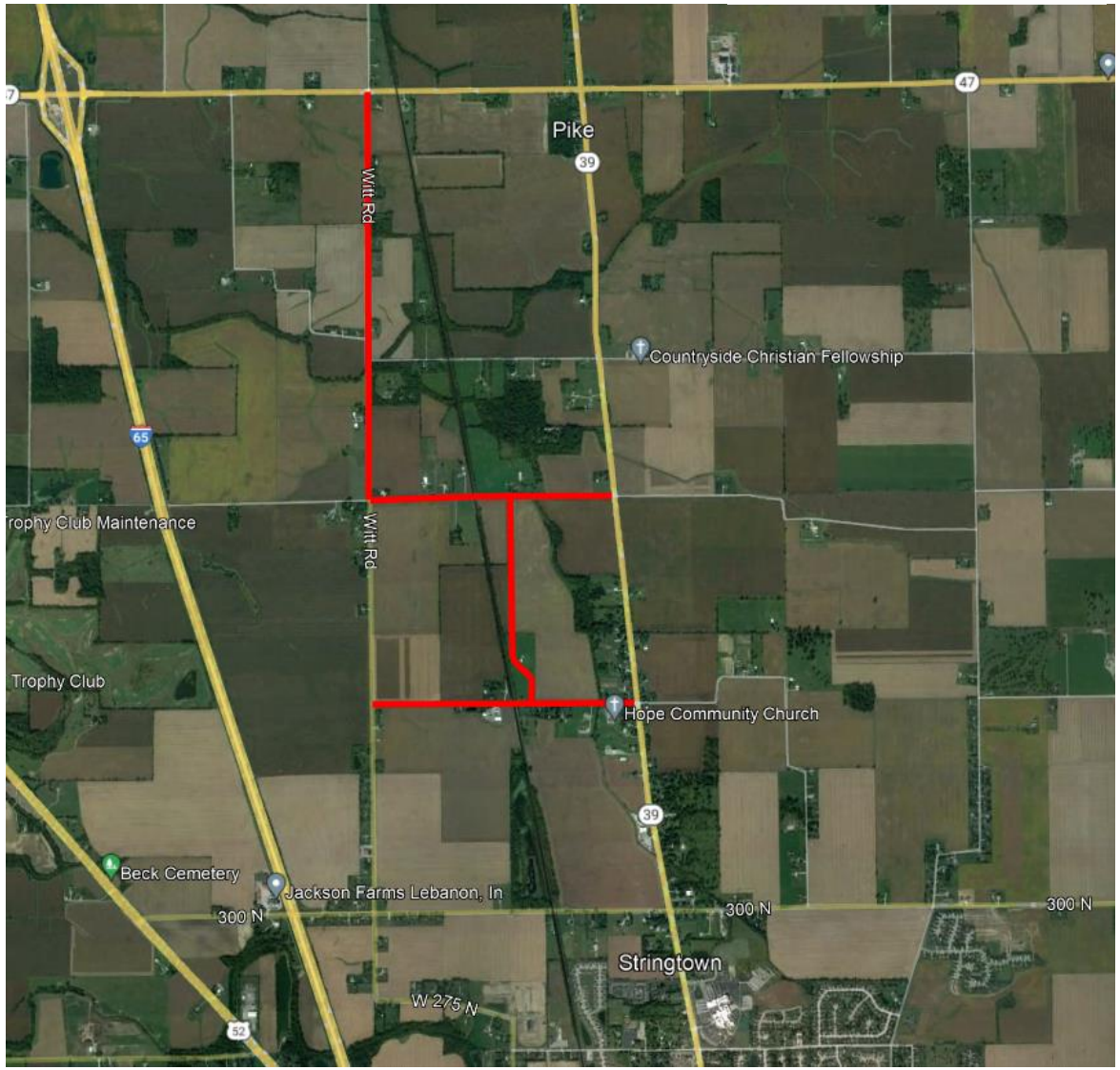
BOONE COUNTY
Highway Department

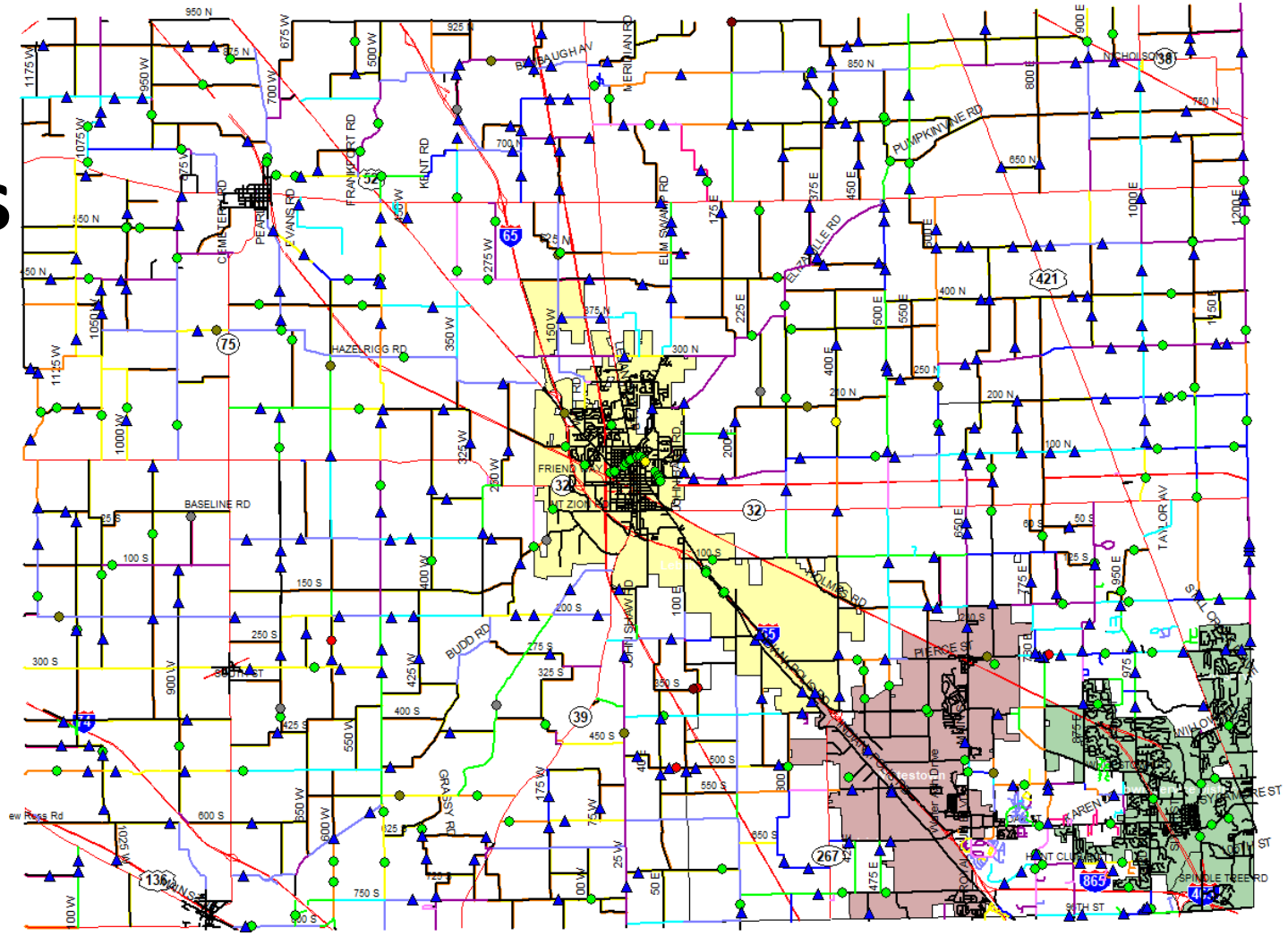
"GET HOME SAFE"

Permits for Consideration

Permit #	Location	Permit Type
202310053	CR 150 W (Witt Rd) from SR 47 to CR 450 N	Roadway Reconstruction (1.5 mi), Bridge Replacement (#102)
202310054	CR 375 N from SR 39 to City Limits	Roadway Reconstruction (.46 mi), Small Structure Replacement (CE032)
202310055	CR 450 N from SR 39 to City Limits	Roadway Reconstruction, Gravel Conversion (.4 mi)
202310056	Eastern Bypass between CR 375 N & CR 450 N	Roadway Construction (.8 mi)

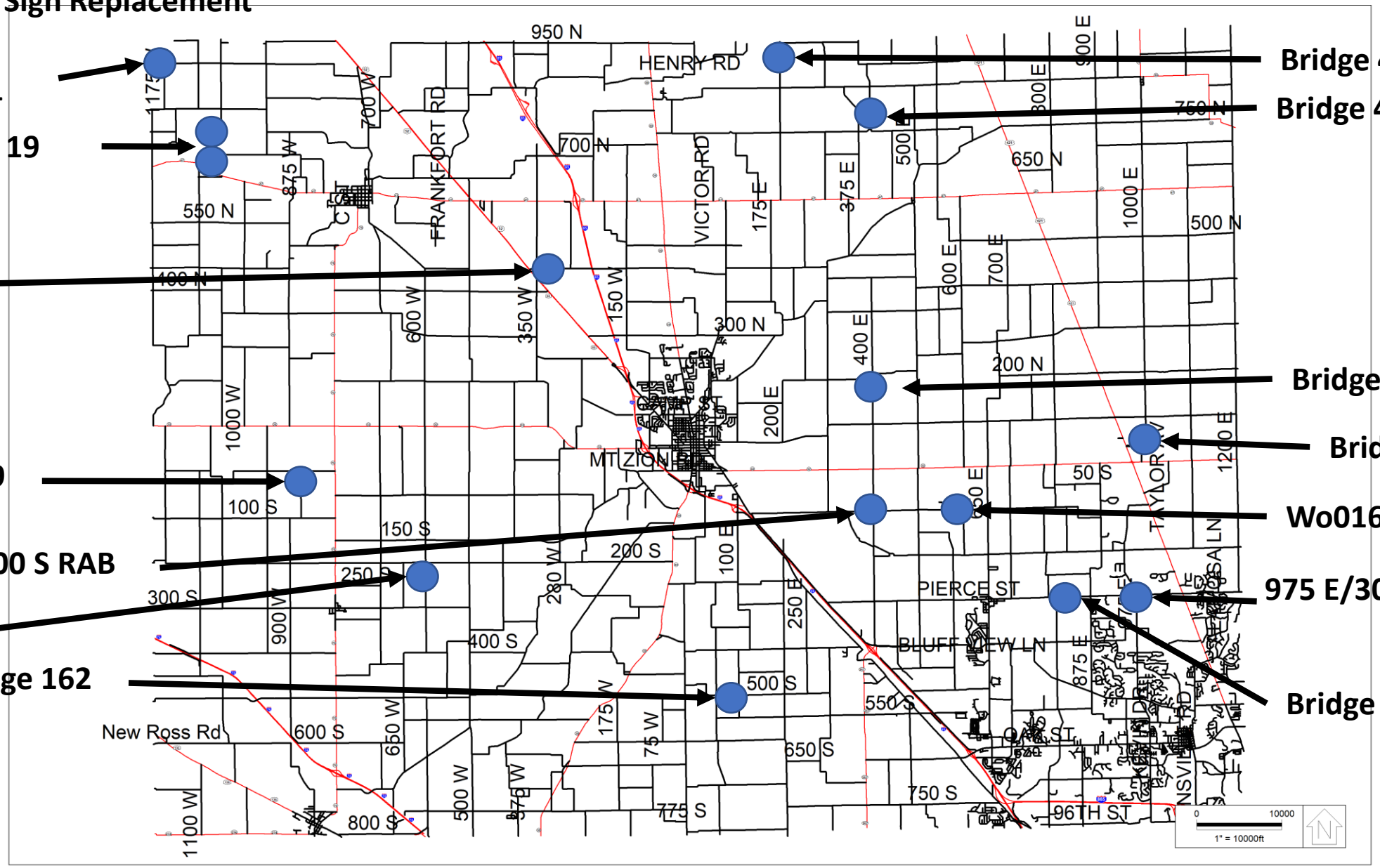


- 420- Square miles
- 750- Road miles
- 194- Bridges
- 340- Small Structures
- 825- Average work orders/ year
- 326- Average permits/ year
- 62-Average RW permits/ year



ONGOING PROJECTS

*Countywide Pavement Markings
*Countywide Sign Replacement



BOONE COUNTY
Highway Department

Mission

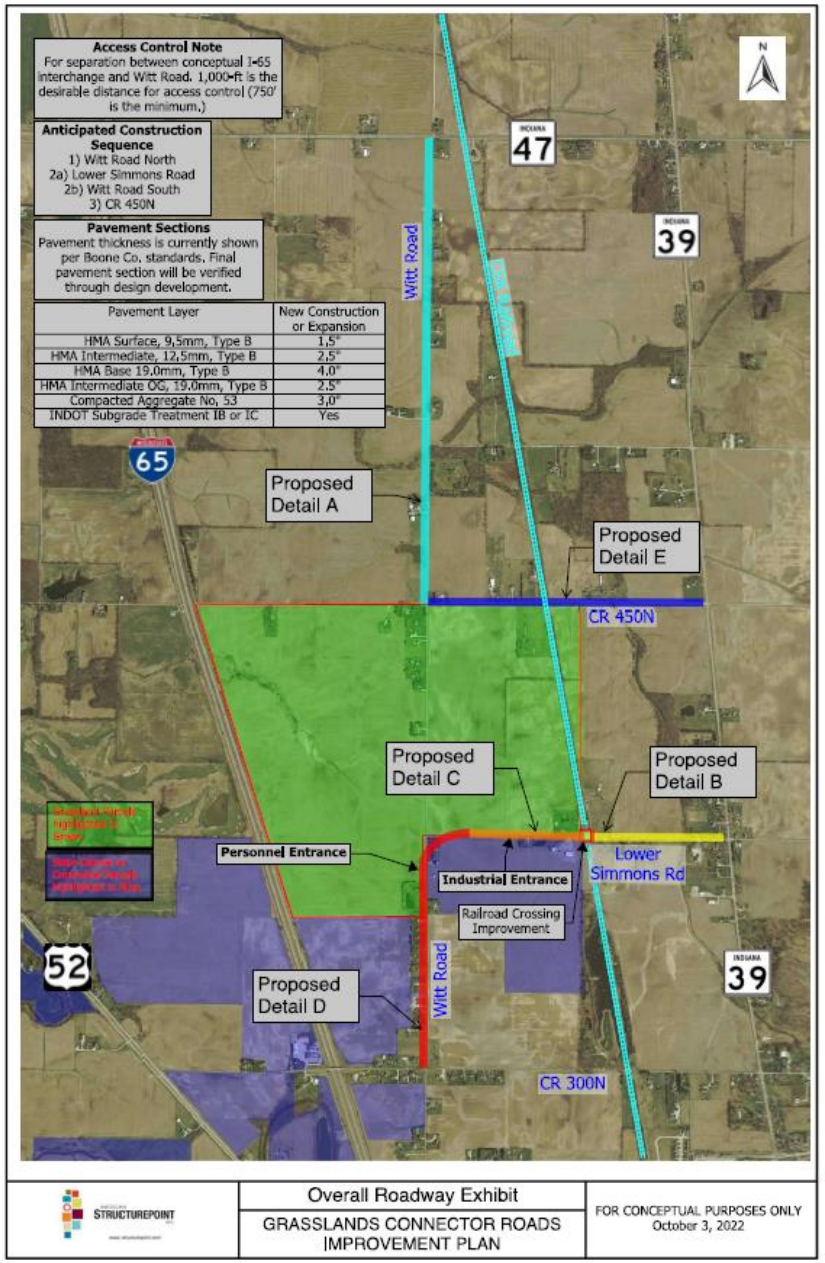
Eliminate fatal and serious injuries resulting from traffic crashes, making decisions based on their ability to reach zero deaths on Boone County's transportation system.

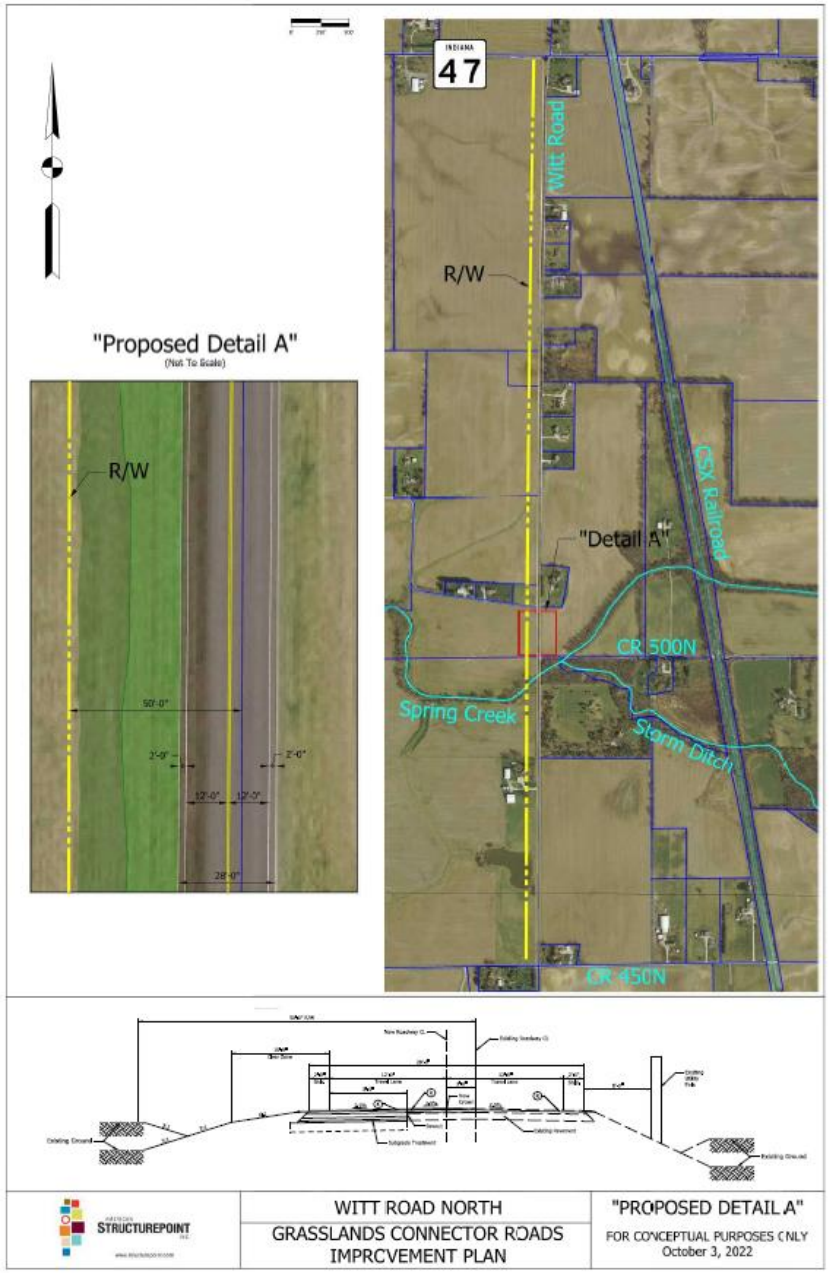
Vision

To help all users of Boone County's transportation system to reach their destination safely.

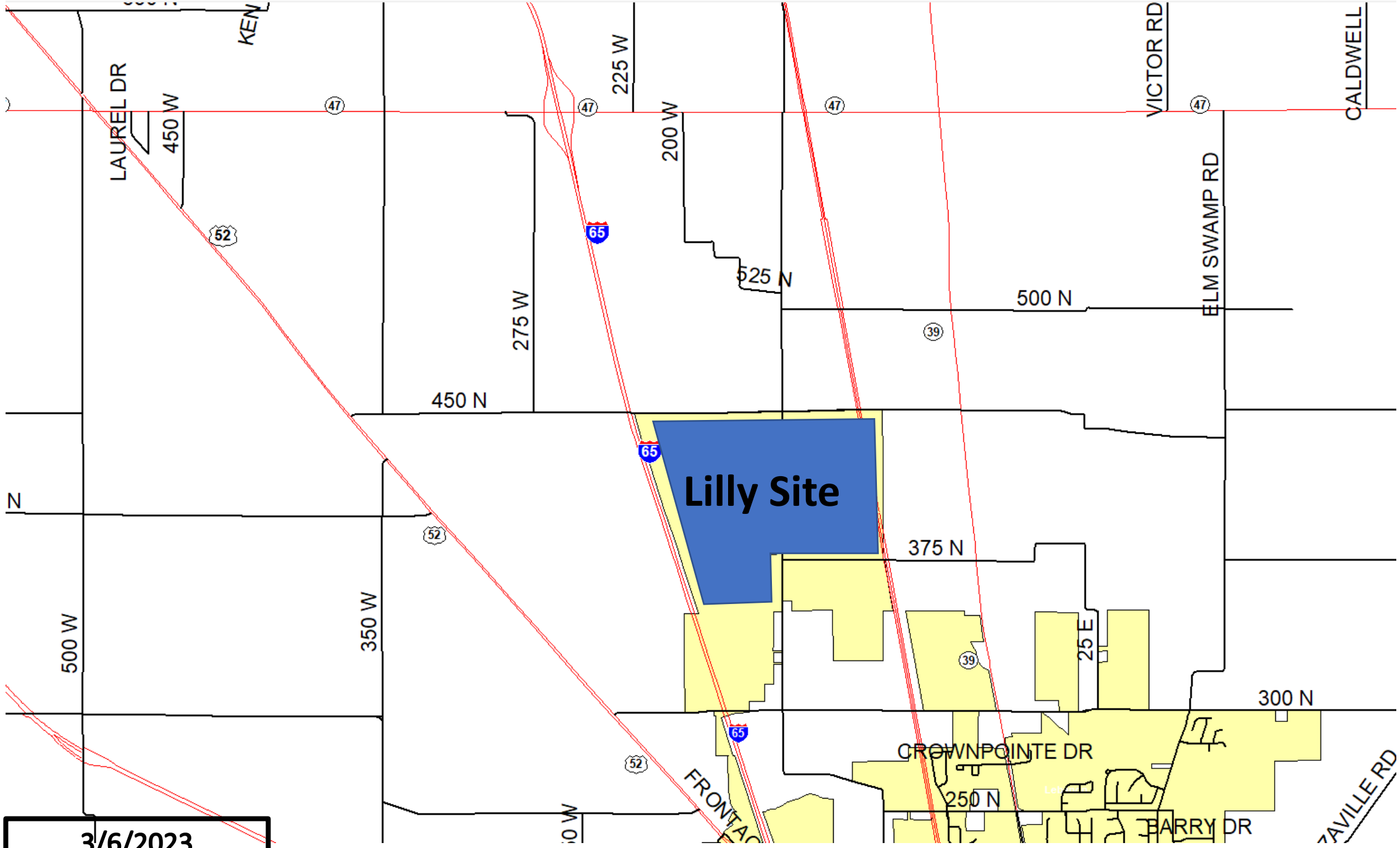
"GET HOME SAFE"

Exhibits presented during planning and zoning

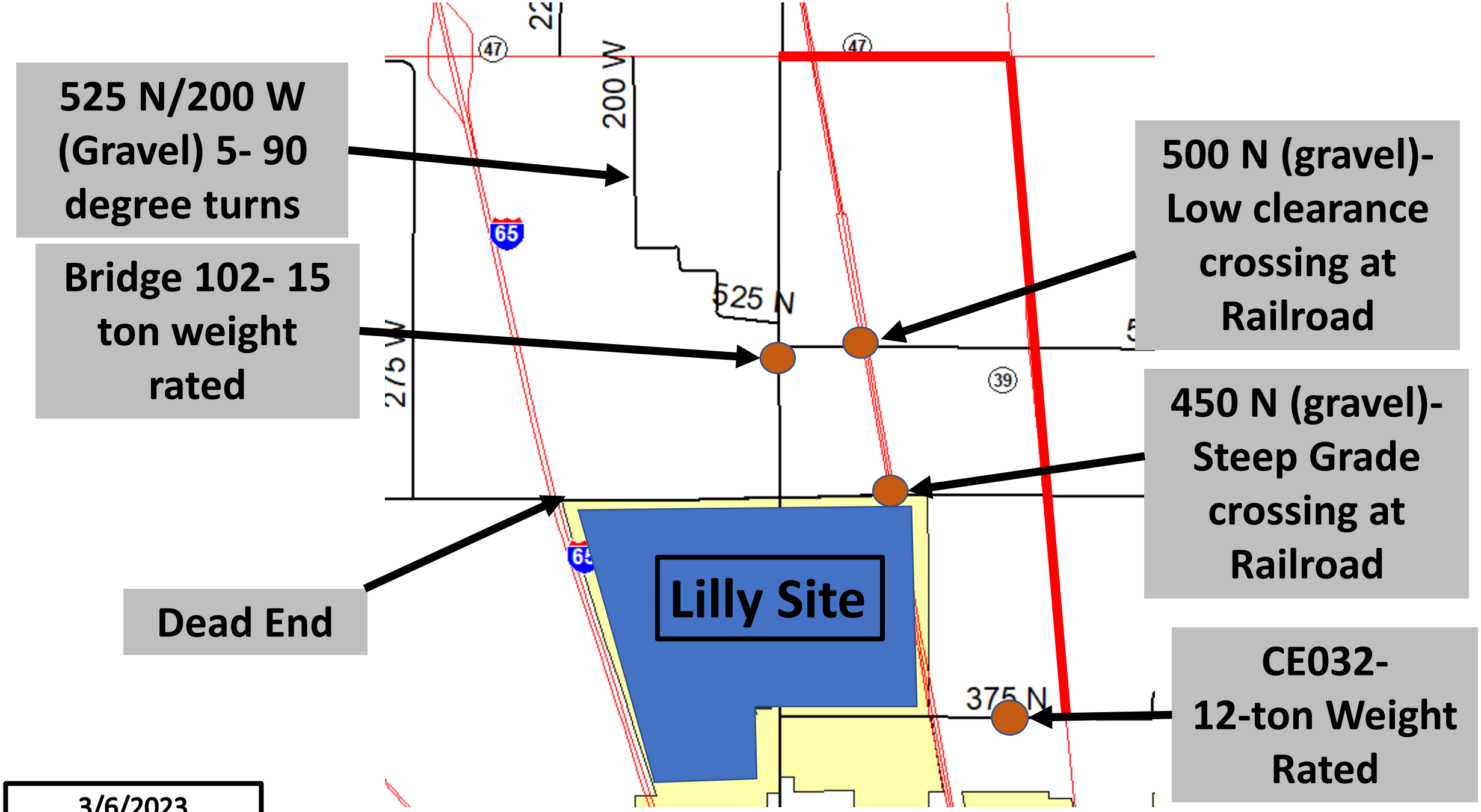




2/9/2023


Lilly Site
LAUREL DR
450 W
225 W
200 W
275 W
525 N
500 N
450 N
375 N
300 N
250 N
500 W
350 W
25 E
VICTOR RD
CALDWELL
ELM SWAMP RD
CROWNPOINTE DR
BARRY DR
FRONTAC
ZAVILLE RD
47
52
65
39

3/6/2023


525 N/200 W (Gravel) 5- 90 degree turns
Bridge 102- 15 ton weight rated
Dead End
500 N (gravel)- Low clearance crossing at Railroad
450 N (gravel)- Steep Grade crossing at Railroad
CE032- 12-ton Weight Rated
Lilly Site
200 W
275 W
525 N
375 N
47
65
39

3/6/2023

What is Next?

- Signs
  - SR 47 East & West of 150 W
  - No Truck Signs on 150 W south of SR 47
  - Road Closed 1.5 miles Ahead south of SR 47
- Lilly Construction site work to begin this spring
- Water line installation along 150 W from 300 N to 375 N proposed to begin in May, connection at 300 N & 150 W
- Lilly construction traffic volume projected to increase substantially in 2024
- Road Improvements (150 W & 375 N) and Structure Replacements (Bridge 102 & CE032) Proposed

Lilly Campus – Construction Traffic Routes and Times

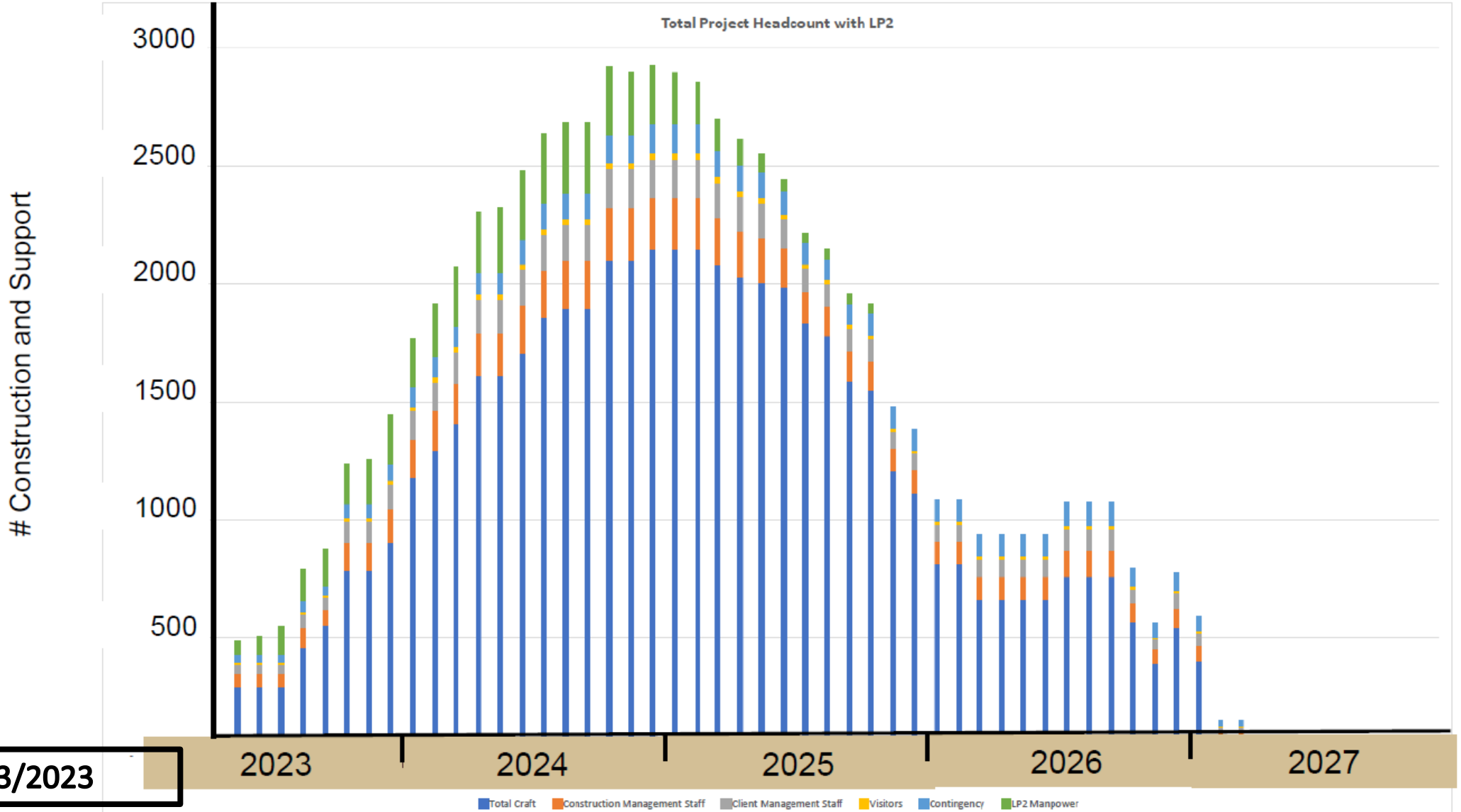
Three primary entrances to plant site

1. Witt Rd north of site to be upgraded 2023
2. CR375 to be upgraded 2023/2024
3. Witt Rd south of site to be upgrades in line with interstate/CR300 schedule – late 2025/2026
4. Minimal use of CR450 planned

Plant Access Points

4/3/2023

Construction – Headcount Forecast



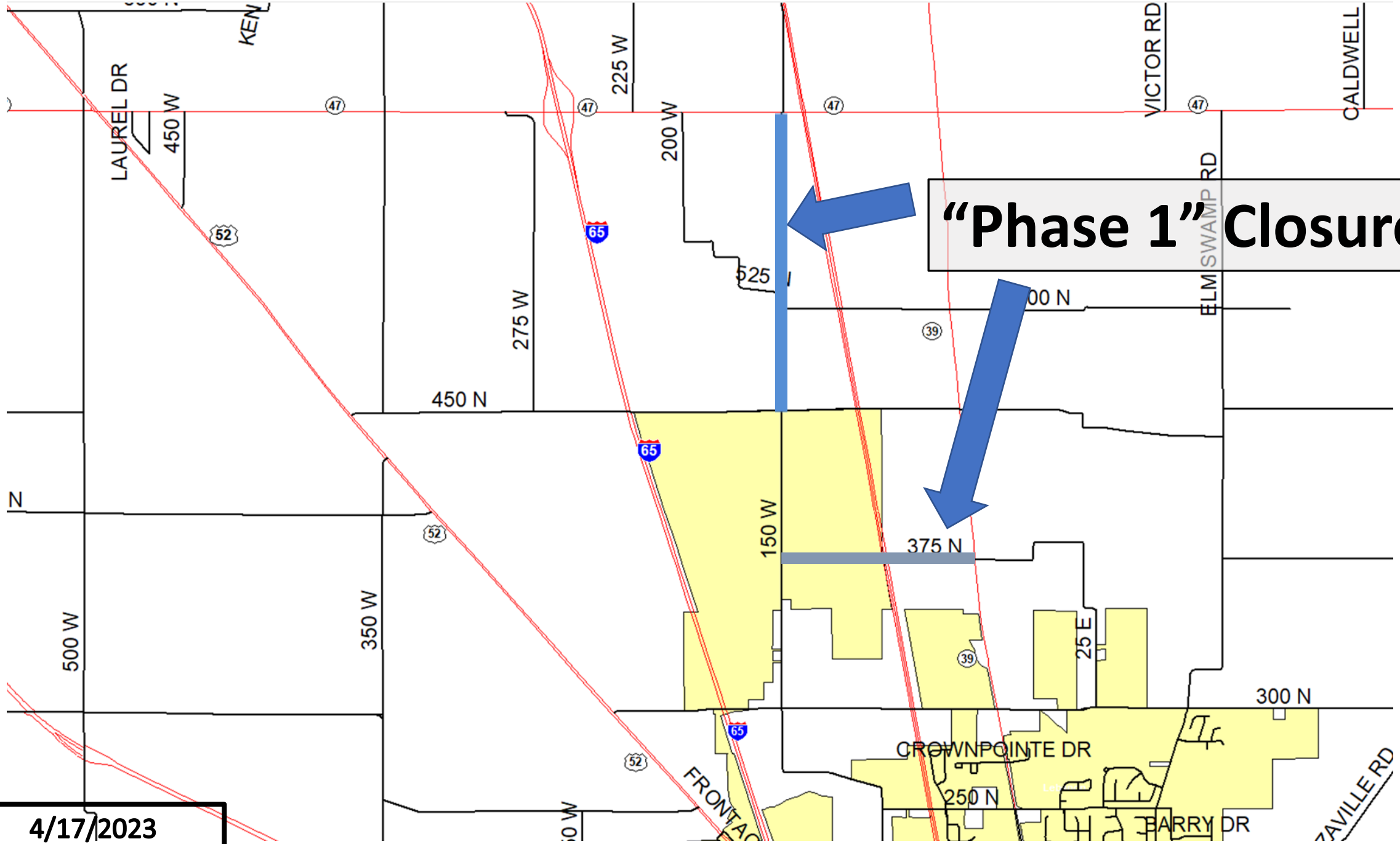
Lilly Campus – Temporary Interventions

Original Traffic Study - 629 per hour AM and PM

- Upgrade Intersection of Witt Rd. and IN-47
  - Install traffic light
  - Install EB right turn lane
  - Install NB left turn lane
- Upgrade intersection of CR375 and IN-39
  - Install Traffic Signal

Current Traffic Study

- Phase 1 (970 total AM and PM)
  - Light at CR300 and IN-52
  - Light at CR300 and Witt Rd.
  - Light at CR300 and IN-39
- Phase 2 (1,950 total AM and PM)
  - Light at SB ramp from I-65 to IN-47
  - Light at SB ramp from I-65 to IN-47


"Phase 1" Closures
LAUREL DR
450 W
225 W
200 W
275 W
525
450 N
150 W
375 N
350 W
500 W
25 E
300 N
250 N
CROWNPOINTE DR
BARRY DR
VICTOR RD
CALDWELL
ELM SWAMP RD
FRONTAGE
47
52
65
39

4/17/2023

Construction Traffic Characteristics

This section of the report outlines anticipated Project Grassland's construction traffic volumes and the distribution of traffic to and from the site.

TRIP GENERATION

The anticipated number of construction employees for Phase 1 and Phase 2 was obtained from the contractor. Due to the large workforce and the expected commuter distance, it was assumed that carpooling would occur at a rate of 1.5 people per vehicle. A carpooling multiplier of 0.67 was applied. **Table 2** shows the Phase 1 and Phase 2 total employees as well as the anticipated trips with the carpooling reduction factor applied.

Table 2. Site-Generated Trips

Land Use	Unit	Total	Peak Hour Trips[1]					
			AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Construction Traffic – Phase 1	Employees	1,460	970	--	970	--	970	970
Construction Traffic – Phase 2	Employees	2,925	1,950	--	1,950	--	1,950	1,950

[1]Peak hour trips were estimated based on the assumption that construction employees would carpool to the site, resulting in an average of 1.5 employees per vehicle.

For both phases, it was assumed that all traffic would arrive in the AM Peak as entering vehicles and all traffic would depart in the PM Peak as exiting vehicles.

DIRECTIONAL DISTRIBUTION

Kimley Horn developed a directional distribution for the construction traffic. With the proximity of the project site to Indianapolis, it is anticipated that the majority of construction traffic will be traveling to/from the south. **Table 3** shows the anticipated directional distribution from which vehicles will travel to and from the site.

Lilly Campus – Temporary Interventions

Original Traffic Study - 629 per hour AM and PM

- Upgrade Intersection of Witt Rd. and IN-47
  - Install traffic light
  - Install EB right turn lane
  - Install NB left turn lane
- Upgrade intersection of CR375
  - Install Traffic Signal

Current Traffic Study

- Phase 1 (970 total AM and PM)
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  - Light at CR300 and Witt Rd.
  - Light at CR300 and IN-39
- Phase 2 (1,950 total AM and PM)
  - Light at SB ramp from I-65 to IN-47
  - Light at SB ramp from I-65 to IN-47

- Phase 1 (970 total AM and PM)
  - Light at CR300 and IN-52
  - Light at CR300 and Witt Rd.
  - Light at CR300 and IN-39

4/17/2023

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This section of the report outlines anticipated Project Grassland's construction traffic volumes and the distribution of traffic to and from the site.

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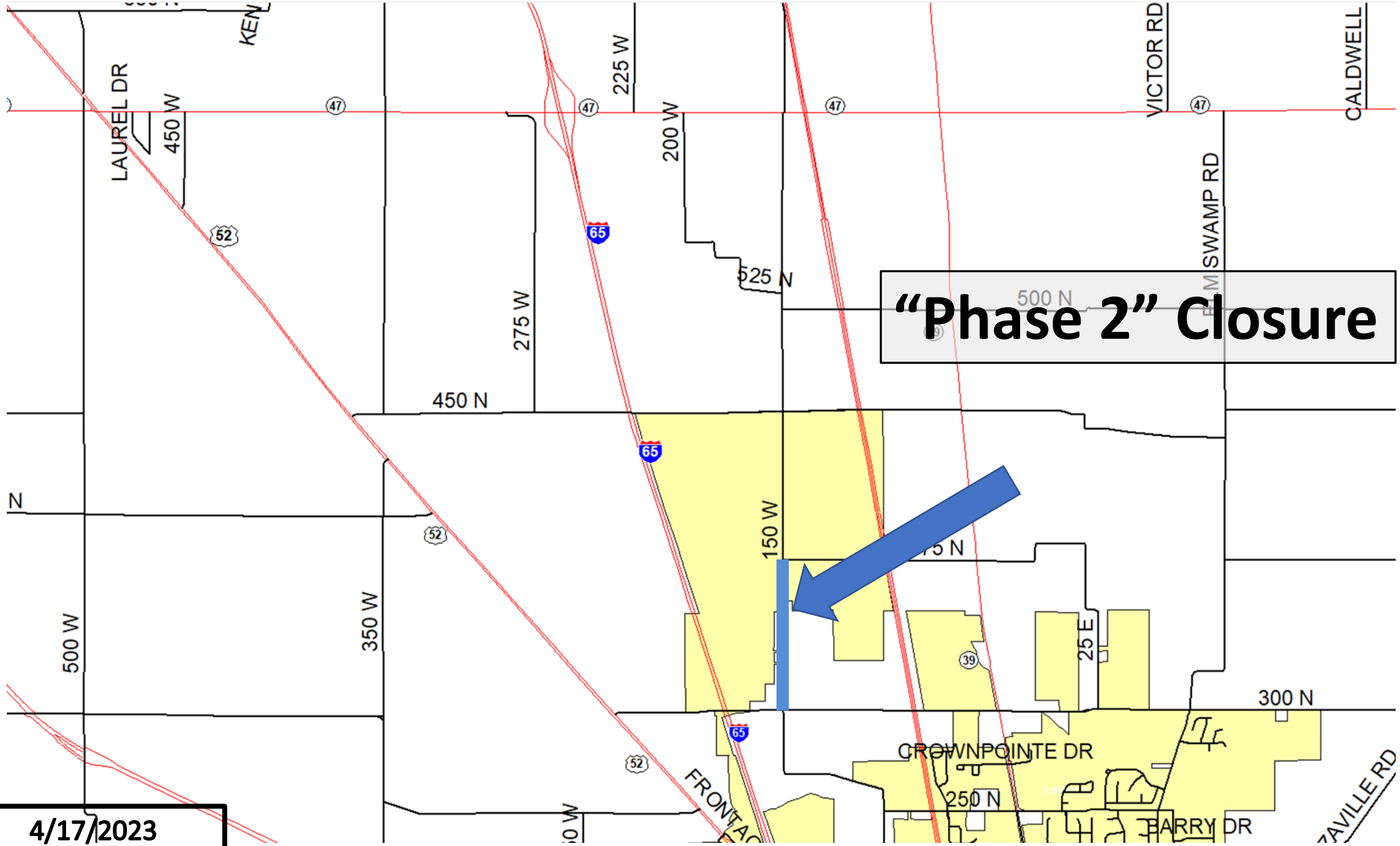
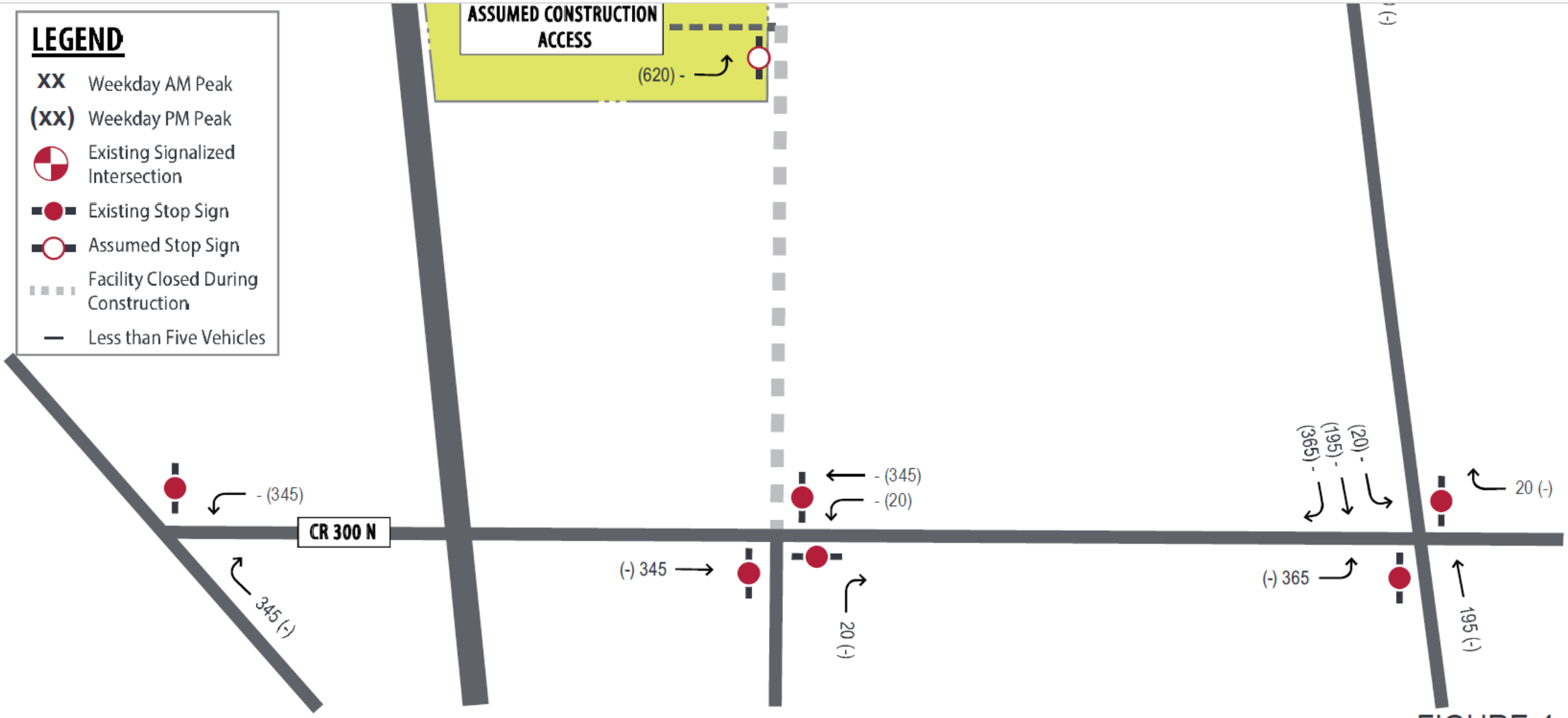

"Phase 2" Closure
LAUREL DR
450 W
KEN
225 W
200 W
VICTOR RD
CALDWELL
SWAMP RD
525 N
500 N
275 W
450 N
150 W
N
500 W
350 W
25 E
300 N
CROWNPOINTE DR
250 N
BARRY DR
FRONTA
ZAVILLE RD
47
52
65
39

4/17/2023

Kimley»Horn

FIGURE 4
CONSTRUCTION TRAFFIC TRIP ASSIGNMENT: PHASE 2

4/17/2023

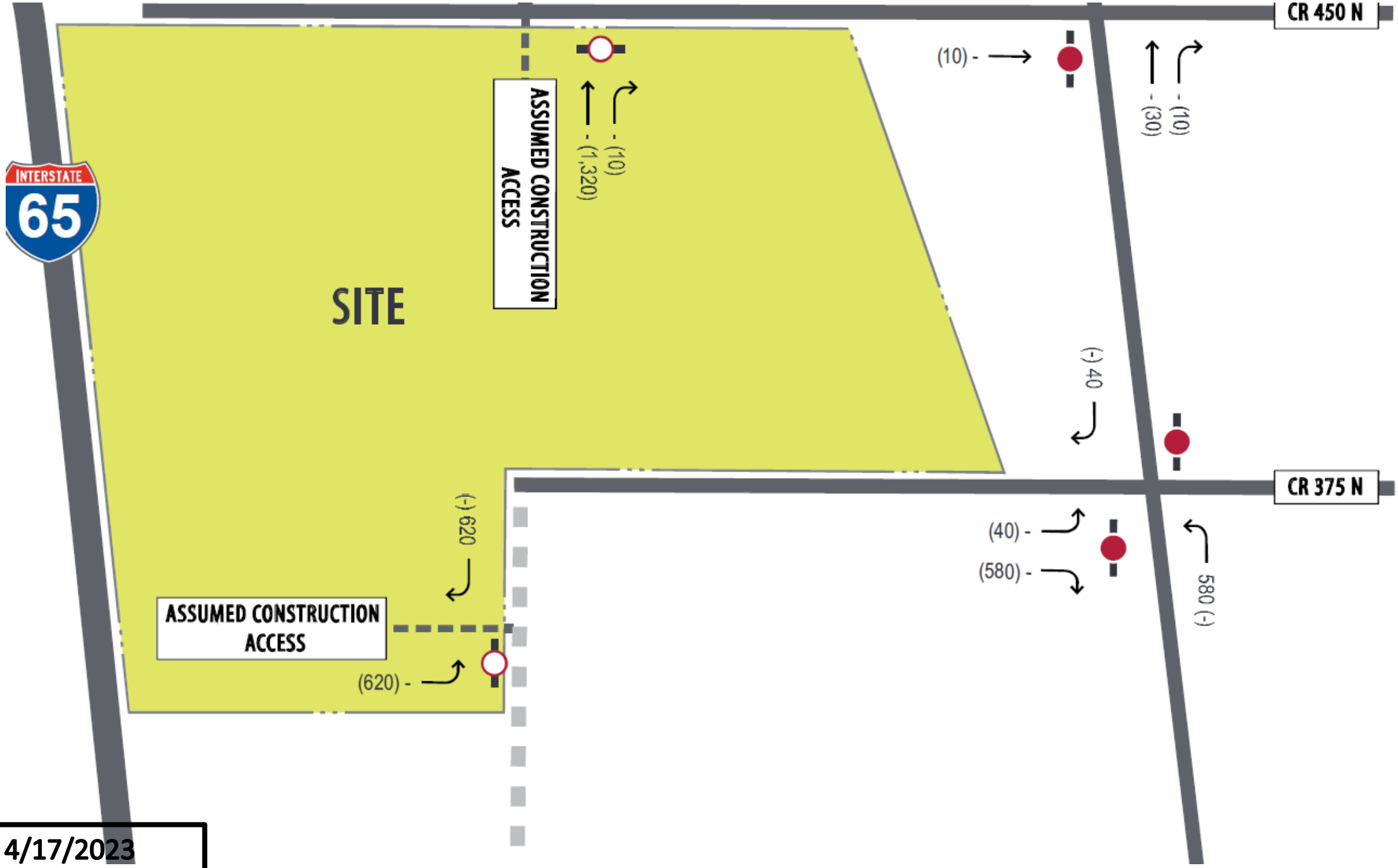


Kimley»Horn

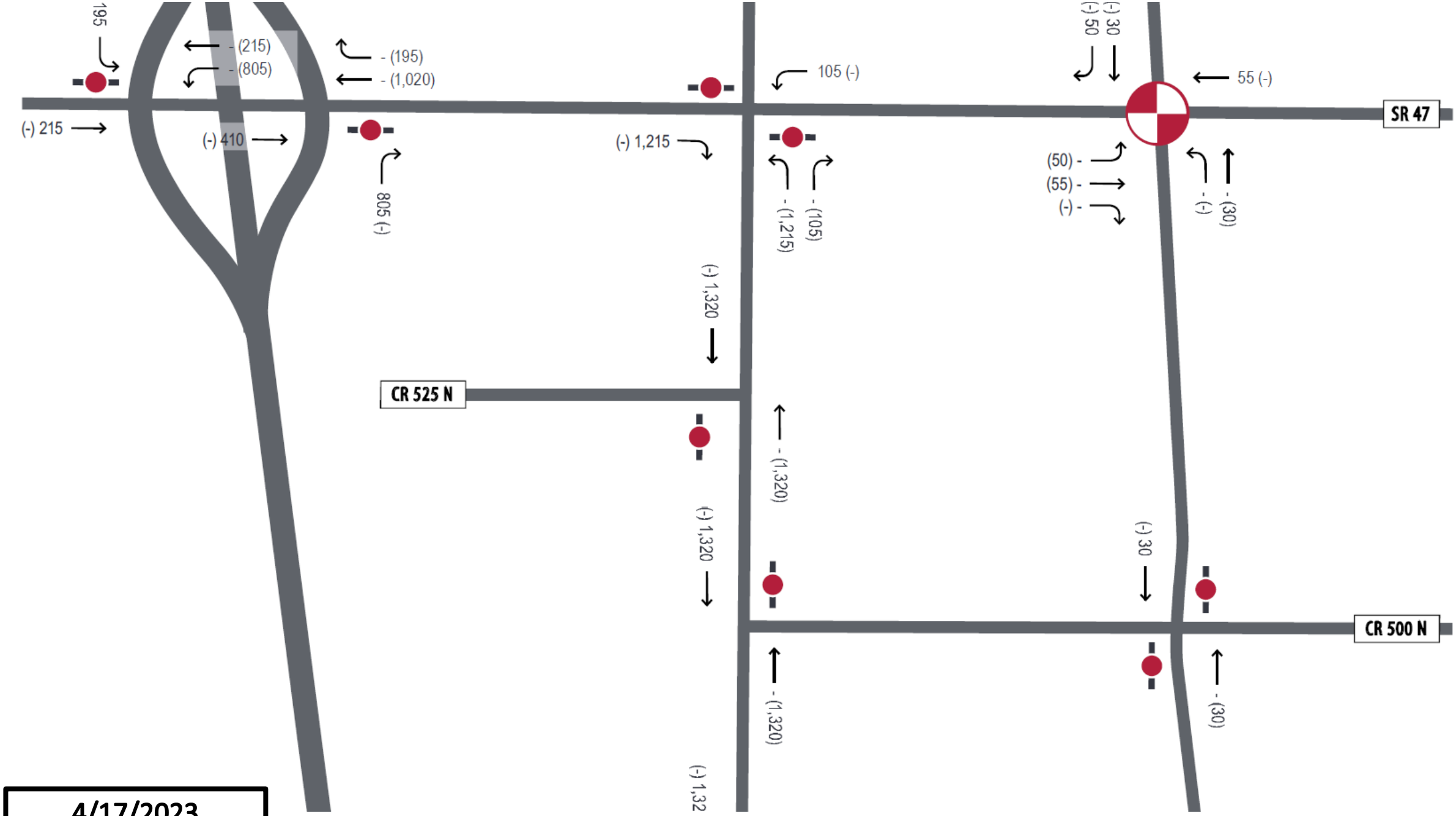
FIGURE 4

CONSTRUCTION TRAFFIC TRIP ASSIGNMENT: PHASE 2

4/17/2023


CR 450 N
CR 375 N
INTERSTATE
65
SITE
ASSUMED CONSTRUCTION ACCESS
ASSUMED CONSTRUCTION ACCESS
(10) -
- (10)
- (30)
- (10)
- (1,320)
(-) 40
(40) -
(580) -
580 (-)
(-) 620
(620) -

4/17/2023


195
- (215)
- (805)
- (195)
- (1,020)
105 (-)
(-) 30
(-) 50
55 (-)
SR 47
(-) 215
(-) 410
805 (-)
(-) 1,215
- (1,215)
- (105)
(50) -
(55) -
(-) -
- (-)
- (30)
(-) 1,320
CR 525 N
- (1,320)
(-) 1,320
(-) 30
CR 500 N
- (1,320)
- (30)
(-) 1,32

4/17/2023

Lilly Campus – Temporary Interventions

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  - Install traffic light
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  - Install NB left turn lane
- Upgrade intersection of CR375 and IN-39
  - Install Traffic Signal

Current Traffic Study

- Phase 1 (970 total AM and PM)
  - Light at CR300 and IN-52
  - Light at CR300 and Witt Rd.
  - Light at CR300 and IN-39
- Phase 2 (1,950 total AM and PM)
  - Light at SB ramp from I-65 to IN-47
  - Light at SB ramp from I-65 to IN-47

4/17/2023

Table 4. Level of Service Grading Descriptions[1]

Level of Service	Description[1]
A	Minimal control delay: traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay: extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual, 6th Edition.

Table 5. Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual, 6th Edition

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Construction Phase 1

Intersection		Weekday AM Peak Hour Delay (s/veh)	Weekday AM Peak Hour LOS	Weekday PM Peak Hour Delay (s/veh)	Weekday PM Peak Hour LOS
1. I-65 SB Ramp / SR 47	MLSC				
Westbound (Left)		8	A	9	A
Southbound		15	C	38	E
2. I-65 NB Ramp / SR 47	MLSC				
Eastbound (Left)		NB Ramps closed			
Northbound					
3. SR 47 / Witt Road	MLSC				
Eastbound (Left)		Witt Rd S. of SR-47 closed			
Westbound (Left)					
Northbound					
Southbound					
4. SR 47 / SR 39	Signal				
Eastbound		10	A	17	B
Westbound		11	B	11	B
Northbound		9	A	26	C
Southbound		11	B	14	B
Intersection		10	B	18	B
5. Witt Road / CR 525	MLSC				
Eastbound		Intersection closed			
Northbound (Left)					
6. Witt Road / CR 500	MLSC				
Westbound		Instersection closed			
Southbound (Left)					
7. SR 39 / CR 500 N	MLSC				
Eastbound		14	B	16	C
Westbound		13	B	17	C
Northbound (Left)		8	A	8	A
Southbound (Left)		8	A	9	A
8. Witt Road / CR 450	MLSC				
Eastbound		Intersection closed			
Westbound					
Northbound (Left)					
Southbound (Left)					
9. SR 39 / CR 450 N	MLSC				
Eastbound		13	B	0	A
Westbound (Left)		14	B	15	B
Northbound (Left)		0	A	0	A
Southbound (Left)		0	A	9	A
10. Witt Road / CR 375	MLSC				
Westbound		Intersection closed			
Southbound (Left)					
11. SR 39 / CR 375 N	MLSC				
Eastbound		0	A	0	A
Westbound		14	B	16	C
Northbound (Left)		0	A	0	A
Southbound (Left)		8	A	9	A
12. Witt Road / CR 300 N	AWSC				
Eastbound		289	F	13	B
Westbound		13	B	12	B
Northbound		11	B	10	A
Southbound		11	B	205	F
13. SR 39 / CR 300 N	MLSC				
Eastbound		14	B	158	F
Westbound		26	D	29	D
Northbound (Left)		9	A	8	A
Southbound (Left)		8	A	8	A
14. US-52 / CR 300 N	MLSC				
Westbound		22	C	1573	F
Southbound (Left)		12	B	9	A

Construction Phase 2

Intersection		Weekday AM Peak Hour Delay (s/veh)	Weekday AM Peak Hour LOS	Weekday PM Peak Hour Delay (s/veh)	Weekday PM Peak Hour LOS
1. I-65 SB Ramp / SR 47	MLSC				
Westbound (Left)		8	A	16	A
Southbound		59	F	11	B
2. I-65 NB Ramp / SR 47	MLSC				
Eastbound (Left)		8	A	13	B
Northbound		664	F	16	C
3. SR 47 / Witt Road	MLSC				
Eastbound (Left)		8	A	8	A
Westbound (Left)		16	C	9	A
Northbound		67	F	3131	F
Southbound		120	F	20	C
4. SR 47 / SR 39	Signal				
Eastbound		10	A	22	C
Westbound		11	B	10	A
Northbound		9	A	27	C
Southbound		11	B	18	B
Intersection		11	B	20	C
5. Witt Road / CR 525	MLSC				
Eastbound		58	F	0	A
Northbound (Left)		0	A	0	A
6. Witt Road / CR 500	MLSC				
Westbound		0	A	0	A
Southbound (Left)		0	A	0	A
7. SR 39 / CR 500 N	MLSC				
Eastbound		13	B	13	B
Westbound		13	B	0	A
Northbound (Left)		8	A	8	A
Southbound (Left)		8	A	0	A
8. Witt Road / CR 450	MLSC				
Eastbound		0	A	0	A
Westbound		166	F	0	A
Northbound (Left)		0	A	0	A
Southbound (Left)		0	A	0	A
9. SR 39 / CR 450 N	MLSC				
Eastbound		0	A	16	C
Westbound		14	B	15	B
Northbound (Left)		0	A	8	A
Southbound (Left)		8	A	8	A
10. Witt Road / CR 375	MLSC				
Westbound		Intersection closed			
Southbound (Left)					
11. SR 39 / CR 375 N	MLSC				
Eastbound		40	E	95	F
Westbound		125	F	167	F
Northbound (Left)		12	B	8	A
Southbound (Left)		8	A	8	A
12. Witt Road / CR 300 N	AWSC				
Eastbound		14	B	8	A
Westbound		8	A	13	A
Northbound		10	A	9	A
Southbound		Approach Closed			
13. SR 39 / CR 300 N	MSLC				
Eastbound		497	F	37	E
Westbound		17	C	61	F
Northbound (Left)		8	A	10	A
Southbound (Left)		9	A	8	A
14. US-52 / CR 300 N	MLSC				
Westbound		22	C	883	F
Southbound (Left)		11	B	9	A

Construction Phase 1 with Mitigation & 60% Reduced Construction Traffic

Intersection		Weekday AM Peak Hour Delay (s/veh)	Weekday AM Peak Hour LOS	Weekday PM Peak Hour Delay (s/veh)	Weekday PM Peak Hour LOS
1. I-65 SB Ramp / SR 47	MLSC				
Westbound (Left)		3	A	2	A
Southbound		15	C	33	E
2. I-65 NB Ramp / SR 47	MLSC				
Eastbound (Left)		NB Ramps closed			
Northbound					
3. SR 47 / Witt Road	MLSC				
Eastbound (Left)		Witt Rd S. of SR-47 closed			
Westbound (Left)					
Northbound					
Southbound					
4. SR 47 / SR 39	Signal				
Eastbound		9	A	15	B
Westbound		10	B	11	B
Northbound		9	A	20	B
Southbound		11	B	14	B
Intersection		10	A	15	B
5. Witt Road / CR 525	MLSC				
Eastbound		Intersection closed			
Northbound (Left)					
6. Witt Road / CR 500	MLSC				
Westbound		Intersection closed			
Southbound (Left)					
7. SR 39 / CR 500 N	MLSC				
Eastbound		13	B	15	B
Westbound		13	B	16	C
Northbound (Left)		8	A	8	A
Southbound (Left)		8	A	9	A
8. Witt Road / CR 450	MLSC				
Eastbound		Intersection closed			
Westbound					
Northbound (Left)					
Southbound (Left)					
9. SR 39 / CR 450 N	MLSC				
Eastbound		12	B	14	B
Westbound (Left)		13	B	15	B
Northbound (Left)		8	A	8	A
Southbound (Left)		8	A	8	A
10. Witt Road / CR 375	MLSC				
Westbound		Intersection closed			
Southbound (Left)					
11. SR 39 / CR 375 N	MLSC				
Eastbound		0	A	0	A
Westbound		13	B	14	B
Northbound (Left)		0	A	0	A
Southbound (Left)		8	A	8	A
12. Witt Road / CR 300 N	SIGNAL				
Eastbound		5	A	10	B
Westbound		3	A	10	A
Northbound		12	B	5	A
Southbound		12	B	9	A
Intersection		5	A	9	A
13. SR 39 / CR 300 N	SIGNAL				
Eastbound		16	B	16	B
Westbound		14	B	12	B
Northbound		4	A	8	A
Southbound		4	A	6	A
Intersection		7	A	10	A
14. US-52 / CR 300 N	SIGNAL				
Westbound		12	B	20	B
Northbound		6	A	20	B
Southbound		5	A	24	C
Intersection		5	A	21	C

Construction Phase 2 with Mitigation & 60% Reduced Construction Traffic

Intersection		Weekday AM Peak Hour Delay (s/veh)	Weekday AM Peak Hour LOS	Weekday PM Peak Hour Delay (s/veh)	Weekday PM Peak Hour LOS
1. I-65 SB Ramp / SR 47	SIGNAL				
Eastbound		13	B	4	A
Westbound		17	B	24	C
Southbound		11	B	31	C
Intersection		14	B	22	C
2. I-65 NB Ramp / SR 47	SIGNAL				
Eastbound		12	B	1	A
Westbound		14	B	18	B
Southbound		6	A	14	B
Intersection		12	B	13	B
3. SR 47 / Witt Road	SIGNAL				
Eastbound		4	A	34	C
Westbound		3	A	33	C
Northbound		16	B	35	C
Southbound		Phase Called by Demand			
Intersection		4	A	34	C
4. SR 47 / SR 39	Signal				
Eastbound		9	A	17	B
Westbound		10	B	10	A
Northbound		9	A	22	C
Southbound		11	B	17	B
Intersection		10	B	17	B
5. Witt Road / CR 525	MLSC				
Eastbound		20	C	13	B
Northbound (Left)		11	B	8	A
6. Witt Road / CR 500	MLSC				
Westbound		13	B	15	B
Southbound (Left)		7	A	9	A
7. SR 39 / CR 500 N	MLSC				
Eastbound		13	B	14	B
Westbound		12	B	15	B
Northbound (Left)		8	A	8	A
Southbound (Left)		8	A	8	A
8. Witt Road / CR 450	MLSC				
Eastbound		21	C	15	C
Westbound		24	C	18	C
Northbound (Left)		10	B	7	A
Southbound (Left)		7	A	10	A
9. SR 39 / CR 450 N	MLSC				
Eastbound		12	B	15	B
Westbound		13	B	14	B
Northbound (Left)		8	A	8	A
Southbound (Left)		8	A	8	A
10. Witt Road / CR 375	MLSC				
Westbound		Intersection closed			
Southbound (Left)					
11. SR 39 / CR 375 N	MLSC				
Eastbound		17	C	18	C
Westbound		32	D	21	C
Northbound (Left)		10	A	8	A
Southbound (Left)		8	A	8	A
12. Witt Road / CR 300 N	AWSC				
Eastbound		10	A	8	A
Westbound		8	A	10	A
Northbound		8	A	8	A
Southbound		Approach Closed			
13. SR 39 / CR 300 N	SIGNAL				
Eastbound		14	B	22	C
Westbound		10	B	19	B
Northbound		10	A	5	A
Southbound		9	A	5	A
Intersection		11	B	7	A
14. US-52 / CR 300 N	SIGNAL				
Westbound		10	A	15	B
Northbound		5	A	11	B
Southbound		5	A	14	B
Intersection		5	A	13	B

4/17/2023

Construction Phase 2 w/o mitigation

Mitigation includes:

- **Turn lanes**
- **Traffic signals**
- **1.5 people per car**
- **Staggered start times**

Intersection	Weekday AM Peak Hour		Weekday PM Peak Hour	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
3. SR 47 / Witt Road MLSC				
Eastbound (Left)	8	A	8	A
Westbound (Left)	16	C	9	A
Northbound	67	F	3131	F
Southbound	120	F	20	C
5. Witt Road / CR 525 MLSC				
Eastbound	58	F	0	A
Northbound (Left)	0	A	0	A
8. Witt Road / CR 450 MLSC				
Eastbound	0	A	0	A
Westbound	166	F	0	A
Northbound (Left)	0	A	0	A
Southbound (Left)	0	A	0	A

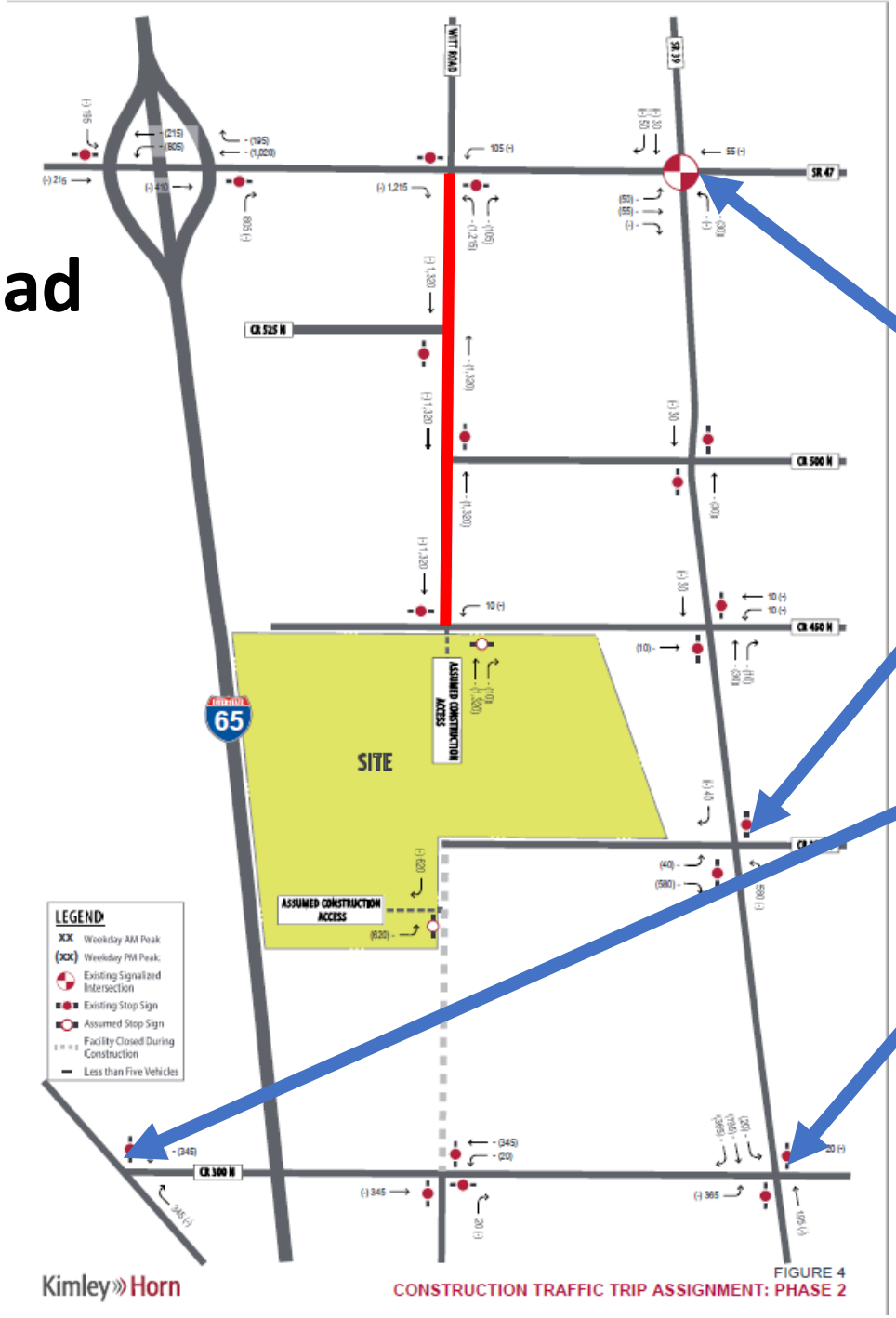
Construction Phase 2 w/o mitigation

Mitigation includes:

- Turn lanes
- Traffic signals
- 1.5 people per car
- Staggered start times

Intersection		Weekday AM Peak Hour		Weekday PM Peak Hour	
		Delay (s/veh)	LOS	Delay (s/veh)	LOS
11. SR 39 / CR 375 N	MLSC				
Eastbound		40	E	95	F
Westbound		125	F	167	F
Northbound (Left)		12	B	8	A
Southbound (Left)		8	A	8	A
12. Witt Road / CR 300 N	AWSC				
Eastbound		14	B	8	A
Westbound		8	A	13	A
Northbound		10	A	9	A
Southbound		Approach Closed			
13. SR 39 / CR 300 N	MSLC				
Eastbound		497	F	37	E
Westbound		17	C	61	F
Northbound (Left)		8	A	10	A
Southbound (Left)		9	A	8	A
14. US-52 / CR 300 N	MLSC				
Westbound		22	C	883	F
Southbound (Left)		11	B	9	A

IF 150 W/Witt Road N of 450 N is not used



1,320 Vehicles in the peak hour

4/17/2023

150 W south of 375 N 4/20/2023

6/5/2023

150 W south of 375 N –looking north

5/28/2023

6/5/2023

150 W south of 375 N

5/28/2023

6/5/2023

150 W south of 375 N

5/28/2023

6/5/2023

Permits Submitted

Permit #	Applicant	Location	Permit Type
202310053	PURE Development / American Structurepoint for IEDC	CR 150 W (Witt Rd) from SR 47 to CR 450 N	Roadway Reconstruction (1.5 mi), Bridge Replacement (#102)
202310054	PURE Development / American Structurepoint for IEDC	CR 375 N from SR 39 to City Limits	Roadway Reconstruction (.46 mi), Small Structure Replacement (CE032)
202310055	PURE Development / American Structurepoint for IEDC	CR 450 N from SR 39 to City Limits	Roadway Reconstruction, Gravel Conversion (.4 mi)
202310056	PURE Development / American Structurepoint for IEDC	Eastern Bypass between CR 375 N & CR 450 N	Roadway Construction (.8 mi)

Proposed Permit Conditions

1. Written approval of the construction plans is required by Boone County and/or Boone County's representative prior to beginning of construction on any road or section of road for the project.

2. Written approval of any changes to the plans or deviations from the plans affecting the project construction is required by Boone County and/or Boone County's representative prior to the beginning of such construction.

3. All construction activities must be coordinated with Boone County and/or their representatives.

4. The selected contractor must be INDOT prequalified.

5. The project will be publicly advertised and opened up to any contractor that is INDOT prequalified.

Proposed Permit Conditions

6. The permittee will present at a Boone County Commissioner meeting the contractor selection process, bidders, selected contractor, including changes to the project and associated costs, from the project as originally bid, when requested by Boone County and/or Boone County's representative.

7. Access to properties must be maintained during and throughout construction.

8. A public safety meeting with Public Safety & School Transportation Representatives must be held on a weekly basis throughout construction.

9. Communication via email distribution is required for phase changes that will affect site access.

Proposed Permit Conditions

10. No construction shall occur outside of existing pavement limits where the right-of-way required for the construction has not been obtained. Proof of right-of-way acquisition shall be provided to Boone County or their representative prior to beginning construction.

11. Boone County and/or Boone County's representative shall have authority to stop work in accordance with the non-conformance process included in the contract documents.

Proposed Permit Conditions

12. Prior to the construction of the above-referenced Road Improvements, Developer will take commercially reasonable actions to make necessary repairs for damage that is caused, in the reasonable opinion of a third party inspector, by the construction traffic associated with LP1 and LP2 of the planned Lilly Campus, to be generally located to the north of Lower Simmons Road, for the following road segments, provided that City and/or County approvals are obtained for the road improvement work:

Continues on next slide

Proposed Permit Conditions

12.Continued from previous slide

- North Witt Road (From Indiana SR47 to CR 450N).
- CR 450N (From Witt Road to SR 39).
- Lower Simmons Road/CR 375N (From Witt Road to SR39).
- South Witt Road (From Lower Simmons Road/CR 375N to CR 300N).
- CR 300N (From Witt Road to SR39).

During construction of the above-referenced Road Improvements and during the construction of LP1 and LP2 of the Lilly Campus or the end of 2026, whichever occurs first, to be generally located to the north of Lower Simmons Road, Developer will take commercially reasonable actions to: maintain all Road Improvements in their as constructed conditions for a period of three years after substantial completion of each applicable road improvement.

Continues on next slide

Proposed Permit Conditions

12. Continued from previous slide

If, upon 60 days' written notice from the County to the Permittee regarding any material damage or dangerous condition with respect to the above-identified roads, the Permittee does not make the appropriate repairs, then the County is authorized to make such repairs, with the actual costs associated with such repairs being reimbursed by the Permittee within 60 days of invoice submittal. Upon completion of each applicable Road Improvement, the City or County, as applicable, will accept such Road Improvement subject to a 3 year maintenance surety bond provided by the Developer which shall commence upon substantial completion of each applicable Road Improvement.

Proposed Permit Conditions

13. Payment and Performance bonds must be submitted before construction can begin. A 3-year maintenance bond is required prior to acceptance of the work.

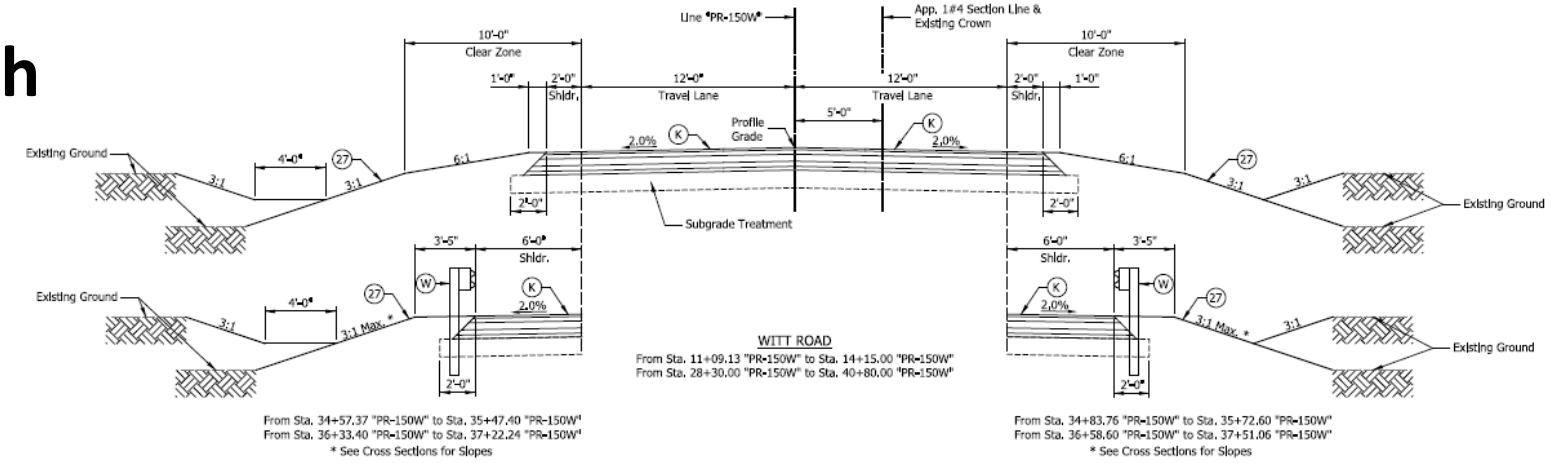
14. All materials used on these projects shall conform with INDOT standard specifications including acceptance testing. Material or testing deviations must be approved by Boone County and/or Boone County's representative, or the City of Lebanon, depending upon the applicable jurisdiction, prior to installation.

15. At the conclusion of the project all right-of-way that was acquired must be transferred to the controlling public agency.

Permit #	Applicant	Location	Permit Type
202310053	PURE Development / American Structurepoint for IEDC	CR 150 W (Witt Rd) from SR 47 to CR 450 N	Roadway Reconstruction (1.5 mi), Bridge Replacement (#102)

150 W Proposed Improvements

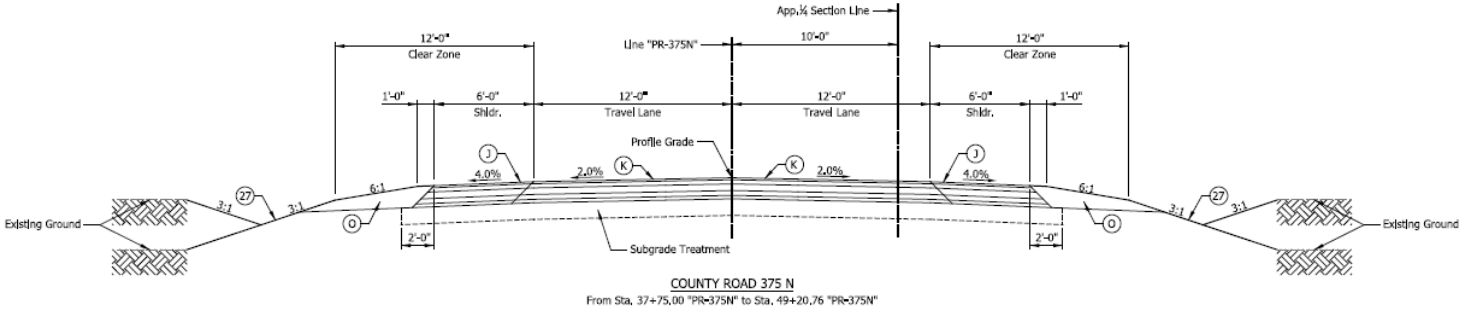
- Increase Pavement Width
- Subgrade Treatment
- Replace Bridge 102
- Add turn lane at SR 47
- Replace culverts



Permit #	Applicant	Location	Permit Type
202310054	PURE Development / American Structurepoint for IEDC	CR 375 N from SR 39 to City Limits	Roadway Reconstruction (.46 mi), Small Structure Replacement (CE032)

375 N Proposed Improvements

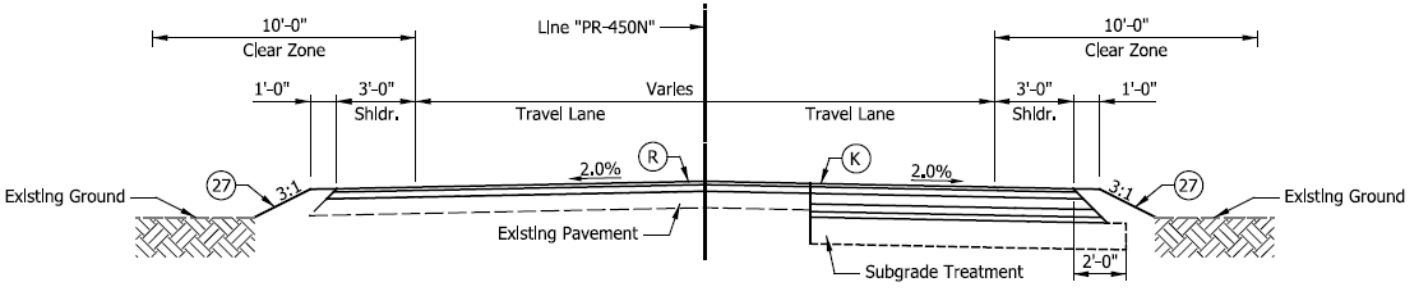
- Increase Pavement Width
- Subgrade Treatment
- Replace Structure CE032
- Add turn lane at SR 39
- Improve railroad crossing
- Replace culverts



Permit #	Applicant	Location	Permit Type
202310055	PURE Development / American Structurepoint for IEDC	CR 450 N from SR 39 to City Limits	Roadway Reconstruction, Gravel Conversion (.4 mi)

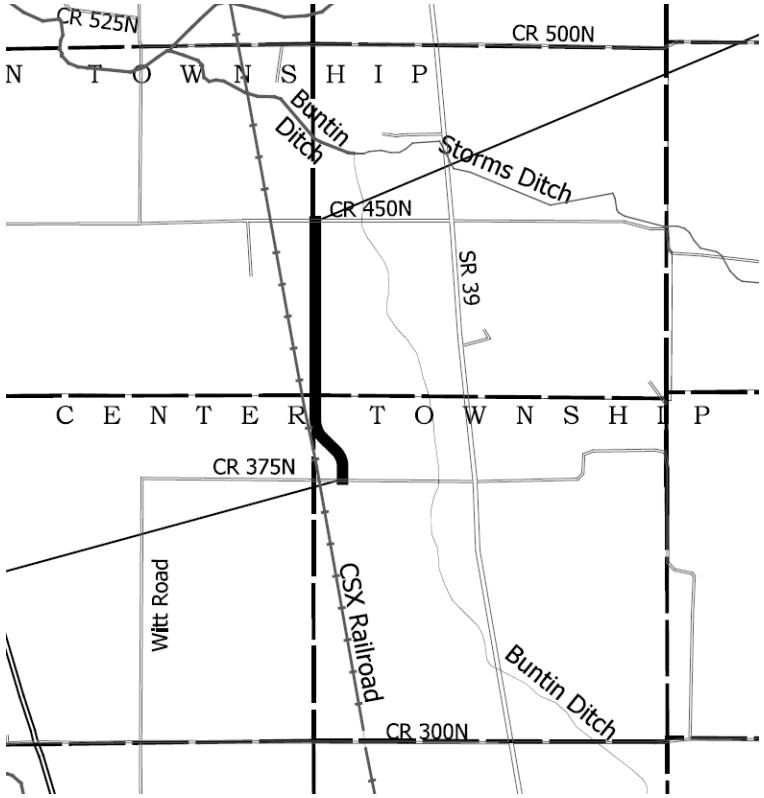
450 N Proposed Improvements

- Convert from Gravel to Paved
- Subgrade Treatment
- Improve railroad crossing
- Replace culverts



COUNTY ROAD 450 N
From Sta. 77+50.00 "PR-450N" to Sta. 80+58.55 "PR-450N"

Permit #	Applicant	Location	Permit Type
202310056	PURE Development / American Structurepoint for IEDC	Eastern Bypass between CR 375 N & CR 450 N	Roadway Construction (.8 mi)

Witt Road Eastern Bypass

- Construct new roadway to connect 375 N & 450 N