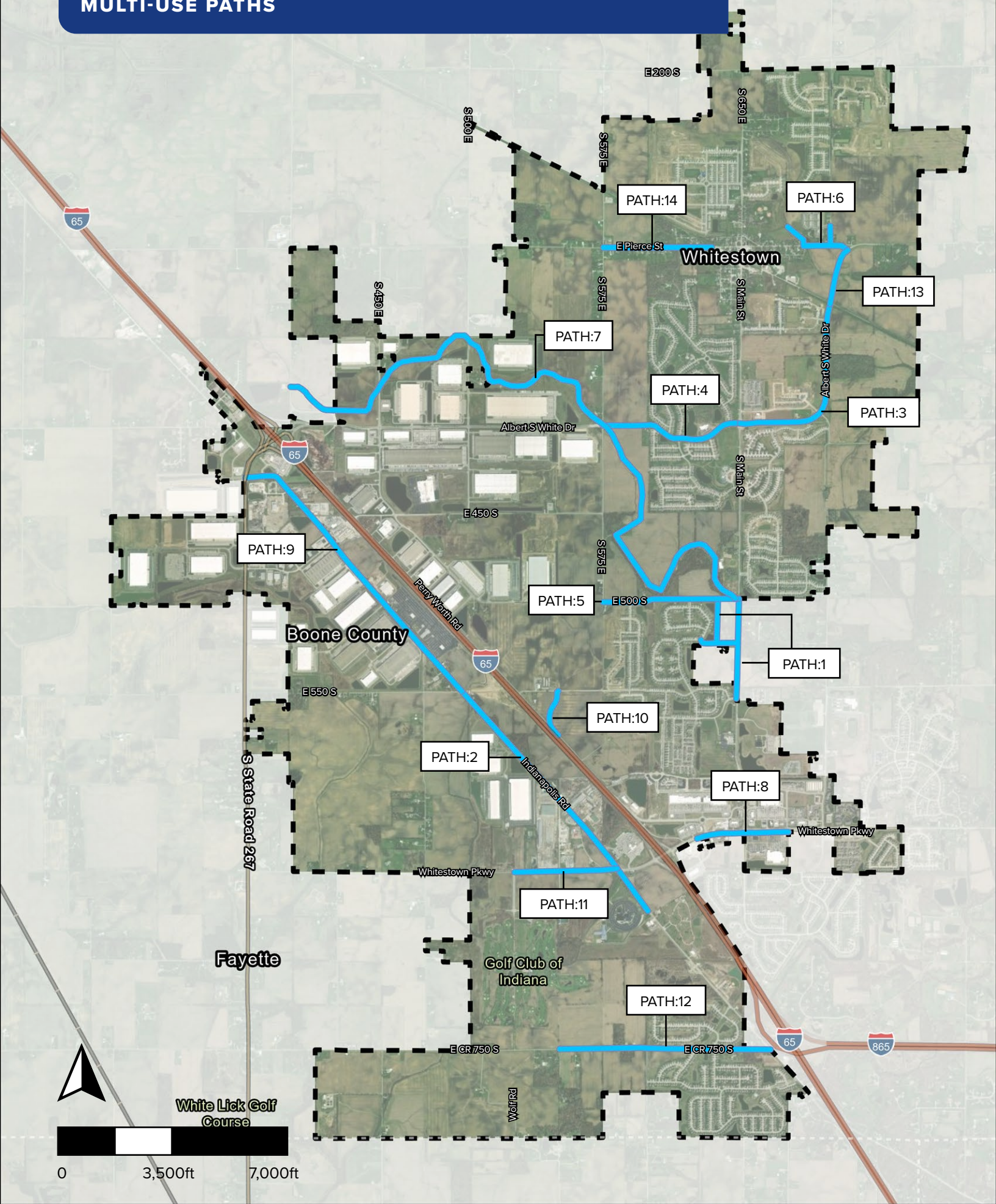


APPENDIX A: PROJECT MAPS

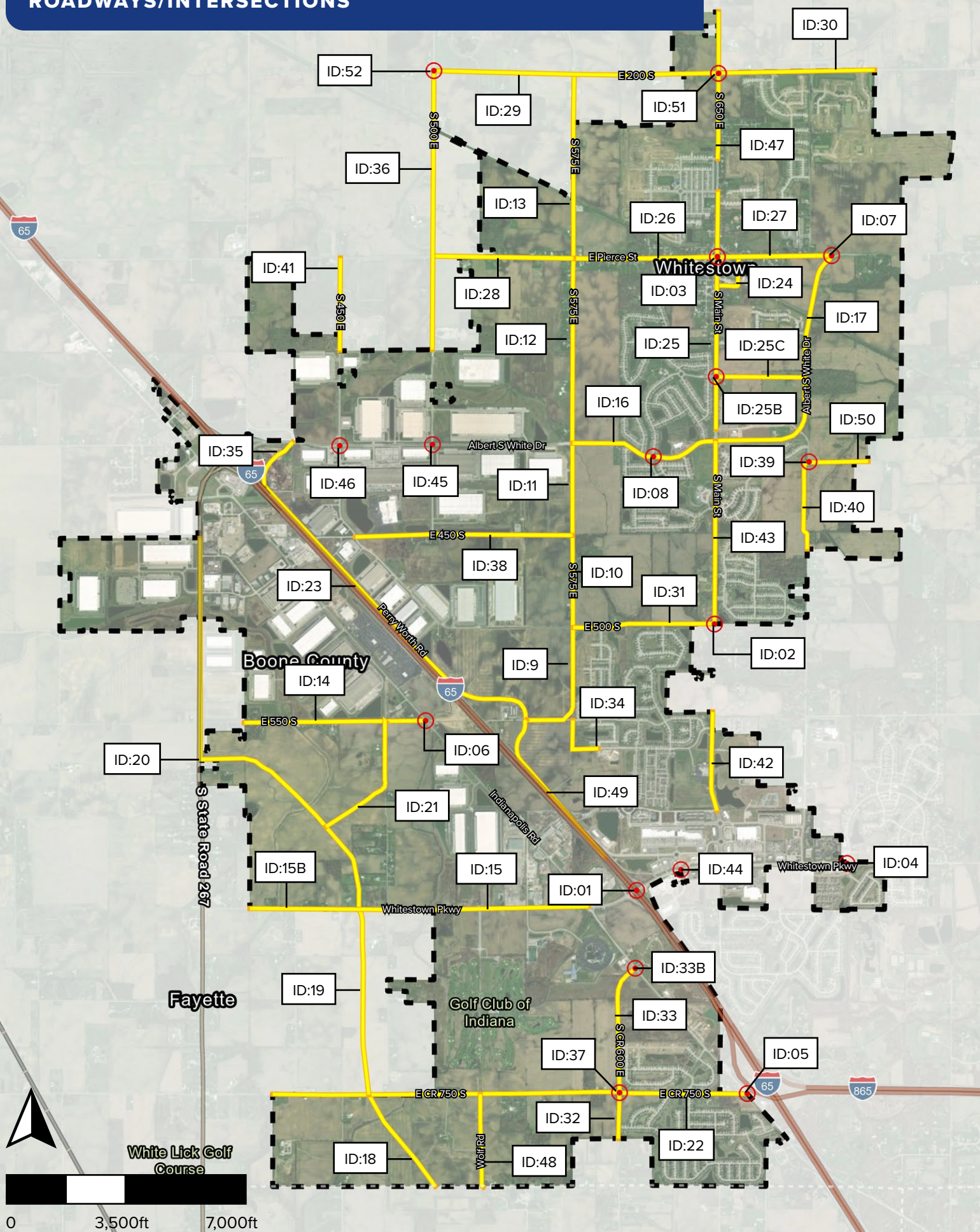
CAPITAL IMPROVEMENT PROGRAM (5 YEAR): ROADWAY/INTERSECTION & MULTI-USE PATHS



CAPITAL IMPROVEMENT PLAN AND PROGRAM (20 YEAR): MULTI-USE PATHS



CAPITAL IMPROVEMENT PLAN AND PROGRAM (20 YEAR): ROADWAYS/INTERSECTIONS





APPENDIX B: PROJECT SCORING

Roadway/Intersection Scoring Weights

Multi-use Paths Scoring Weights

Roadway/Intersection Scoring Weights (top of table)																			
Project Criteria	Project ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15B	16	17
	Project Type	Interchange Improvements	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway
	Project Name	Exit 130 Interchange Reconstruction - I-65 with Whitestown Parkway	Main Street & CR 500 S - Multi-Lane Roundabout	Main Street & Pierce Road - Single Lane Roundabout	Whitestown Parkway & Stonegate Drive - Multi Lane Roundabout	Indianapolis Road & CR 750S - Single Lane Roundabout	Indianapolis Road & CR 550S - Multi-Lane Roundabout	Pierce Street/CR700E/CR300S - Multi Lane Roundabout	Albert S. White Drive & Indigo Blue Boulevard - Multi Lane Roundabout	CR 575E Phase 1: Perry Worth Road to CR 500 S - 4 Lane Roadway	CR 575E Phase 2: CR 500 S to CR 450 S - 4 Lane Roadway	CR 575E Phase 3: CR 450 S to Albert S. White Drive - 4 Lane Roadway	CR 575E Phase 4: Albert S. White Drive to CR 300S/W Pierce Street - 4 Lane Roadway	CR 575E Phase 5: CR 300 S/ Pierce Street to CR 200S - 4 Lane Roadway	CR 550S: Indianapolis Road to Western Town Boundary - 4 Lane Roadway	Whitestown Parkway: Indianapolis Road to CR 475 E - 4 Lane Roadway	Whitestown Parkway: CR 475 E to Town limits - 4 Lane Roadway	Albert S. White Drive: CR 575E to Main Street - 4 Lane Roadway	Albert S. White Drive: Main Street to CR 300S - 4 Lane Roadway (2 Lanes already built)
Total of Points		40	46	50	48	41	47	49	44	81	81	73	69	51	63	77	46	55	55
Health and Safety (20%)	20																		
The project implements traffic calming measures such as roundabouts.	5	0	5	5	5	5	5	5	5	5	5	5	5	5	0	0	0	0	0
The project is within a 1-mile distance of high collision areas	5	5	0	0	5	0	0	0	0	0	0	0	0	0	0	5	0	0	0
The project addresses transportation gaps in underserved neighborhoods.	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The project impacts positive property values and economic opportunities for diverse communities.	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Development and Connectivity (50%)	50																		
The project is located within a PUD Zoning District	6	0	0	0	0	0	0	0	0	6	6	6	6	0	0	6	0	8	6
The project is located within ANY residential Zoning District.	6	0	6	6	6	0	0	8	6	0	0	0	0	0	8	6	0	6	6
The project is located within the General Agriculture Zoning District.	6	0	0	0	0	0	0	6	0	6	6	6	6	6	6	6	6	6	0
The project is located within the General Industry or Light Industry Zoning District.	6	0	0	0	0	0	6	0	0	6	6	6	6	0	6	6	6	0	6
The project is located within the General Business or Local Business Zoning District.	6	6	6	6	6	6	0	0	6	6	6	0	0	0	0	6	0	6	0
The project integrates routes with employment centers and residential areas to improve accessibility for all residents.	6	6	6	6	0	6	6	6	6	6	6	6	6	6	6	6	0	6	6
The project intersects with the Economic Improvement District	6	0	0	0	0	0	6	0	0	6	6	6	0	0	6	0	0	0	0
The project will connect Whitestown with neighboring communities.	2	0	0	0	0	0	0	2	0	2	2	2	2	2	0	0	0	2	2
The project will improve access to businesses areas.	2	2	2	2	2	2	0	0	2	2	2	0	2	2	0	2	0	2	0
The project will improve access to industrial areas.	2	2	2	0	2	0	2	0	0	2	2	2	2	2	2	2	2	0	0
The project expands sidewalks to create a connected network that encourages walking as a viable transportation choice.	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

Roadway/Intersection Scoring Weights (continued)																		
Project Criteria	Project ID	18	19	20	21	22	23	24	25	25B	25C	26	27	28	29	30	31	32
	Project Type	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roundabout	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway
	Project Name	Ronald Reagan Corridor: County Line to CR 750S - 4 Lane Roadway	Ronald Reagan Corridor: CR 750S to Whitestown Parkway (Zionsville portion) - 4 Lane Roadway	Ronald Reagan Corridor: Whitestown Parkway to I-65 - 4 Lane Roadway	CR 475E: Ronald Reagan to south of CR 550 S - 4 Lane Roadway	CR 750S: Indianapolis Road to Western Town Limits - 4 Lane Roadway	Perry Worth Road: CR550S to Northern Town Boundary - 2 Lane Roadway	Peters Street & Hull Street: Main Street to Pierce Street - 2 Lane Roadway	Main Street: Phipps Lane to Madera Drive - 3 Lane Roadway	Main Street & Indigo Blue Blvd - Multi Lane Roundabout	Indigo Blue Boulevard: Main Street to Albert S White Dr - 2 Lane Roadway	Pierce Street: CR 575E to Main Street - 2 Lane Roadway	Pierce Street: Main Street to Albert S. White Drive - 2 Lane Roadway	Pierce Street: CR 575 East to CR 500 East - 4 Lane Roadway	CR 200S: CR 500E to CR 600E - 3 Lane Roadway	CR 200S: CR 600E to Eastern Town Limits - 3 Lane Roadway	CR 500S: CR 575E to Main Street- 2 Lane Roadway	CR 600E: South Town boundary to CR 750S - 2 Lane Roadway
Total of Points		39	39	54	48	42	55	39	71	49	34	59	62	50	30	44	55	27
Health and Safety (20%)	20																	
The project implements traffic calming measures such as roundabouts.	5	5	5	0	5	0	0	0	0	5	0	0	0	0	0	0	0	0
The project is within a 1-mile distance of high collision areas	5	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
The project addresses transportation gaps in underserved neighborhoods.	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
The project impacts positive property values and economic opportunities for diverse communities.	5	5	5	5	5	5	0	5	5	5	5	5	5	5	5	5	5	5
Development and Connectivity (50%)	50																	
The project is located within a PUD Zoning District	6	0	0	6	0	6	6	0	6	6	6	0	0	0	0	0	6	0
The project is located within ANY residential Zoning District.	6	0	0	0	0	6	0	6	6	6	6	6	6	0	0	6	6	6
The project is located within the General Agriculture Zoning District.	6	6	6	6	0	6	0	0	0	0	0	6	0	6	6	6	6	6
The project is located within the General Industry or Light Industry Zoning District.	6	0	0	6	6	0	6	6	6	0	0	6	6	0	0	0	0	0
The project is located within the General Business or Local Business Zoning District.	6	0	0	0	0	0	6	0	6	0	0	6	6	6	0	6	6	0
The project integrates routes with employment centers and residential areas to improve accessibility for all residents.	6	6	6	0	6	6	6	6	6	6	6	6	6	6	6	6	6	0
The project intersects with the Economic Improvement District	6	0	0	6	6	0	6	0	0	0	0	0	0	0	0	0	0	0
The project will connect Whitestown with neighboring communities.	2	2	2	2	2	2	2	0	2	0	0	0	2	2	2	2	2	2
The project will improve access to businesses areas.	2	2	2	2	2	0	2	2	2	2	0	0	2	2	0	2	2	0
The project will improve access to industrial areas.	2	2	2	2	2	0	2	0	2	2	0	0	2	2	0	0	0	0
The project expands sidewalks to create a connected network that encourages walking as a viable transportation choice.	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

33	33B	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52
Roadway	Roundabout	Roadway	Roadway	Roadway	Roundabout	Roadway	Roundabout	Roadway	Roadway	Roadway	Roadway	Roundabout	Intersection	Intersection	Roadway	Roadway	Roadway	Roadway	Roundabout	Roundabout
CR 600E: CR 750S to Indianapolis Rd - 2 Lane Roadway	CR 750 South & Indianapolis Rd - Single Lane Roundabout	Meadowview Drive: Meadowview Drive to New Hope Blvd- 2 Lane Roadway	Perry Worth Road: North Connection to Albert S. White Drive - 2 Lane Roadway	CR 500E: Northern Town Boundary to CR 200S - 2 Lane Roadway	CR 750S & CR 600 East- Multi Lane Roundabout	CR 450S: Anson Blvd to CR 575E- 2 Lane Roadway	CR 700E & E 425S - Single Lane Roundabout	CR 700E: CR 425S to South Town limits - 2 Lane Roadway	CR 450E: 2700' N of Albert S White Dr to CR 300S - 3 Lane Roadway	Main St: Schooler Rd to Town limit - 4 Lane Roadway	Main St: CR 500S to Albert S White Dr - 4 Lane Roadway	Whitestown Pkwy & Perry Worth Rd - Multi Lane Roundabout	Albert S White & CR 500E - New Signal	Albert S White & CR 450E - New Signal & Turn Lane	Main St: Flag Stop Dr to Town limit - 4 Lane Roadway	Wolf Rd: Southern Town Limits to CR 750S - 2 Lane Roadway	Perry Worth Rd: CR 550S to Gateway Drive - 4 Lane Roadway	CR 425S: CR 700 to Town limits - 2 Lane Roadway	CR 200 South and CR 650 East - Single Lane Roundabout	CR 500 East and CR 200 South - Single Lane Roundabout
47	58	56	50	24	41	55	40	33	29	47	54	57	47	47	46	29	67	36	39	28
0	5	0	0	0	5	0	5	0	0	0	0	5	0	0	5	0	0	0	5	5
5	5	5	5	0	0	0	0	0	0	5	0	5	5	5	0	0	5	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5
5	5	5	0	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
0	0	6	6	0	0	6	6	0	0	6	0	6	6	6	6	0	6	6	0	0
6	6	6	6	6	6	0	6	6	0	6	6	0	0	0	0	0	6	6	0	0
6	6	0	0	0	6	6	0	0	6	0	0	0	0	0	6	6	0	0	6	6
0	0	0	6	0	0	6	0	0	0	0	0	0	6	6	0	0	6	0	0	0
6	6	6	0	0	0	0	0	0	0	0	6	6	0	0	0	0	6	0	0	0
6	6	6	0	0	6	6	6	6	0	6	6	6	0	0	6	6	6	6	6	0
0	0	6	6	0	0	6	0	0	0	0	0	0	6	6	0	0	6	0	0	0
0	0	0	0	0	2	0	0	2	2	2	2	2	0	0	2	2	0	2	2	2
2	2	2	2	0	0	2	0	0	0	0	2	2	2	2	2	0	2	0	0	0
0	0	0	2	2	0	2	0	0	2	0	0	0	2	2	0	2	2	0	0	0
2	2	2	2	2	2	2	0	2	2	2	2	2	0	0	2	2	2	2	0	0

Roadway/Intersection Scoring Weights (bottom of table)																			
Project Criteria	Project ID	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	15B	16	17
	Project Type	Interchange Improvements	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roundabout	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway
	Project Name	Exit 130 Interchange Reconstruction - I-65 with Whitestown Parkway	Main Street & CR 500 S - Multi-Lane Roundabout	Main Street & Pierce Road - Single Lane Roundabout	Whitestown Parkway & Stonegate Drive - Multi Lane Roundabout	Indianapolis Road & CR 750S - Single Lane Roundabout	Indianapolis Road & CR 550S - Multi-Lane Roundabout	Pierce Street/CR700E/CR300S - Multi Lane Roundabout	Albert S. White Drive & Indigo Blue Boulevard - Multi Lane Roundabout	CR 575E Phase 1: Perry Worth Road to CR 500 S - 4 Lane Roadway	CR 575E Phase 2: CR 500 S to CR 450 S - 4 Lane Roadway	CR 575E Phase 3: CR 450 S to Albert S. White Drive - 4 Lane Roadway	CR 575E Phase 4: Albert S. White Drive to CR 300S/W Pierce Street - 4 Lane Roadway	CR 575E Phase 5: CR 300 S/Pierce Street to CR 200S - 4 Lane Roadway	CR 550S: Indianapolis Road to Western Town Boundary - 4 Lane Roadway	Whitestown Parkway: Indianapolis Road to CR 475 E - 4 Lane Roadway	Whitestown Parkway: CR 475 E to Town limits - 4 Lane Roadway	Albert S. White Drive: CR 575E to Main Street - 4 Lane Roadway	Albert S. White Drive: Main Street to CR 300S - 4 Lane Roadway (2 Lanes already built)
Total of Points		40	46	50	48	41	47	49	44	81	81	73	69	51	63	77	46	55	55
Transportation Resilience (15%)	15																		
The project enhances connectivity between key areas, ensuring uninterrupted access to essential services and businesses during disruptions.	5	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	0	0
The project provides alternative routes for emergency response and evacuation during major incidents.	5	0	0	0	0	0	0	0	0	5	5	5	5	5	5	5	5	0	5
The project is consistent with projects identified in the 2025 Safe Streets for all Comprehensive Safety Action Plan.	3	3	0	3	3	3	0	0	0	0	0	0	0	0	0	3	3	3	3
The project creates a north-to-south roadway connectivity within the town, supporting the traffic congestion on other routes.	2	0	0	0	0	0	0	0	0	2	2	2	2	2	0	0	0	0	2
Funding and Support (15%)	15																		
The project came from an existing source (Whitestown Comp Plan, Thoroughfare Plan, etc.)	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
The project will help address safety problems on roadways/intersections identified by the residents.	3	0	3	3	0	3	3	3	3	3	3	3	3	0	0	0	0	0	0
The project came from internal Town disscussion	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
The project is along a major collector or higher roadway functional classification	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
The project is located in or directly serving Whitestow TIF district.	3	0	0	3	3	0	3	3	0	3	3	3	3	0	3	3	3	0	3

18	19	20	21	22	23	24	25	25B	25C	26	27	28	29	30	31	32	33	33B	34	35	36	37	38	39	40	41
Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roundabout	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roadway	Roundabout	Roadway	Roadway	Roadway	Roundabout	Roadway	Roundabout	Roadway	Roadway
Ronald Reagan Corridor: County Line to CR 750S - 4 Lane Roadway	Ronald Reagan Corridor: CR 750S to Whitestown Parkway (Zionsville portion) - 4 Lane Roadway	Ronald Reagan Corridor: Whitestown Parkway to I-65 - 4 Lane Roadway	CR 475E: Ronald Reagan to south of CR 550 S - 4 Lane Roadway	CR 750S: Indianapolis Road to Western Town Limits - 4 Lane Roadway	Perry Worth Road: CR550S to Northern Town Boundary - 2 Lane Roadway	Peters Street & Hull Street: Main Street to Pierce Street - 2 Lane Roadway	Main Street: Phipps Lane to Madera Drive - 3 Lane Roadway	Main Street & Indigo Blue Blvd - Multi Lane Roundabout	Indigo Blue Boulevard: Main Street to Albert S White Dr - 2 Lane Roadway	Pierce Street: CR 575E to Main Street - 2 Lane Roadway	Pierce Street: Main Street to Albert S. White Drive - 2 Lane Roadway	Pierce Street: CR 575 East to CR 500 East - 4 Lane Roadway	CR 200S: CR 500E to CR 600E - 3 Lane Roadway	CR 200S: CR 600E to Eastern Town Limits - 3 Lane Roadway	CR 500S: CR 575E to Main Street- 2 Lane Roadway	CR 600E: South Town boundary to CR 750S - 2 Lane Roadway	CR 600E: CR 750S to Indianapolis Rd - 2 Lane Roadway	CR 750 South & Indianapolis Rd - Single Lane Roundabout	Meadowview Drive: Meadowview Drive to New Hope Blvd- 2 Lane Roadway	Perry Worth Road: North Connection to Albert S. White Drive - 2 Lane Roadway	CR 500E: Northern Town Boundary to CR 200S - 2 Lane Roadway	CR 750S & CR 600 East- Multi Lane Roundabout	CR 450S: Anson Blvd to CR 575E- 2 Lane Roadway	CR 700E & E 425S - Single Lane Roundabout	CR 700E: CR 425S to South Town limits - 2 Lane Roadway	CR 450E: 2700' N of Albert S White Dr to CR 300S - 3 Lane Roadway
39	39	54	48	42	55	39	71	49	34	59	62	50	30	44	55	27	47	58	56	50	24	41	55	40	33	29
0	0	0	0	0	0	0	5	0	0	5	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	5	0	0	0	0	5	0	0	5	5	5	0	0	5	0	0	0	0	0	0	0	5	0	0	0
0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
0	0	0	0	0	0	0	3	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0
3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
3	3	3	3	3	3	3	3	3	0	3	3	3	3	3	3	0	0	3	3	3	3	3	3	3	3	3
0	0	3	3	0	3	3	3	3	3	0	3	0	0	0	0	0	3	3	3	3	0	0	0	0	0	3

Roadway/Intersection Scoring Weights (bottom of table - continued)												
Project Criteria	Project ID	42	43	44	45	46	47	48	49	50	51	52
	Project Type	Roadway	Roadway	Roundabout	Intersection	Intersection	Roadway	Roadway	Roadway	Roadway	Roundabout	Roundabout
	Project Name	Main St: Schooler Rd to Town limit - 4 Lane Roadway	Main St: CR 500S to Albert S White Dr - 4 Lane Roadway	Whitestown Pkwy & Perry Worth Rd - Multi Lane Roundabout	Albert S White & CR 500E - New Signal	Albert S White & CR 450E - New Signal & Turn Lane	Main St: Flag Stop Dr to Town limit - 4 Lane Roadway	Wolf Rd: Southern Town Limits to CR 750S - 2 Lane Roadway	Perry Worth Rd: CR 550S to Gateway Drive - 4 Lane Roadway	CR 425S: CR 700 to Town limits - 2 Lane Roadway	CR 200 South and CR 650 East - Single Lane Roundabout	CR 500 East and CR 200 South - Single Lane Roundabout
Total of Points		47	54	57	47	47	46	29	67	36	39	28
Transportation Resilience (15%)	15											
The project enhances connectivity between key areas, ensuring uninterrupted access to essential services and businesses during disruptions.	5	0	5	0	0	0	0	0	0	0	5	0
The project provides alternative routes for emergency response and evacuation during major incidents.	5	0	5	0	0	0	0	0	0	0	0	0
The project is consistent with projects identified in the 2025 Safe Streets for all Comprehensive Safety Action Plan.	3	0	3	3	3	3	0	0	3	0	0	0
The project creates a north-to-south roadway connectivity within the town, supporting the traffic congestion on other routes.	2	0	0	0	0	0	0	0	0	0	2	2
Funding and Support (15%)	15											
The project came from an existing source (Whitestown Comp Plan, Thoroughfare Plan, etc.)	3	3	3	3	3	3	3	3	3	3	0	0
The project will help address safety problems on roadways/intersections identified by the residents.	3	3	3	3	0	0	3	0	0	0	3	3
The project came from internal Town discussion	3	3	3	3	3	3	3	3	3	3	0	0
The project is along a major collector or higher roadway functional classification	3	3	3	3	3	3	3	0	3	3	0	0
The project is located in or directly serving Whitestow TIF district.	3	3	0	3	3	3	0	0	3	0	0	0

Multi-use Paths Scoring Weights (top of table)																
Project Criteria	Project ID	PATH - 01	PATH - 02	PATH - 03	PATH - 04	PATH - 05	PATH - 06	PATH - 07	PATH - 08	PATH - 09	PATH - 10	PATH - 11	PATH - 12	PATH - 13	PATH - 14	
	Project Type	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	
	Project Name	Main Street: CR 500S to New Hope Blvd	Indianapolis Road: Traders Point Church Entrance to CR 550S	Albert S. White Drive: Main Street to Big 4 Trail	Albert S. White Drive: CR 575E to Main Street	CR 500 South: CR 575E to Main Street	Pierce Street/Jackson Run Trail Connection: Jackson Run Trail to Albert S. White Drive	Fishback Creek Greenway: South 400E to Main Street	Whitestown Parkway: Crane Drive to Heartland Drive	Indianapolis Road: CR 550S to SR 267	Perry Worth Road: CR 550S to 1,400' South	Whitestown Parkway: CR 525E to Indianapolis Road	CR 750S: Indianapolis Road to 6,200' West	Albert S. White: Big 4 Trail to Pierce Street	Pierce Street: CR 575E to Big 4 Trail	
Total of Points		78	72	69	69	58	53	53	63	54	58	53	62	59	75	
Health and Safety (40%)	40															
Project reduces street crossing accidents by providing a safe and walkable environment to pedestrians.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
The project will connect Whitestown with surrounding municipalities.	4	4	4	0	0	0	0	4	0	0	0	0	4	0	4	
Projects involves sidewalks connection	4	4	4	4	4	4	4	0	4	4	4	4	4	4	4	
The project promotes enjoyable and safe options for pedestrian transporation.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Projectis in existing Economic Development District	4	0	4	0	0	0	0	0	0	0	4	4	0	0	0	
Project helps create a positive image for the town.	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Project is new terrain	4	4	4	0	0	0	0	4	0	0	0	0	0	0	0	
Improve air quality by minimizing congestion and promoting alternative modes of transportation.	4	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Project improves access to Main Street	4	4	0	4	4	0	0	4	0	0	0	0	0	0	4	
Project encourages physical fitness and healthy lifestyles.	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	

Multi-use Paths Scoring Weights (middle of table)																
Project Criteria	Project ID	PATH - 01	PATH - 02	PATH - 03	PATH - 04	PATH - 05	PATH - 06	PATH - 07	PATH - 08	PATH - 09	PATH - 10	PATH - 11	PATH - 12	PATH - 13	PATH - 14	
	Project Type	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	
	Project Name	Main Street: CR 500S to New Hope Blvd	Indianapolis Road: Traders Point Church Entrance to CR 550S	Albert S. White Drive: Main Street to Big 4 Trail	Albert S. White Drive: CR 575E to Main Street	CR 500 South: CR 575E to Main Street	Pierce Street/Jackson Run Trail Connection: Jackson Run Trail to Albert S. White Drive	Fishback Creek Greenway: South 400E to Main Street	Whitestown Parkway: Crane Drive to Heartland Drive	Indianapolis Road: CR 550S to SR 267	Perry Worth Road: CR 550S to 1,400' South	Whitestown Parkway: CR 525E to Indianapolis Road	CR 750S: Indianapolis Road to 6,200' West	Albert S. White: Big 4 Trail to Pierce Street	Pierce Street: CR 575E to Big 4 Trail	
Total of Points		78	72	69	69	58	53	53	63	54	58	53	62	59	75	
Development and Connectivity (50%)	50															
Project accesses businesses or mixed-use areas	8	8	0	8	8	0	8	0	8	0	0	8	8	8	8	
Project completes a gap in a corridor	8	8	8	8	8	8	0	0	8	8	8	0	8	8	8	
Project accesses industrial areas	8	0	8	0	0	0	0	0	0	8	8	8	0	0	0	
Project accesses multiuse areas that include residential	8	8	0	8	8	8	8	8	8	8	8	0	8	8	8	
Project influence business location and relocation decisions.	7	7	7	7	7	7	7	0	7	0	0	7	7	7	7	
Project creates new opportunities for outdoor recreation.	7	7	7	0	0	7	0	7	0	0	0	0	0	0	7	
The project connects to the existing park and recreation facilities	1	0	0	1	1	0	1	0	0	0	0	0	1	1	0	
Project creates new opportunities for non-motorized transportation.	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
The project is NOT located along flood zones	1	0	1	1	1	0	1	0	1	1	1	1	1	1	1	
Project creates connections to the Big Four Trail	1	1	0	1	1	1	1	1	0	0	0	0	0	1	1	

Multi-use Paths Scoring Weights (bottom of table)																
Project Criteria	Project ID	PATH - 01	PATH - 02	PATH - 03	PATH - 04	PATH - 05	PATH - 06	PATH - 07	PATH - 08	PATH - 09	PATH - 10	PATH - 11	PATH - 12	PATH - 13	PATH - 14	
	Project Type	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	Multi-use Pathway	
	Project Name	Main Street: CR 500S to New Hope Blvd	Indianapolis Road: Traders Point Church Entrance to CR 550S	Albert S. White Drive: Main Street to Big 4 Trail	Albert S. White Drive: CR 575E to Main Street	CR 500 South: CR 575E to Main Street	Pierce Street/Jackson Run Trail Connection: Jackson Run Trail to Albert S. White Drive	Fishback Creek Greenway: South 400E to Main Street	Whitestown Parkway: Crane Drive to Heartland Drive	Indianapolis Road: CR 550S to SR 267	Perry Worth Road: CR 550S to 1,400' South	Whitestown Parkway: CR 525E to Indianapolis Road	CR 750S: Indianapolis Road to 6,200' West	Albert S. White: Big 4 Trail to Pierce Street	Pierce Street: CR 575E to Big 4 Trail	
Total of Points		78	72	69	69	58	53	53	63	54	58	53	62	59	75	
Funding and Support (10%)		10														
The project came from an existing source (Whitestown Comp Plan, Parks and Rec Master Plan, Thoroughfare Plan, etc.)		2	2	2	2	2	2	2	2	2	2	2	2	2	2	
The project is consistent with projects identified in the 2025 Safe Streets for all Comprehensive Safety Action Plan.		2	0	0	2	2	0	0	0	2	0	0	0	0	0	
The project came from stakeholder input.		2	2	2	2	2	2	2	2	2	0	0	0	0	0	
The project came from internal Town disscussion		2	2	2	2	2	2	2	2	2	2	2	2	2	2	
The project is located in or directly serving a regional TIF district.		2	0	2	2	2	0	0	2	2	2	0	0	0	2	



APPENDIX C: PROJECT COST ESTIMATES

ROADWAY/INTERSECTIONS

Project ID	1
Location	Exit 130 Interchange Reconstruction - I-65 with Whitestown Parkway
Description	Reconstruction of the existing Interchange. Based on the Scope of the Final Configuration, this estimate is subject to significant change.
Project Score	40
Overall Cost	\$65,638,000

Description	Qty	Unit	Unit Price	Total
Interchange, Reconstruction	1	EACH	\$25,000,000	\$25,000,000
Interchange Lighting	1	LSUM	\$500,000	\$500,000
Construction Engineering	1	LSUM	\$500,000	\$500,000
Mobilization and Demobilization	1	LSUM	\$1,250,000	\$1,250,000
Clearing Right of Way	1	LSUM	\$500,000	\$500,000
Stormwater Management Budget	1	LSUM	\$500,000	\$500,000
Signing and Pavement Markings	1	LSUM	\$1,000,000	\$1,000,000
Maintaining Traffic	1	LSUM	\$3,750,000	\$3,750,000

Description	Cost
Construction Subtotal	\$33,000,000
30.0% Contingency	\$9,900,000
Estimated Total - Construction Cost	\$42,900,000
Preliminary Engineering - 15% of Construction Cost	\$6,435,000
Construction Inspection - 12.5% of Construction Cost	\$5,363,000
Project Subtotal	\$54,698,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$10,940,000
Project Total Cost Estimate	\$65,638,000

A – I-65 AND WHITESTOWN PARKWAY



Hobby LobbyBurlington

Shoe
Department
Encore

Harmony
Steakhouse

S Perry Worth Rd

S Perry Worth Rd

130

Panera Bread

Chick-fil

Whitestown Pkwy

Burge

Marathon

Transport for
Christ

Cracker Barrel

Tom Wood
Toyota

Whitestown Pkwy

130

S Indianapolis Rd

Green Ditch

Traverse

S Indianapolis

0

350ft

700ft

Project ID	2
Location	Main Street & CR 500 South - Multi-Lane Roundabout
Description	Multi-Lane Roundabout - 3 Leg
Project Score	46
Overall Cost	\$3,209,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane, 3 Leg	1	EACH	\$1,218,000	\$1,218,000
Sidewalk	480	LFT	\$69	\$33,120
Multi - Use Path	480	LFT	\$244	\$117,120
Construction Engineering	1	LSUM	\$27,000	\$27,000
Mobilization and Demobilization	1	LSUM	\$68,000	\$68,000
Clearing Right of Way	1	LSUM	\$27,000	\$27,000
Stormwater Management Budget	1	LSUM	\$27,000	\$27,000
Maintaining Traffic	1	LSUM	\$96,000	\$96,000

Description	Cost
Construction Subtotal	\$1,613,240
30.0% Contingency	\$484,000
Estimated Total - Construction	\$2,097,000
Preliminary Engineering - 15% of Construction Cost	\$315,000
Construction Inspection - 12.5% of Construction Cost	\$262,000
Project Subtotal	\$2,674,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 25%	\$535,000
Project Total Cost Estimate	\$3,209,000

A – MAIN STREET AND CR 500 SOUTH



Project ID	3
Location	Main Street & Pierce Street - Single Lane Roundabout
Description	Single Lane Roundabout - 4-legs
Project Score	50
Overall Cost	\$2,911,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, Single Lane	1	EACH	\$871,000	\$871,000
Sidewalk	480	LFT	\$69	\$33,120
Multi - Use Path	480	LFT	\$244	\$117,120
Construction Engineering	1	LSUM	\$20,000	\$20,000
Mobilization and Demobilization	1	LSUM	\$51,000	\$51,000
Clearing Right of Way	1	LSUM	\$51,000	\$51,000
Stormwater Management Budget	1	LSUM	\$20,000	\$20,000
Signing and Pavement Markings	1	LSUM	\$20,000	\$20,000
Maintaining Traffic	1	LSUM	\$71,000	\$71,000

Description	Cost
Construction Subtotal	\$1,254,240
Construction Subtotal	\$1,254,240
Estimated Total - Construction	\$1,630,000
Preliminary Engineering - 15% of Construction Cost	\$245,000
Construction Inspection - 12.5% of Construction Cost	\$204,000
Project Subtotal	\$2,079,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 40%	\$832,000
Project Total Cost Estimate	\$2,911,000

A – MAIN STREET AND PIERCE STREET



A

Whitestown

Seattle Stew Dr

0

350ft

700ft

Project ID	4
Location	Whitestown Parkway & Stonegate Drive - Multi Lane Roundabout
Description	Multi-lane roundabout - 4 legs
Project Score	48
Overall Cost	\$4,296,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,650,000	\$1,650,000
Sidewalk	480	LFT	\$69	\$33,120
Multi - Use Path	480	LFT	\$244	\$117,120
Construction Engineering	1	LSUM	\$36,000	\$36,000
Mobilization and Demobilization	1	LSUM	\$90,000	\$90,000
Clearing Right of Way	1	LSUM	\$36,000	\$36,000
Stormwater Management Budget	1	LSUM	\$36,000	\$36,000
Signing and Pavement Markings	1	LSUM	\$36,000	\$36,000
Maintaining Traffic	1	LSUM	\$126,000	\$126,000

Description	Cost
Construction Subtotal	\$2,160,240
30.0% Contingency	\$648,000
Estimated Total - Construction	\$2,808,000
Preliminary Engineering - 15% of Construction Cost	\$421,000
Construction Inspection - 12.5% of Construction Cost	\$351,000
Project Subtotal	\$3,580,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$716,000
Project Total Cost Estimate	\$4,296,000

A – WHITESTOWN PARKWAY AND STONEGATE DRIVE



Project ID	5
Location	Indianapolis Road & CR 750 South - Single Lane Roundabout
Description	Single Lane Roundabout - 3-legs
Project Score	41
Overall Cost	\$2,662,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, Single Lane	1	EACH	\$871,000	\$871,000
Sidewalk	500	LFT	\$69	\$34,500
Multi - Use Path	500	LFT	\$244	\$122,000
Construction Engineering	1	LSUM	\$21,000	\$21,000
Mobilization and Demobilization	1	LSUM	\$51,000	\$51,000
Clearing Right of Way	1	LSUM	\$21,000	\$21,000
Stormwater Management Budget	1	LSUM	\$21,000	\$21,000
Signing and Pavement Markings	1	LSUM	\$21,000	\$21,000
Maintaining Traffic	1	LSUM	\$72,000	\$72,000

Description	Cost
Construction Subtotal	\$1,234,500
30.0% Contingency	\$370,000
Estimated Total - Construction	\$1,605,000
Preliminary Engineering - 15% of Construction Cost	\$241,000
Construction Inspection - 12.5% of Construction Cost	\$201,000
Project Subtotal	\$2,047,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$615,000
Project Total Cost Estimate	\$2,662,000

A – INDIANAPOLIS ROAD AND CR 750 SOUTH



Project ID	6
Location	Indianapolis Road & CR 550 South - Multi-Lane Roundabout
Description	Multi-lane roundabout - 4 legs
Project Score	47
Overall Cost	\$6,055,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Sidewalk	800	LFT	\$69	\$55,200
Multi - Use Path	800	LFT	\$244	\$195,200
Bridge, new or widen	2000	SFT	\$350	\$700,000
Construction Engineering	1	LSUM	\$47,000	\$47,000
Mobilization and Demobilization	1	LSUM	\$117,000	\$117,000
Clearing Right of Way	1	LSUM	\$47,000	\$47,000
Stormwater Management Budget	1	LSUM	\$47,000	\$47,000
Signing and Pavement Markings	1	LSUM	\$47,000	\$47,000
Maintaining Traffic	1	LSUM	\$164,000	\$164,000

Description	Cost
Construction Subtotal	\$2,809,400
30.0% Contingency	\$843,000
Estimated Total - Construction	\$3,652,000
Preliminary Engineering - 15% of Construction Cost	\$548,000
Construction Inspection - 12.5% of Construction Cost	\$457,000
Project Subtotal	\$4,657,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$1,398,000
Project Total Cost Estimate	\$6,055,000

A – INDIANAPOLIS ROAD AND CR 550 SOUTH

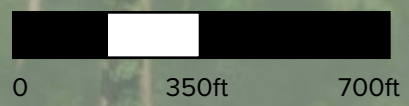


Project ID	7
Location	Pierce Street/CR700 East / CR300 South - Multi Lane Roundabout
Description	Multi-lane roundabout - 3 legs
Project Score	49
Overall Cost	\$3,593,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane, 3 Leg	1	EACH	\$1,218,000	\$1,218,000
Sidewalk	800	LFT	\$69	\$55,200
Multi - Use Path	800	LFT	\$244	\$195,200
Culvert 48"	125	LFT	\$300	\$37,500
Construction Engineering	1	LSUM	\$30,000	\$30,000
Mobilization and Demobilization	1	LSUM	\$75,000	\$75,000
Clearing Right of Way	1	LSUM	\$30,000	\$30,000
Stormwater Management Budget	1	LSUM	\$30,000	\$30,000
Signing and Pavement Markings	1	LSUM	\$30,000	\$30,000
Maintaining Traffic	1	LSUM	\$105,000	\$105,000

Description	Cost
Construction Subtotal	\$1,805,900
30.0% Contingency	\$542,000
Estimated Total - Construction	\$2,348,000
Preliminary Engineering - 15% of Construction Cost	\$352,000
Construction Inspection - 12.5% of Construction Cost	\$294,000
Project Subtotal	\$2,994,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$599,000
Project Total Cost Estimate	\$3,593,000

A – PIERCE STREET / CR 700 EAST / CR 300 SOUTH

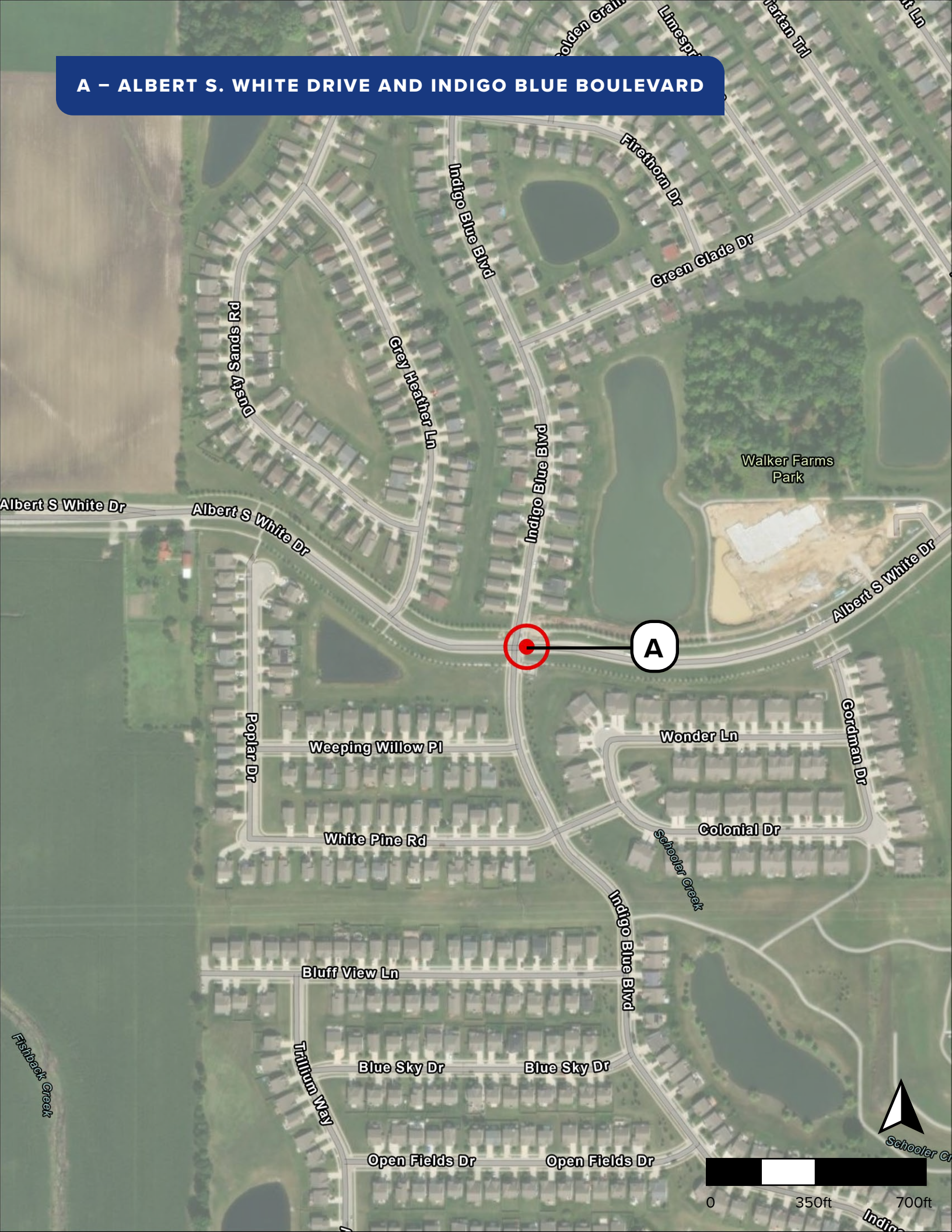


Project ID	8
Location	Albert S. White Drive & Indigo Blue Boulevard - Multi Lane Roundabout
Description	Multi-lane roundabout - 4 legs
Project Score	44
Overall Cost	\$3,737,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Sidewalk	800	LFT	\$69	\$55,200
Construction Engineering	1	LSUM	\$29,000	\$29,000
Mobilization and Demobilization	1	LSUM	\$72,000	\$72,000
Clearing Right of Way	1	LSUM	\$29,000	\$29,000
Stormwater Management Budget	1	LSUM	\$29,000	\$29,000
Signing and Pavement Markings	1	LSUM	\$29,000	\$29,000
Maintaining Traffic	1	LSUM	\$101,000	\$101,000

Description	Cost
Construction Subtotal	\$1,734,200
30.0% Contingency	\$520,000
Estimated Total - Construction	\$2,254,000
Preliminary Engineering - 15% of Construction Cost	\$338,000
Construction Inspection - 12.5% of Construction Cost	\$282,000
Project Subtotal	\$2,874,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$863,000
Project Total Cost Estimate	\$3,737,000

A – ALBERT S. WHITE DRIVE AND INDIGO BLUE BOULEVARD



Project ID	9
Location	CR 575 East Phase 1: Perry Worth Road to CR 500 South - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and (2) multi-lane roundabouts east of Perry Worth and at CR 500S.
Project Score	81
Overall Cost	\$18,371,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	3500	LFT	\$1,187	\$4,154,500
Intersection, RAB, 2 Lane	2	EACH	\$1,390,000	\$2,780,000
Sidewalk	3500	LFT	\$69	\$241,500
Multi - Use Path	3500	LFT	\$244	\$854,000
Median - 16' Wide	3500	LFT	\$100	\$350,000
Construction Engineering	1	LSUM	\$168,000	\$168,000
Mobilization and Demobilization	1	LSUM	\$419,000	\$419,000
Clearing Right of Way	1	LSUM	\$168,000	\$168,000
Stormwater Management Budget	1	LSUM	\$168,000	\$168,000
Signing and Pavement Markings	1	LSUM	\$84,000	\$84,000
Maintaining Traffic	1	LSUM	\$251,000	\$251,000

Description	Cost
Construction Subtotal	\$9,638,000
30.0% Contingency	\$2,891,000
Estimated Total - Construction	\$12,529,000
Preliminary Engineering - 15% of Construction Cost	\$1,879,000
Construction Inspection - 12.5% of Construction Cost	\$1,566,000
Project Subtotal	\$15,974,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,397,000
Project Total Cost Estimate	\$18,371,000

A – PERRY WORTH ROAD

B – CR 500 SOUTH



S 575 E

B

E 500 S

E 500 S

Perry Worth Rd

E 550 S

A

Meadowview Dr

Bramwell Ln

Sheffield Ln

Maywood Dr

Brandywine Dr

Tanglewood Ln

Crabapple Dr

Maywood Dr

Hackberry Dr

Hemlock Dr

New Hope Blvd

Grand Ct

WFNI (AM 1070 kHz)
Transmitter

Sunrise Way

Commerce Dr

S Indianapolis Pkwy

Par

0

700ft

1,400ft

Project ID	10
Location	CR 575 East Phase 2: CR 500 South to CR 450 South - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at CR 450 East.
Project Score	81
Overall Cost	\$12,464,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	2400	LFT	\$1,187	\$2,848,800
Intersection, RAB, 2 Lane, 3 Leg	1	EACH	\$1,218,000	\$1,218,000
Sidewalk	2800	LFT	\$69	\$193,200
Multi - Use Path	2800	LFT	\$244	\$683,200
Median - 16' Wide	2800	LFT	\$100	\$280,000
Construction Engineering	1	LSUM	\$104,000	\$104,000
Mobilization and Demobilization	1	LSUM	\$261,000	\$261,000
Clearing Right of Way	1	LSUM	\$104,000	\$104,000
Stormwater Management Budget	1	LSUM	\$104,000	\$104,000
Signing and Pavement Markings	1	LSUM	\$104,000	\$104,000
Maintaining Traffic	1	LSUM	\$366,000	\$366,000

Description	Cost
Construction Subtotal	\$6,266,200
30.0% Contingency	\$1,880,000
Estimated Total - Construction	\$8,146,000
Preliminary Engineering - 15% of Construction Cost	\$1,222,000
Construction Inspection - 12.5% of Construction Cost	\$1,018,000
Project Subtotal	\$10,386,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$2,078,000
Project Total Cost Estimate	\$12,464,000

Albert S white Dr

Allpoints Dr

A – CR 500 SOUTH

B – CR 450 SOUTH

S 500 E

S 500 E

500 E

E 450 S

E 450 S

S 575 E

Poplar Dr

Bluff View

B

S 575 E

Fishback Creek

E 500 S

A

E 500 S

Bramwell Ln

Wildflower Dr

Sheffield Ln

Tanglewood Ln

Daywood Dr

Dr

Hardwick



700ft

1,400ft

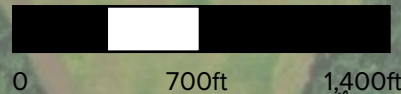
Project ID	11
Location	CR 575 East Phase 3: CR 450 South to Albert S. White Drive - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at Albert S. White Drive, and new bridge over Fishback Creek.
Project Score	73
Overall Cost	\$18,859,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	2600	LFT	\$1,187	\$3,086,200
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Bridge, new or widen	7360	SFT	\$350	\$2,576,000
Sidewalk	2800	LFT	\$69	\$193,200
Multi - Use Path	2800	LFT	\$244	\$683,200
Median - 16' Wide	2800	LFT	\$100	\$280,000
Culvert - 48 IN	120	LFT	\$300	\$36,000
Construction Engineering	1	LSUM	\$165,000	\$165,000
Mobilization and Demobilization	1	LSUM	\$412,000	\$412,000
Clearing Right of Way	1	LSUM	\$165,000	\$165,000
Stormwater Management Budget	1	LSUM	\$165,000	\$165,000
Signing and Pavement Markings	1	LSUM	\$165,000	\$165,000
Maintaining Traffic	1	LSUM	\$577,000	\$577,000

Description	Cost
Construction Subtotal	\$9,893,600
30.0% Contingency	\$2,968,000
Estimated Total - Construction	\$12,862,000
Preliminary Engineering - 15% of Construction Cost	\$1,929,000
Construction Inspection - 12.5% of Construction Cost	\$1,608,000
Project Subtotal	\$16,399,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,460,000
Project Total Cost Estimate	\$18,859,000

A – CR 450 SOUTH

B – ALBERT S. WHITE DRIVE



Project ID	12
Location	CR 575E Phase 4: Albert S. White Drive to CR 300 South / W Pierce Street - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at CR 300 South.
Project Score	69
Overall Cost	\$21,586,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	5000	LFT	\$1,187	\$5,935,000
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Sidewalk	5500	LFT	\$69	\$379,500
Multi - Use Path	5500	LFT	\$244	\$1,342,000
Median - 16' Wide	5500	LFT	\$100	\$550,000
Construction Engineering	1	LSUM	\$192,000	\$192,000
Mobilization and Demobilization	1	LSUM	\$480,000	\$480,000
Clearing Right of Way	1	LSUM	\$192,000	\$192,000
Stormwater Management Budget	1	LSUM	\$192,000	\$192,000
Signing and Pavement Markings	1	LSUM	\$192,000	\$192,000
Maintaining Traffic	1	LSUM	\$480,000	\$480,000

Description	Cost
Construction Subtotal	\$11,324,500
30.0% Contingency	\$3,397,000
Estimated Total - Construction	\$14,722,000
Preliminary Engineering - 15% of Construction Cost	\$2,208,000
Construction Inspection - 12.5% of Construction Cost	\$1,840,000
Project Subtotal	\$18,770,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,816,000
Project Total Cost Estimate	\$21,586,000

A - ALBERT S. WHITE DRIVE

B - CR 300S / W PIERCE STREET



B

A

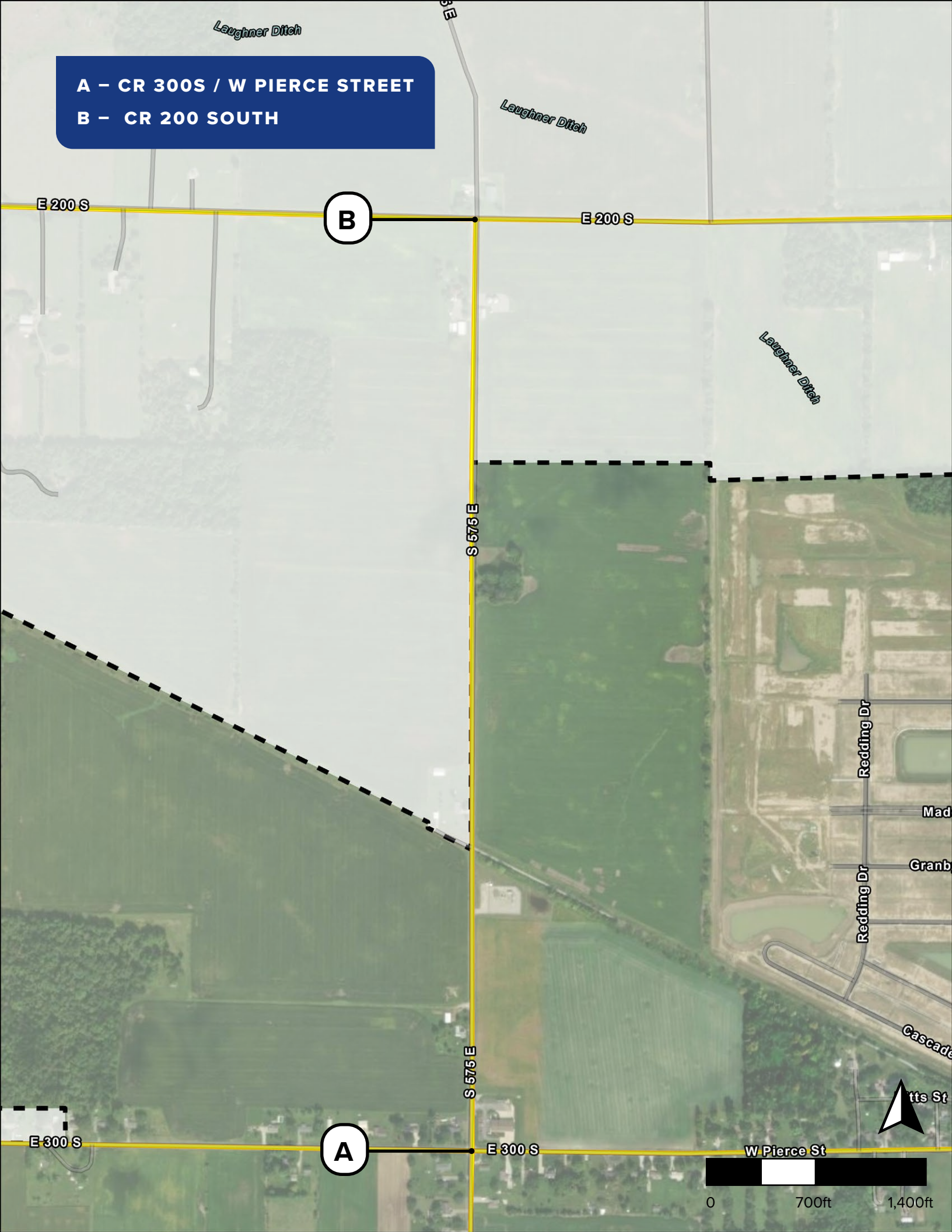
Project ID	13
Location	CR 575 East Phase 5: CR 300 South/ Pierce Street to CR 200 South - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at CR 200 South.
Project Score	51
Overall Cost	\$22,123,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	5200	LFT	\$1,187	\$6,172,400
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Sidewalk	5500	LFT	\$69	\$379,500
Multi - Use Path	5500	LFT	\$244	\$1,342,000
Median - 16' Wide	5500	LFT	\$100	\$550,000
Construction Engineering	1	LSUM	\$197,000	\$197,000
Mobilization and Demobilization	1	LSUM	\$492,000	\$492,000
Clearing Right of Way	1	LSUM	\$197,000	\$197,000
Stormwater Management Budget	1	LSUM	\$197,000	\$197,000
Signing and Pavement Markings	1	LSUM	\$197,000	\$197,000
Maintaining Traffic	1	LSUM	\$492,000	\$492,000

Description	Cost
Construction Subtotal	\$11,605,900
30.0% Contingency	\$3,482,000
Estimated Total - Construction	\$15,088,000
Preliminary Engineering - 15% of Construction Cost	\$2,263,000
Construction Inspection - 12.5% of Construction Cost	\$1,886,000
Project Subtotal	\$19,237,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,886,000
Project Total Cost Estimate	\$22,123,000

A – CR 300S / W PIERCE STREET

B – CR 200 SOUTH



B

E 200 S

E 200 S

S 576 E

S 576 E

E 300 S

A

E 300 S

W Pierce St

ttts St

Cascade

Redding Dr

Granb

Mad

0 700ft 1,400ft

Project ID	14
Location	CR 550 South: Indianapolis Road to Western Town Boundary - 4 Lane Roadway
Description	New 4-lane roadway with curb and gutter, sidewalk, and path.
Project Score	63
Overall Cost	\$15,920,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	4200	LFT	\$1,187	\$4,985,400
Sidewalk	4200	LFT	\$69	\$289,800
Multi - Use Path	4200	LFT	\$244	\$1,024,800
Median - 12' Wide	4200	LFT	\$83	\$348,600
Box Culvert - 12'x5'	120	LFT	\$2,600	\$312,000
Construction Engineering	1	LSUM	\$139,000	\$139,000
Mobilization and Demobilization	1	LSUM	\$348,000	\$348,000
Clearing Right of Way	1	LSUM	\$139,000	\$139,000
Stormwater Management Budget	1	LSUM	\$139,000	\$139,000
Signing and Pavement Markings	1	LSUM	\$139,000	\$139,000
Maintaining Traffic	1	LSUM	\$487,000	\$487,000

Description	Cost
Construction Subtotal	\$8,351,600
30.0% Contingency	\$2,505,000
Estimated Total - Construction	\$10,857,000
Preliminary Engineering - 15% of Construction Cost	\$1,629,000
Construction Inspection - 12.5% of Construction Cost	\$1,357,000
Project Subtotal	\$13,843,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,077,000
Project Total Cost Estimate	\$15,920,000

A – INDIANAPOLIS ROAD

B – WESTERN TOWN BOUNDARY



Project ID	15
Location	Whitestown Parkway: Indianapolis Road to CR 475 East - 4 Lane Roadway
Description	New 4-lane roadway with curb and gutter, sidewalk, and path.
Project Score	77
Overall Cost	\$20,995,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	5600	LFT	\$1,187	\$6,647,200
Sidewalk	5600	LFT	\$69	\$386,400
Multi - Use Path	5600	LFT	\$244	\$1,366,400
Median - 12' Wide	5600	LFT	\$83	\$464,800
Box Culvert - 12'x5'	120	LFT	\$2,600	\$312,000
Construction Engineering	1	LSUM	\$184,000	\$184,000
Mobilization and Demobilization	1	LSUM	\$459,000	\$459,000
Clearing Right of Way	1	LSUM	\$184,000	\$184,000
Stormwater Management Budget	1	LSUM	\$184,000	\$184,000
Signing and Pavement Markings	1	LSUM	\$184,000	\$184,000
Maintaining Traffic	1	LSUM	\$642,000	\$642,000

Description	Cost
Construction Subtotal	\$11,013,800
30.0% Contingency	\$3,304,000
Estimated Total - Construction	\$14,318,000
Preliminary Engineering - 15% of Construction Cost	\$2,148,000
Construction Inspection - 12.5% of Construction Cost	\$1,790,000
Project Subtotal	\$18,256,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,739,000
Project Total Cost Estimate	\$20,995,000

A – INDIANAPOLIS ROAD

B – CR 475 EAST



Project ID	15B
Location	Whitestown Parkway: CR 475 East to Town Limits - 4 Lane Roadway
Description	New 4-lane roadway with curb and gutter, sidewalk, and path.
Project Score	46
Overall Cost	\$14,864,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	3900	LFT	\$1,187	\$4,629,300
Sidewalk	3900	LFT	\$69	\$269,100
Multi - Use Path	3900	LFT	\$244	\$951,600
Median - 12' Wide	3900	LFT	\$83	\$323,700
Box Culvert - 14'x5'	120	LFT	\$2,700	\$324,000
Construction Engineering	1	LSUM	\$130,000	\$130,000
Mobilization and Demobilization	1	LSUM	\$325,000	\$325,000
Clearing Right of Way	1	LSUM	\$130,000	\$130,000
Stormwater Management Budget	1	LSUM	\$130,000	\$130,000
Signing and Pavement Markings	1	LSUM	\$130,000	\$130,000
Maintaining Traffic	1	LSUM	\$455,000	\$455,000

Description	Cost
Construction Subtotal	\$7,797,700
30.0% Contingency	\$2,339,000
Estimated Total - Construction	\$10,137,000
Preliminary Engineering - 15% of Construction Cost	\$1,521,000
Construction Inspection - 12.5% of Construction Cost	\$1,267,000
Project Subtotal	\$12,925,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$1,939,000
Project Total Cost Estimate	\$14,864,000

A - CR 475 EAST
B - TOWN LIMITS

Whitelick Creek

Whitelick Creek

Whitestown Pkwy

Whitestown Pkwy

B

A

S 425 E

S 425 E

S 475 E

S 475 E

S 475 E

Whitelick Creek

0

700ft

1,400ft

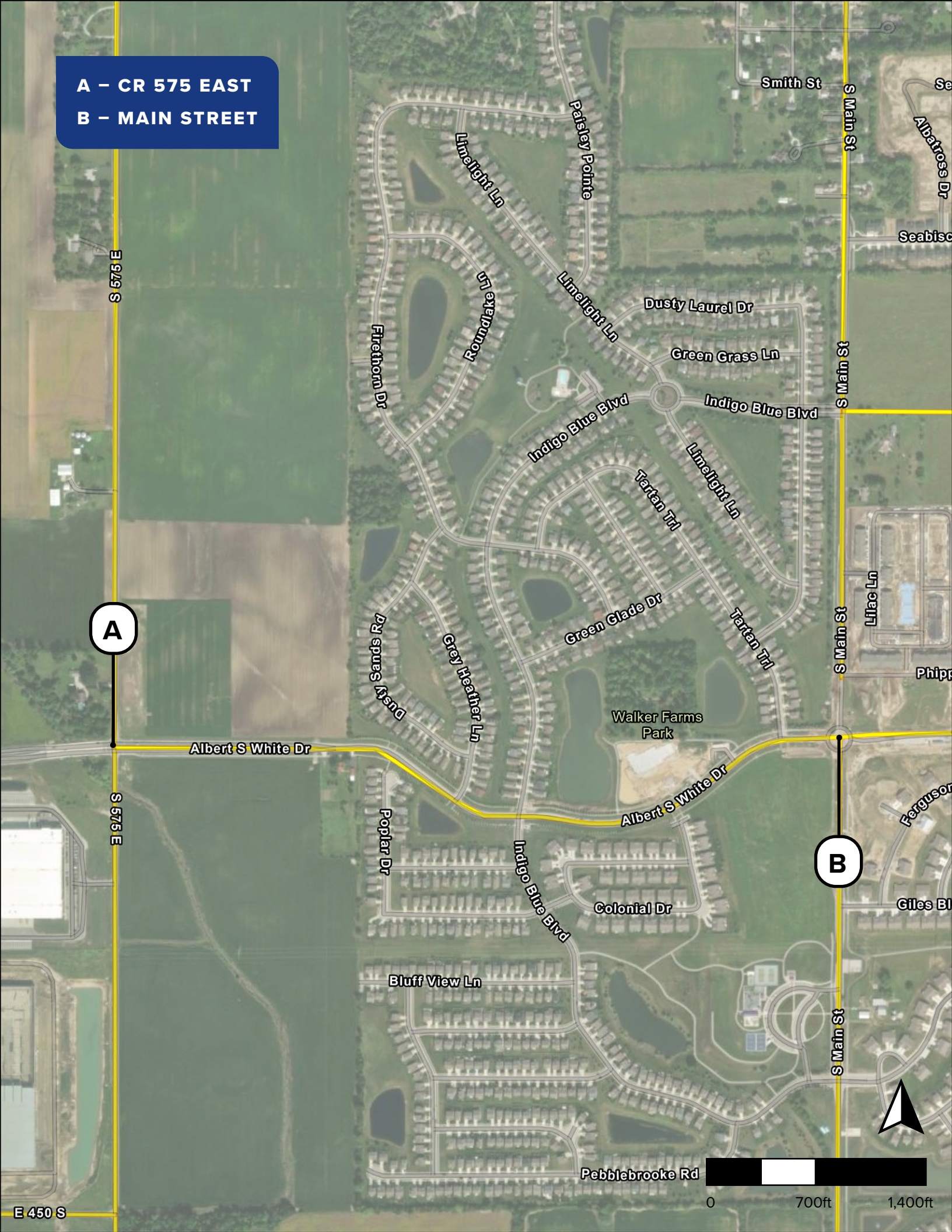


Project ID	16
Location	Albert S. White Drive: CR 575 East to Main Street - 4 Lane Roadway
Description	New 4-lane roadway with curb and gutter, sidewalk, and path.
Project Score	55
Overall Cost	\$13,746,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	3600	LFT	\$1,187	\$4,273,200
Sidewalk	3600	LFT	\$69	\$248,400
Multi - Use Path	3600	LFT	\$244	\$878,400
Median - 16' Wide	3600	LFT	\$100	\$360,000
Construction Engineering	1	LSUM	\$115,000	\$115,000
Mobilization and Demobilization	1	LSUM	\$288,000	\$288,000
Clearing Right of Way	1	LSUM	\$115,000	\$115,000
Stormwater Management Budget	1	LSUM	\$115,000	\$115,000
Signing and Pavement Markings	1	LSUM	\$115,000	\$115,000
Maintaining Traffic	1	LSUM	\$403,000	\$403,000

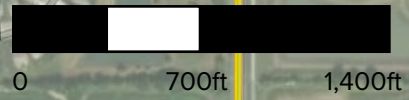
Description	Cost
Construction Subtotal	\$6,911,000
30.0% Contingency	\$2,073,000
Estimated Total - Construction	\$8,984,000
Preliminary Engineering - 15% of Construction Cost	\$1,348,000
Construction Inspection - 12.5% of Construction Cost	\$1,123,000
Project Subtotal	\$11,455,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$2,291,000
Project Total Cost Estimate	\$13,746,000

A - CR 575 EAST
B - MAIN STREET



A

B

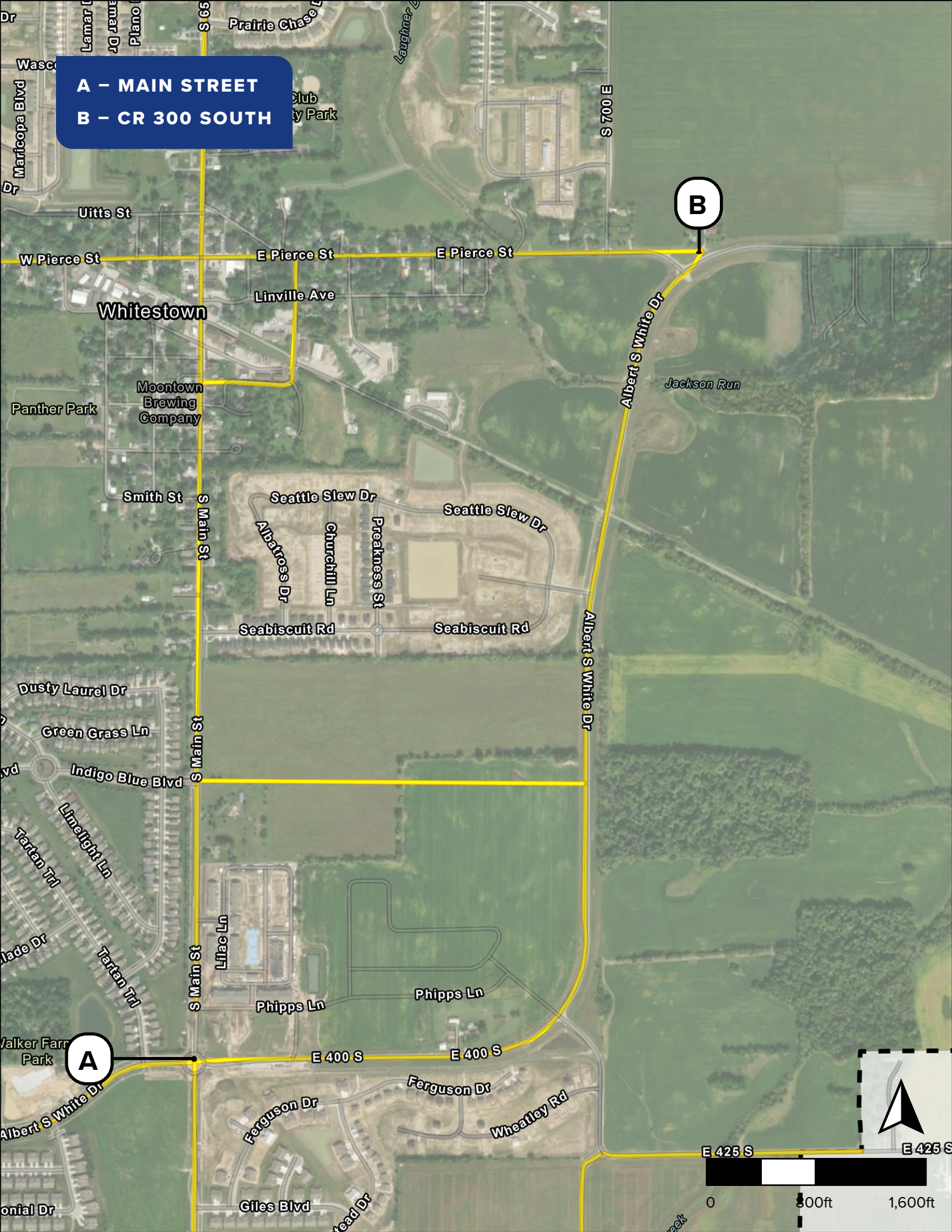


Project ID	17
Location	Albert S. White Drive: Main Street to CR 300 South - 4 Lane Roadway (2 Lanes already built)
Description	New 4-lane roadway with curb and gutter, sidewalk, and path (2 lanes already built previously).
Project Score	55
Overall Cost	\$19,454,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	8000	LFT	\$808	\$6,464,000
Sidewalk	8000	LFT	\$69	\$552,000
Multi - Use Path	8300	LFT	\$244	\$2,025,200
Construction Engineering	1	LSUM	\$181,000	\$181,000
Mobilization and Demobilization	1	LSUM	\$452,000	\$452,000
Clearing Right of Way	1	LSUM	\$181,000	\$181,000
Stormwater Management Budget	1	LSUM	\$181,000	\$181,000
Signing and Pavement Markings	1	LSUM	\$181,000	\$181,000
Maintaining Traffic	1	LSUM	\$452,000	\$452,000

Description	Cost
Construction Subtotal	\$10,669,200
30.0% Contingency	\$3,201,000
Estimated Total - Construction	\$13,870,000
Preliminary Engineering - 15% of Construction Cost	\$2,081,000
Construction Inspection - 12.5% of Construction Cost	\$1,734,000
Project Subtotal	\$17,685,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,769,000
Project Total Cost Estimate	\$19,454,000

A – MAIN STREET
B – CR 300 SOUTH



Project ID	18
Location	Ronald Reagan Corridor: County Line to CR 750 South - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at CR 750S.
Project Score	39
Overall Cost	\$17,179,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	3200	LFT	\$1,187	\$3,798,400
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Bridge, new or widen	3600	SFT	\$350	\$1,260,000
Multi - Use Path	3200	LFT	\$244	\$780,800
Sidewalk	3200	LFT	\$69	\$220,800
Median - 16' Wide	3200	LFT	\$100	\$320,000
Construction Engineering	1	LSUM	\$155,000	\$155,000
Mobilization and Demobilization	1	LSUM	\$389,000	\$389,000
Clearing Right of Way	1	LSUM	\$155,000	\$155,000
Stormwater Management Budget	1	LSUM	\$155,000	\$155,000
Signing and Pavement Markings	1	LSUM	\$155,000	\$155,000
Maintaining Traffic	1	LSUM	\$233,000	\$233,000

Description	Cost
Construction Subtotal	\$9,012,000
30.0% Contingency	\$2,704,000
Estimated Total - Construction	\$11,716,000
Preliminary Engineering - 15% of Construction Cost	\$1,757,000
Construction Inspection - 12.5% of Construction Cost	\$1,465,000
Project Subtotal	\$14,938,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,241,000
Project Total Cost Estimate	\$17,179,000

S 425 E

A – COUNTY LINE
B – CR 750 SOUTH

S 475 E

S 475 E

S 425 E

B

E 750 S

E 750 S

E County Road

S County Road 450 E

Etter Ditch

Etter Ditch

Etter Ditch

N County Road 800 E

A

Wolf Rd

Covington St

Etter Ditch

Bayberry Ct

Golf Club of Indiana

S 525 E

S 525 E

Oak K



Project ID	19
Location	Ronald Reagan Corridor: CR 750 South to Whitestown Parkway (Zionsville portion) - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at Whitestown Pkwy.
Project Score	39
Overall Cost	\$21,821,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	5300	LFT	\$1,187	\$6,291,100
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Multi - Use Path	5300	LFT	\$244	\$1,293,200
Sidewalk	5300	LFT	\$69	\$365,700
Median - 16' Wide	5300	LFT	\$100	\$530,000
Construction Engineering	1	LSUM	\$197,000	\$197,000
Mobilization and Demobilization	1	LSUM	\$494,000	\$494,000
Clearing Right of Way	1	LSUM	\$197,000	\$197,000
Stormwater Management Budget	1	LSUM	\$197,000	\$197,000
Signing and Pavement Markings	1	LSUM	\$197,000	\$197,000
Maintaining Traffic	1	LSUM	\$296,000	\$296,000

Description	Cost
Construction Subtotal	\$11,448,000
30.0% Contingency	\$3,434,000
Estimated Total - Construction	\$14,882,000
Preliminary Engineering - 15% of Construction Cost	\$2,232,000
Construction Inspection - 12.5% of Construction Cost	\$1,860,000
Project Subtotal	\$18,974,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,847,000
Project Total Cost Estimate	\$21,821,000

A – CR 750 SOUTH

B – WHITESTOWN PARKWAY

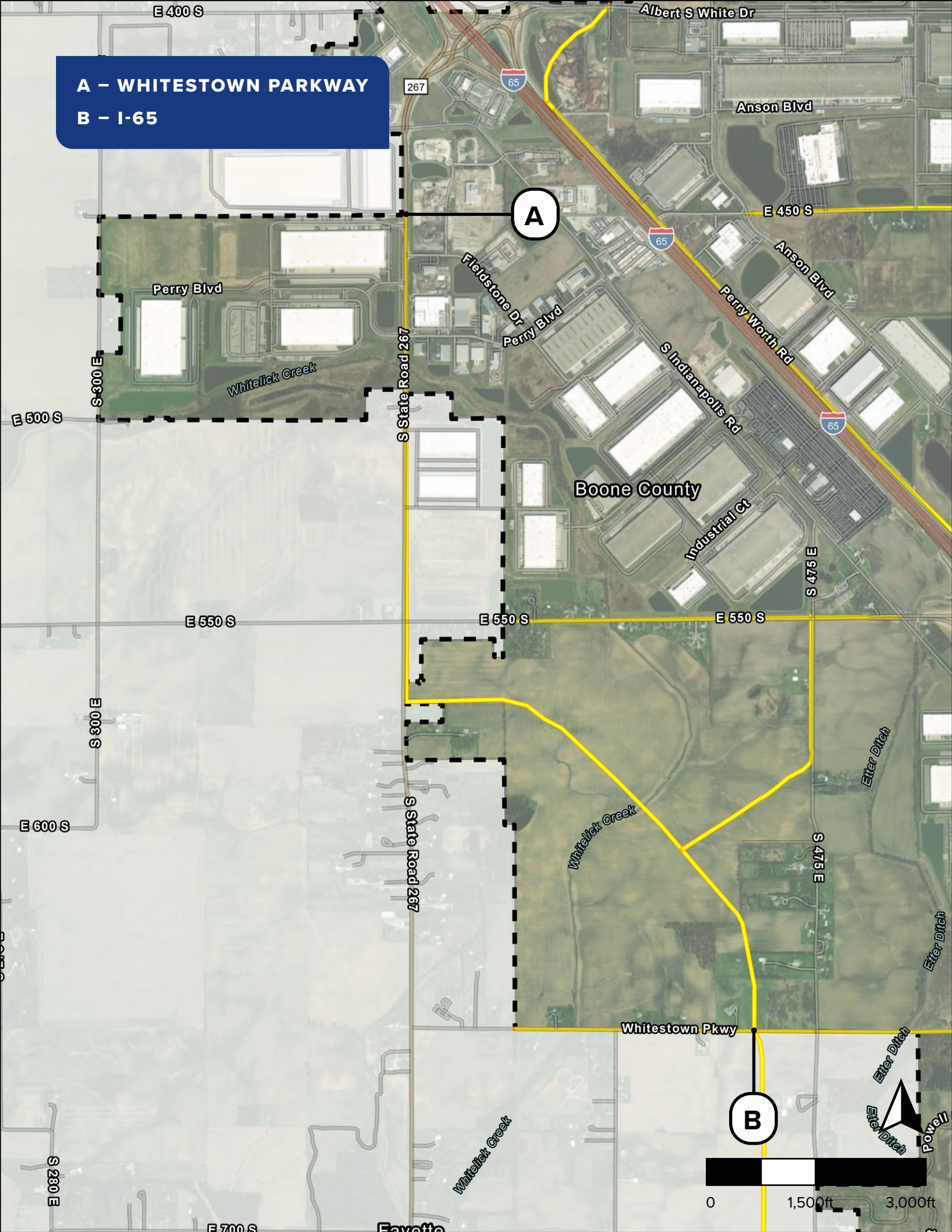


Project ID	20
Location	Ronald Reagan Corridor: Whitestown Parkway to I-65 - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at Perry Blvd and also Reagan/267.
Project Score	54
Overall Cost	\$46,915,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	13500	LFT	\$1,187	\$16,024,500
Intersection, RAB, 2 Lane	2	EACH	\$1,390,000	\$2,780,000
Multi - Use Path	13500	LFT	\$244	\$3,294,000
Sidewalk	13500	LFT	\$69	\$931,500
Median - 16' Wide	13500	LFT	\$100	\$1,350,000
Box Culvert - 12'x5'	120	LFT	\$2,600	\$312,000
Construction Engineering	1	LSUM	\$494,000	\$494,000
Mobilization and Demobilization	1	LSUM	\$1,219,000	\$1,219,000
Clearing Right of Way	1	LSUM	\$488,000	\$488,000
Stormwater Management Budget	1	LSUM	\$488,000	\$488,000
Signing and Pavement Markings	1	LSUM	\$488,000	\$488,000
Maintaining Traffic	1	LSUM	\$1,219,000	\$1,219,000

Description	Cost
Construction Subtotal	\$29,088,000
15.0% Contingency	\$4,363,000
Estimated Total - Construction	\$33,451,000
Preliminary Engineering - 15% of Construction Cost	\$5,018,000
Construction Inspection - 12.5% of Construction Cost	\$4,181,000
Project Subtotal	\$42,650,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 10%	\$4,265,000
Project Total Cost Estimate	\$46,915,000

B - I-65

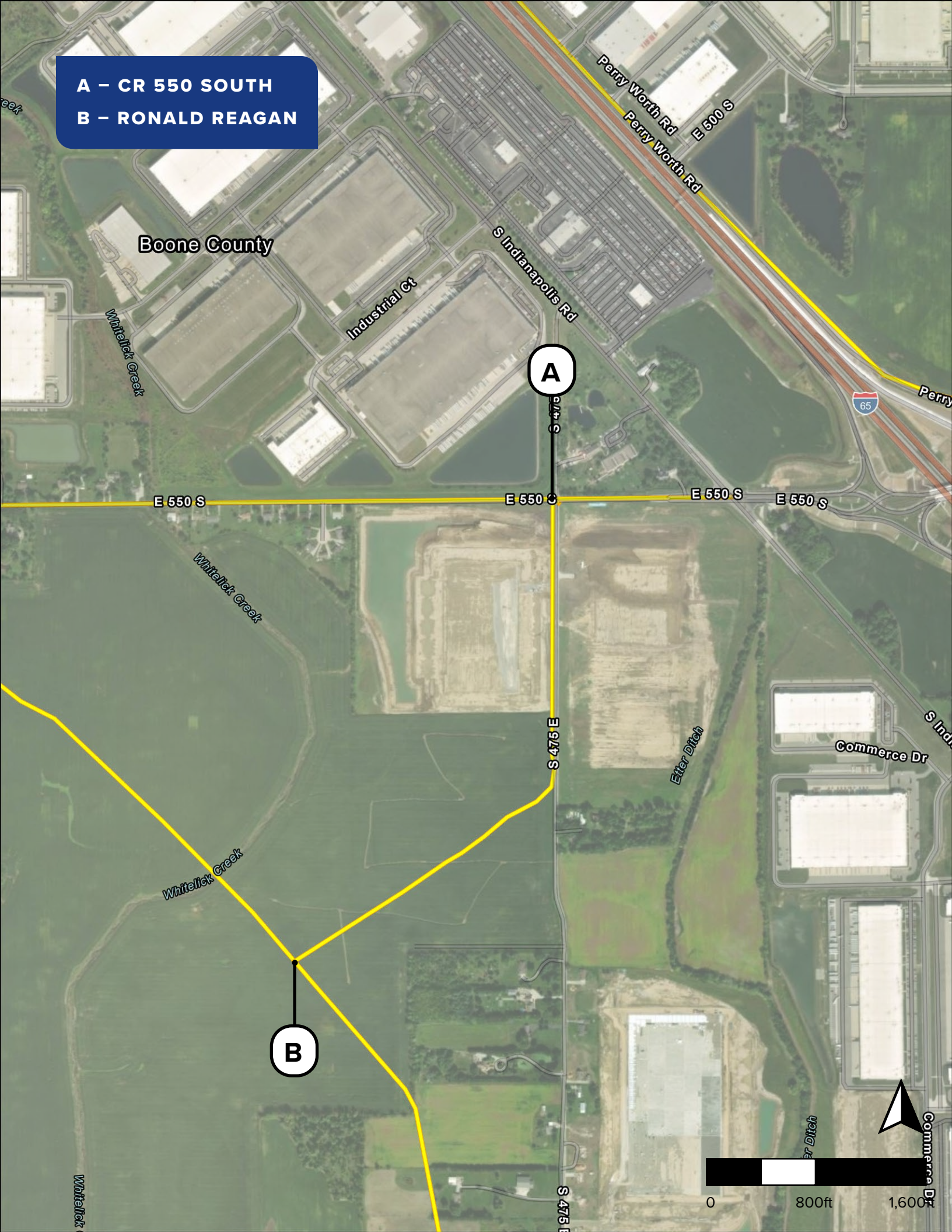


Project ID	21
Location	CR 475 East: Ronald Reagan to south of CR 550 South - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and multi-lane roundabout at CR 475/Reagan.
Project Score	48
Overall Cost	\$11,537,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	2500	LFT	\$1,187	\$2,967,500
Intersection, RAB, 2 Lane, 3 Leg	1	EACH	\$1,218,000	\$1,218,000
Multi - Use Path	2500	LFT	\$244	\$610,000
Sidewalk	2500	LFT	\$69	\$172,500
Median - 16' Wide	2500	LFT	\$100	\$250,000
Construction Engineering	1	LSUM	\$104,000	\$104,000
Mobilization and Demobilization	1	LSUM	\$261,000	\$261,000
Clearing Right of Way	1	LSUM	\$104,000	\$104,000
Stormwater Management Budget	1	LSUM	\$104,000	\$104,000
Signing and Pavement Markings	1	LSUM	\$104,000	\$104,000
Maintaining Traffic	1	LSUM	\$157,000	\$157,000

Description	Cost
Construction Subtotal	\$6,052,000
30.0% Contingency	\$1,816,000
Estimated Total - Construction	\$7,868,000
Preliminary Engineering - 15% of Construction Cost	\$1,180,000
Construction Inspection - 12.5% of Construction Cost	\$984,000
Project Subtotal	\$10,032,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$1,505,000
Project Total Cost Estimate	\$11,537,000

A – CR 550 SOUTH
B – RONALD REAGAN



Boone County

Industrial Ct

S Indianapolis Rd

Perry Worth Rd
Perry Worth Rd
E 500 S

65

E 550 S

E 550 S

E 550 S

E 550 S

Whitelet Creek

Whitelet Creek

S 475 S

Elter Ditch

Commerce Dr

S Indianapolis Rd

Commerce Dr

0 800ft 1,600ft

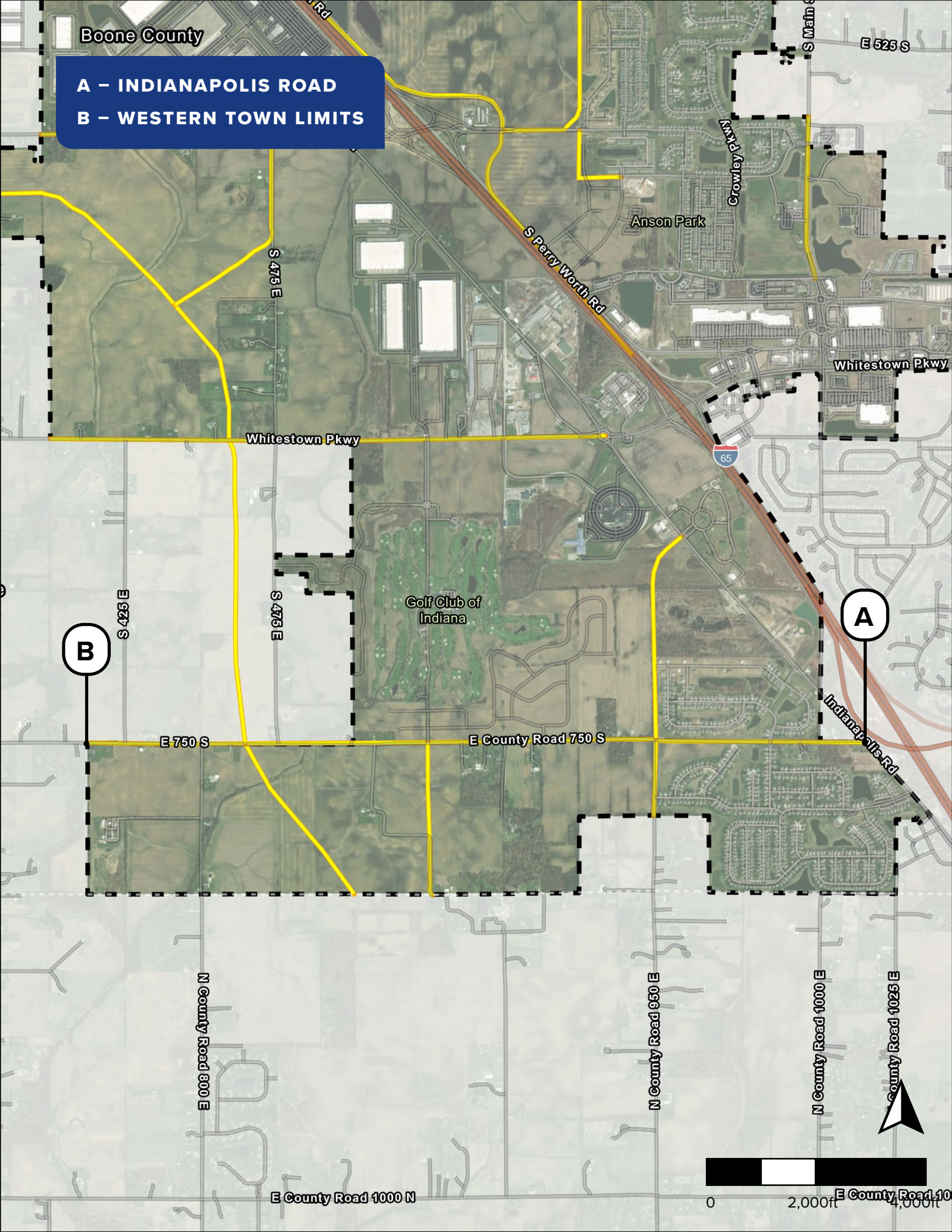
Project ID	22
Location	CR 750 South: Indianapolis Road to Western Town Limits - 4 Lane Roadway
Description	New 4-lane roadway with median and curb and gutter, sidewalk, path, and bridge.
Project Score	42
Overall Cost	\$52,785,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	13000	LFT	\$1,187	\$15,431,000
Multi - Use Path	13000	LFT	\$244	\$3,172,000
Sidewalk	13000	LFT	\$69	\$897,000
Bridge, new or widen	6500	SFT	\$350	\$2,275,000
Median - 16' Wide	13000	LFT	\$100	\$1,300,000
Construction Engineering	1	LSUM	\$462,000	\$462,000
Mobilization and Demobilization	1	LSUM	\$1,154,000	\$1,154,000
Clearing Right of Way	1	LSUM	\$462,000	\$462,000
Stormwater Management Budget	1	LSUM	\$462,000	\$462,000
Signing and Pavement Markings	1	LSUM	\$462,000	\$462,000
Maintaining Traffic	1	LSUM	\$1,615,000	\$1,615,000

Description	Cost
Construction Subtotal	\$27,692,000
30.0% Contingency	\$8,308,000
Estimated Total - Construction	\$36,000,000
Preliminary Engineering - 15% of Construction Cost	\$5,400,000
Construction Inspection - 12.5% of Construction Cost	\$4,500,000
Project Subtotal	\$45,900,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$6,885,000
Project Total Cost Estimate	\$52,785,000

Boone County

A – INDIANAPOLIS ROAD
B – WESTERN TOWN LIMITS



Project ID	23
Location	Perry Worth Road: CR 550 South to Northern Town Boundary - 2 Lane Roadway
Description	New 2-lane roadway with curb and gutter, sidewalk, and path.
Project Score	55
Overall Cost	\$25,642,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	10000	LFT	\$808	\$8,080,000
Multi - Use Path	10000	LFT	\$244	\$2,440,000
Sidewalk	10000	LFT	\$69	\$690,000
Construction Engineering	1	LSUM	\$224,000	\$224,000
Mobilization and Demobilization	1	LSUM	\$561,000	\$561,000
Clearing Right of Way	1	LSUM	\$224,000	\$224,000
Stormwater Management Budget	1	LSUM	\$224,000	\$224,000
Signing and Pavement Markings	1	LSUM	\$224,000	\$224,000
Maintaining Traffic	1	LSUM	\$785,000	\$785,000

Description	Cost
Construction Subtotal	\$13,452,000
30.0% Contingency	\$4,036,000
Estimated Total - Construction	\$17,488,000
Preliminary Engineering - 15% of Construction Cost	\$2,623,000
Construction Inspection - 12.5% of Construction Cost	\$2,186,000
Project Subtotal	\$22,297,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$3,345,000
Project Total Cost Estimate	\$25,642,000

A – CR 550 SOUTH

B – NORTHERN TOWN BOUNDARY

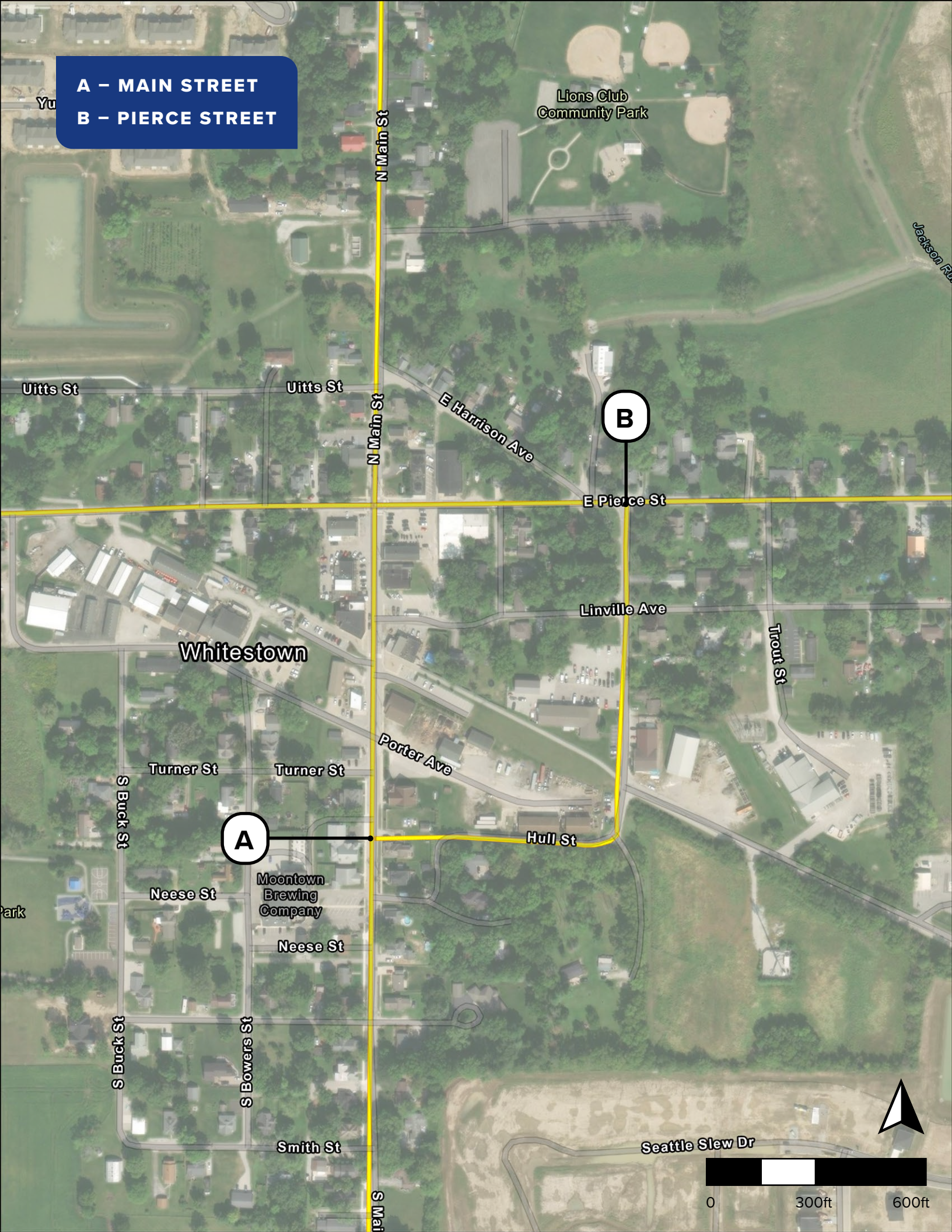


Project ID	24
Location	Peters Street & Hull Street: Main Street to Pierce Street - 2 Lane Roadway
Description	New 2-lane roadway with curb and gutter, sidewalk, and path.
Project Score	39
Overall Cost	\$4,054,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	1400	LFT	\$808	\$1,131,200
Multi - Use Path	1400	LFT	\$244	\$341,600
Sidewalk	1400	LFT	\$69	\$96,600
Construction Engineering	1	LSUM	\$31,000	\$31,000
Mobilization and Demobilization	1	LSUM	\$78,000	\$78,000
Clearing Right of Way	1	LSUM	\$31,000	\$31,000
Stormwater Management Budget	1	LSUM	\$31,000	\$31,000
Signing and Pavement Markings	1	LSUM	\$31,000	\$31,000
Maintaining Traffic	1	LSUM	\$110,000	\$110,000

Description	Cost
Construction Subtotal	\$1,881,400
30.0% Contingency	\$564,000
Estimated Total - Construction	\$2,445,000
Preliminary Engineering - 15% of Construction Cost	\$367,000
Construction Inspection - 12.5% of Construction Cost	\$306,000
Project Subtotal	\$3,118,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$936,000
Project Total Cost Estimate	\$4,054,000

A – MAIN STREET
B – PIERCE STREET



Lions Club
Community Park

Utts St

Utts St

N Main St

N Main St

E Harrison Ave

B

E Pierce St

Linville Ave

Whitestown

Trout St

Turner St

Turner St

Porter Ave

Hull St

S Buck St

A

Neese St

Moontown
Brewing
Company

Neese St

S Buck St

S Bowers St

Smith St

S Main St

Seattle Slew Dr

0

300ft

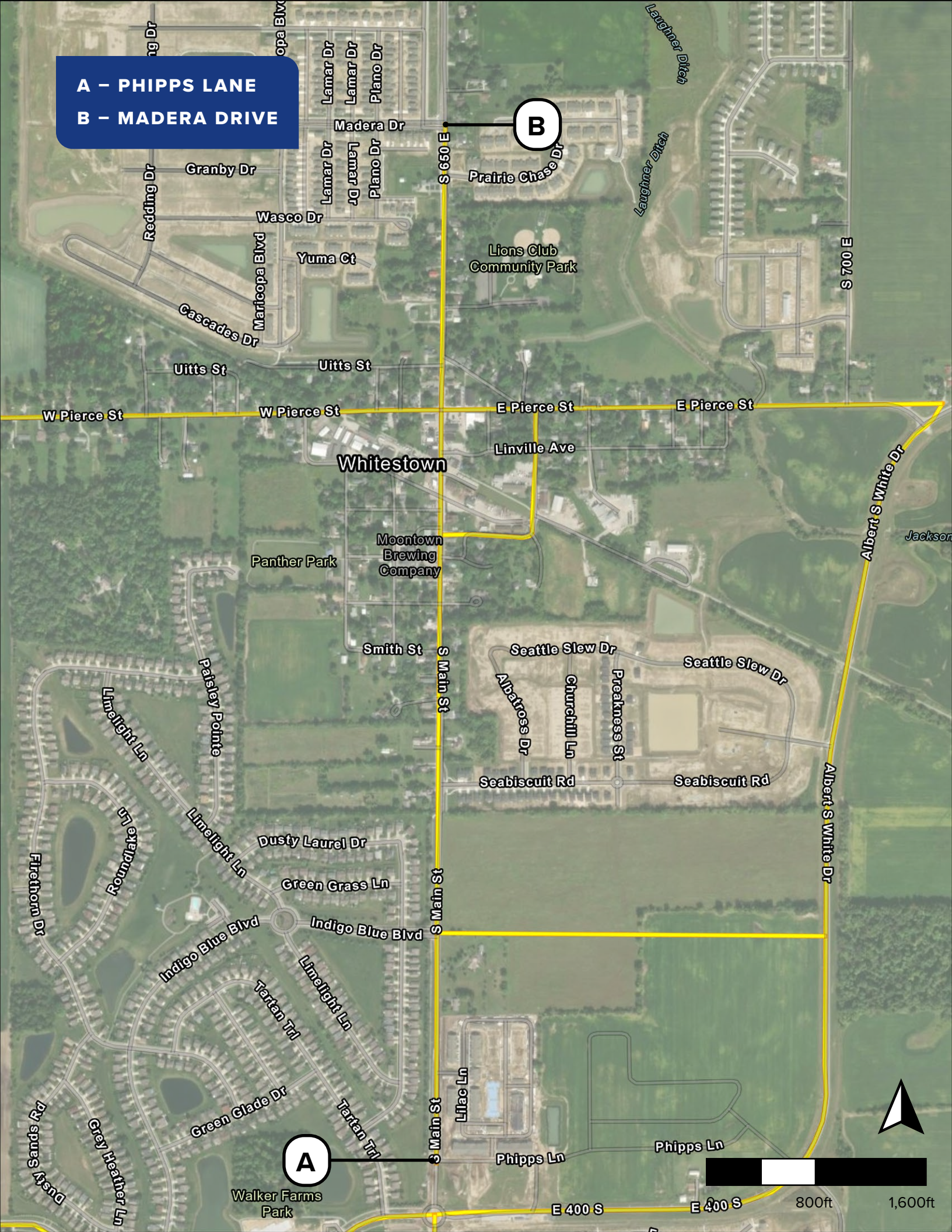
600ft

Project ID	25
Location	Main Street: Phipps Lane to Madera Drive - 3 Lane Roadway
Description	New 3-lane roadway with two-way left turn lane and curb and gutter, sidewalk, and path.
Project Score	71
Overall Cost	\$18,063,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 3 lane, curb & gutter	5800	LFT	\$992	\$5,753,600
Multi - Use Path	5800	LFT	\$244	\$1,415,200
Sidewalk	5800	LFT	\$69	\$400,200
Construction Engineering	1	LSUM	\$151,000	\$151,000
Mobilization and Demobilization	1	LSUM	\$378,000	\$378,000
Clearing Right of Way	1	LSUM	\$151,000	\$151,000
Stormwater Management Budget	1	LSUM	\$151,000	\$151,000
Signing and Pavement Markings	1	LSUM	\$151,000	\$151,000
Maintaining Traffic	1	LSUM	\$530,000	\$530,000

Description	Cost
Construction Subtotal	\$9,081,000
30.0% Contingency	\$2,724,000
Estimated Total - Construction	\$11,805,000
Preliminary Engineering - 15% of Construction Cost	\$1,771,000
Construction Inspection - 12.5% of Construction Cost	\$1,476,000
Project Subtotal	\$15,052,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$3,011,000
Project Total Cost Estimate	\$18,063,000

A – PHIPPS LANE
B – MADERA DRIVE

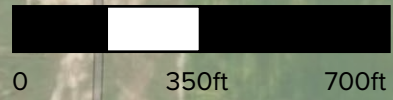
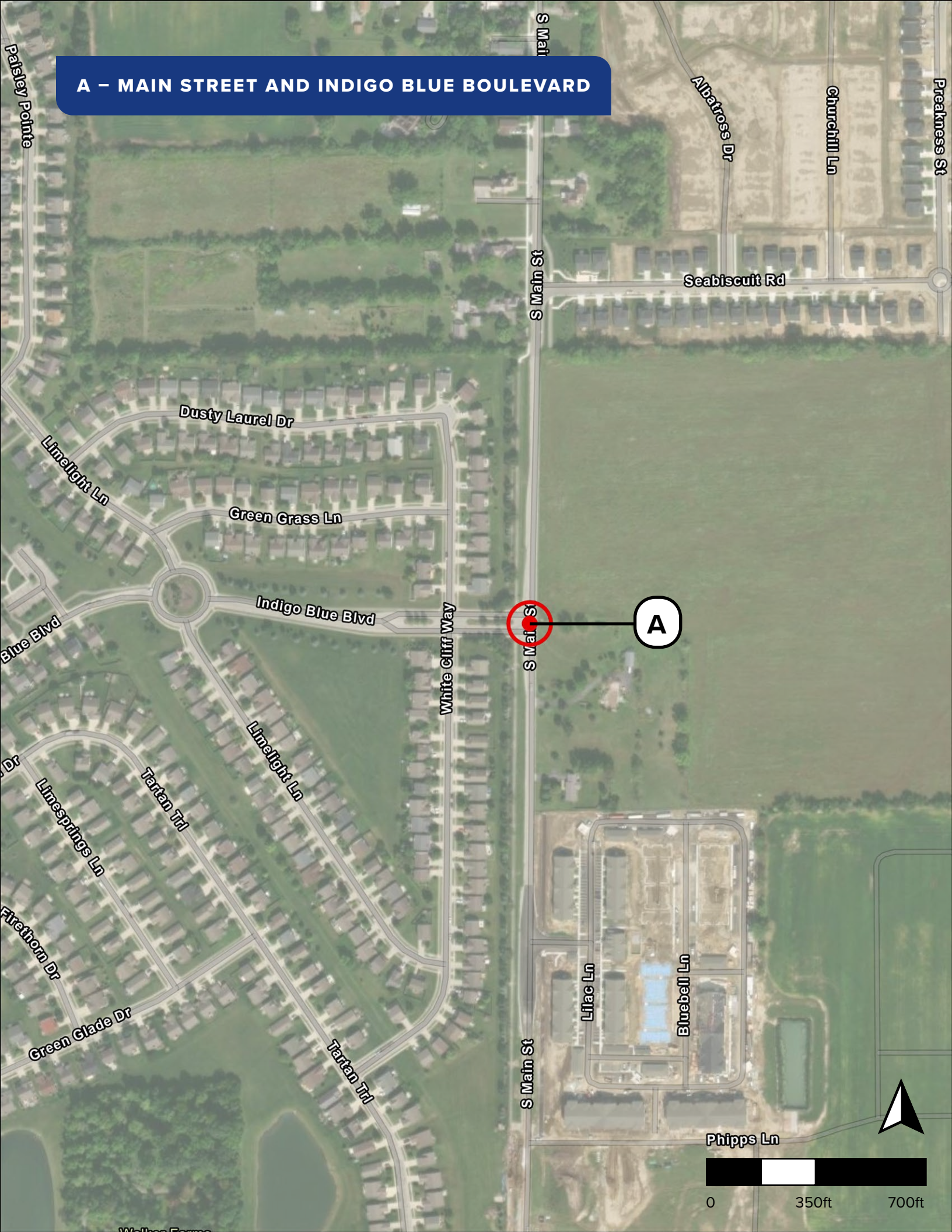


Project ID	25B
Location	Main Street & Indigo Blue Boulevard - Multi Lane Roundabout
Description	Multi-lane roundabout - 4 legs.
Project Score	49
Overall Cost	\$3,924,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Sidewalk	600	LFT	\$69	\$41,400
Multi - Use Path	360	LFT	\$244	\$87,840
Construction Engineering	1	LSUM	\$30,000	\$30,000
Mobilization and Demobilization	1	LSUM	\$76,000	\$76,000
Clearing Right of Way	1	LSUM	\$30,000	\$30,000
Stormwater Management Budget	1	LSUM	\$30,000	\$30,000
Signing and Pavement Markings	1	LSUM	\$30,000	\$30,000
Maintaining Traffic	1	LSUM	\$106,000	\$106,000

Description	Cost
Construction Subtotal	\$1,821,240
30.0% Contingency	\$546,000
Estimated Total - Construction	\$2,367,000
Preliminary Engineering - 15% of Construction Cost	\$355,000
Construction Inspection - 12.5% of Construction Cost	\$296,000
Project Subtotal	\$3,018,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$906,000
Project Total Cost Estimate	\$3,924,000

A – MAIN STREET AND INDIGO BLUE BOULEVARD



Project ID	25C
Location	Indigo Blue Boulevard: Main Street to Albert S. White Dr - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	34
Overall Cost	\$6,723,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	2600	LFT	\$808	\$2,100,800
Multi - Use Path	2600	LFT	\$244	\$634,400
Sidewalk	2600	LFT	\$69	\$179,400
Construction Engineering	1	LSUM	\$58,000	\$58,000
Mobilization and Demobilization	1	LSUM	\$146,000	\$146,000
Clearing Right of Way	1	LSUM	\$58,000	\$58,000
Stormwater Management Budget	1	LSUM	\$58,000	\$58,000
Signing and Pavement Markings	1	LSUM	\$58,000	\$58,000
Maintaining Traffic	1	LSUM	\$87,000	\$87,000

Description	Cost
Construction Subtotal	\$3,379,600
30.0% Contingency	\$1,014,000
Estimated Total - Construction	\$4,394,000
Preliminary Engineering - 15% of Construction Cost	\$659,000
Construction Inspection - 12.5% of Construction Cost	\$549,000
Project Subtotal	\$5,602,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,121,000
Project Total Cost Estimate	\$6,723,000

A – MAIN STREET

B – ALBERT S. WHITE DRIVE



A

B

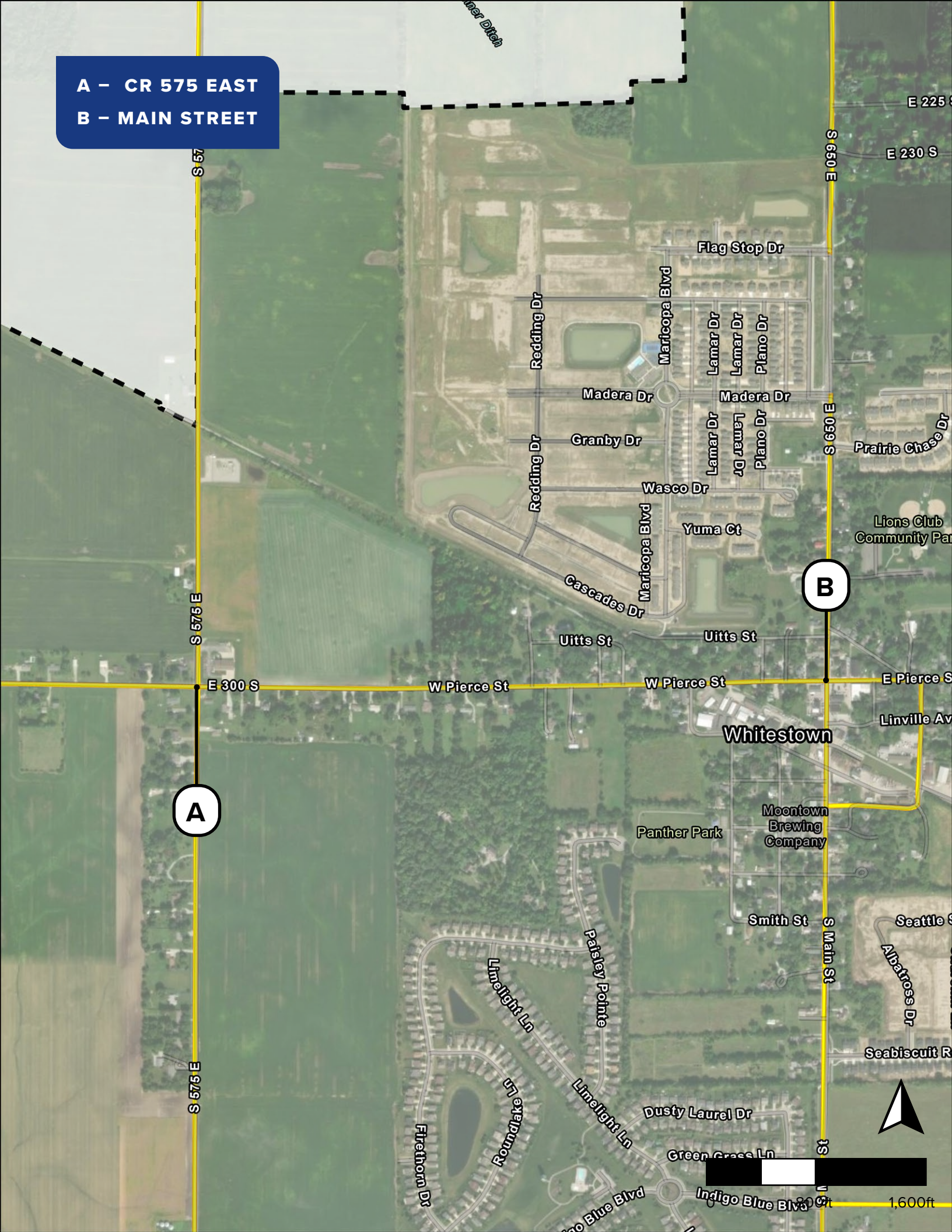
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Project ID	26
Location	Pierce Street: CR 575 East to Main Street - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	59
Overall Cost	\$11,237,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	4200	LFT	\$808	\$3,393,600
Multi - Use Path	4200	LFT	\$244	\$1,024,800
Sidewalk	4200	LFT	\$69	\$289,800
Construction Engineering	1	LSUM	\$94,000	\$94,000
Mobilization and Demobilization	1	LSUM	\$235,000	\$235,000
Clearing Right of Way	1	LSUM	\$94,000	\$94,000
Stormwater Management Budget	1	LSUM	\$94,000	\$94,000
Signing and Pavement Markings	1	LSUM	\$94,000	\$94,000
Maintaining Traffic	1	LSUM	\$330,000	\$330,000

Description	Cost
Construction Subtotal	\$5,649,200
30.0% Contingency	\$1,014,000
Estimated Total - Construction	\$7,344,000
Preliminary Engineering - 15% of Construction Cost	\$1,102,000
Construction Inspection - 12.5% of Construction Cost	\$918,000
Project Subtotal	\$9,364,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,873,000
Project Total Cost Estimate	\$11,237,000

A - CR 575 EAST
B - MAIN STREET



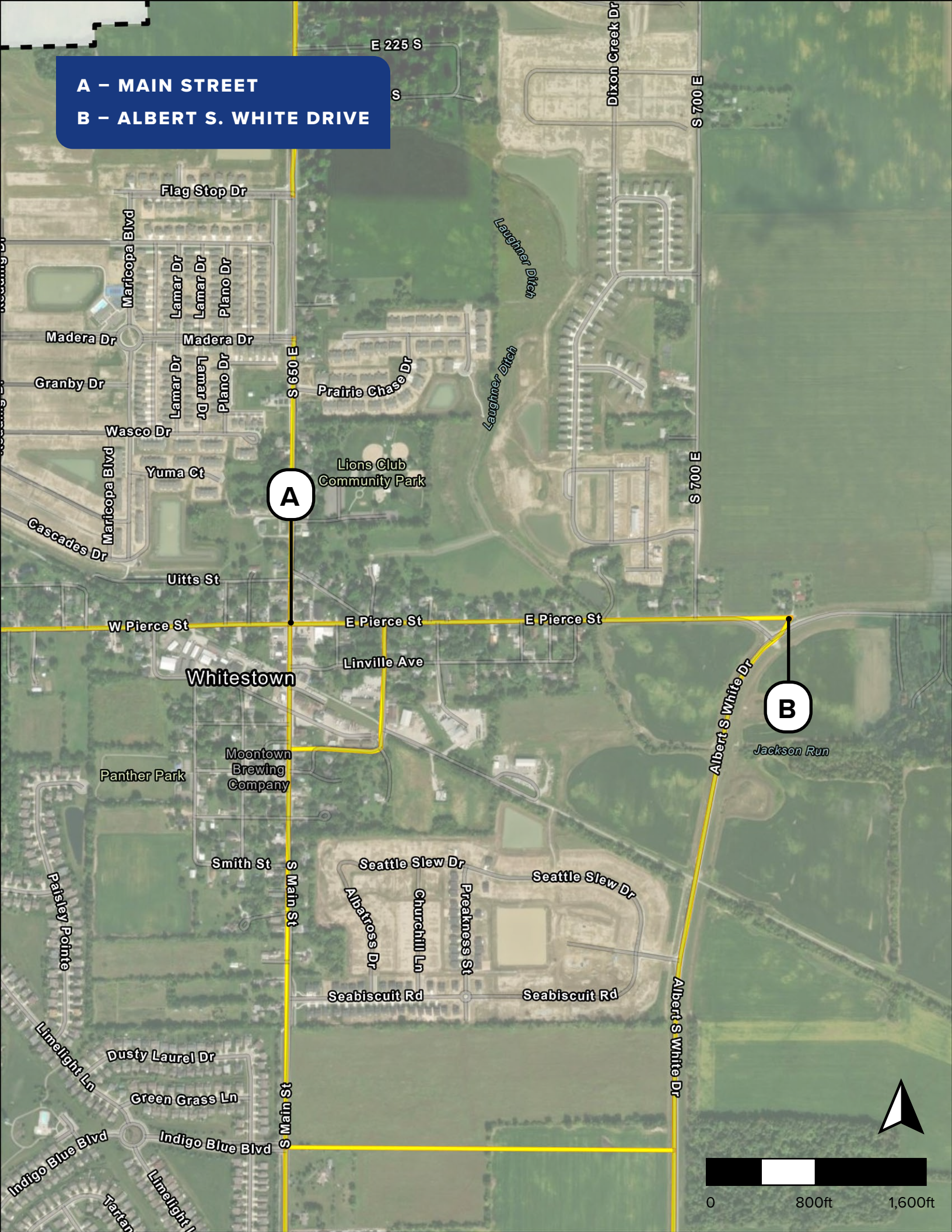
Project ID	27
Location	Pierce Street: Main Street to Albert S. White Drive - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	62
Overall Cost	\$8,262,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	3000	LFT	\$808	\$2,424,000
Multi - Use Path	3000	LFT	\$244	\$732,000
Sidewalk	3000	LFT	\$69	\$207,000
Box Culvert over Jacksons Run	50	LFT	\$2,000	\$100,000
Construction Engineering	1	LSUM	\$69,000	\$69,000
Mobilization and Demobilization	1	LSUM	\$173,000	\$173,000
Clearing Right of Way	1	LSUM	\$69,000	\$69,000
Stormwater Management Budget	1	LSUM	\$69,000	\$69,000
Signing and Pavement Markings	1	LSUM	\$69,000	\$69,000
Maintaining Traffic	1	LSUM	\$242,000	\$242,000

Description	Cost
Construction Subtotal	\$4,154,000
30.0% Contingency	\$1,246,000
Estimated Total - Construction	\$5,400,000
Preliminary Engineering - 15% of Construction Cost	\$810,000
Construction Inspection - 12.5% of Construction Cost	\$675,000
Project Subtotal	\$6,885,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,377,000
Project Total Cost Estimate	\$8,262,000

A – MAIN STREET

B – ALBERT S. WHITE DRIVE



Project ID	28
Location	Pierce Street: CR 575 East to CR 500 East - 4 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	50
Overall Cost	\$10,707,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	4000	LFT	\$808	\$3,232,000
Multi - Use Path	4000	LFT	\$244	\$976,000
Sidewalk	4000	LFT	\$69	\$276,000
Construction Engineering	1	LSUM	\$90,000	\$90,000
Mobilization and Demobilization	1	LSUM	\$224,000	\$224,000
Clearing Right of Way	1	LSUM	\$90,000	\$90,000
Stormwater Management Budget	1	LSUM	\$90,000	\$90,000
Signing and Pavement Markings	1	LSUM	\$90,000	\$90,000
Maintaining Traffic	1	LSUM	\$314,000	\$314,000
Maintaining Traffic	1	LSUM	\$242,000	\$242,000

Description	Cost
Construction Subtotal	\$5,382,000
30.0% Contingency	\$1,615,000
Estimated Total - Construction	\$6,997,000
Preliminary Engineering - 15% of Construction Cost	\$1,050,000
Construction Inspection - 12.5% of Construction Cost	\$875,000
Project Subtotal	\$8,922,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,785,000
Project Total Cost Estimate	\$10,707,000

E 200 S

A - CR 575 EAST

B - CR 500 EAST

Laughner Ditch

S 500 E

S 575 E

Brook Ditch

E 300 S

B

A

Brook Ditch

S 500 E

S 575 E

Firethorn Dr

Roundleaf Dr

W Spur Rd

Albert S White Dr

0 1,000ft 2,000ft



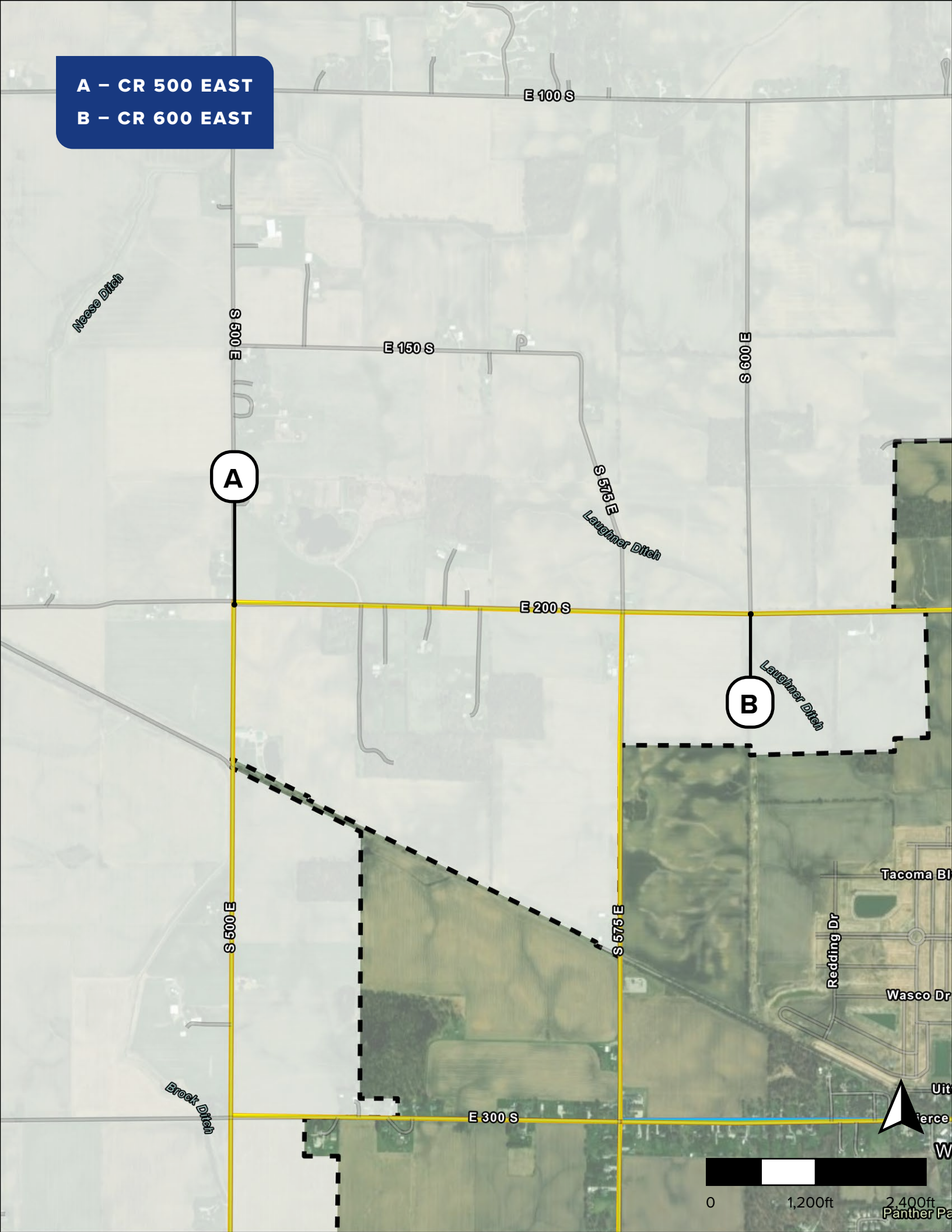
Project ID	29
Location	CR 200 South: CR 500 East to CR 600 East - 3 Lane Roadway
Description	New 3 lane roadway with two-way left turn lane with curb and gutter, sidewalk, and path.
Project Score	30
Overall Cost	\$14,781,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 3 lane, shoulder/ditch	5200	LFT	\$930	\$4,836,000
Multi - Use Path	5200	LFT	\$244	\$1,268,800
Sidewalk	5200	LFT	\$69	\$358,800
Construction Engineering	1	LSUM	\$129,000	\$129,000
Mobilization and Demobilization	1	LSUM	\$323,000	\$323,000
Clearing Right of Way	1	LSUM	\$129,000	\$129,000
Stormwater Management Budget	1	LSUM	\$129,000	\$129,000
Signing and Pavement Markings	1	LSUM	\$129,000	\$129,000
Maintaining Traffic	1	LSUM	\$452,000	\$452,000
Maintaining Traffic	1	LSUM	\$242,000	\$242,000

Description	Cost
Construction Subtotal	\$7,754,600
30.0% Contingency	\$2,326,000
Estimated Total - Construction	\$10,081,000
Preliminary Engineering - 15% of Construction Cost	\$1,512,000
Construction Inspection - 12.5% of Construction Cost	\$1,260,000
Project Subtotal	\$12,853,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,928,000
Project Total Cost Estimate	\$14,781,000

A - CR 500 EAST

B - CR 600 EAST



0

1,200ft

2,400ft

Panther Pa

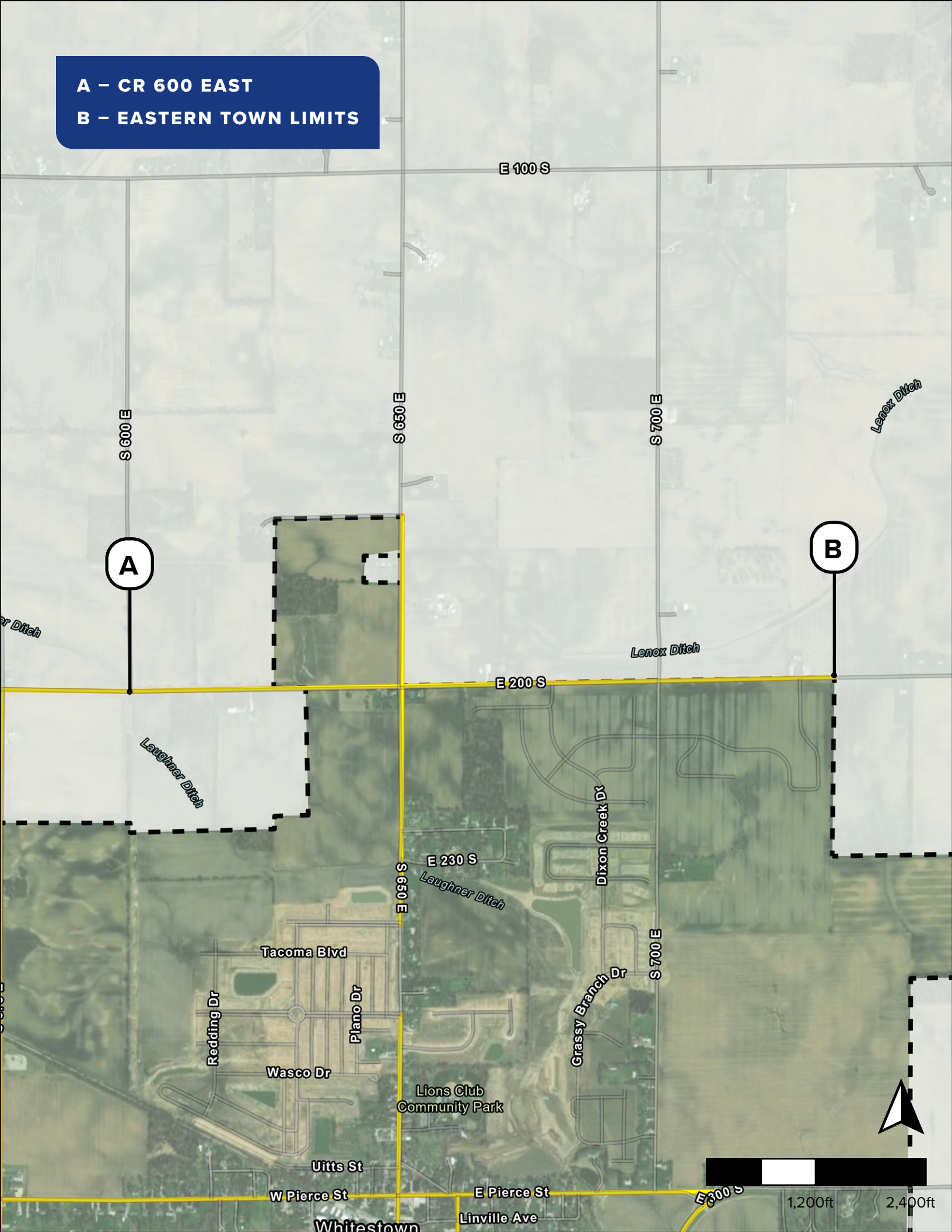
Project ID	30
Location	CR 200 South: CR 600 East to Eastern Town Limits - 3 Lane Roadway
Description	New 3 lane roadway with two-way left turn lane and curb and gutter, sidewalk, and path.
Project Score	44
Overall Cost	\$21,890,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 3 lane, shoulder/ditch	7700	LFT	\$930	\$7,161,000
Multi - Use Path	7700	LFT	\$244	\$1,878,800
Sidewalk	7700	LFT	\$69	\$531,300
Construction Engineering	1	LSUM	\$191,000	\$191,000
Mobilization and Demobilization	1	LSUM	\$479,000	\$479,000
Clearing Right of Way	1	LSUM	\$191,000	\$191,000
Stormwater Management Budget	1	LSUM	\$191,000	\$191,000
Signing and Pavement Markings	1	LSUM	\$191,000	\$191,000
Maintaining Traffic	1	LSUM	\$670,000	\$670,000

Description	Cost
Construction Subtotal	\$11,484,100
30.0% Contingency	\$3,445,000
Estimated Total - Construction	\$14,929,000
Preliminary Engineering - 15% of Construction Cost	\$2,239,000
Construction Inspection - 12.5% of Construction Cost	\$1,866,000
Project Subtotal	\$19,034,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,856,000
Project Total Cost Estimate	\$21,890,000

A - CR 600 EAST

B - EASTERN TOWN LIMITS



Project ID	31
Location	CR 500 South: CR 575 East to Main Street- 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	55
Overall Cost	\$10,065,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	3900	LFT	\$808	\$3,151,200
Multi - Use Path	3900	LFT	\$244	\$951,600
Sidewalk	3900	LFT	\$69	\$269,100
Culvert - 48 IN	80	LFT	\$350	\$28,000
Construction Engineering	1	LSUM	\$88,000	\$88,000
Mobilization and Demobilization	1	LSUM	\$220,000	\$220,000
Clearing Right of Way	1	LSUM	\$88,000	\$88,000
Stormwater Management Budget	1	LSUM	\$88,000	\$88,000
Signing and Pavement Markings	1	LSUM	\$88,000	\$88,000
Maintaining Traffic	1	LSUM	\$308,000	\$308,000

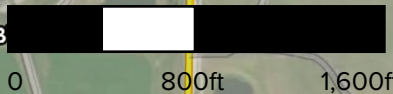
Description	Cost
Construction Subtotal	\$5,279,900
30.0% Contingency	\$1,584,000
Estimated Total - Construction	\$6,864,000
Preliminary Engineering - 15% of Construction Cost	\$1,030,000
Construction Inspection - 12.5% of Construction Cost	\$858,000
Project Subtotal	\$8,752,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$1,313,000
Project Total Cost Estimate	\$10,065,000

A - CR 575 EAST
B - MAIN STREET



A

B



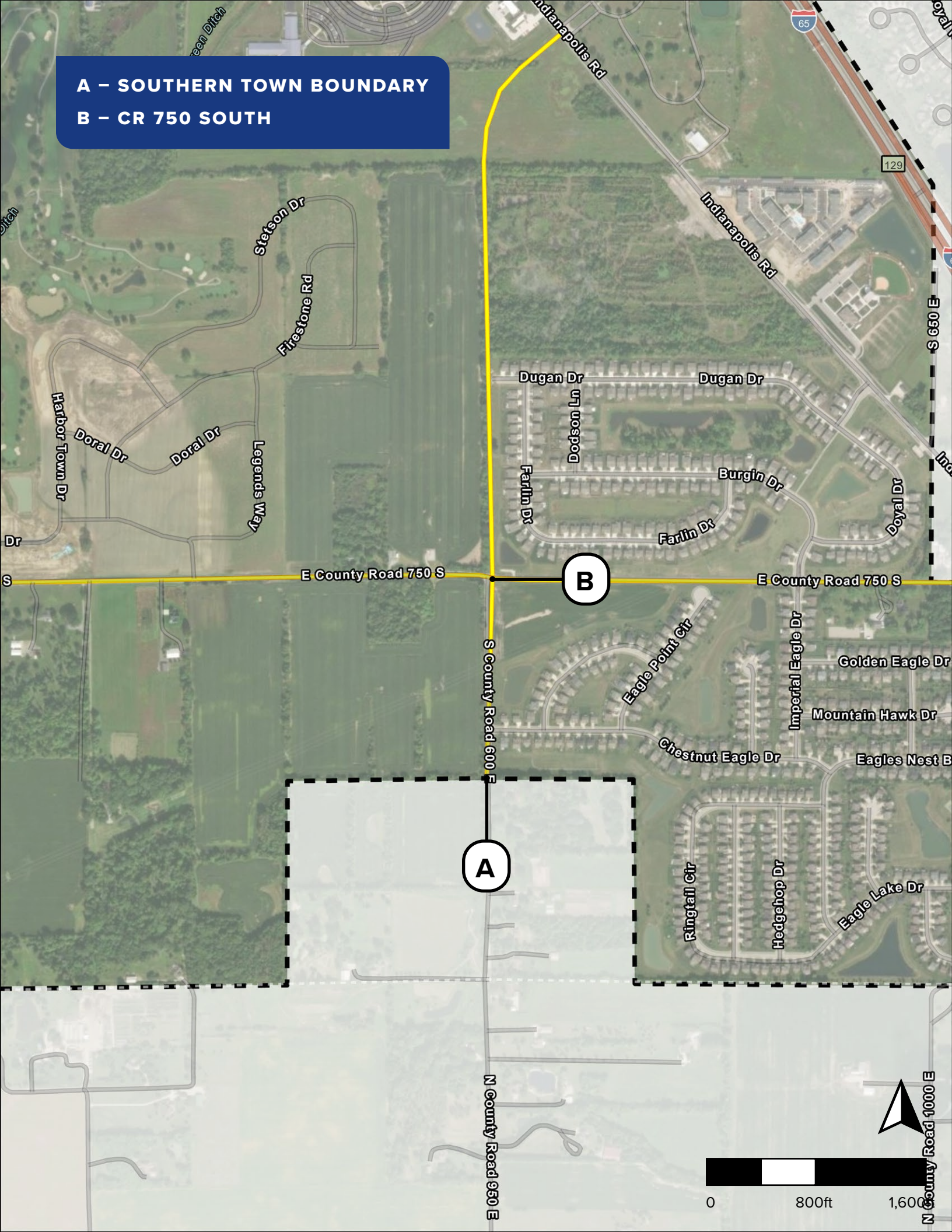
Project ID	32
Location	CR 600 East: Southern Town boundary to CR 750 South - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	27
Overall Cost	\$3,210,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	1200	LFT	\$808	\$969,600
Multi - Use Path	1200	LFT	\$244	\$292,800
Sidewalk	1200	LFT	\$69	\$82,800
Construction Engineering	1	LSUM	\$27,000	\$27,000
Mobilization and Demobilization	1	LSUM	\$67,000	\$67,000
Clearing Right of Way	1	LSUM	\$27,000	\$27,000
Stormwater Management Budget	1	LSUM	\$27,000	\$27,000
Signing and Pavement Markings	1	LSUM	\$27,000	\$27,000
Maintaining Traffic	1	LSUM	\$94,000	\$94,000

Description	Cost
Construction Subtotal	\$1,614,200
30.0% Contingency	\$484,000
Estimated Total - Construction	\$2,098,000
Preliminary Engineering - 15% of Construction Cost	\$315,000
Construction Inspection - 12.5% of Construction Cost	\$262,000
Project Subtotal	\$2,675,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$535,000
Project Total Cost Estimate	\$3,210,000

A – SOUTHERN TOWN BOUNDARY

B – CR 750 SOUTH



Project ID	33
Location	CR 600 East: CR 750 South to Indianapolis Rd - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	47
Overall Cost	\$9,488,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	3700	LFT	\$808	\$2,989,600
Multi - Use Path	3700	LFT	\$244	\$902,800
Sidewalk	3700	LFT	\$69	\$255,300
Construction Engineering	1	LSUM	\$83,000	\$83,000
Mobilization and Demobilization	1	LSUM	\$207,000	\$207,000
Clearing Right of Way	1	LSUM	\$83,000	\$83,000
Stormwater Management Budget	1	LSUM	\$83,000	\$83,000
Signing and Pavement Markings	1	LSUM	\$83,000	\$83,000
Maintaining Traffic	1	LSUM	\$83,000	\$83,000

Description	Cost
Construction Subtotal	\$4,769,700
30.0% Contingency	\$1,431,000
Estimated Total - Construction	\$6,201,000
Preliminary Engineering - 15% of Construction Cost	\$930,000
Construction Inspection - 12.5% of Construction Cost	\$775,000
Project Subtotal	\$7,906,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,582,000
Project Total Cost Estimate	\$9,488,000

A – CR 750 SOUTH
B – INDIANAPOLIS ROAD



Project ID	33B
Location	CR 750 South & Indianapolis Road - Single Lane Roundabout
Description	Multi-Lane Roundabout - 4 legs
Project Score	58
Overall Cost	\$4,374,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,529,000	\$1,529,000
Multi - Use Path	600	LFT	\$244	\$146,400
Sidewalk	600	LFT	\$69	\$41,400
Construction Engineering	1	LSUM	\$34,000	\$34,000
Mobilization and Demobilization	1	LSUM	\$86,000	\$86,000
Clearing Right of Way	1	LSUM	\$34,000	\$34,000
Stormwater Management Budget	1	LSUM	\$34,000	\$34,000
Signing and Pavement Markings	1	LSUM	\$34,000	\$34,000
Maintaining Traffic	1	LSUM	\$172,000	\$172,000

Description	Cost
Construction Subtotal	\$2,110,800
30.0% Contingency	\$633,000
Estimated Total - Construction	\$2,744,000
Preliminary Engineering - 15% of Construction Cost	\$412,000
Construction Inspection - 12.5% of Construction Cost	\$343,000
Project Subtotal	\$3,499,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 25%	\$875,000
Project Total Cost Estimate	\$4,374,000

A – CR 750 SOUTH AND INDIANAPOLIS ROAD



Tom Wood
Toyota

130

65

Westtown Pkwy

S Indianapolis Rd

S Indianapolis Rd

Traders Point Christian Church
Traders Point
Christian Church
The Park at
Trader's Point

Indianapolis Rd

A

Indianapolis Rd

Stetson Dr



Project ID	34
Location	Meadowview Drive: Meadowview Drive to New Hope Blvd - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	56
Overall Cost	\$3,852,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	1500	LFT	\$808	\$1,212,000
Multi - Use Path	1500	LFT	\$244	\$366,000
Sidewalk	1500	LFT	\$69	\$103,500
Construction Engineering	1	LSUM	\$34,000	\$34,000
Mobilization and Demobilization	1	LSUM	\$84,000	\$84,000
Clearing Right of Way	1	LSUM	\$34,000	\$34,000
Stormwater Management Budget	1	LSUM	\$34,000	\$34,000
Signing and Pavement Markings	1	LSUM	\$34,000	\$34,000
Maintaining Traffic	1	LSUM	\$34,000	\$34,000

Description	Cost
Construction Subtotal	\$1,935,500
30.0% Contingency	\$581,000
Estimated Total - Construction	\$2,517,000
Preliminary Engineering - 15% of Construction Cost	\$378,000
Construction Inspection - 12.5% of Construction Cost	\$315,000
Project Subtotal	\$3,210,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$642,000
Project Total Cost Estimate	\$3,852,000

A – MEADOWVIEW DRIVE

B – NEW HOPE BLVD



A

B

WFNI (AM 1070 kHz)
Transmitter



Project ID	35
Location	Perry Worth Road: North Connection to Albert S. White Drive - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	50
Overall Cost	\$3,938,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, shoulder/ditch	1500	LFT	\$746	\$1,119,000
Sidewalk	1500	LFT	\$69	\$103,500
Multi - Use Path	1500	LFT	\$244	\$366,000
Construction Engineering	1	LSUM	\$32,000	\$32,000
Mobilization and Demobilization	1	LSUM	\$79,000	\$79,000
Clearing Right of Way	1	LSUM	\$32,000	\$32,000
Stormwater Management Budget	1	LSUM	\$32,000	\$32,000
Signing and Pavement Markings	1	LSUM	\$32,000	\$32,000
Maintaining Traffic	1	LSUM	\$32,000	\$32,000

Description	Cost
Construction Subtotal	\$1,827,500
30.0% Contingency	\$548,000
Estimated Total - Construction	\$2,376,000
Preliminary Engineering - 15% of Construction Cost	\$356,000
Construction Inspection - 12.5% of Construction Cost	\$297,000
Project Subtotal	\$3,029,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$909,000
Project Total Cost Estimate	\$3,938,000

A – NORTH CONNECTION
B – ALBERT S. WHITE DRIVE



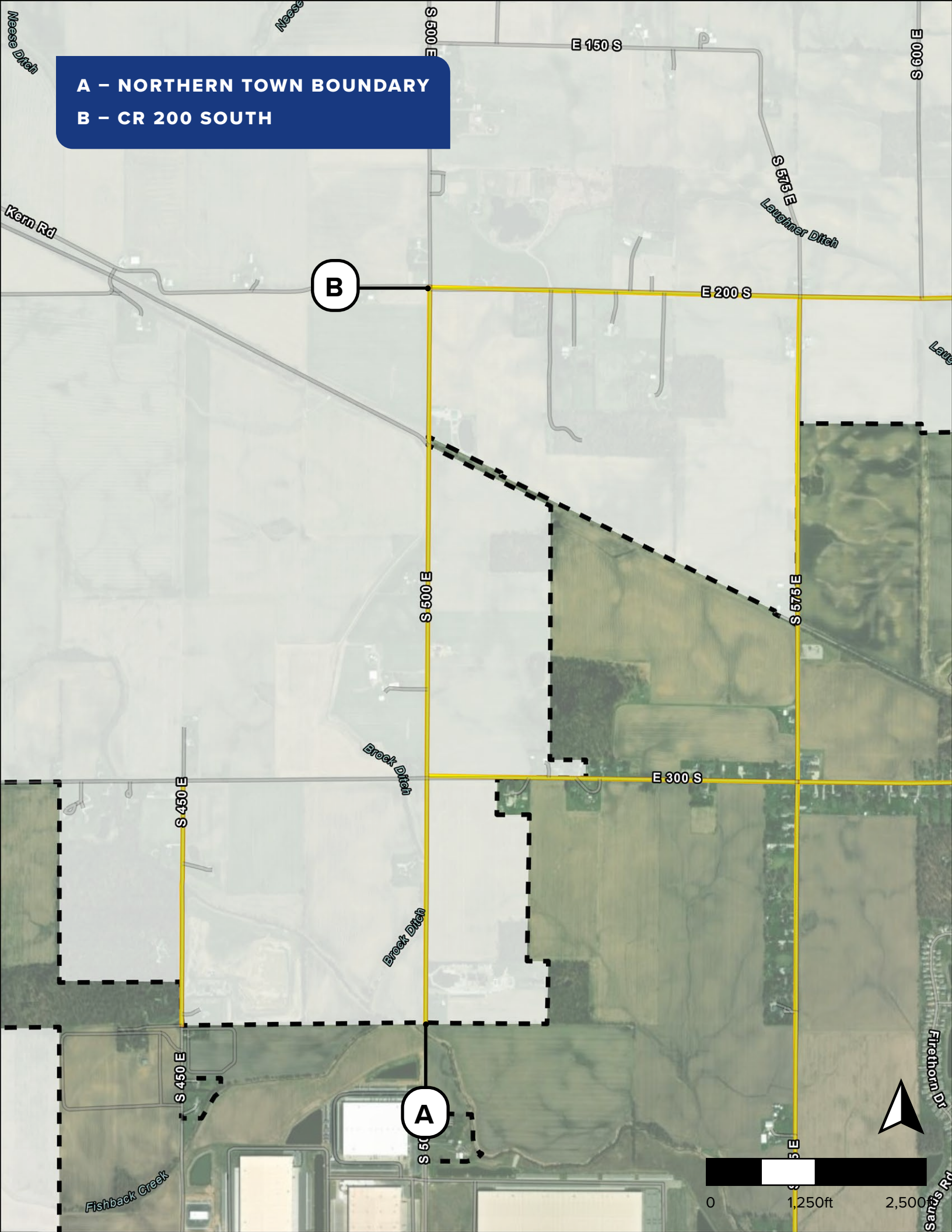
Project ID	36
Location	CR 500 East: Northern Town Boundary to CR 200 South - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	24
Overall Cost	\$20,511,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	8000	LFT	\$808	\$6,464,000
Multi - Use Path	8000	LFT	\$244	\$1,952,000
Sidewalk	8000	LFT	\$69	\$552,000
Construction Engineering	1	LSUM	\$179,000	\$179,000
Mobilization and Demobilization	1	LSUM	\$448,000	\$448,000
Clearing Right of Way	1	LSUM	\$179,000	\$179,000
Stormwater Management Budget	1	LSUM	\$179,000	\$179,000
Signing and Pavement Markings	1	LSUM	\$179,000	\$179,000
Maintaining Traffic	1	LSUM	\$628,000	\$628,000

Description	Cost
Construction Subtotal	\$10,760,000
30.0% Contingency	\$3,228,000
Estimated Total - Construction	\$13,988,000
Preliminary Engineering - 15% of Construction Cost	\$2,098,000
Construction Inspection - 12.5% of Construction Cost	\$1,749,000
Project Subtotal	\$17,835,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,676,000
Project Total Cost Estimate	\$20,511,000

A – NORTHERN TOWN BOUNDARY
B – CR 200 SOUTH

A – NORTHERN TOWN BOUNDARY
B – CR 200 SOUTH



Project ID	37
Location	CR 750 South & CR 600 East- Multi Lane Roundabout
Description	Multi-lane roundabout - 4 legs.
Project Score	41
Overall Cost	\$4,244,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Multi - Use Path	800	LFT	\$244	\$195,200
Sidewalk	800	LFT	\$69	\$55,200
Construction Engineering	1	LSUM	\$33,000	\$33,000
Mobilization and Demobilization	1	LSUM	\$82,000	\$82,000
Clearing Right of Way	1	LSUM	\$33,000	\$33,000
Stormwater Management Budget	1	LSUM	\$33,000	\$33,000
Signing and Pavement Markings	1	LSUM	\$33,000	\$33,000
Maintaining Traffic	1	LSUM	\$115,000	\$115,000

Description	Cost
Construction Subtotal	\$1,969,400
30.0% Contingency	\$591,000
Estimated Total - Construction	\$2,560,000
Preliminary Engineering - 15% of Construction Cost	\$384,000
Construction Inspection - 12.5% of Construction Cost	\$320,000
Project Subtotal	\$3,264,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$980,000
Project Total Cost Estimate	\$4,244,000

Firestone Rd

A – CR 750 SOUTH AND CR 600 EAST

Summertree Pl

Dugan Dr

Dodson Ln

Burgin Dr

Farlin Dr

Farlin Dr

A

E County Road 750 S

E County Road 750 S

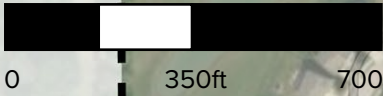
S County Road 600 E

Eagle Crescent Dr

Eagle Point Cir

Chestnut Eagle Dr

Chestnut Eagle Dr



Project ID	38
Location	CR 450 South: Anson Blvd to CR 575 East - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	55
Overall Cost	\$14,102,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	5500	LFT	\$808	\$4,444,000
Multi - Use Path	5500	LFT	\$244	\$1,342,000
Sidewalk	5500	LFT	\$69	\$379,500
Construction Engineering	1	LSUM	\$123,000	\$123,000
Mobilization and Demobilization	1	LSUM	\$308,000	\$308,000
Clearing Right of Way	1	LSUM	\$123,000	\$123,000
Stormwater Management Budget	1	LSUM	\$123,000	\$123,000
Signing and Pavement Markings	1	LSUM	\$123,000	\$123,000
Maintaining Traffic	1	LSUM	\$432,000	\$432,000

Description	Cost
Construction Subtotal	\$7,397,500
30.0% Contingency	\$2,219,000
Estimated Total - Construction	\$9,617,000
Preliminary Engineering - 15% of Construction Cost	\$1,443,000
Construction Inspection - 12.5% of Construction Cost	\$1,202,000
Project Subtotal	\$12,262,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$1,840,000
Project Total Cost Estimate	\$14,102,000

A – ANSON BLVD

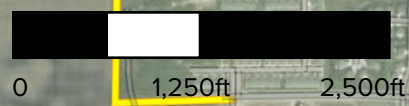
B – CR 575 EAST



A

B

Boone County



Project ID	39
Location	CR 700 East & E 425 South - Single Lane Roundabout
Description	Single-Lane Roundabout - 3 legs.
Project Score	40
Overall Cost	\$2,339,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, Single Lane, 3 Leg	1	EACH	\$759,000	\$759,000
Multi - Use Path	600	LFT	\$244	\$146,400
Construction Engineering	1	LSUM	\$18,000	\$18,000
Mobilization and Demobilization	1	LSUM	\$45,000	\$45,000
Clearing Right of Way	1	LSUM	\$18,000	\$18,000
Stormwater Management Budget	1	LSUM	\$18,000	\$18,000
Signing and Pavement Markings	1	LSUM	\$18,000	\$18,000
Maintaining Traffic	1	LSUM	\$63,000	\$63,000

Description	Cost
Construction Subtotal	\$1,085,400
30.0% Contingency	\$326,000
Estimated Total - Construction	\$1,411,000
Preliminary Engineering - 15% of Construction Cost	\$212,000
Construction Inspection - 12.5% of Construction Cost	\$176,000
Project Subtotal	\$1,799,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$540,000
Project Total Cost Estimate	\$2,339,000

A – CR 700 EAST AND E 425 SOUTH



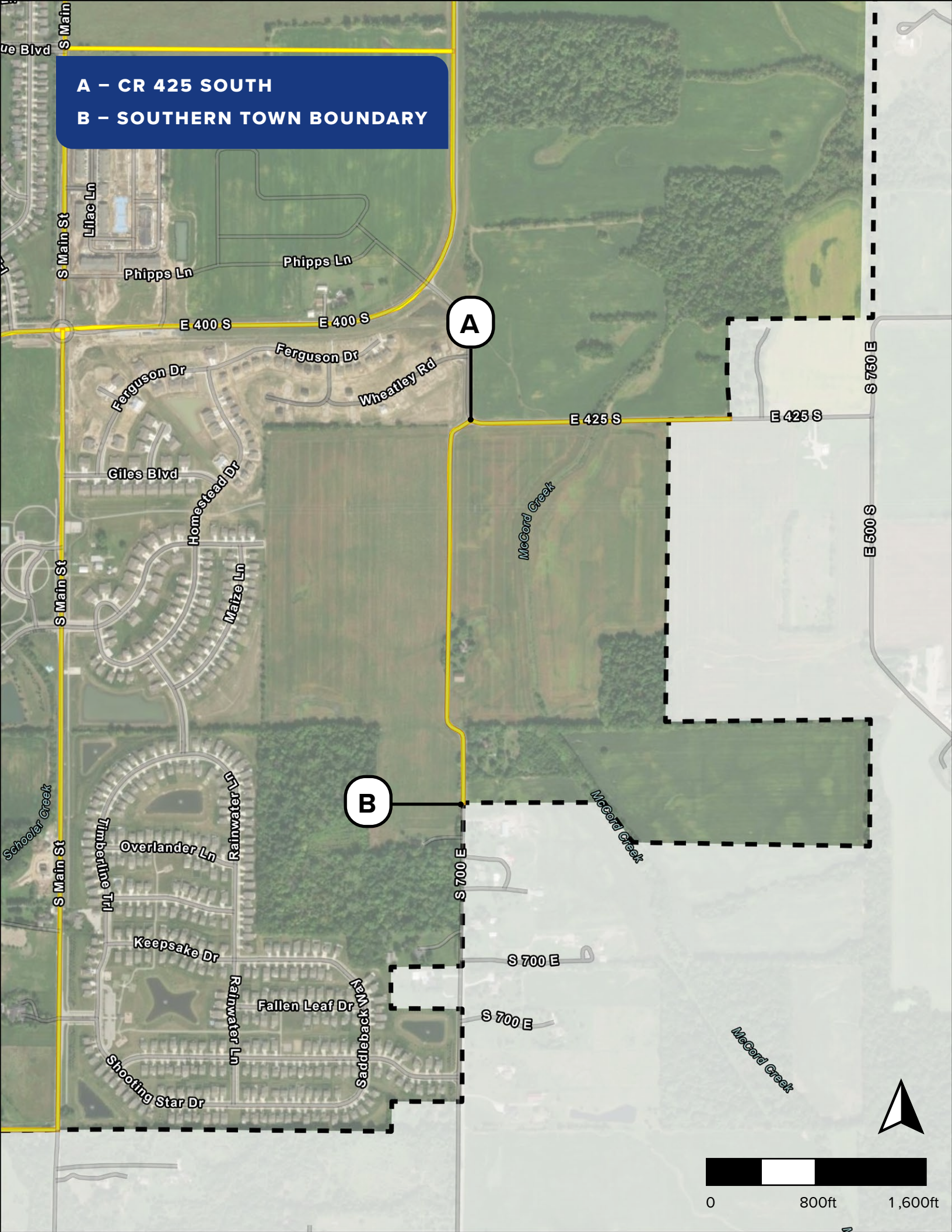
Project ID	40
Location	CR 700 East: CR 425 South to Southern Town Boundary - 2 Lane Roadway
Description	New 2 lane roadway with curb and gutter, sidewalk, and path.
Project Score	33
Overall Cost	\$6,690,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	2500	LFT	\$808	\$2,020,000
Multi - Use Path	2500	LFT	\$244	\$610,000
Sidewalk	2500	LFT	\$69	\$172,500
Construction Engineering	1	LSUM	\$56,000	\$56,000
Mobilization and Demobilization	1	LSUM	\$140,000	\$140,000
Clearing Right of Way	1	LSUM	\$56,000	\$56,000
Stormwater Management Budget	1	LSUM	\$56,000	\$56,000
Signing and Pavement Markings	1	LSUM	\$56,000	\$56,000
Maintaining Traffic	1	LSUM	\$196,000	\$196,000

Description	Cost
Construction Subtotal	\$3,362,500
30.0% Contingency	\$1,009,000
Estimated Total - Construction	\$4,372,000
Preliminary Engineering - 15% of Construction Cost	\$656,000
Construction Inspection - 12.5% of Construction Cost	\$547,000
Project Subtotal	\$5,575,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,115,000
Project Total Cost Estimate	\$6,690,000

A – CR 425 SOUTH

B – SOUTHERN TOWN BOUNDARY



Project ID	41
Location	CR 450 East: 2700' N of Albert S. White Drive to CR 300 South - 3 Lane Roadway
Description	New 3 lane roadway with two-way left turn lane, curb and gutter, sidewalk, and path.
Project Score	29
Overall Cost	\$8,057,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 3 lane, curb & gutter	2700	LFT	\$992	\$2,678,400
Multi - Use Path	2700	LFT	\$244	\$658,800
Sidewalk	2700	LFT	\$69	\$186,300
Construction Engineering	1	LSUM	\$70,000	\$70,000
Mobilization and Demobilization	1	LSUM	\$176,000	\$176,000
Clearing Right of Way	1	LSUM	\$70,000	\$70,000
Stormwater Management Budget	1	LSUM	\$70,000	\$70,000
Signing and Pavement Markings	1	LSUM	\$70,000	\$70,000
Maintaining Traffic	1	LSUM	\$247,000	\$247,000

Description	Cost
Construction Subtotal	\$4,226,500
30.0% Contingency	\$1,268,000
Estimated Total - Construction	\$5,495,000
Preliminary Engineering - 15% of Construction Cost	\$824,000
Construction Inspection - 12.5% of Construction Cost	\$687,000
Project Subtotal	\$7,006,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$1,051,000
Project Total Cost Estimate	\$8,057,000

A – 2700' N OF ALBERT S. WHITE DRIVE
B – CR 300 SOUTH



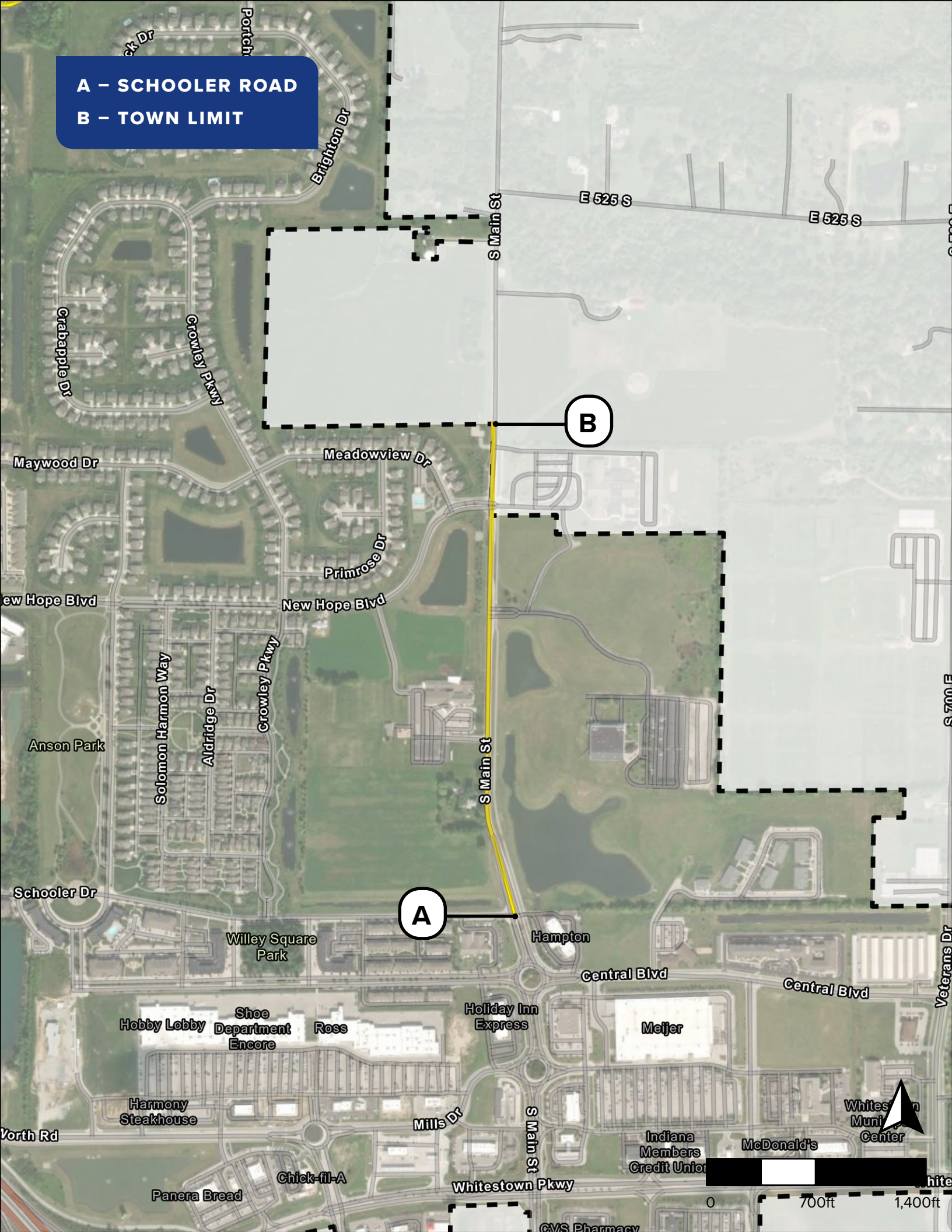
Project ID	42
Location	Main St: Schooler Road to Town limit - 4 Lane Roadway
Description	New 4 lane roadway with curb and gutter, sidewalk, and path.
Project Score	47
Overall Cost	\$10,582,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	2800	LFT	\$1,187	\$3,323,600
Sidewalk	2800	LFT	\$69	\$193,200
Multi - Use Path	2800	LFT	\$244	\$683,200
Median - 12' Wide	2800	LFT	\$83	\$232,400
Construction Engineering	1	LSUM	\$89,000	\$89,000
Mobilization and Demobilization	1	LSUM	\$222,000	\$222,000
Clearing Right of Way	1	LSUM	\$89,000	\$89,000
Stormwater Management Budget	1	LSUM	\$89,000	\$89,000
Signing and Pavement Markings	1	LSUM	\$89,000	\$89,000
Maintaining Traffic	1	LSUM	\$310,000	\$310,000

Description	Cost
Construction Subtotal	\$5,320,400
30.0% Contingency	\$1,596,000
Estimated Total - Construction	\$6,916,000
Preliminary Engineering - 15% of Construction Cost	\$1,037,000
Construction Inspection - 12.5% of Construction Cost	\$865,000
Project Subtotal	\$8,818,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,764,000
Project Total Cost Estimate	\$10,582,000

A – SCHOOLER ROAD

B – TOWN LIMIT



Project ID	43
Location	Main St: CR 500 South to Albert S. White Drive - 4 Lane Roadway
Description	New 4 lane roadway with curb and gutter, sidewalk, and path.
Project Score	54
Overall Cost	\$18,101,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	4900	LFT	\$1,187	\$5,816,300
Multi - Use Path	4900	LFT	\$244	\$1,195,600
Sidewalk	4900	LFT	\$69	\$338,100
Median - 12' Wide	2800	LFT	\$83	\$232,400
Construction Engineering	1	LSUM	\$152,000	\$152,000
Mobilization and Demobilization	1	LSUM	\$379,000	\$379,000
Clearing Right of Way	1	LSUM	\$152,000	\$152,000
Stormwater Management Budget	1	LSUM	\$152,000	\$152,000
Signing and Pavement Markings	1	LSUM	\$152,000	\$152,000
Maintaining Traffic	1	LSUM	\$531,000	\$531,000

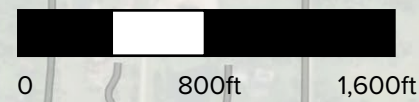
Description	Cost
Construction Subtotal	\$9,100,400
30.0% Contingency	\$2,730,000
Estimated Total - Construction	\$11,830,000
Preliminary Engineering - 15% of Construction Cost	\$1,775,000
Construction Inspection - 12.5% of Construction Cost	\$1,479,000
Project Subtotal	\$15,084,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$3,017,000
Project Total Cost Estimate	\$18,101,000

A – CR 500 SOUTH
B – ALBERT S. WHITE DRIVE

A – CR 500 SOUTH
B – ALBERT S. WHITE DRIVE

B

A



Project ID	44
Location	Whitestown Pkwy & Perry Worth Rd - Multi Lane Roundabout
Description	Multi-lane roundabout - 4 legs.
Project Score	57
Overall Cost	\$5,099,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, 2 Lane	1	EACH	\$1,598,500	\$1,598,500
Sidewalk	800	LFT	\$69	\$55,200
Multi - Use Path	800	LFT	\$244	\$195,200
Construction Engineering	1	LSUM	\$37,000	\$37,000
Mobilization and Demobilization	1	LSUM	\$92,000	\$92,000
Clearing Right of Way	1	LSUM	\$37,000	\$37,000
Stormwater Management Budget	1	LSUM	\$37,000	\$37,000
Signing and Pavement Markings	1	LSUM	\$37,000	\$37,000
Maintaining Traffic	1	LSUM	\$277,000	\$277,000

Description	Cost
Construction Subtotal	\$2,365,900
30.0% Contingency	\$710,000
Estimated Total - Construction	\$3,076,000
Preliminary Engineering - 15% of Construction Cost	\$461,000
Construction Inspection - 12.5% of Construction Cost	\$385,000
Project Subtotal	\$3,922,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$1,177,000
Project Total Cost Estimate	\$5,099,000

A – WHITESTOWN PKWY AND PERRY WORTH ROAD



Project ID	45
Location	Albert S. White & CR 500 East - New Signal
Description	New Signal
Project Score	47
Overall Cost	\$587,000

Description	Qty	Unit	Unit Price	Total
Traffic Signal, new/relocation	1	EACH	\$250,000	\$250,000
Construction Engineering	1	LSUM	\$5,000	\$5,000
Mobilization and Demobilization	1	LSUM	\$13,000	\$13,000
Clearing Right of Way	1	LSUM	\$5,000	\$5,000
Stormwater Management Budget	1	LSUM	\$5,000	\$5,000
Signing and Pavement Markings	1	LSUM	\$5,000	\$5,000
Maintaining Traffic	1	LSUM	\$25,000	\$25,000

Description	Cost
Construction Subtotal	\$308,000
30.0% Contingency	\$92,000
Estimated Total - Construction	\$400,000
Preliminary Engineering - 15% of Construction Cost	\$60,000
Construction Inspection - 12.5% of Construction Cost	\$50,000
Project Subtotal	\$510,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$77,000
Project Total Cost Estimate	\$587,000

A – ALBERT S. WHITE AND CR 500 EAST



Fishback Creek

S 500 E

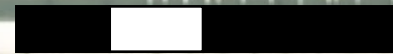
Albert S White Dr
Albert S White Dr

Albert S White Dr
Albert S White Dr

S 500 E

Anson Blvd

S 500 E



0 350ft 700ft

Project ID	46
Location	Albert S. White & CR 450 East - New Signal & Turn Lane
Description	Turn lane addition and new signal
Project Score	47
Overall Cost	\$992,000

Description	Qty	Unit	Unit Price	Total
Traffic Signal, new/relocation	1	EACH	\$250,000	\$250,000
Turn lane addition	250	LFT	\$700	\$175,000
Construction Engineering	1	LSUM	\$9,000	\$9,000
Mobilization and Demobilization	1	LSUM	\$21,000	\$21,000
Clearing Right of Way	1	LSUM	\$9,000	\$9,000
Stormwater Management Budget	1	LSUM	\$9,000	\$9,000
Signing and Pavement Markings	1	LSUM	\$9,000	\$9,000
Maintaining Traffic	1	LSUM	\$38,000	\$38,000

Description	Cost
Construction Subtotal	\$520,000
30.0% Contingency	\$156,000
Estimated Total - Construction	\$676,000
Preliminary Engineering - 15% of Construction Cost	\$101,000
Construction Inspection - 12.5% of Construction Cost	\$85,000
Project Subtotal	\$862,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$130,000
Project Total Cost Estimate	\$992,000

A – ALBERT S. WHITE AND CR 450 EAST



Fishback Creek

Fishback Creek

S 450 E

A

Albert S White Dr

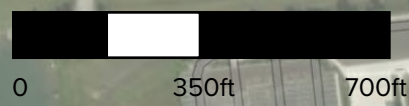
Albert S White Dr
Albert S White Dr

Anson Blvd

Anson Blvd

Anson Blvd

Anson Blvd



Project ID	47
Location	Main St: Flag Stop Drive to Town Limit - 4 Lane Roadway
Description	New 4 lane roadway with curb and gutter, sidewalk, path, and a roundabout at CR 200 South.
Project Score	46
Overall Cost	\$18,390,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	4200	LFT	\$1,187	\$4,985,400
Intersection, RAB, 2 Lane	1	EACH	\$1,390,000	\$1,390,000
Sidewalk	4200	LFT	\$69	\$289,800
Multi - Use Path	4200	LFT	\$244	\$1,024,800
Median - 12' Wide	4200	LFT	\$83	\$348,600
Construction Engineering	1	LSUM	\$161,000	\$161,000
Mobilization and Demobilization	1	LSUM	\$402,000	\$402,000
Clearing Right of Way	1	LSUM	\$161,000	\$161,000
Stormwater Management Budget	1	LSUM	\$161,000	\$161,000
Signing and Pavement Markings	1	LSUM	\$161,000	\$161,000
Maintaining Traffic	1	LSUM	\$563,000	\$563,000

Description	Cost
Construction Subtotal	\$9,647,600
30.0% Contingency	\$2,894,000
Estimated Total - Construction	\$12,542,000
Preliminary Engineering - 15% of Construction Cost	\$1,881,000
Construction Inspection - 12.5% of Construction Cost	\$1,568,000
Project Subtotal	\$15,991,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,399,000
Project Total Cost Estimate	\$18,390,000

B – NORTHERN TOWN LIMIT



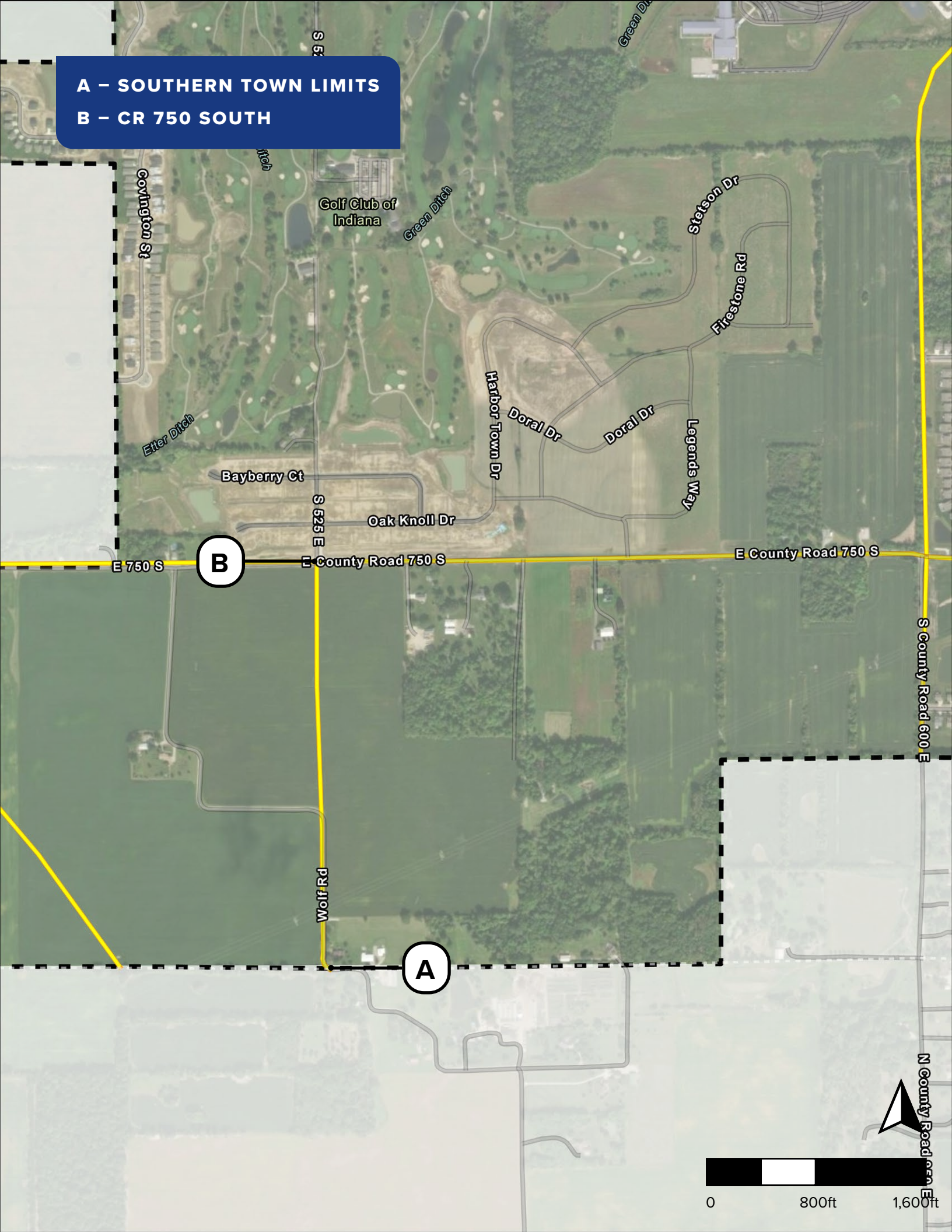
Project ID	48
Location	Wolf Road: Southern Town Limits to CR 750 South - 2 Lane Roadway
Description	New 2-lane roadway with curb and gutter, sidewalk, and path.
Project Score	29
Overall Cost	\$6,956,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	2600	LFT	\$808	\$2,100,800
Sidewalk	2600	LFT	\$69	\$179,400
Multi - Use Path	2600	LFT	\$244	\$634,400
Construction Engineering	1	LSUM	\$58,000	\$58,000
Mobilization and Demobilization	1	LSUM	\$146,000	\$146,000
Clearing Right of Way	1	LSUM	\$58,000	\$58,000
Stormwater Management Budget	1	LSUM	\$58,000	\$58,000
Signing and Pavement Markings	1	LSUM	\$58,000	\$58,000
Maintaining Traffic	1	LSUM	\$204,000	\$204,000

Description	Cost
Construction Subtotal	\$3,496,600
30.0% Contingency	\$1,049,000
Estimated Total - Construction	\$4,546,000
Preliminary Engineering - 15% of Construction Cost	\$682,000
Construction Inspection - 12.5% of Construction Cost	\$568,000
Project Subtotal	\$5,796,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$1,160,000
Project Total Cost Estimate	\$6,956,000

A – SOUTHERN TOWN LIMITS

B – CR 750 SOUTH



Project ID	49
Location	Perry Worth Road: CR 550 South to Gateway Drive - 4 Lane Roadway
Description	New 2-lane roadway with curb and gutter, sidewalk, and path.
Project Score	67
Overall Cost	\$16,620,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 4 lane, curb & gutter	4800	LFT	\$1,187	\$5,697,600
Multi - Use Path	4800	LFT	\$244	\$1,171,200
Median - 12' Wide	4800	LFT	\$83	\$398,400
Construction Engineering	1	LSUM	\$145,000	\$145,000
Mobilization and Demobilization	1	LSUM	\$363,000	\$363,000
Clearing Right of Way	1	LSUM	\$145,000	\$145,000
Stormwater Management Budget	1	LSUM	\$145,000	\$145,000
Signing and Pavement Markings	1	LSUM	\$145,000	\$145,000
Maintaining Traffic	1	LSUM	\$509,000	\$509,000

Description	Cost
Construction Subtotal	\$8,719,200
30.0% Contingency	\$2,616,000
Estimated Total - Construction	\$11,335,000
Preliminary Engineering - 15% of Construction Cost	\$1,700,000
Construction Inspection - 12.5% of Construction Cost	\$1,417,000
Project Subtotal	\$14,452,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$2,168,000
Project Total Cost Estimate	\$16,620,000

A – CR 550 SOUTH
B – GATEWAY DRIVE



Project ID	50
Location	CR 425 South: CR 700 to Town Limits - 2 Lane Roadway
Description	New 2-lane roadway with curb and gutter, sidewalk, and path.
Project Score	36
Overall Cost	\$4,138,000

Description	Qty	Unit	Unit Price	Total
Roadway, new/reconstruction, 2 lane, curb & gutter	1500	LFT	\$808	\$1,212,000
Multi - Use Path	1500	LFT	\$244	\$366,000
Sidewalk	1500	LFT	\$69	\$103,500
Box Culvert	50	LFT	\$1,000	\$50,000
Construction Engineering	1	LSUM	\$35,000	\$35,000
Mobilization and Demobilization	1	LSUM	\$87,000	\$87,000
Clearing Right of Way	1	LSUM	\$35,000	\$35,000
Stormwater Management Budget	1	LSUM	\$35,000	\$35,000
Signing and Pavement Markings	1	LSUM	\$35,000	\$35,000
Maintaining Traffic	1	LSUM	\$121,000	\$121,000

Description	Cost
Construction Subtotal	\$2,079,500
30.0% Contingency	\$624,000
Estimated Total - Construction	\$2,704,000
Preliminary Engineering - 15% of Construction Cost	\$406,000
Construction Inspection - 12.5% of Construction Cost	\$338,000
Project Subtotal	\$3,448,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$690,000
Project Total Cost Estimate	\$4,138,000

Seabiscuit Rd

Albert S White Dr

A - CR 700

B - TOWN LIMITS

Phipps Ln

400 S

E 400 S

Ferguson Dr

Wheatley Rd

Homestead Dr

Maize Ln

McCord Creek

E 425 S

E 425 S

E 750 S

E 500 S

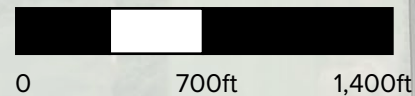
E 700 S

McCord Creek

S County

E 4

E 50



Project ID	51
Location	CR 200 South and CR 650 East - Single Lane Roundabout
Description	New Single Lane Roundabout 4-Legged
Project Score	39
Overall Cost	\$2,488,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, Single Lane	1	EACH	\$871,000	\$871,000
Multi - Use Path	700	LFT	\$244	\$170,800
Construction Engineering	1	LSUM	\$21,000	\$21,000
Mobilization and Demobilization	1	LSUM	\$52,000	\$52,000
Clearing Right of Way	1	LSUM	\$21,000	\$21,000
Stormwater Management Budget	1	LSUM	\$21,000	\$21,000
Signing and Pavement Markings	1	LSUM	\$21,000	\$21,000
Maintaining Traffic	1	LSUM	\$73,000	\$73,000

Description	Cost
Construction Subtotal	\$1,250,800
30.0% Contingency	\$375,000
Estimated Total - Construction	\$1,626,000
Preliminary Engineering - 15% of Construction Cost	\$244,000
Construction Inspection - 12.5% of Construction Cost	\$203,000
Project Subtotal	\$2,073,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$415,000
Project Total Cost Estimate	\$2,488,000

A - CR 200 SOUTH AND CR 650 EAST



S 650 E

E 200 S

E 200 S

A

Sugar Creek Ln

S 650 E

E 220 S

0

350ft

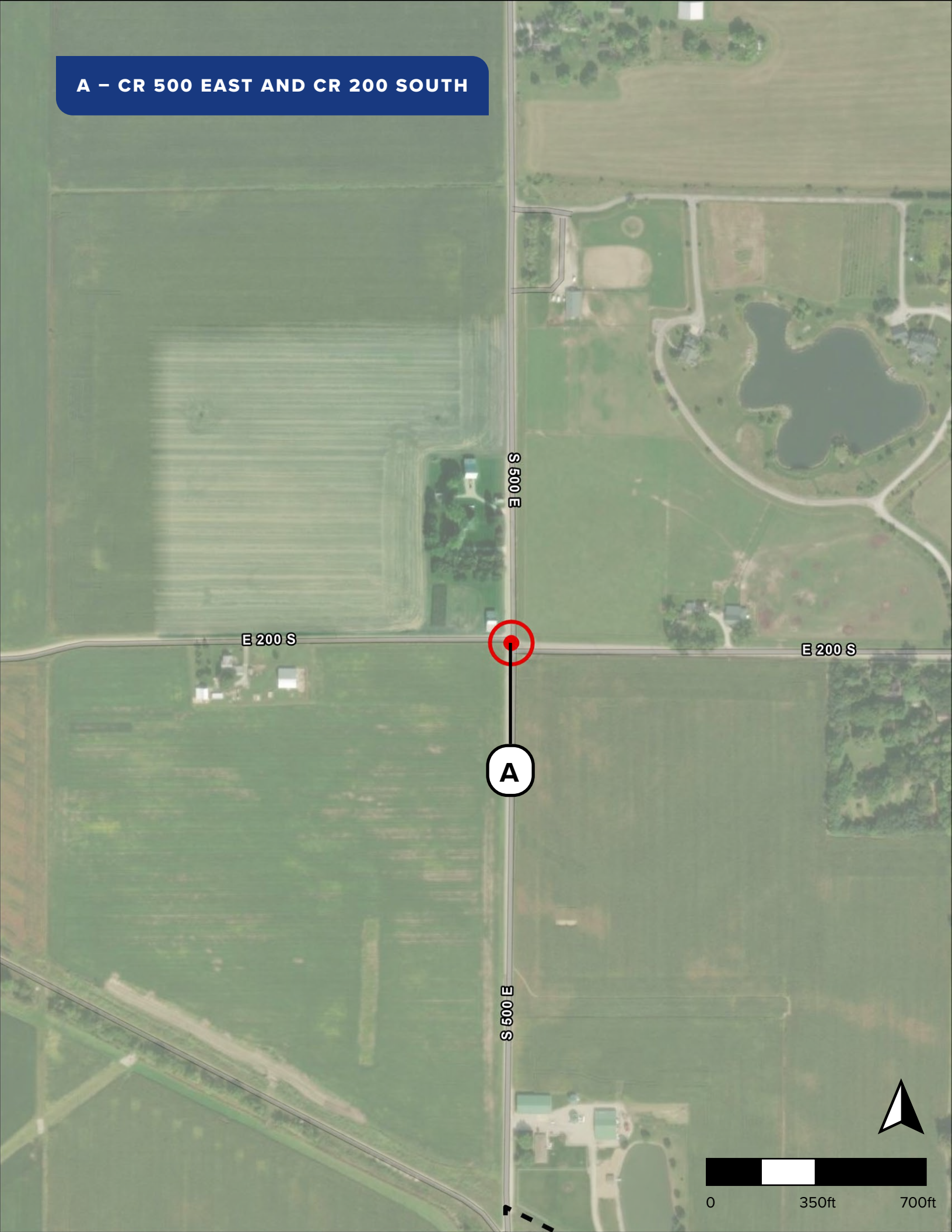
700ft

Project ID	52
Location	CR 500 East and CR 200 South - Single Lane Roundabout
Description	Single Lane Roundabout 4-Legged
Project Score	28
Overall Cost	\$2,426,000

Description	Qty	Unit	Unit Price	Total
Intersection, RAB, Single Lane	1	EACH	\$871,000	\$871,000
Multi - Use Path	600	LFT	\$244	\$146,400
Construction Engineering	1	LSUM	\$20,000	\$20,000
Mobilization and Demobilization	1	LSUM	\$51,000	\$51,000
Clearing Right of Way	1	LSUM	\$20,000	\$20,000
Stormwater Management Budget	1	LSUM	\$20,000	\$20,000
Signing and Pavement Markings	1	LSUM	\$20,000	\$20,000
Maintaining Traffic	1	LSUM	\$71,000	\$71,000

Description	Cost
Construction Subtotal	\$1,219,400
30.0% Contingency	\$366,000
Estimated Total - Construction	\$1,585,000
Preliminary Engineering - 15% of Construction Cost	\$238,000
Construction Inspection - 12.5% of Construction Cost	\$198,000
Project Subtotal	\$2,021,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$405,000
Project Total Cost Estimate	\$2,426,000

A – CR 500 EAST AND CR 200 SOUTH





APPENDIX C CONTINUED: PROJECT COST ESTIMATES

MULTI-USE PATH PROJECTS

Project ID	Path - 01
Location	Main Street: CR 500 South to New Hope Boulevard
Description	Multi - Use Path
Project Score	78
Overall Cost	\$4,300,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	4500	LFT	\$244	\$1,098,000
Bridge, new or widen	1800	SFT	\$350	\$630,000
Construction Engineering	1	LSUM	\$35,000	\$35,000
Mobilization and Demobilization	1	LSUM	\$86,000	\$86,000
Clearing Right of Way	1	LSUM	\$35,000	\$35,000
Stormwater Management Budget	1	LSUM	\$35,000	\$35,000
Signing and Pavement Markings	1	LSUM	\$35,000	\$35,000
Maintaining Traffic	1	LSUM	\$121,000	\$121,000

Description	Cost
Construction Subtotal	\$2,075,000
30.0% Contingency	\$623,000
Estimated Total - Construction	\$2,698,000
Preliminary Engineering - 15% of Construction Cost	\$405,000
Construction Inspection - 12.5% of Construction Cost	\$337,000
Project Subtotal	\$3,440,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 25%	\$860,000
Project Total Cost Estimate	\$4,300,000

A – CR 500 SOUTH
B – NEW HOPE BOULEVARD

A – CR 500 SOUTH
B – NEW HOPE BOULEVARD

E 500 S

A

Fish

Shooting Star Dr

Rainwater Ln

Hardwick Dr

Portchester Dr

Chatsworth Dr

Brighton Dr

S Main St

E 525 S

Crowley Pkwy

Meadowview Dr

B

Primrose Dr

New Hope Blvd



0

450ft

900ft

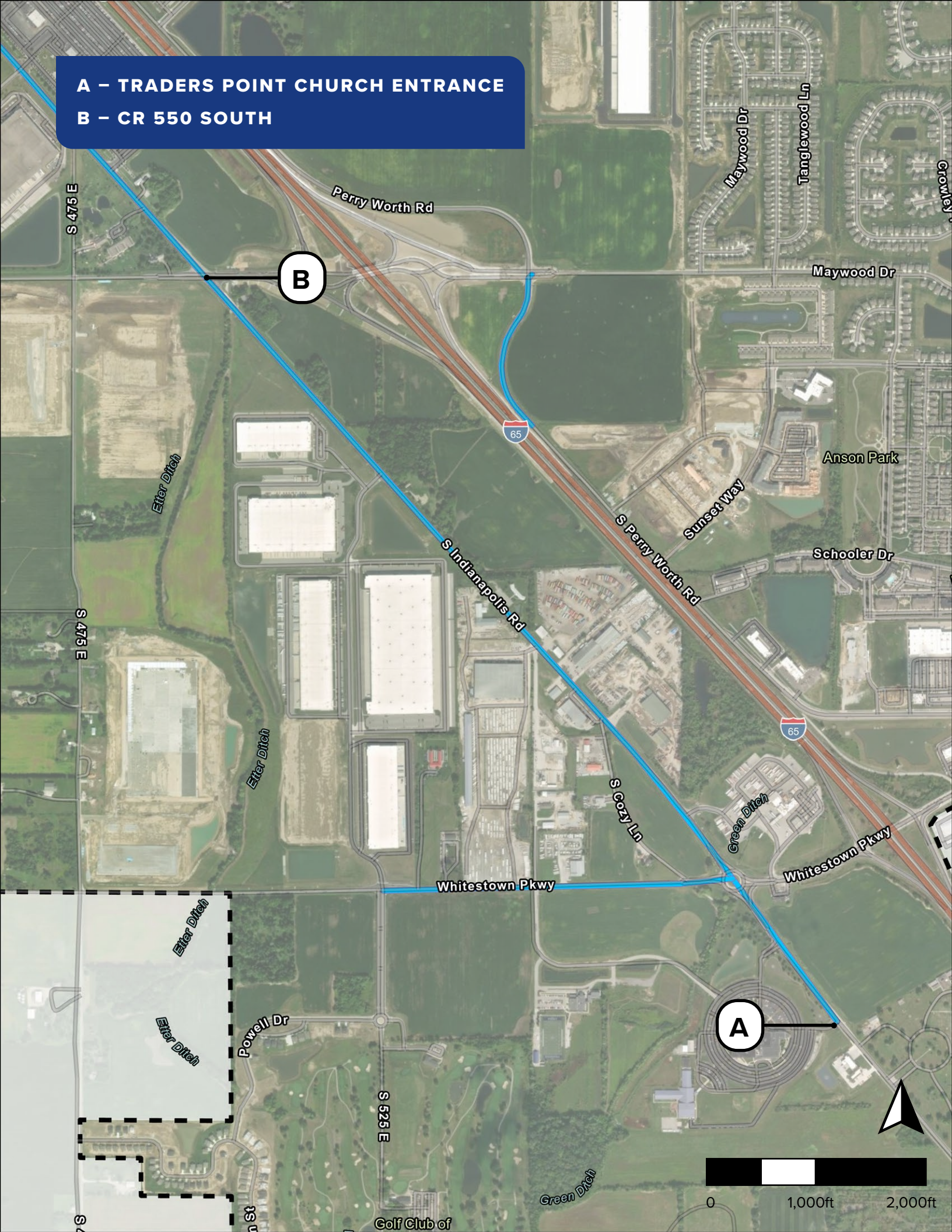
Project ID	Path - 02
Location	Indianapolis Road: Traders Point Church Entrance to CR 550 South
Description	Multi - Use Path
Project Score	72
Overall Cost	\$5,997,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	8700	LFT	\$244	\$2,122,800
Bridge, new or widen	1000	SFT	\$350	\$350,000
Box Culvert Extension at Whitestown Pkwy	40	LFT	\$1,000	\$40,000
Construction Engineering	1	LSUM	\$50,000	\$50,000
Mobilization and Demobilization	1	LSUM	\$126,000	\$126,000
Clearing Right of Way	1	LSUM	\$50,000	\$50,000
Stormwater Management Budget	1	LSUM	\$50,000	\$50,000
Signing and Pavement Markings	1	LSUM	\$50,000	\$50,000
Maintaining Traffic	1	LSUM	\$176,000	\$176,000

Description	Cost
Construction Subtotal	\$3,014,800
30.0% Contingency	\$904,000
Estimated Total - Construction	\$3,919,000
Preliminary Engineering - 15% of Construction Cost	\$588,000
Construction Inspection - 12.5% of Construction Cost	\$490,000
Project Subtotal	\$4,997,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$1,000,000
Project Total Cost Estimate	\$5,997,000

A – TRADERS POINT CHURCH ENTRANCE

B – CR 550 SOUTH



Project ID	Path - 03
Location	Albert S. White Drive: Main Street to Big 4 Trail
Description	Multi - Use Path
Project Score	69
Overall Cost	\$2,632,000

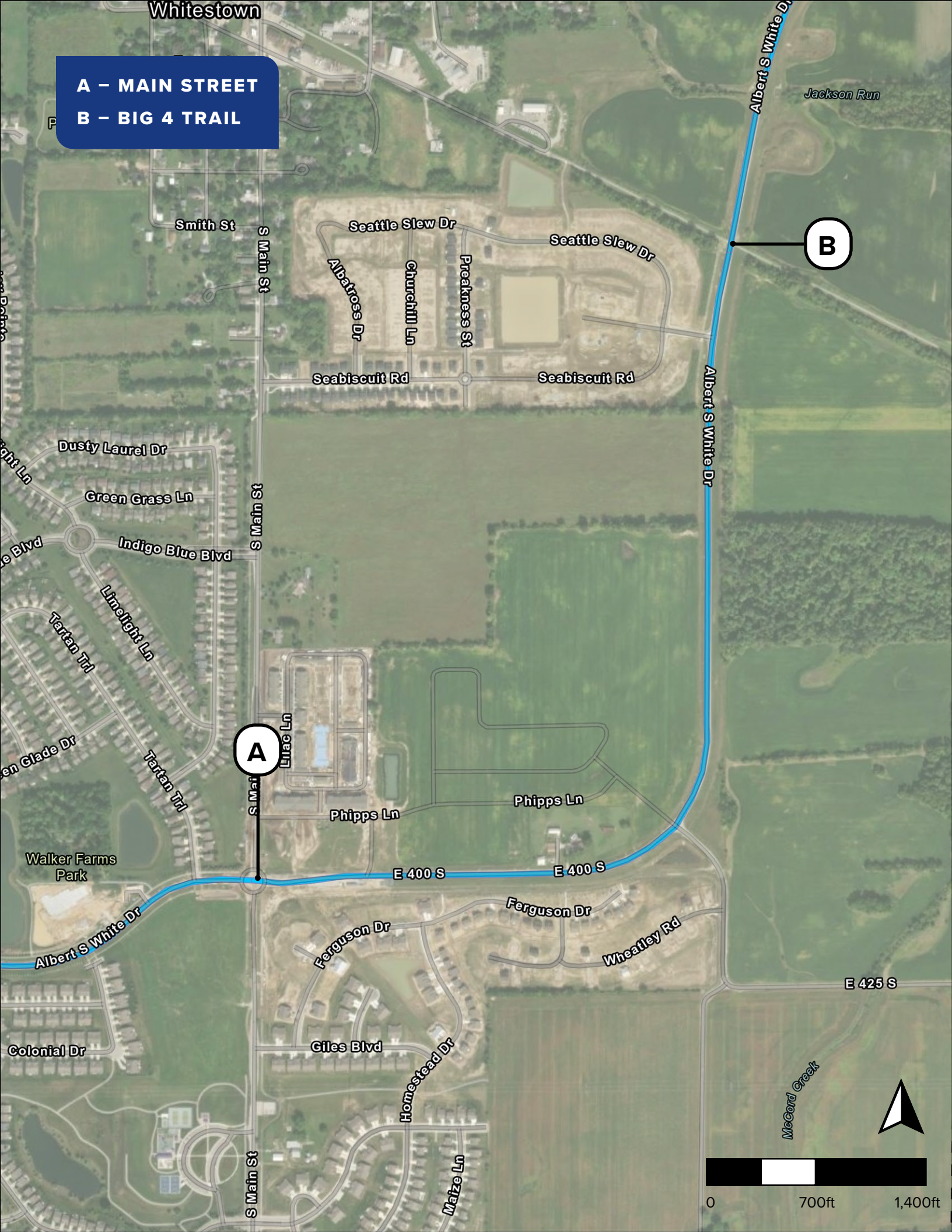
Description	Qty	Unit	Unit Price	Total
Multi - Use Path	4800	LFT	\$244	\$1,171,200
Construction Engineering	1	LSUM	\$23,000	\$23,000
Mobilization and Demobilization	1	LSUM	\$59,000	\$59,000
Clearing Right of Way	1	LSUM	\$23,000	\$23,000
Stormwater Management Budget	1	LSUM	\$23,000	\$23,000
Signing and Pavement Markings	1	LSUM	\$23,000	\$23,000
Maintaining Traffic	1	LSUM	\$59,000	\$59,000

Description	Cost
Construction Subtotal	\$1,381,200
30.0% Contingency	\$414,000
Estimated Total - Construction	\$1,795,000
Preliminary Engineering - 15% of Construction Cost	\$269,000
Construction Inspection - 12.5% of Construction Cost	\$224,000
Project Subtotal	\$2,288,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 15%	\$344,000
Project Total Cost Estimate	\$2,632,000

Whitestown

A – MAIN STREET

B – BIG 4 TRAIL



A

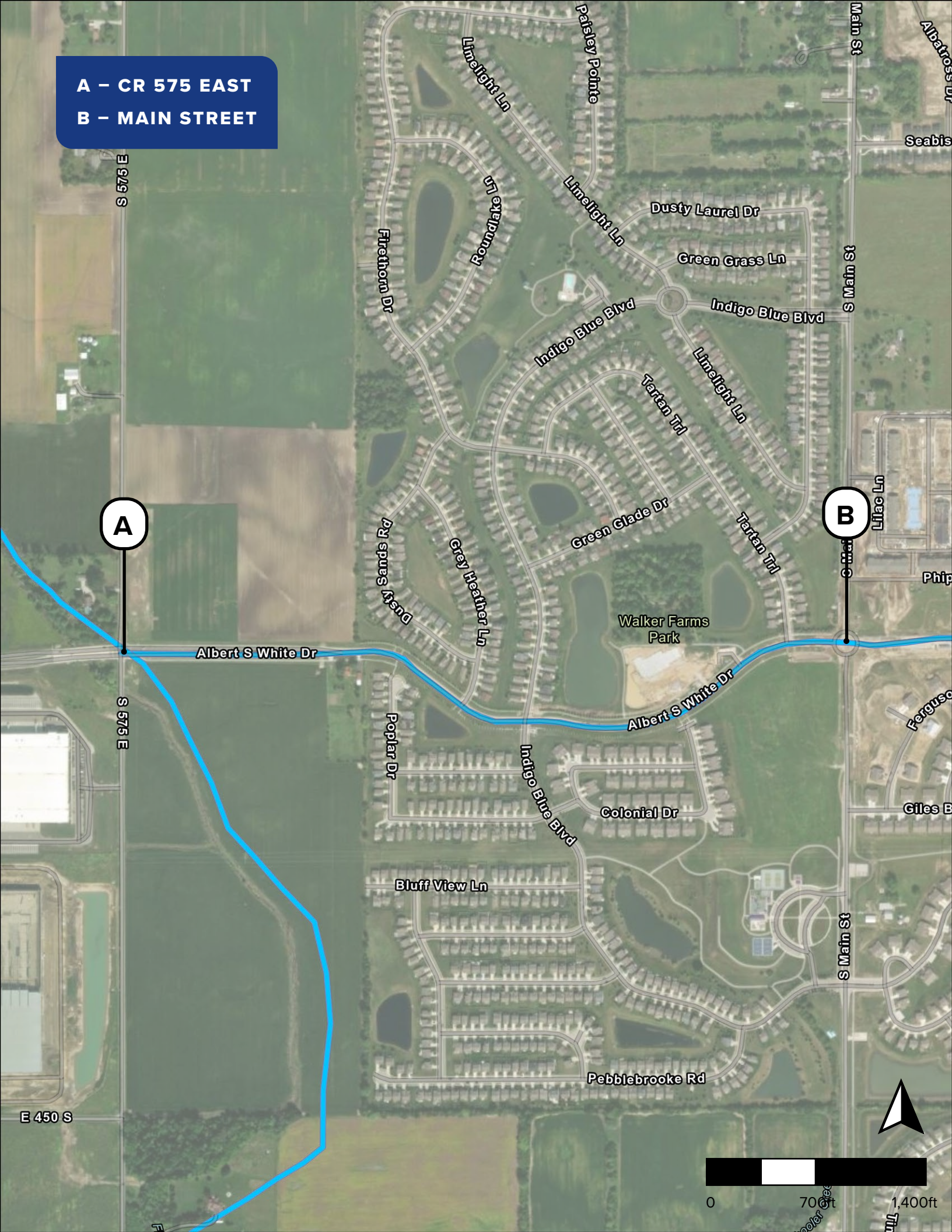
B

Project ID	Path - 04
Location	Albert S. White Drive: CR 575 East to Main Street
Description	Multi - Use Path
Project Score	69
Overall Cost	\$2,348,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	4100	LFT	\$244	\$1,000,400
Construction Engineering	1	LSUM	\$20,000	\$20,000
Mobilization and Demobilization	1	LSUM	\$50,000	\$50,000
Clearing Right of Way	1	LSUM	\$20,000	\$20,000
Stormwater Management Budget	1	LSUM	\$20,000	\$20,000
Signing and Pavement Markings	1	LSUM	\$20,000	\$20,000
Maintaining Traffic	1	LSUM	\$50,000	\$50,000

Description	Cost
Construction Subtotal	\$1,180,400
30.0% Contingency	\$354,000
Estimated Total - Construction	\$1,534,000
Preliminary Engineering - 15% of Construction Cost	\$230,000
Construction Inspection - 12.5% of Construction Cost	\$192,000
Project Subtotal	\$1,956,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$392,000
Project Total Cost Estimate	\$2,348,000

A – CR 575 EAST
B – MAIN STREET



A

B

S 575 E

S 575 E

E 450 S

Firethorn Dr

Limelight Ln

Roundlake Dr

Paisley Pointe

Limelight Ln

Dusty Laurel Dr

Green Grass Ln

Indigo Blue Blvd

Indigo Blue Blvd

Limelight Ln

Tartan Trl

Green Glade Dr

Tartan Trl

Grey Heather Ln

Sands Rd

Walker Farms Park

Albert S White Dr

Poplar Dr

Indigo Blue Blvd

Colonial Dr

Bluff View Ln

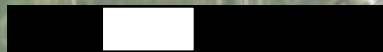
Pebblebrooke Rd

Main St

S Main St

Lilac Ln

S Main St

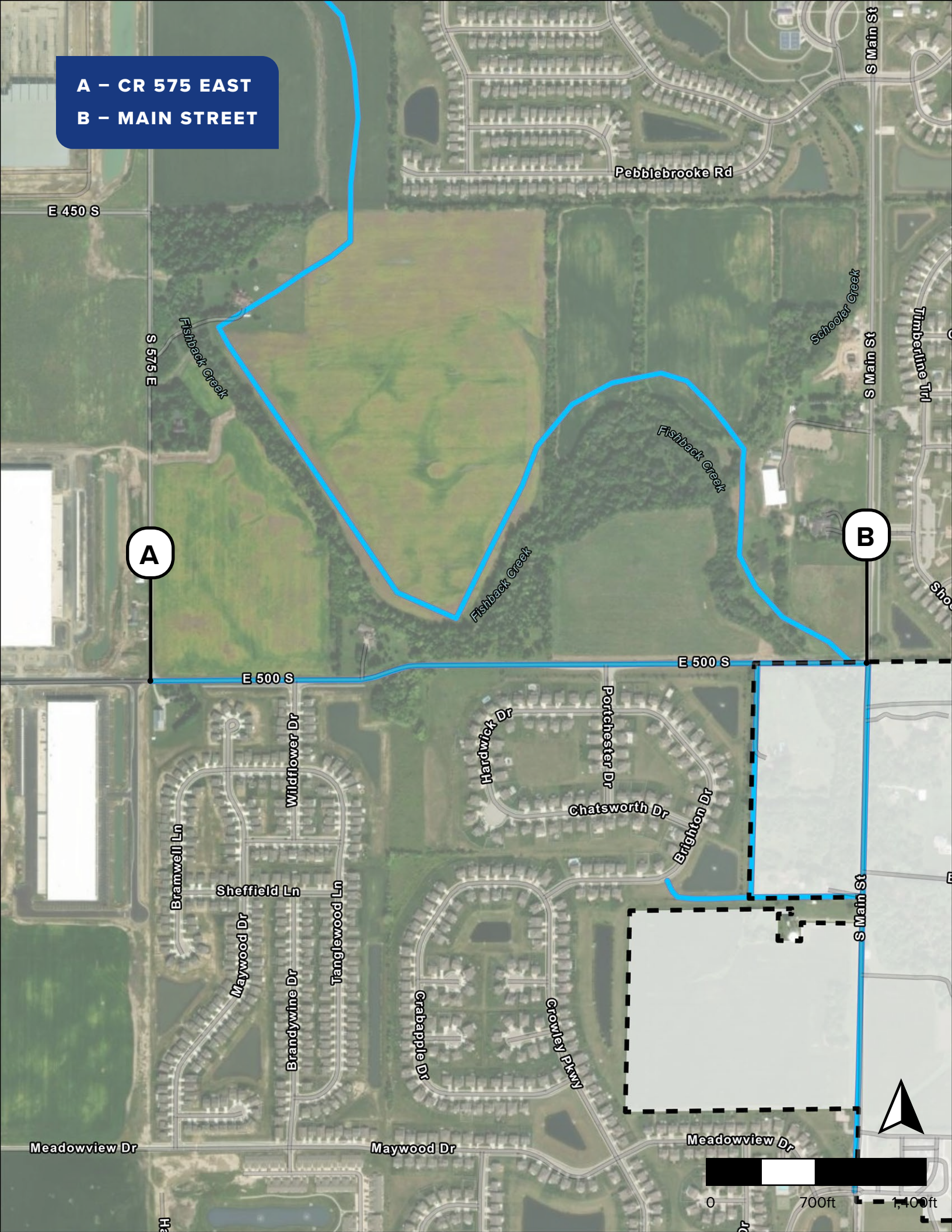


Project ID	Path - 05
Location	CR 500 South: CR 575 East to Main Street
Description	Multi - Use Path
Project Score	58
Overall Cost	\$3,142,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	3800	LFT	\$244	\$927,200
Bridge, new or widen	1000	SFT	\$350	\$350,000
Box Culvert Extension	40	LFT	\$1,000	\$40,000
Construction Engineering	1	LSUM	\$26,000	\$26,000
Mobilization and Demobilization	1	LSUM	\$66,000	\$66,000
Clearing Right of Way	1	LSUM	\$26,000	\$26,000
Stormwater Management Budget	1	LSUM	\$26,000	\$26,000
Signing and Pavement Markings	1	LSUM	\$26,000	\$26,000
Maintaining Traffic	1	LSUM	\$92,000	\$92,000

Description	Cost
Construction Subtotal	\$1,579,200
30.0% Contingency	\$474,000
Estimated Total - Construction	\$2,053,000
Preliminary Engineering - 15% of Construction Cost	\$308,000
Construction Inspection - 12.5% of Construction Cost	\$257,000
Project Subtotal	\$2,618,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$524,000
Project Total Cost Estimate	\$3,142,000

A - CR 575 EAST
B - MAIN STREET

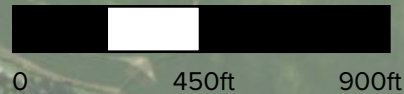
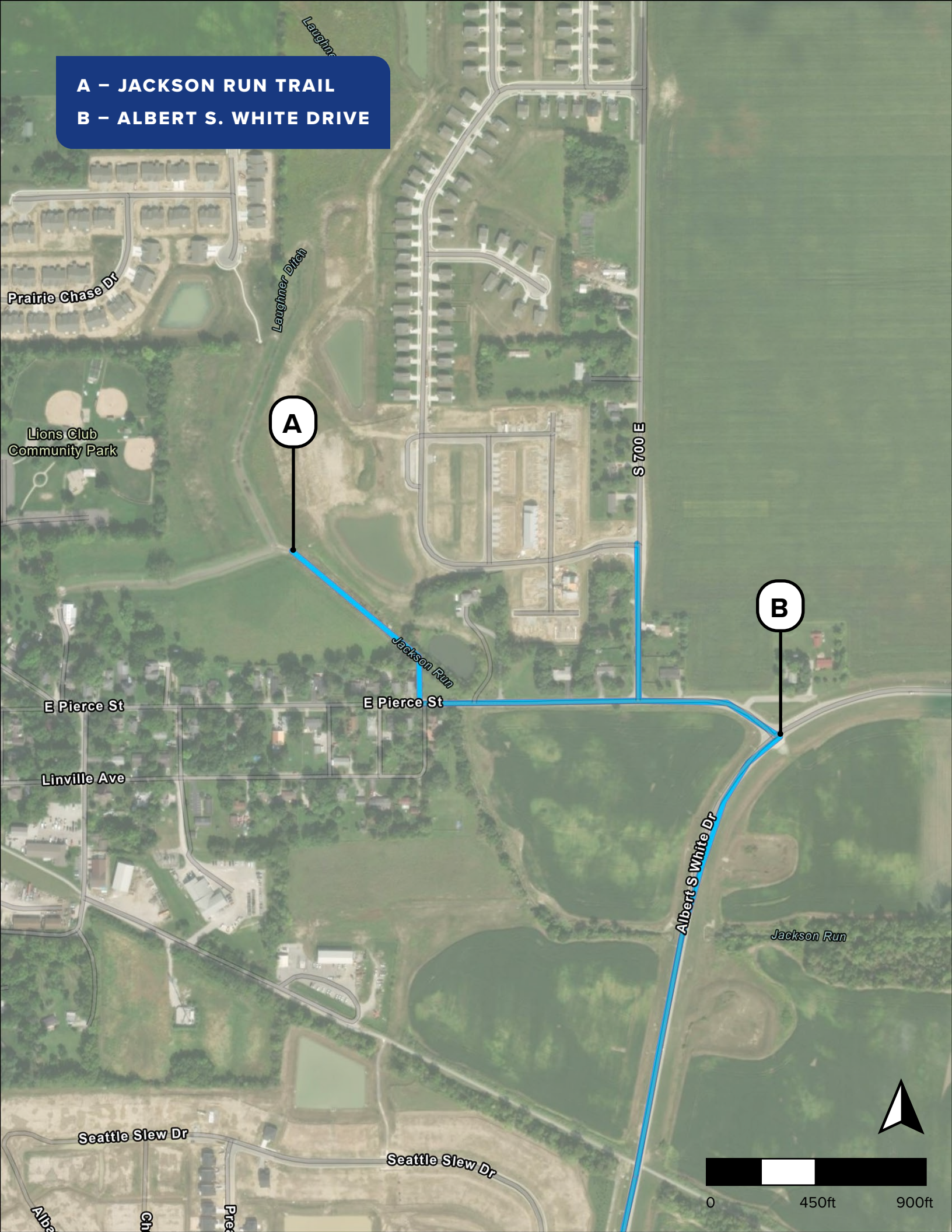


Project ID	Path - 06
Location	Pierce Street / Jackson Run Trail Connection: Jackson Run Trail to Albert S. White Drive
Description	Multi - Use Path
Project Score	53
Overall Cost	\$1,755,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	2600	LFT	\$244	\$634,400
Box Culvert over Jackson Run	50	LFT	\$2,000	\$100,000
Construction Engineering	1	LSUM	\$15,000	\$15,000
Mobilization and Demobilization	1	LSUM	\$37,000	\$37,000
Clearing Right of Way	1	LSUM	\$15,000	\$15,000
Stormwater Management Budget	1	LSUM	\$15,000	\$15,000
Signing and Pavement Markings	1	LSUM	\$15,000	\$15,000
Maintaining Traffic	1	LSUM	\$51,000	\$51,000

Description	Cost
Construction Subtotal	\$882,400
30.0% Contingency	\$265,000
Estimated Total - Construction	\$1,147,000
Preliminary Engineering - 15% of Construction Cost	\$172,000
Construction Inspection - 12.5% of Construction Cost	\$143,000
Project Subtotal	\$1,462,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$293,000
Project Total Cost Estimate	\$1,755,000

A – JACKSON RUN TRAIL
B – ALBERT S. WHITE DRIVE

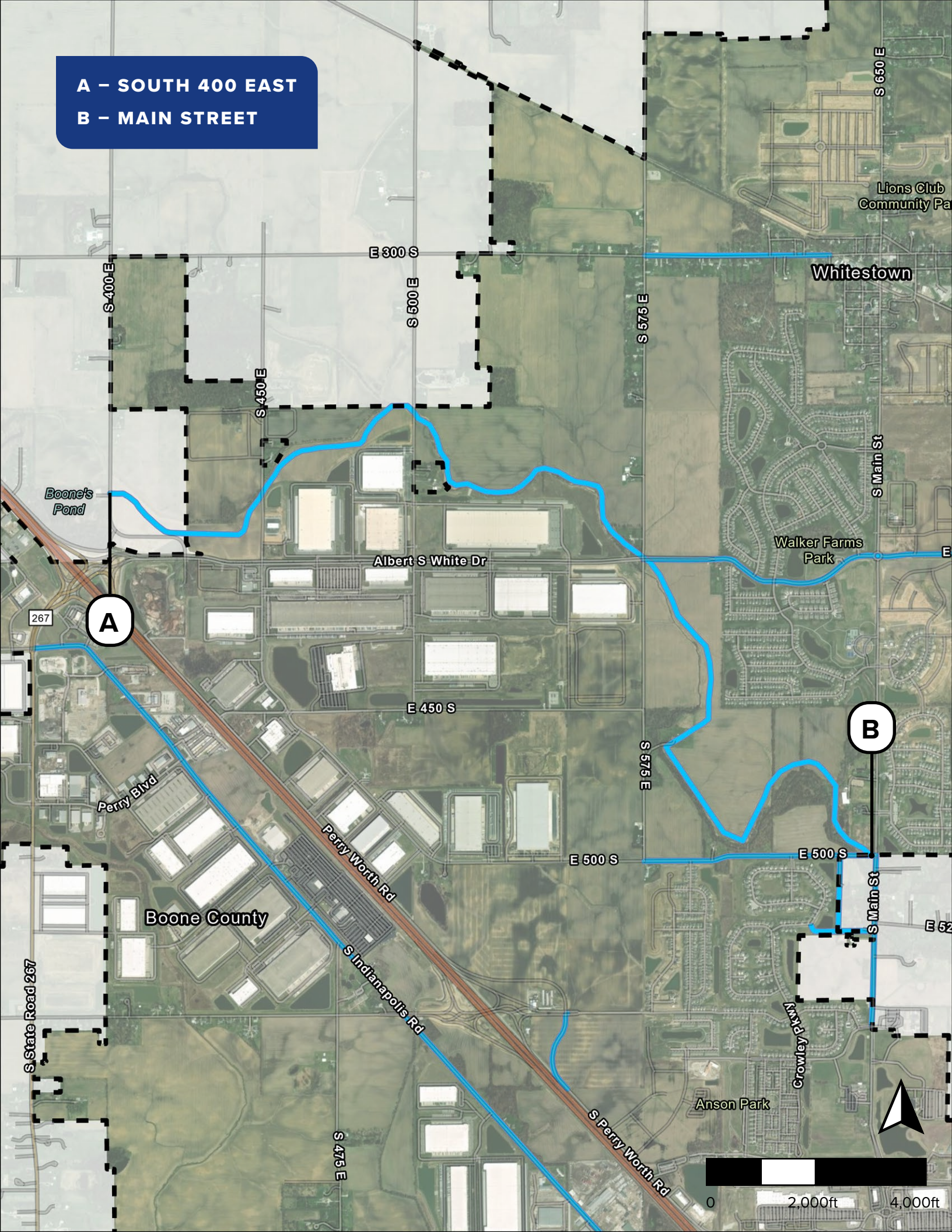


Project ID	Path - 07
Location	Fishback Creek Greenway: South 400E to Main Street
Description	Multi - Use Path
Project Score	53
Overall Cost	\$17,730,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	22000	LFT	\$244	\$5,368,000
Culvert/Bridge Items for Trail	1	LSUM	\$1,000,000	\$1,000,000
Construction Engineering	1	LSUM	\$127,000	\$127,000
Mobilization and Demobilization	1	LSUM	\$318,000	\$318,000
Clearing Right of Way	1	LSUM	\$127,000	\$127,000
Stormwater Management Budget	1	LSUM	\$127,000	\$127,000
Signing and Pavement Markings	1	LSUM	\$127,000	\$127,000
Maintaining Traffic	1	LSUM	\$446,000	\$446,000

Description	Cost
Construction Subtotal	\$7,640,000
30.0% Contingency	\$2,292,000
Estimated Total - Construction	\$9,932,000
Preliminary Engineering - 15% of Construction Cost	\$1,490,000
Construction Inspection - 12.5% of Construction Cost	\$1,242,000
Project Subtotal	\$12,664,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 40%	\$5,066,000
Project Total Cost Estimate	\$17,730,000

A – SOUTH 400 EAST
B – MAIN STREET



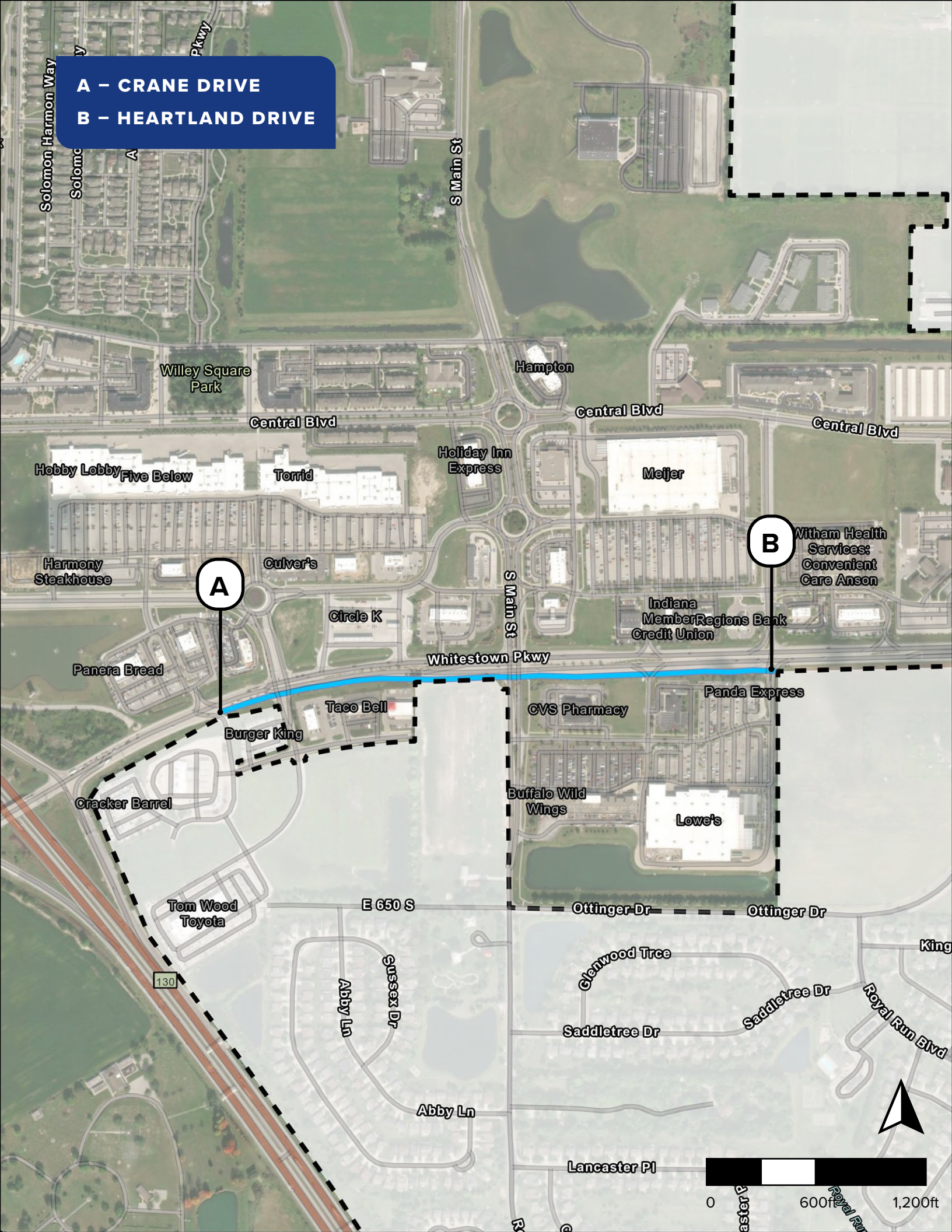
Project ID	Path - 08
Location	Whitestown Parkway: Crane Drive to Heartland Drive
Description	Multi - Use Path
Project Score	63
Overall Cost	\$1,768,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	2800	LFT	\$244	\$683,200
Construction Engineering	1	LSUM	\$14,000	\$14,000
Mobilization and Demobilization	1	LSUM	\$34,000	\$34,000
Clearing Right of Way	1	LSUM	\$14,000	\$14,000
Stormwater Management Budget	1	LSUM	\$14,000	\$14,000
Signing and Pavement Markings	1	LSUM	\$14,000	\$14,000
Maintaining Traffic	1	LSUM	\$48,000	\$48,000

Description	Cost
Construction Subtotal	\$821,200
30.0% Contingency	\$246,000
Estimated Total - Construction	\$1,067,000
Preliminary Engineering - 15% of Construction Cost	\$160,000
Construction Inspection - 12.5% of Construction Cost	\$133,000
Project Subtotal	\$1,360,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$408,000
Project Total Cost Estimate	\$1,768,000

A – CRANE DRIVE

B – HEARTLAND DRIVE



Solomon Harmon Way

Solomon

Pkwy

S Main St

Willey Square Park

Central Blvd

Hampton

Central Blvd

Central Blvd

Hobby Lobby Five Below

Torrid

Holiday Inn Express

Meijer

Harmony Steakhouse

A

Culver's

Circle K

S Main St

B

Mitham Health Services: Convenient Care Anson

Indiana MemberRegions Bank Credit Union

Panera Bread

Whitestown Pkwy

Taco Bell

Burger King

CVS Pharmacy

Panda Express

Cracker Barrel

Buffalo Wild Wings

Lowe's

Tom Wood Toyota

E 650 S

Ottinger Dr

Ottinger Dr

Abby Ln

Gussex Dr

Glenwood Tree

Saddletree Dr

Saddletree Dr

Royal Run Blvd

Abby Ln

Lancaster Pl

0 600ft 1,200ft



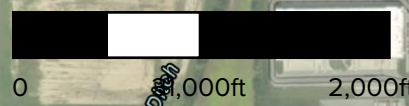
Project ID	Path - 09
Location	Indianapolis Road: CR 550 South to SR 267
Description	Multi - Use Path
Project Score	54
Overall Cost	\$5,478,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	9400	LFT	\$244	\$2,293,600
Construction Engineering	1	LSUM	\$46,000	\$46,000
Mobilization and Demobilization	1	LSUM	\$115,000	\$115,000
Clearing Right of Way	1	LSUM	\$46,000	\$46,000
Stormwater Management Budget	1	LSUM	\$46,000	\$46,000
Signing and Pavement Markings	1	LSUM	\$46,000	\$46,000
Maintaining Traffic	1	LSUM	\$161,000	\$161,000

Description	Cost
Construction Subtotal	\$2,753,600
30.0% Contingency	\$826,000
Estimated Total - Construction	\$3,580,000
Preliminary Engineering - 15% of Construction Cost	\$537,000
Construction Inspection - 12.5% of Construction Cost	\$448,000
Project Subtotal	\$4,565,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$913,000
Project Total Cost Estimate	\$5,478,000

A – CR 550 SOUTH

B – SR 267



Project ID	Path - 10
Location	Perry Worth Road: CR 550 South to 1,400' South
Description	Multi - Use Path
Project Score	58
Overall Cost	\$885,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	1400	LFT	\$244	\$341,600
Box Culvert Extension	30	LFT	\$1,000	\$30,000
Construction Engineering	1	LSUM	\$7,000	\$7,000
Mobilization and Demobilization	1	LSUM	\$19,000	\$19,000
Clearing Right of Way	1	LSUM	\$7,000	\$7,000
Stormwater Management Budget	1	LSUM	\$7,000	\$7,000
Signing and Pavement Markings	1	LSUM	\$7,000	\$7,000
Maintaining Traffic	1	LSUM	\$26,000	\$26,000

Description	Cost
Construction Subtotal	\$444,600
30.0% Contingency	\$133,000
Estimated Total - Construction	\$578,000
Preliminary Engineering - 15% of Construction Cost	\$87,000
Construction Inspection - 12.5% of Construction Cost	\$72,000
Project Subtotal	\$737,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$148,000
Project Total Cost Estimate	\$885,000

A – CR 550 SOUTH

B – 1,400' SOUTH



Perry Worth Rd

Meadowview Dr

A

E 550 S
E 550 S

S Perry Worth Rd

B

Elevated Way

0 400ft 800ft

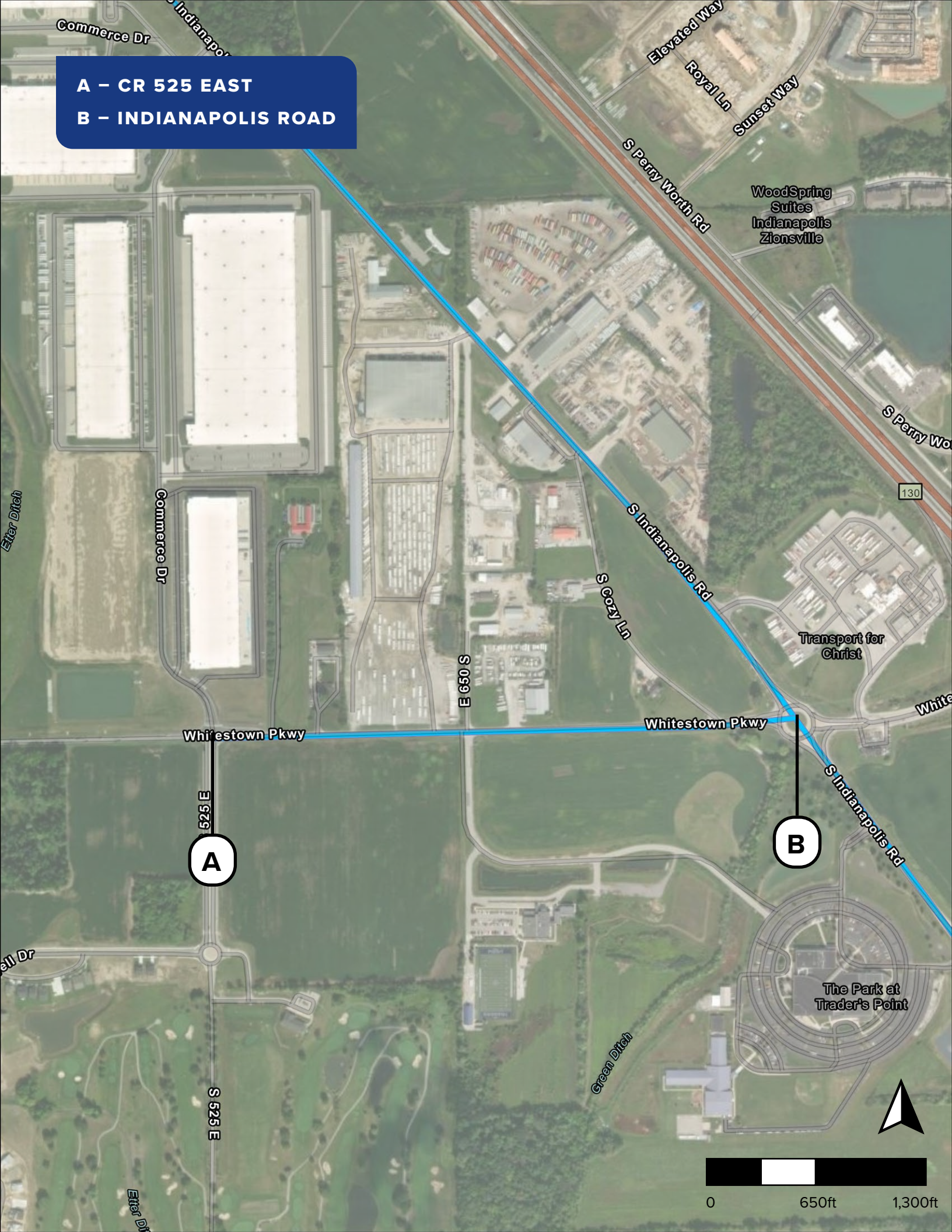
Project ID	Path - 11
Location	Whitestown Parkway: CR 525 East to Indianapolis Road
Description	Multi - Use Path
Project Score	53
Overall Cost	\$1,751,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	3000	LFT	\$244	\$732,000
Construction Engineering	1	LSUM	\$15,000	\$15,000
Mobilization and Demobilization	1	LSUM	\$37,000	\$37,000
Clearing Right of Way	1	LSUM	\$15,000	\$15,000
Stormwater Management Budget	1	LSUM	\$15,000	\$15,000
Signing and Pavement Markings	1	LSUM	\$15,000	\$15,000
Maintaining Traffic	1	LSUM	\$51,000	\$51,000

Description	Cost
Construction Subtotal	\$880,000
30.0% Contingency	\$264,000
Estimated Total - Construction	\$1,144,000
Preliminary Engineering - 15% of Construction Cost	\$172,000
Construction Inspection - 12.5% of Construction Cost	\$143,000
Project Subtotal	\$1,459,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$292,000
Project Total Cost Estimate	\$1,751,000

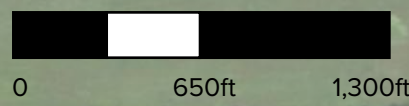
A – CR 525 EAST

B – INDIANAPOLIS ROAD



A

B



Project ID	Path - 12
Location	CR 750S: Indianapolis Road to 6,200' West
Description	Multi - Use Path
Project Score	62
Overall Cost	\$3,911,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	6200	LFT	\$244	\$1,512,800
Construction Engineering	1	LSUM	\$30,000	\$30,000
Mobilization and Demobilization	1	LSUM	\$76,000	\$76,000
Clearing Right of Way	1	LSUM	\$30,000	\$30,000
Stormwater Management Budget	1	LSUM	\$30,000	\$30,000
Signing and Pavement Markings	1	LSUM	\$30,000	\$30,000
Maintaining Traffic	1	LSUM	\$106,000	\$106,000

Description	Cost
Construction Subtotal	\$1,814,800
30.0% Contingency	\$544,000
Estimated Total - Construction	\$2,359,000
Preliminary Engineering - 15% of Construction Cost	\$354,000
Construction Inspection - 12.5% of Construction Cost	\$295,000
Project Subtotal	\$3,008,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 30%	\$903,000
Project Total Cost Estimate	\$3,911,000

A – INDIANAPOLIS ROAD

B – 6,200' WEST



Project ID	Path - 13
Location	Albert S. White: Big 4 Trail to Pierce Street
Description	Multi - Use Path
Project Score	59
Overall Cost	\$989,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	1700	LFT	\$244	\$414,800
Construction Engineering	1	LSUM	\$8,000	\$8,000
Mobilization and Demobilization	1	LSUM	\$21,000	\$21,000
Clearing Right of Way	1	LSUM	\$8,000	\$8,000
Stormwater Management Budget	1	LSUM	\$8,000	\$8,000
Signing and Pavement Markings	1	LSUM	\$8,000	\$8,000
Maintaining Traffic	1	LSUM	\$29,000	\$29,000

Description	Cost
Construction Subtotal	\$496,800
30.0% Contingency	\$149,000
Estimated Total - Construction	\$646,000
Preliminary Engineering - 15% of Construction Cost	\$97,000
Construction Inspection - 12.5% of Construction Cost	\$81,000
Project Subtotal	\$824,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 20%	\$165,000
Project Total Cost Estimate	\$989,000

A – BIG 4 TRAIL

B – PIERCE STREET



E 300 S

A

Albert S White Dr

B

Albert S White Dr

Seattle Slew Dr

Bridle Oaks Ct

Seabiscuit Rd

Preakness St

Trout St

Linville Ave

E Pierce St

E 300 S

S 700 E

Grassy Branch Dr

Deer Creek Ln

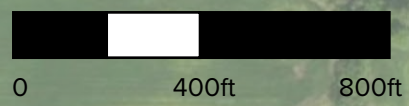
Prairie Creek Ln

Grassy B

Jackson Run

Jackson Run

Jackson Run



Project ID	Path - 14
Location	Pierce Street: CR 575 East to Big 4 Trail
Description	Multi - Use Path
Project Score	75
Overall Cost	\$2,540,000

Description	Qty	Unit	Unit Price	Total
Multi - Use Path	3400	LFT	\$244	\$829,600
Construction Engineering	1	LSUM	\$17,000	\$17,000
Mobilization and Demobilization	1	LSUM	\$41,000	\$41,000
Clearing Right of Way	1	LSUM	\$17,000	\$17,000
Stormwater Management Budget	1	LSUM	\$17,000	\$17,000
Signing and Pavement Markings	1	LSUM	\$17,000	\$17,000
Maintaining Traffic	1	LSUM	\$83,000	\$83,000

Description	Cost
Construction Subtotal	\$1,021,600
30.0% Contingency	\$306,000
Estimated Total - Construction	\$1,328,000
Preliminary Engineering - 15% of Construction Cost	\$199,000
Construction Inspection - 12.5% of Construction Cost	\$166,000
Project Subtotal	\$1,693,000
Project Contingency - (Land Acquisition Costs, Utility Relocations, Environmental Mitigation) - 50%	\$847,000
Project Total Cost Estimate	\$2,540,000

A - CR 575 EAST
B - BIG 4 TRAIL



S 575 E

S 575 E

S 575 E

A

E 300 S

W Pierce St

W Pierce St

B

Timelight Ln

Paisley Pointe

Panther Park

Whitestown

Turner St

Moonte
Brewi
Compa

Smith St

Flag Stop Dr

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