WESTERN MOORESVILLE TRUCK ROUTE STUDY

PREPARED FOR:

Mooresville Redevelopment Commission

4 East Harrison Street

Mooresville, IN 46158

May 2025

Banning Engineering Project No. 24379

BANNING ENGINEERING

Over 30 Years of Making Your Project Our Priority

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Purpose and Need

Mooresville's primary truck route through town heavily utilizes High Street (State Road 42), a two-lane residential road through town that is not desirable for large truck traffic. Currently, high volumes of semi-trucks utilize Monroe Street and turn onto High Street where they eventually get to State Road 67. The increase in large vehicles through town poses safety concerns and traffic congestion, especially during peak traffic times. The purpose and scope of this study is to evaluate two potential options for routing trucks to State Road 67 without using High Street. The first proposed route is Bethel Road while the second would utilize Bunker Hill Road. A map of the study area showing the proposed routes is shown below in Figure 1.

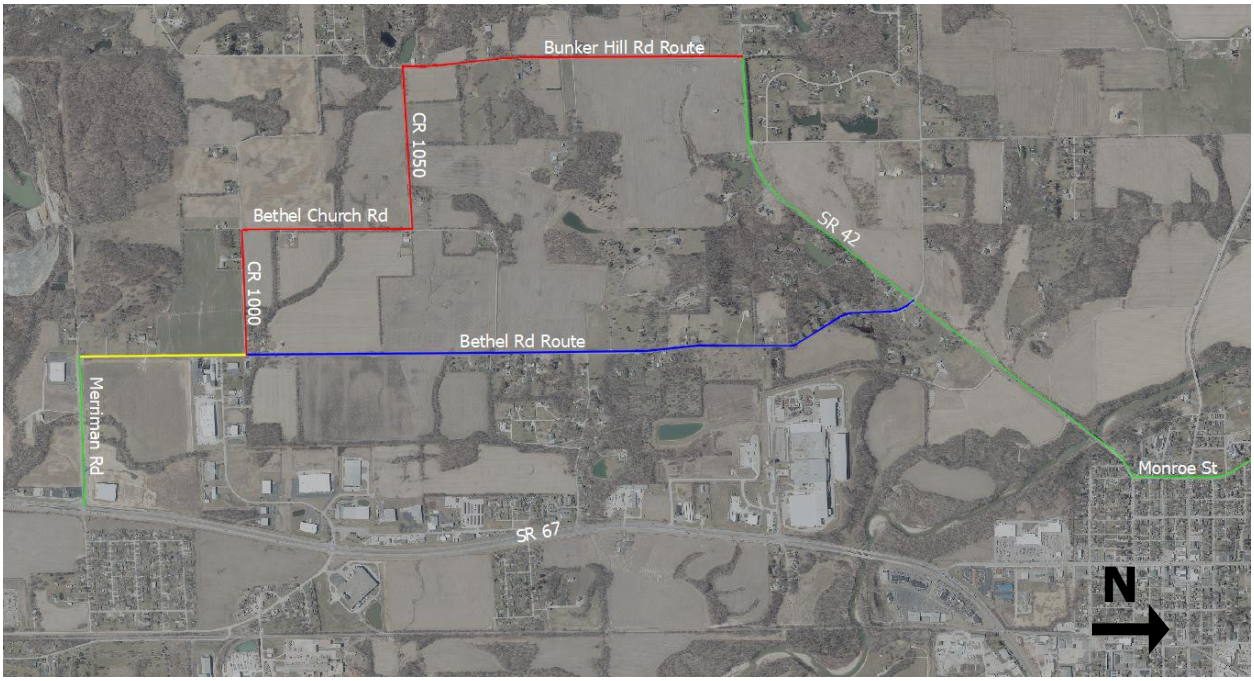


Figure 1: Study Area

In both routes, trucks would turn west onto State Road 42 from Monroe Street. The blue line represents the Bethel Road Route, where trucks would turn south on to Bethel Road. The red line represents the Bunker Hill Route, where trucks would continue further down State Road 42 and turn south on to Bunker Hill Road. They would then make a series of turns on County Road 1050 N, Bethel Church Road, and County Road 1000 N, eventually meeting back up with Bethel Road. Both routes share a section of Bethel Road that then turns onto Merriman Road, eventually reaching State Road 67. The southern portion of Bethel Road, represented by the yellow line, is

where the two routes share an alignment. Roads that are part of the proposed routes but would not need significant improvements made (Monroe Street, State Road 42, and Merriman Road) are represented by the green lines.

Multiple factors were considered when analyzing these proposed routes, including:

- **Overall safety and traffic flow**
    - A primary concern of the study was to improve overall safety and traffic flow for both drivers and pedestrians.
- **Potential roadway typical sections**
    - A typical roadway section needed to be considered that would be able to safely and efficiently allow trucks to travel on the routes.
- **Gas pipeline crossings, roadway drainage features, and other existing infrastructure**
    - Infrastructure on the routes that could pose conflicts needed to be identified.
- **Right-of-way acquisition needs and pricing**
    - Right-of-way along the routes will eventually need acquired to widen the roadways and bring them up to an adequate condition.
- **Road reconstruction costs**
    - Roadway construction costs can greatly vary depending on what improvements are being made.
- **Engineering and survey services**
    - The extent of engineering design and survey services will be determined by the scope and size of the route.
- **Economic Development**
    - The feasibility of future economic development along each route was considered per the clients request.

The purpose and need of this study is to study an alternative route for trucks as evaluated by the factors above. The need is to divert trucks around urban Mooresville to improve safety.

Methodology

The first step in this study was to gather as much available information as possible on the area and determine which potential roads could feasibly be utilized for the truck bypass routes. Publicly available data, such as parcel information, topography/contours, and aerial imagery provided a great foundation to begin analyzing the routes. In-person site visits were done to document existing field conditions and assess clear safety concerns at intersections or along the route. Potential conflicts, such as gas pipeline crossings and drainage structures, were also identified using limited information gathered from available GIS sources and field visits. Using this information, the proposed route alignments were determined and established.

The next step was to determine a proposed typical roadway section to be used for the routes. A right-of-way width of 60' was assumed for the route corridor. Due to the high volume of large vehicles that would be using these routes, a heavy-duty pavement thickness was chosen. This would allow the road to hold up longer under consistent heavy traffic use. This section is eight inches of asphalt over five inches of compacted aggregate over fourteen inches of subgrade stabilization. The section consists of two 14' wide travel lanes with 2' wide concrete curb and gutters on each side for a total roadway width of 32'. The typical section is shown in **Appendix A** and includes the pavement section used for the preliminary cost estimates. Ultimately, a geotechnical evaluation would be needed to determine if the existing subgrade is suitable for the projected traffic volume and to determine a recommended final pavement section.

For both routes, two scenarios for right-of-way acquisition were considered. The first scenario assumes that there is no existing road right-of-way along the whole route. The second scenario looked at existing parcel data to determine if some right-of-way exists. Along the route right-of-way needs were evaluated using the best-available property line data from Morgan County's GIS site. In some cases where the property lines did not show clear right-of-way for the road, it was assumed that there was no existing right-of-way in those areas. Right-of-way costs were estimated assuming a per-parcel cost for residential, agricultural, and industrial parcels. Additionally, acquisition services per parcel costs for title and encumbrance reports, right-of-way engineering, appraisals, and a buyer representative were all factored into the overall right-of-way considerations.

High-level construction costs were put together based on the route alignments and proposed road cross-section. Construction cost considerations for the proposed routes included items such as grading, demolition, asphalt pavement, curbs, storm work, erosion control, and maintenance of traffic. Cost breakdowns for both routes are found in **Appendix B**.

Bethel Road Route

The Bethel Road Route runs along Bethel Road from State Road 42 to Merriman Road and then utilizes Merriman Road to connect to State Road 67. ***Figure 2*** shows a street-level view of the existing Bethel Road. This route contains mostly pipe culvert crossings but also has a box culvert just north of County Road 1000 N (Keys Road). Based on available information from GIS there are no apparent major gas pipeline crossings, but survey and utility coordination would be required to verify.



Figure 2: Bethel Road

During a site visit, it was apparent that the Bethel Road and State Road 42 intersection poses some potential issues. Some semi-trucks already use Bethel Road to get from State Road 42 to State Road 67, as two semi-trucks were observed on the road. One semi-truck was observed attempting to turn left onto the westbound lane of State Road 42. Due to oncoming traffic, it had to wait a considerable amount of time for a gap, causing significant queueing of cars. A traffic study would need to be conducted to explore options to improve the function of the intersection.

The safety of the Bethel Road and State Road 42 intersection is a primary concern. Vehicle accident data was obtained from the Morgan County Sheriff's Office showing that there have been 37 crashes at the intersection over the last 5 years. This dataset is found in **Appendix C**. Multiple citizen concerns on the safety of the intersection have also been reported. If the truck route was to utilize this intersection, improvements would need to be explored to improve safety.

Considering the scenario where there is no existing road right-of-way along the whole route corridor, 66 total parcels would be affected by the route, resulting in approximately 18.1 acres that would need to be acquired. This would result in an estimated cost of $1,000,000 for the property and $462,000 - $528,000 for acquisition fees.

Using available parcel data from the county's GIS website, it was determined that there are likely 58 affected parcels, resulting in approximately 7.2 acres that would need to be acquired. This would cost an estimated $370,000 for the property and $406,000 - $464,000 for acquisition fees.

The preliminary estimated construction cost of the Bethel Road Route ranges from $9.7 million to $12.6 million. Based on the scope of the route, engineering and survey services are estimated to be around $1,000,000 and the estimated cost of construction observation would be around $1,250,000.

In total, accounting for right-of-way acquisition, construction, engineering, survey, and observation, the total estimated cost of the Bethel Road Route comes out to be between $13.0 million and $16.4 million.

Overall, this route offers a more direct route to State Road 67 from State Road 42. Truck drivers would only have to make two turns on the route (turning onto Merriman and then State Road 67). Much of the land on the route is farm field, which could be developed in the future. This route

would provide improved access to potential development along Bethel Road. The most recent PASER roadway rating provided by the Town of Mooresville for Bethel Road, which is a measure for assessing roadway conditions from 1 to 10, was listed as a 10. This indicates that the road is currently in good condition, giving the possibility of road widening instead of full reconstruction wherever the existing alignment and profile will allow it. Again, a geotechnical evaluation would be needed to evaluate the existing pavement section.

There are some concerns with the existing alignment and potential vertical profile challenges. The north half of the route has numerous hills and turns with less-than-desirable radii. In these areas, the proposed profile and alignment could stray from the existing road profile and alignment and may require additional right-of-way.

Bunker Hill Road Route

The Bunker Hill Road Route runs from State Road 42 to State Road 67 and includes Bunker Hill Road, County Road 1050 N, Bethel Church Road, County Road 1000 N, and Bethel Road. ***Figure 3*** shows a street-level view of the existing Bethel Church Road. Like the Bethel Road Route, it utilizes Merriman Road to connect to State Road 67. This route contains no major drainage crossings such as bridges or box culverts but has numerous pipe crossings. Based on available

information from GIS there are no major gas pipeline crossings, but survey and utility coordination would be required to verify.



Figure 3: Bethel Church Road

Considering the scenario where there is no existing road right-of-way along the whole route corridor, 43 total parcels would be affected by the route, resulting in approximately 20.6 acres that would need to be acquired. This would cost an estimated $1,150,000 for the property and $301,000 - $344,000 for acquisition fees.

Using available parcel data from the county's GIS website, it was determined that there would likely be 37 affected parcels, resulting in approximately 8.0 acres needing to be acquired. This would cost an estimated $420,000 for the property and $259,000 - $296,000 for acquisition fees.

The preliminary estimated construction cost of the Bunker Hill Road Route ranges from $11 million to $14.4 million. Based on the scope of the route, engineering and survey services are

estimated to be around $1,150,000 and the estimated cost of construction observation would be around $1,450,000.

In total, accounting for right-of-way acquisition, construction, engineering, survey, and observation, the total estimated cost of the Bethel Road Route comes out to be between $14.3 million and $18.5 million.

Other considerations we evaluated are the current state of the road, the existing alignment, and potential vertical profile challenges. The 2023 Town PASER ratings for the roads range from 6 to 7, showing that the pavement needs work. In these areas, the proposed profile and alignment may need realignment and could stray from the existing, requiring additional R/W and/or an uneven taking.

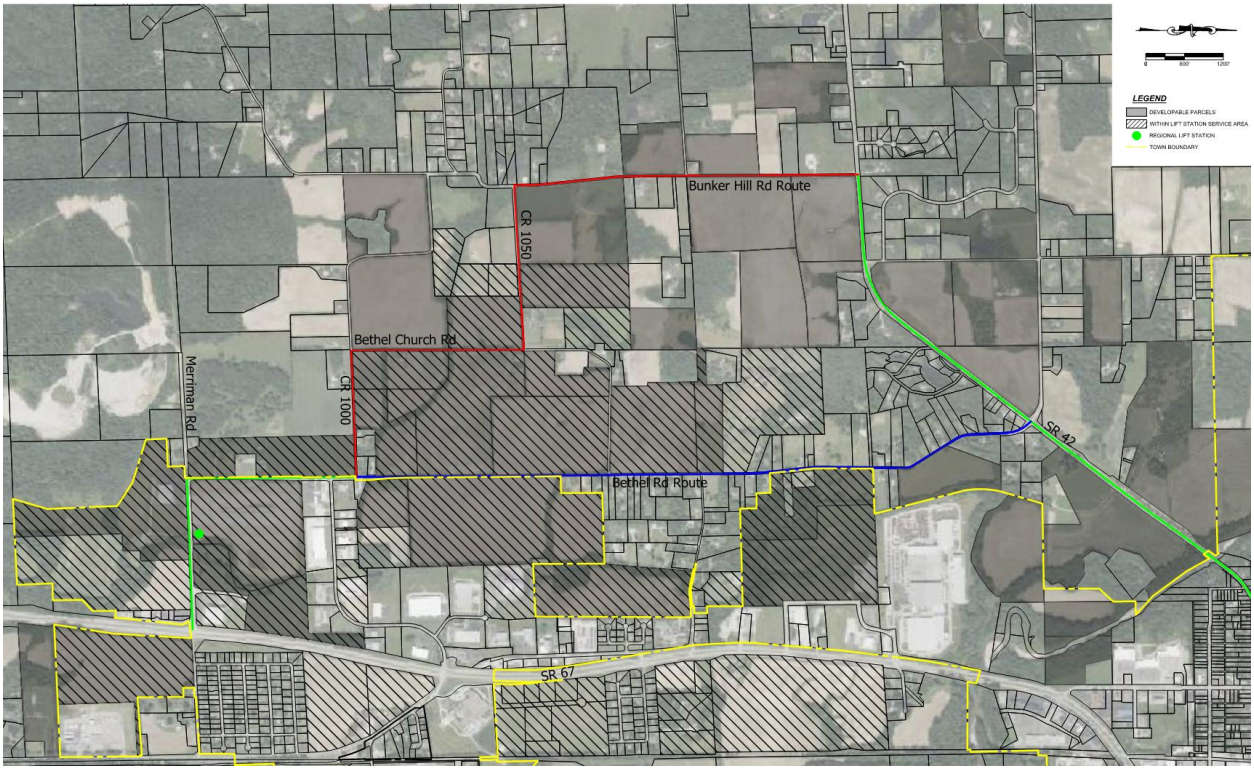
Overall, this route is a longer detour route to State Road 67 than the Bethel Road Route (approximately 1.3 miles longer). Truck drivers would have six turns to make on the route to get to State Road 67. Similar to the other route, much of the land on the route has potential to be developed. The most recent PASER roadway ratings for the roads along this route range from 6 to 7, indicating that these roads will need to be improved in the near future. This route is fairly flat, but there are horizontal turns sharper than is recommended for a truck route.

Economic Development

The potential for economic development was taken into consideration when evaluating each route as well. The factors considered for development along each route included developable land, sewer service, water availability, and ease of annexation. The criteria used to determine developable land was for parcels greater than 10 acres in size that had less than 25% of the parcel covered in wooded area or within a floodplain. This criteria was used as floodplains and wooded areas are often considered undesirable for development. The size of 10 acres is also typically a minimum desirable size for commercial development. The nearest sewer service in this area is the lift station along Merriman Road. Looking at the lift station service area from when it was designed, we were able to obtain the designed service area that the lift station can support. Comparing the service area to developable ground shows a significant number of developable parcels along the Bunker Hill Road route falls outside the lift stations existing service area and would require significant additional

infrastructure to provide sewer services to future development. By comparing this service area with the land, we determined developable as mentioned above, we found that there are 438 acres of developable land adjacent to the Bethel Road route and 295 acres of developable land adjacent to the Bunker Hill Road route that would be supported by the existing lift station.

Hill Water provides water services everywhere south of the White Lick Creek and thus would be the provider to all future development along either route chosen at the cost of the owners connecting to their infrastructure. By looking at Mooresville's current town limits, we considered the reasonability of annexing the land along each route from the county. Currently Mooresville's town limits partially border Bethel Road but does not extend westward to include a majority of parcels for development. In order to expand the town's limits to the west to include parcels along the Bunker Hill Road route, it would require the annexation of the parcels along the Bethel Road route as well and overall be a larger area to acquire from the county. An exhibit showing a map of developable parcels, parcels within the Merriman Road lift stations service area, and the Mooresville Town Boundary can be found in Appendix D.



Recommendations

Based on all factors considered in this study, the Bethel Road Route is the recommended truck route for the following reasons. The existing pavement for this route are in better existing condition than the Bunker Hill Road route roadways. The route is shorter and more direct with less turns for truck drivers to make. The overall cost is projected to be $1.3 to $2.1 million less than the alternative route. The disadvantages of this route are that it affects more residential properties and there are more vertical profile challenges. The Bethel Road route also possesses a better opportunity for future development, given the larger amount of developable land that can be supported by existing sewer infrastructure and its more reasonable potential for annexing the land along this route. For these reasons we recommend Bethel Road as the route to develop first, within the next 20 years, and we recommend Bunker Hill development to be considered in the long-range planning category, beyond 20 years. For long-range development planning along Bunker Hill, we recommend the Town studying the area further by developing a sanitary sewer master plan. A summary of the pros and cons of the route are listed below.

Bethel Road Route Advantages

- More direct bypass route
    - Approximately 1.3 miles shorter than the Bunker Hill Road Route
    - Four fewer turns to make
    - Less time spent on State Road 42
- Better existing infrastructure
    - Current PASER condition of Bethel Road is a 10
    - Fewer roads to have to improve (one compared to four)
    - Fewer drainage crossings
- Lower overall costs
    - Construction costs, right-of-way costs, and engineering/survey services are less than alternative route
- Future Development
    - 438 acres of developable parcels with potential for sewer service

- Existing sewer capacity can generally support development for the Bethel Road Route
- Parcels are closer or within town limits, requiring less annexation from the county

Bethel Road Route Potential Challenges

- Vertical profile challenges
- Significant improvements needed to sanitary systems for development
- Higher number of individual properties affected
  - Higher acquisition costs
  - More property owners to work with

Appendix A – Proposed Roadway Typical Section

KEYNOTE LEGEND

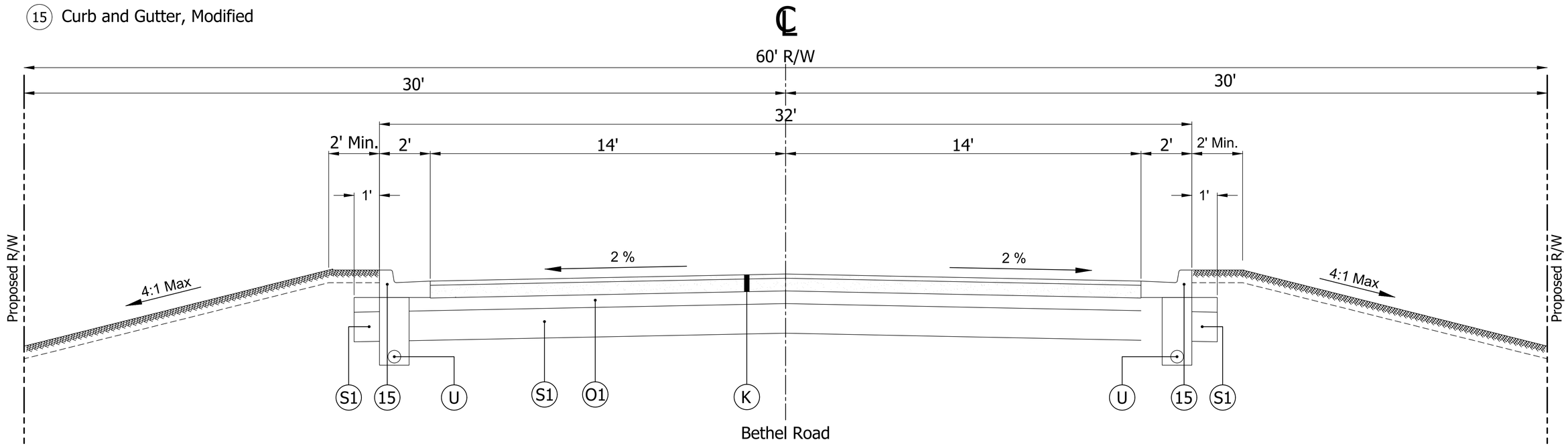
880 LB/ SY, Full Depth Asphalt Pavement
(K) 220 LB/SY, QC/QA-HMA, 3, 70, Surface, 9.5 mm
275 LB/SY, QC/QA-HMA, 3, 64, Intermediate, 19.0 mm
385 LB/SY, QC/QA-HMA, 3, 64, Base, 25.0 mm

(O1) Compacted Aggregate No. 53, 5 IN.

(S1) Subgrade Treatment, Type 1BC

Underdrain, 6 IN.
(U) Pipe, Type 4, Circular, 6 IN.
Aggregate for Underdrains
Geotextile for Underdrains

(15) Curb and Gutter, Modified



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RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER

DESIGNED: _____ DRAWN: _____

CHECKED: _____ CHECKED: _____

TOWN OF MOORESVILLE

TYPICAL SECTION

SCALE	BRIDGE FILE
NONE	N/A
	DESIGNATION
	N/A
SURVEY BOOK	SHEET
N/A	1 of 1
CONTRACT	PROJECT
N/A	24379

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Appendix B – Preliminary Route Cost Estimates

Engineer's Estimate of Probable Cost

24379 - BETHEL ROAD TRUCK ROUTE - PRELIMINARY

4/30/25 3:01 PM

Reference Key	Item No.	Item Description	Unit	Quantity	Unit Cost	Extension
105-06845	1	CONSTRUCTION ENGINEERING	LS	1	$ 200,000.00	$ 200,000.00
110-01001	2	MOBILIZATION AND DEMOBILIZATION	LS	1	$ 500,000.00	$ 500,000.00
203-02000	3	EXCAVATION, COMMON	CYS	15720	$ 35.00	$ 550,200.00
202-02240	4	PAVEMENT REMOVAL	SYS	26500	$ 20.00	$ 530,000.00
201-52370	5	CLEARING RIGHT-OF-WAY	LS	1	$ 250,000.00	$ 250,000.00
207-12635	6	SUBGRADE TREATMENT, TYPE IBC	SYS	50100	$ 15.00	$ 751,500.00
303-01180	7	COMPACTED AGGREGATE, NO. 53	TON	12872	$ 45.00	$ 579,240.00
406-05520	8	ASPHALT FOR TACK COAT	TON	11	$ 1,000.00	$ 11,000.00
INDOT SECTION 402	9	HMA, SURFACE, 3, 64, 9.5 MM	TON	4538	$ 140.00	$ 635,320.00
INDOT SECTION 402	10	HMA, INTERMEDIATE, 3, 64, 19.0 MM	TON	5673	$ 125.00	$ 709,125.00
INDOT SECTION 402	11	HMA, BASE, 3, 64, 25.0 MM	TON	7942	$ 110.00	$ 873,620.00
605-52807	12	CURB AND GUTTER, COMBINED	LFT	26520	$ 35.00	$ 928,200.00
715-05048	13	PIPE, TYPE 4, CIRCULAR, DIAMETER 6 IN.	LFT	26520	$ 12.00	$ 318,240.00
718-52610	14	AGGREGATE FOR UNDERDRAINS	CYS	3384	$ 85.00	$ 287,640.00
718-12305	15	GEOTEXTILE FOR UNDERDRAINS, TYPE 1A	SYS	26030	$ 2.00	$ 52,060.00
SPECIAL PROVISION	16	STORM SEWER PIPE AND STRUCTURES	LS	1	$ 2,000,000.00	$ 2,000,000.00
SPECIAL PROVISION	17	SIGNAGE AND PAVEMENT MARKINGS	LS	1	$ 75,000.00	$ 75,000.00
SPECIAL PROVISION	18	EROSION AND SEDIMENT CONTROL	LS	1	$ 200,000.00	$ 200,000.00
SPECIAL PROVISION	19	MAINTENANCE OF TRAFFIC	LS	1	$ 250,000.00	$ 250,000.00
					SUBTOTAL	$ 9,701,145.00
					30% CONTINGENCY	$ 2,910,343.50
					TOTAL	$ 12,611,488.50

Banning Engineering, Inc. created this Engineer's Estimate. The purpose of this document is to give the Owner an estimated cost of construction. The prices and costs presented in this estimate were researched, gathered and determined from due diligence, including but not limited to, prior experiences, projects, resources and sources and may not be representative of current market conditions and actual construction bids.

Engineer's Estimate of Probable Cost

24379 - BUNKER HILL TRUCK ROUTE - PRELIMINARY

4/30/25 3:01 PM

Reference Key	Item No.	Item Description	Unit	Quantity	Unit Cost	Extension
105-06845	1	CONSTRUCTION ENGINEERING	LS	1	$ 225,000.00	$ 225,000.00
110-01001	2	MOBILIZATION AND DEMOBILIZATION	LS	1	$ 550,000.00	$ 550,000.00
203-02000	3	EXCAVATION, COMMON	CYS	19040	$ 35.00	$ 666,400.00
202-02240	4	PAVEMENT REMOVAL	SYS	30240	$ 20.00	$ 604,800.00
201-52370	5	CLEARING RIGHT-OF-WAY	LS	1	$ 250,000.00	$ 250,000.00
207-12635	6	SUBGRADE TREATMENT, TYPE IBC	SYS	57120	$ 15.00	$ 856,800.00
303-01180	7	COMPACTED AGGREGATE, NO. 53	TON	14677	$ 45.00	$ 660,465.00
406-05520	8	ASPHALT FOR TACK COAT	TON	12	$ 1,000.00	$ 12,000.00
INDOT SECTION 402	9	HMA, SURFACE, 3, 64, 9.5 MM	TON	5175	$ 140.00	$ 724,500.00
INDOT SECTION 402	10	HMA, INTERMEDIATE, 3, 64, 19.0 MM	TON	6468	$ 125.00	$ 808,500.00
INDOT SECTION 402	11	HMA, BASE, 3, 64, 25.0 MM	TON	9056	$ 110.00	$ 996,160.00
605-52807	12	CURB AND GUTTER, COMBINED	LFT	30240	$ 35.00	$ 1,058,400.00
715-05048	13	PIPE, TYPE 4, CIRCULAR, DIAMETER 6 IN.	LFT	30240	$ 12.00	$ 362,880.00
718-52610	14	AGGREGATE FOR UNDERDRAINS	CYS	3858	$ 85.00	$ 327,930.00
718-12305	15	GEOTEXTILE FOR UNDERDRAINS, TYPE 1A	SYS	29680	$ 2.00	$ 59,360.00
SPECIAL PROVISION	16	STORM SEWER PIPE AND STRUCTURES	LS	1	$ 2,300,000.00	$ 2,300,000.00
SPECIAL PROVISION	17	SIGNAGE AND PAVEMENT MARKINGS	LS	1	$ 85,000.00	$ 85,000.00
SPECIAL PROVISION	18	EROSION AND SEDIMENT CONTROL	LS	1	$ 225,000.00	$ 225,000.00
SPECIAL PROVISION	19	MAINTENANCE OF TRAFFIC	LS	1	$ 275,000.00	$ 275,000.00
					SUBTOTAL	$ 11,048,195.00
					30% CONTINGENCY	$ 3,314,458.50
					TOTAL	$ 14,362,653.50

Banning Engineering, Inc. created this Engineer's Estimate. The purpose of this document is to give the Owner an estimated cost of construction. The prices and costs presented in this estimate were researched, gathered and determined from due diligence, including but not limited to, prior experiences, projects, resources and sources and may not be representative of current market conditions and actual construction bids.

Appendix C– SR-42 & Bethel Road Incident Report

Provided by Mooresville Police Department

Incident	Nature	Area	Agency	Reported	Disposition	Complainant
25-01146	Motor Veh Crash	BROWN	MCSD	18:38:37 02/10/25	ACT	
L25020140	Motor Veh Crash	BROWN	MTPD	18:38:37 02/10/25	ACT	
24-09569	Motor Veh Crash	BROWN	MCSD	15:00:36 10/25/24	CAA	
24-08645	Motor Veh Crash	BROWN	MCSD	15:35:00 09/27/24	INA	
24-08543	Motor Veh Crash	BROWN	MCSD	15:26:37 09/24/24	CVC	
24-08309	Motor Veh Crash	BROWN	MCSD	14:22:41 09/18/24	INA	
24-06953	Motor Veh Crash	BROWN	MCSD	10:36:42 08/09/24	CLO	
24-MN0325	Motor Veh Crash	BROWN	MNPD	10:36:42 08/09/24	ACT	
24-06619	Motor Veh Crash	BROWN	MCSD	13:02:49 07/29/24	INA	
24-06394	Motor Veh Crash	BROWN	MCSD	15:49:56 07/22/24	INA	
24-MN0298	Motor Veh Crash	BROWN	MNPD	15:49:56 07/22/24	ACT	
24-BR0657	Motor Veh Crash	BROWN	BRPD	15:49:56 07/22/24	CLO	
24-06085	Motor Veh Crash	BROWN	MCSD	15:43:28 07/13/24	CVC	
24-00343	Motor Veh Crash	BROWN	MCSD	20:54:25 01/13/24	INA	
23-10424	Motor Veh Crash	BROWN	MCSD	20:02:06 11/13/23	INA	
23-08929	Motor Veh Crash	BROWN	MCSD	19:00:57 09/28/23	INA	
23-07529	Motor Veh Crash	BROWN	MCSD	22:23:55 08/15/23	INA	
23-07071	Motor Veh Crash	BROWN	MCSD	14:20:03 08/02/23	INA	
23-06634	Motor Veh Crash	BROWN	MCSD	10:20:03 07/21/23	INA	
23-05565	Motor Veh Crash	BROWN	MCSD	17:22:09 06/21/23	INA	
23-05563	Motor Veh Crash	BROWN	MCSD	17:02:41 06/21/23	INA	
23-MN0198	Motor Veh Crash	BROWN	MNPD	17:02:41 06/21/23	INA	
23-05087	Motor Veh Crash	BROWN	MCSD	19:14:20 06/08/23	INA	
23-MN0178	Motor Veh Crash	BROWN	MNPD	19:14:20 06/08/23	INA	
23-02785	Motor Veh Crash	BROWN	MCSD	21:11:34 04/03/23	INA	
23-00903	Motor Veh Crash	BROWN	MCSD	14:52:51 02/01/23	INA	
22-11777	Motor Veh Crash	BROWN	MCSD	22:37:10 12/29/22	INA	
22-11340	Motor Veh Crash	BROWN	MCSD	05:21:26 12/15/22	INA	
22-11094	Motor Veh Crash	BROWN	MCSD	06:49:44 12/07/22	INA	
22-10697	Motor Veh Crash	BROWN	MCSD	19:01:02 11/23/22	INA	
22-09352	Motor Veh Crash	BROWN	MCSD	16:22:59 10/13/22	INA	

22-08952	Motor Veh Crash	BROWN	MCSD	13:30:56 10/01/22	INA
22-03772	Motor Veh Crash	BROWN	MCSD	15:25:21 05/08/22	CLO
22-02199	Motor Veh Crash	BROWN	MCSD	07:14:41 03/17/22	INA
21-11462	Motor Veh Crash	BROWN	MCSD	06:33:36 12/21/21	INA
21-09107	Motor Veh Crash	BROWN	MCSD	14:27:35 10/11/21	INA
21-07768	Motor Veh Crash	BROWN	MCSD	09:15:54 08/30/21	INA
21-07385	Motor Veh Crash	BROWN	MCSD	14:38:08 08/19/21	INA
21-MN0108	Motor Veh Crash	BROWN	MNPD	14:38:08 08/19/21	INA
21-07155	Motor Veh Crash	BROWN	MCSD	16:02:14 08/12/21	INA
21-07064	Motor Veh Crash	BROWN	MCSD	16:46:11 08/09/21	INA
21-02642	Motor Veh Crash	BROWN	MCSD	14:23:52 03/30/21	INA
20-08557	Motor Veh Crash	BROWN	MCSD	14:38:36 09/17/20	INA
20-06720	Motor Veh Crash	BROWN	MCSD	15:24:49 07/26/20	INA
20-01550	Motor Veh Crash	BROWN	MCSD	19:06:04 02/19/20	INA

Appendix D – Developable Parcels Exhibit

0 600' 1200'

LEGEND

- DEVELOPABLE PARCELS
- WITHIN LIFT STATION SERVICE AREA
- REGIONAL LIFT STATION
- TOWN BOUNDARY

Bunker Hill Rd Route

CR 1050

Bethel Church Rd

CR 1000

Merriman Rd

SR 42

Bethel Rd Route

SR 67

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