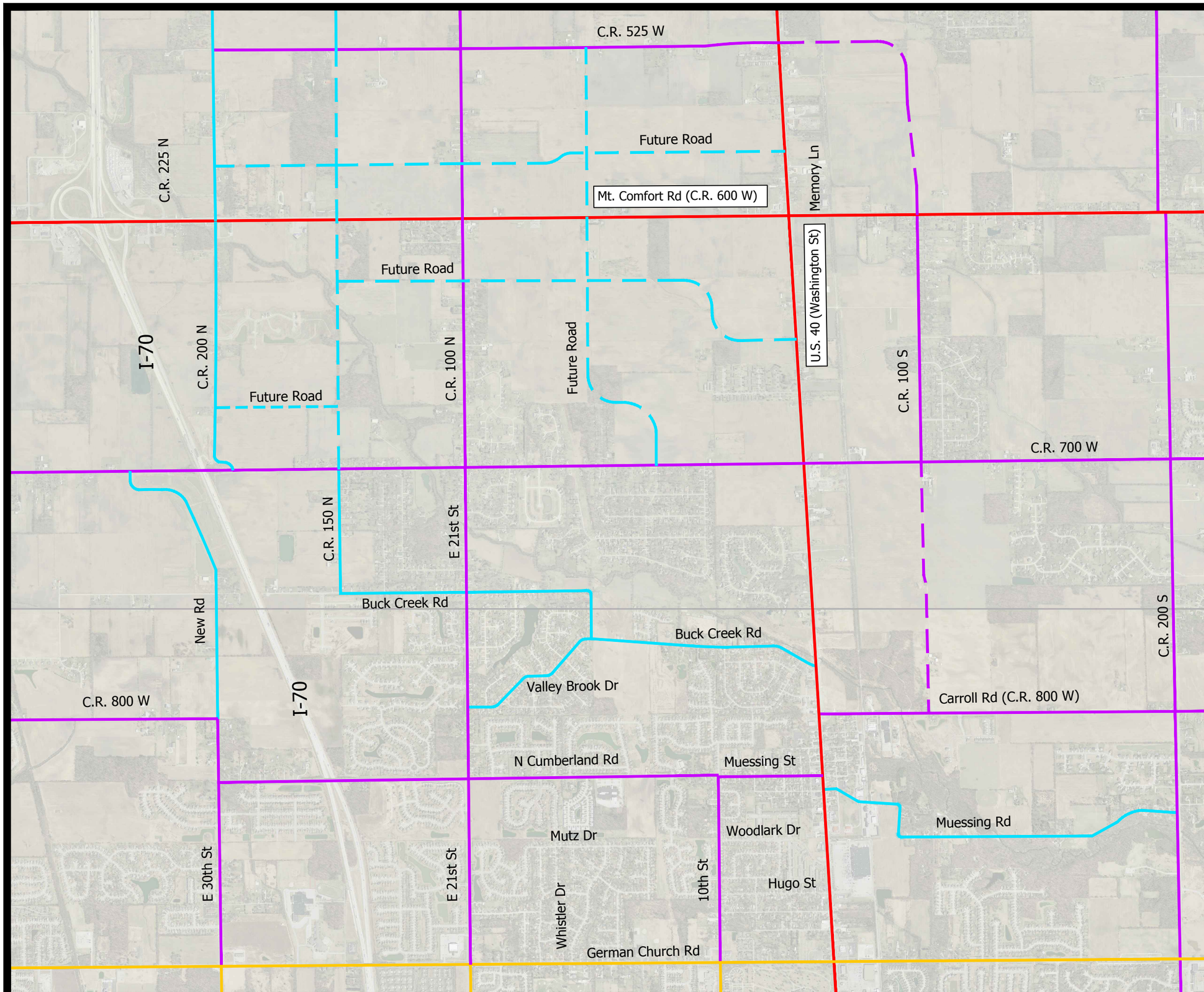
APPENDIX A

FIGURES



GRAPHIC SCALE

1000 0 500 1000 2000

(IN FEET)

1 inch = 2000ft.

Original Size 11"x 17"

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
	N/A	Secondary Arterial
		Major Collector
		Minor Collector

NOTES:

1. All roadway classifications should include pedestrian / bicycle accommodations. See Figure 2: Multi-Use Paths, Bike Lanes, and Sidewalks Map.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.

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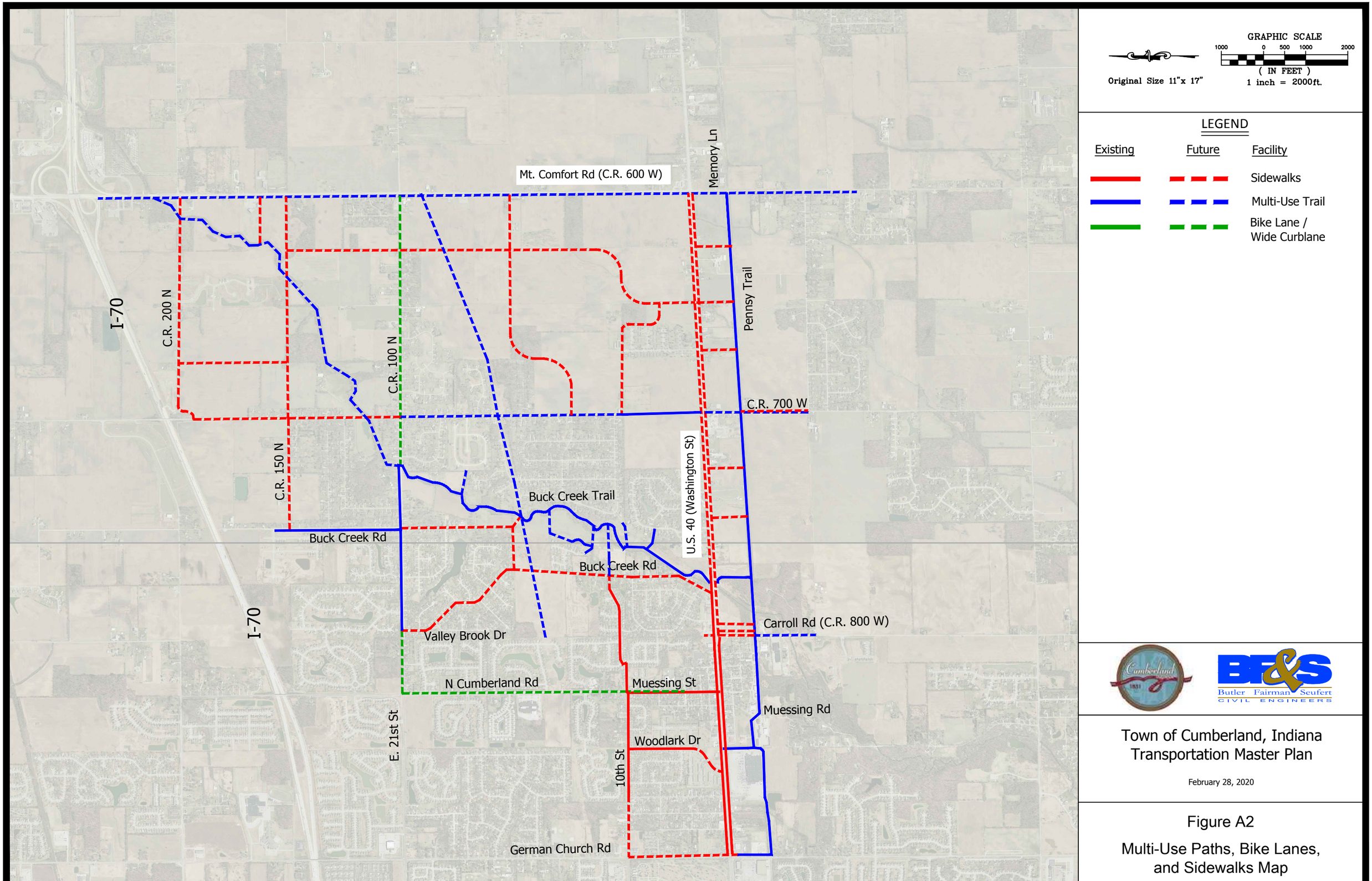
Town of Cumberland, Indiana
Transportation Master Plan

February 28, 2020

Figure A1

Functional Classification Map



Town of Cumberland, Indiana
Transportation Master Plan

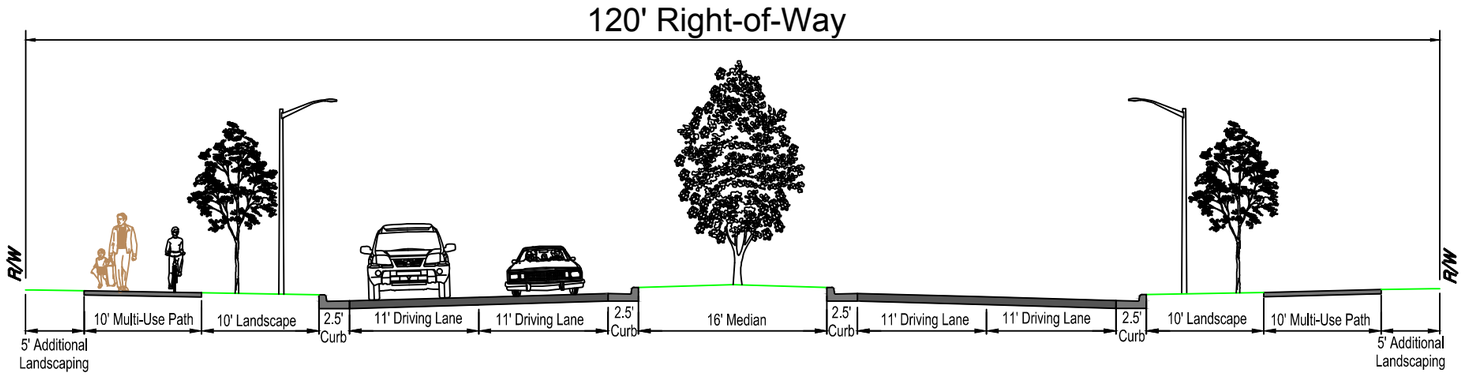
February 28, 2020

Figure A2

Multi-Use Paths, Bike Lanes, and Sidewalks Map

Primary Arterial

Proposed typical cross-section for
Mount Comfort Rd & U.S. 40

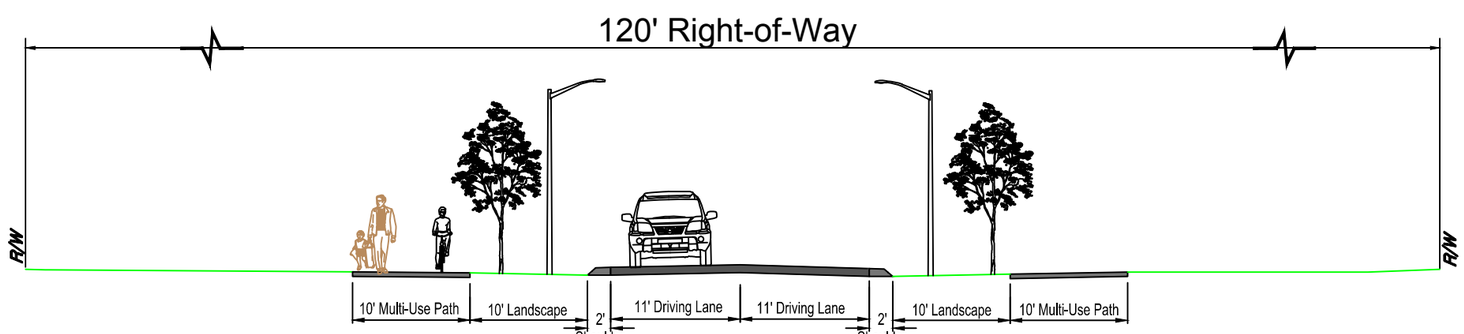


Notes:

1. Alternative configurations for the pedestrian / bicycle facilities could be implemented such as one-way / two-way cycle track and separate 5 foot sidewalk.
2. Dedicated left-turn and right-turn lanes to be provided at intersections as needed.

Secondary Arterial

Proposed typical cross-section
for German Church Rd



Notes:

1. Existing right-of-way width appears to vary from 70' to 120'
2. Existing landscape width varies.
3. Existing sidewalk width varies: None, 5', or 8'.

Town of Cumberland, Indiana
Transportation Master Plan

February 28, 2020

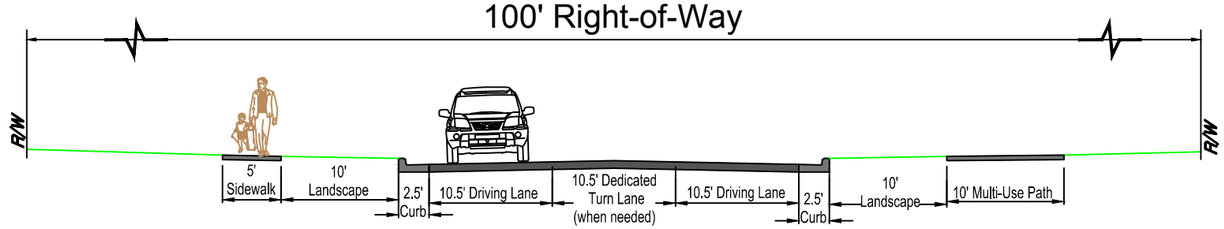
Figure A3

Typical Cross-Sections
Arterials

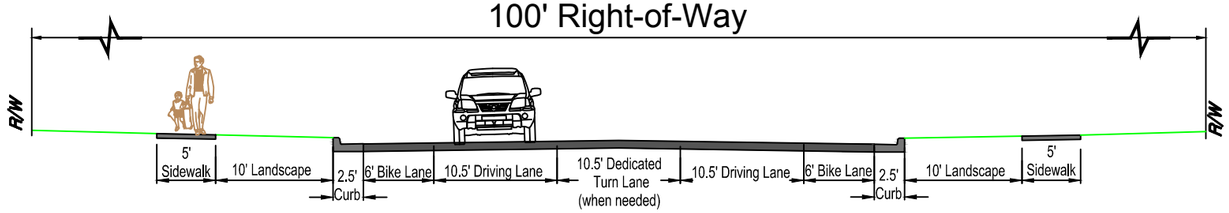
U:\5327\9809\AutoCAD\2016-05-09 - Revised per town's request\Cross Sections.dwg Matt Oyer Plot:5/3/2016 9:58 AM Save:3/3/2016 5:24 PM

Future Major / Minor Collector

With Multi-Use Path
100' Right-of-Way



Without Multi-Use Path
100' Right-of-Way



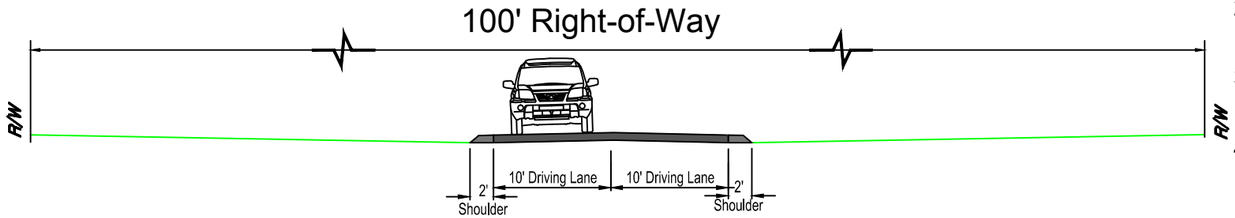
Notes:

1. This typical cross-section represents the desirable right-of-way width and components for a future collector roadway (either major or minor).
2. Dedicated left-turn and right-turn lanes to be provided at intersections as needed.

Existing Major / Minor Collector

Existing typical cross-section varies
Examples: C.R. 700 W & E 21st St (C.R. 100 N)

100' Right-of-Way



Notes:

1. Existing right-of-way width appears to vary from 50' to 100'
2. Existing landscape width varies: typically 10' wide
3. Existing sidewalk width varies: None, 6' or 8'
4. The pedestrian and bicycle components shown above for Future Collectors should be added whenever possible.

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Town of Cumberland, Indiana
Transportation Master Plan

February 28, 2020

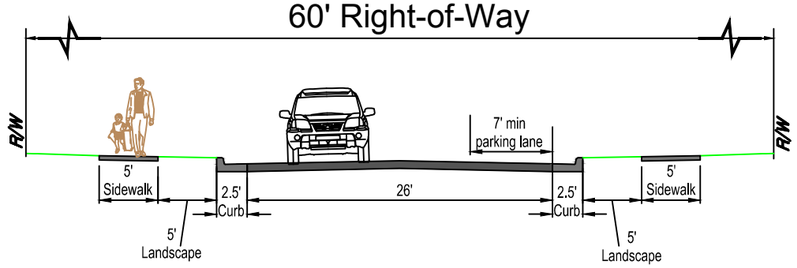
Figure A4

Typical Cross-Sections
Collectors

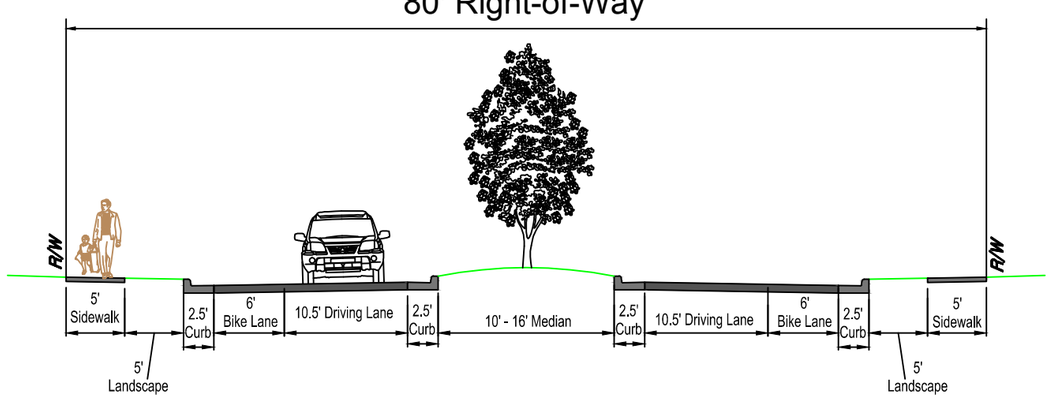
U:\5327\9809\AutoCAD\2016-05-09 - Revised per town's request\Cross Sections.dwg Matt Oyer Plot:5/3/2016 9:58 AM Save:3/3/2016 5:24 PM

Local Roads

No Center Median
60' Right-of-Way



With Center Median (Boulevard)
80' Right-of-Way



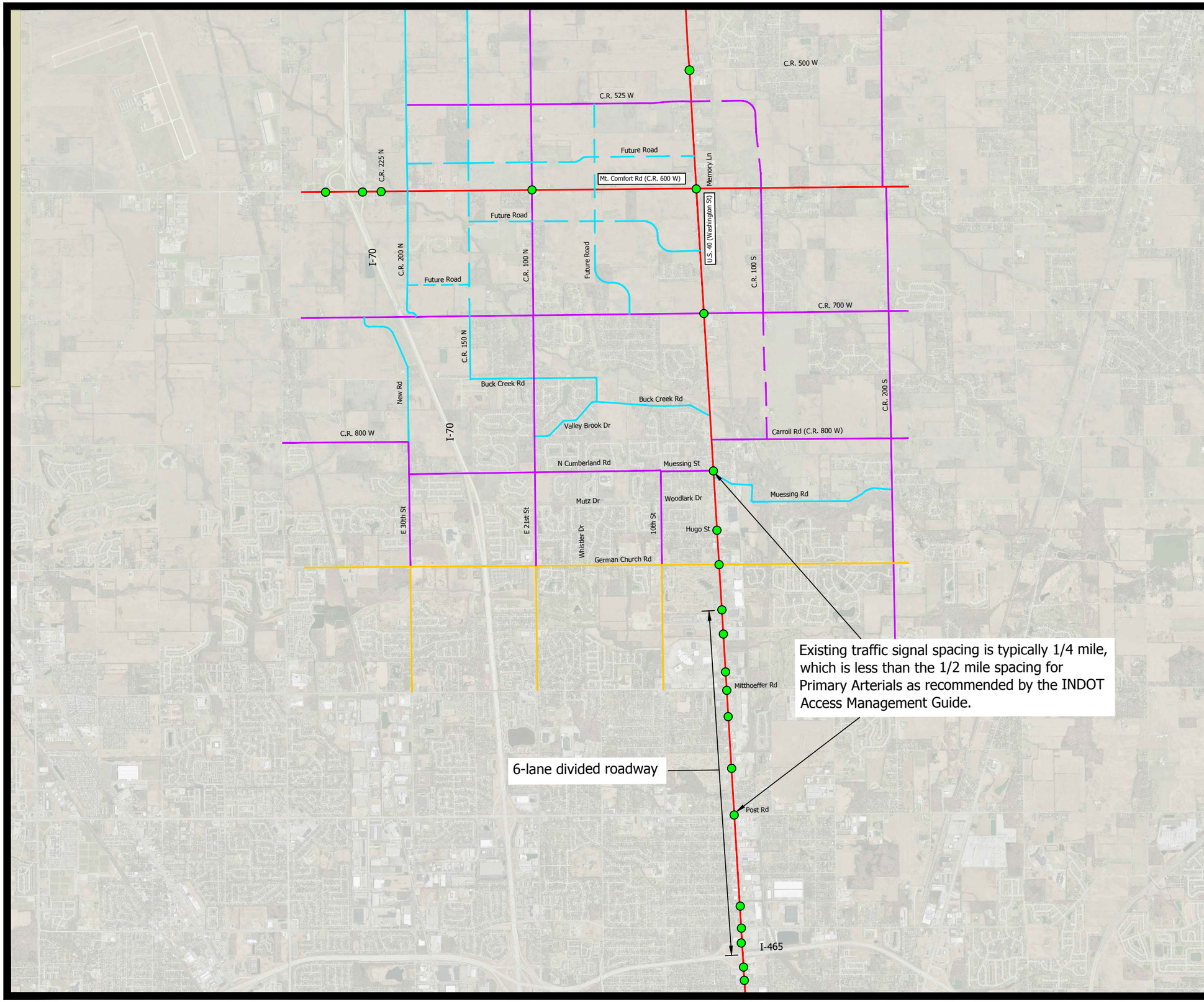
Town of Cumberland, Indiana
Transportation Master Plan

February 28, 2020

Figure A5

Typical Cross-Sections
Local Roads

U:\5327\9809\AutoCAD\2016-05-09 - Revised per town's request\Cross Sections.dwg Matt Oyer Plot:5/3/2016 9:58 AM Save:3/3/2016 5:24 PM



Original Size 11"x 17"

GRAPHIC SCALE

2000 0 1000 2000 4000

(IN FEET)

1 inch = 4000ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
	N/A	Secondary Arterial
		Major Collector
		Minor Collector

= Existing Traffic Signal

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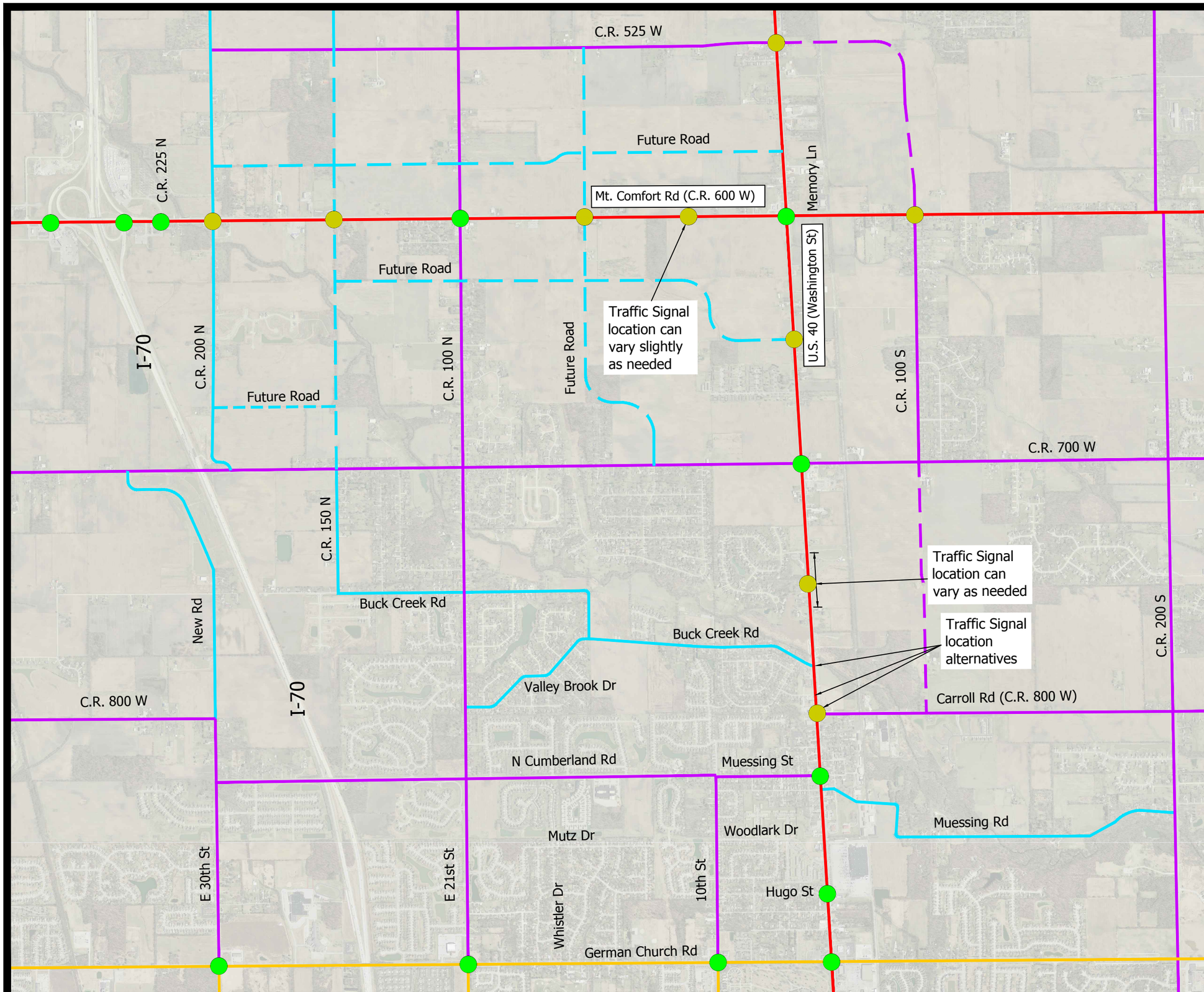
Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40
February 28, 2020

Figure A6

Existing Traffic Signal Spacing along U.S. 40



Original Size 11"x 17"

GRAPHIC SCALE

1000 0 500 1000 2000

(IN FEET)

1 inch = 2000ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
	N/A	Secondary Arterial
		Major Collector
		Minor Collector

= Existing Traffic Signal

= Recommended Traffic Signal (when warranted)

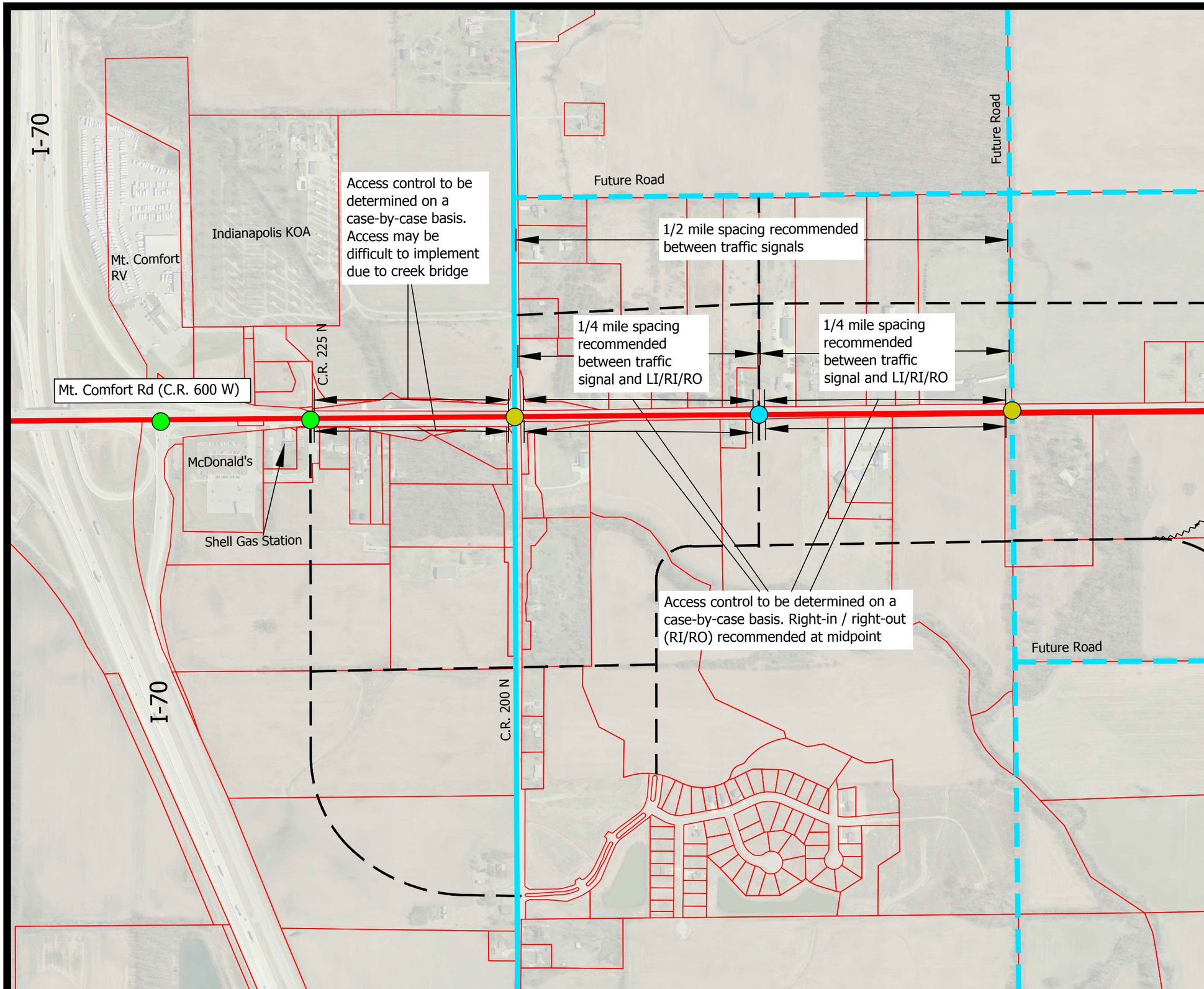
NOTES:

Traffic Signals along the primary arterials of Mount Comfort Road and U.S. 40 should only be located at the major intersections with 1/2 mile spacing (typical) as recommended by the INDOT Access Management Guide.

Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40
February 28, 2020

Figure A7
Recommended Traffic Signal Spacing along Mt. Comfort Road and U.S. 40



Original Size 11"x 17"

GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

1 inch = 500 ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

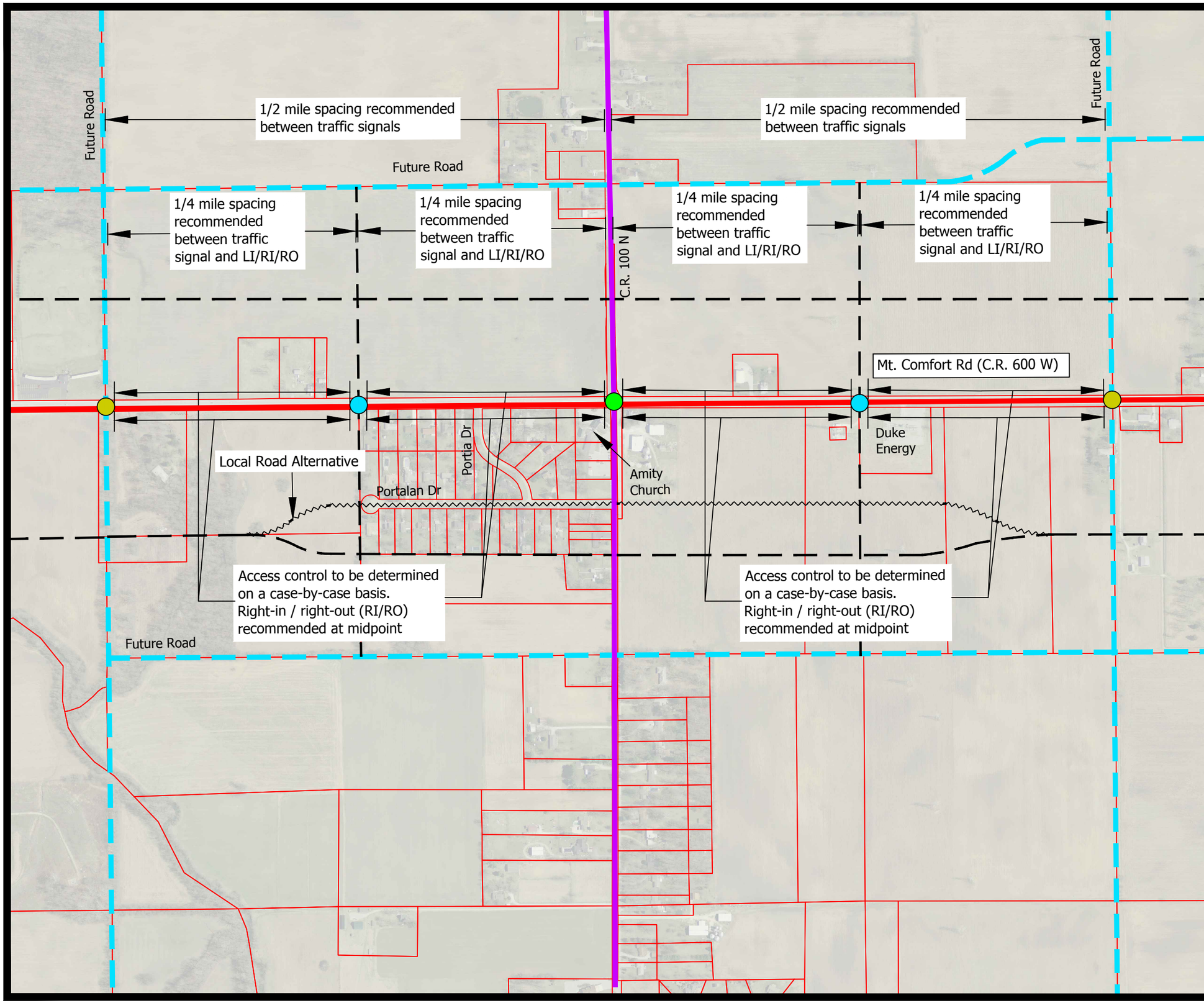
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A8(a)

Recommended Access: Mt. Comfort Rd
I-70 to C.R. 150 N



Original Size 11"x 17"

GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

1 inch = 500 ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

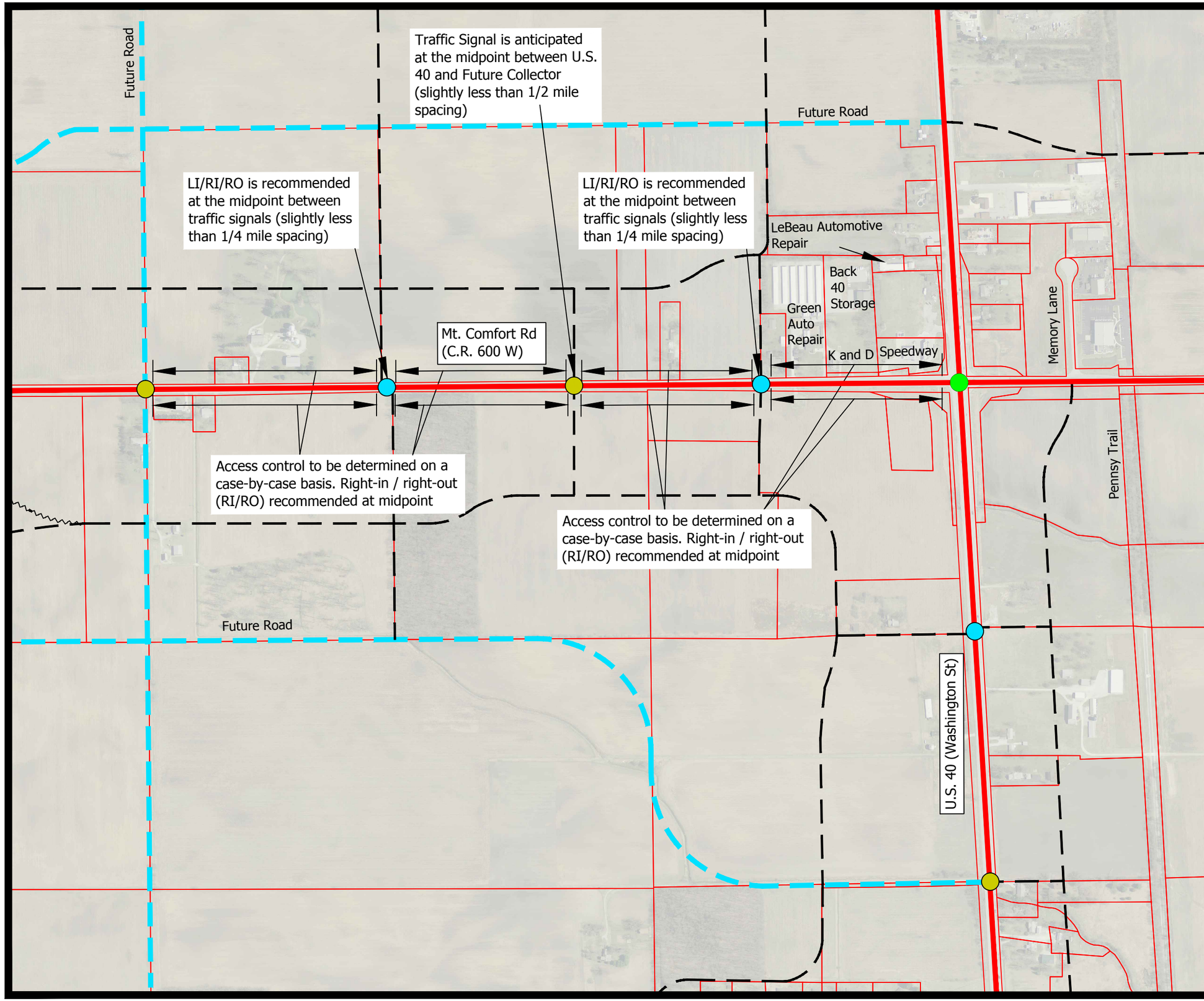
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A8(b)

Recommended Access: Mt. Comfort Rd
C.R. 150 N to C.R. 50 N



Original Size 11"x 17"

GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

1 inch = 500 ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

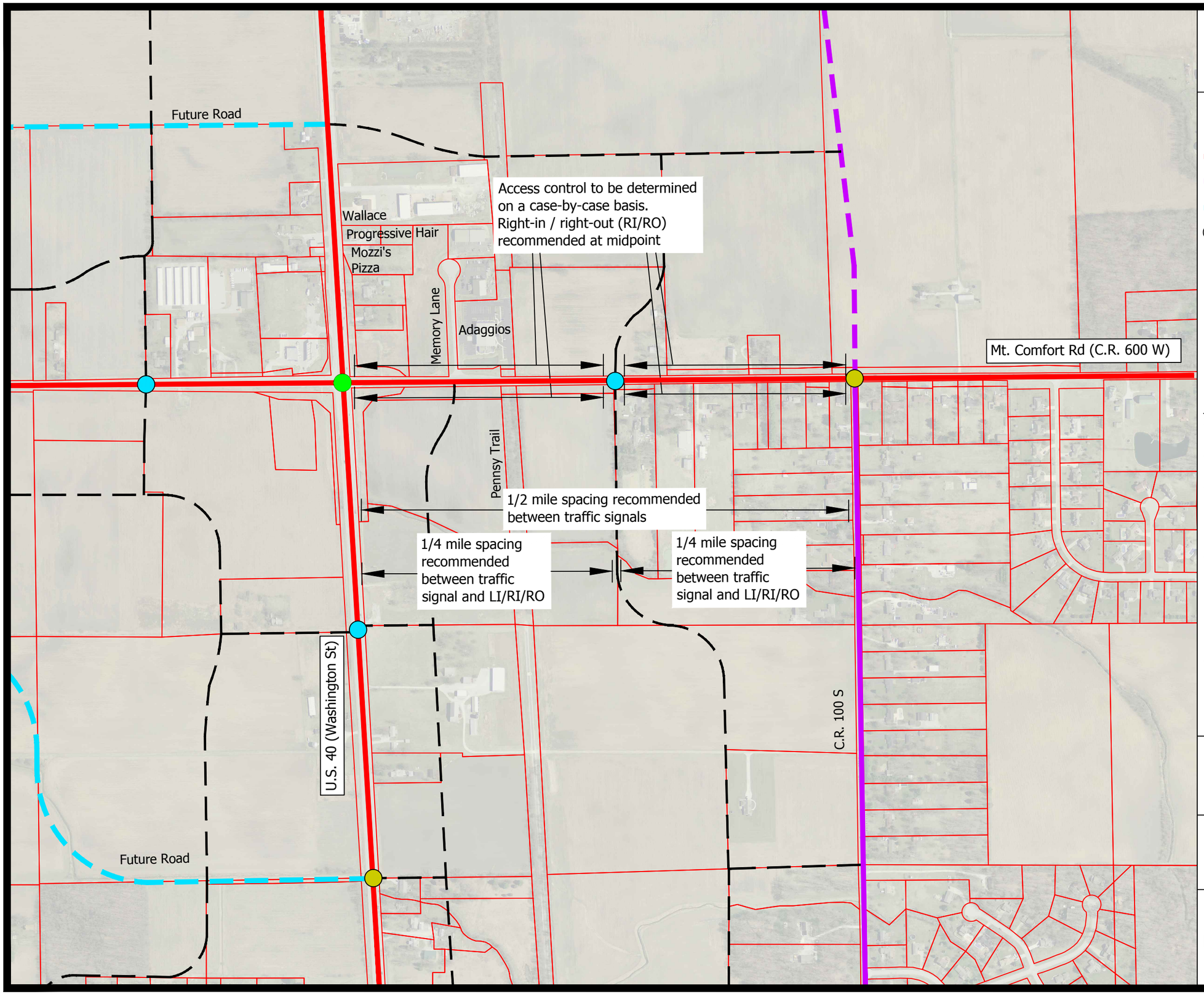
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A8(c)

Recommended Access: Mt. Comfort Rd C.R. 50 N to U.S. 40



Original Size 11"x 17"

GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

1 inch = 500 ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

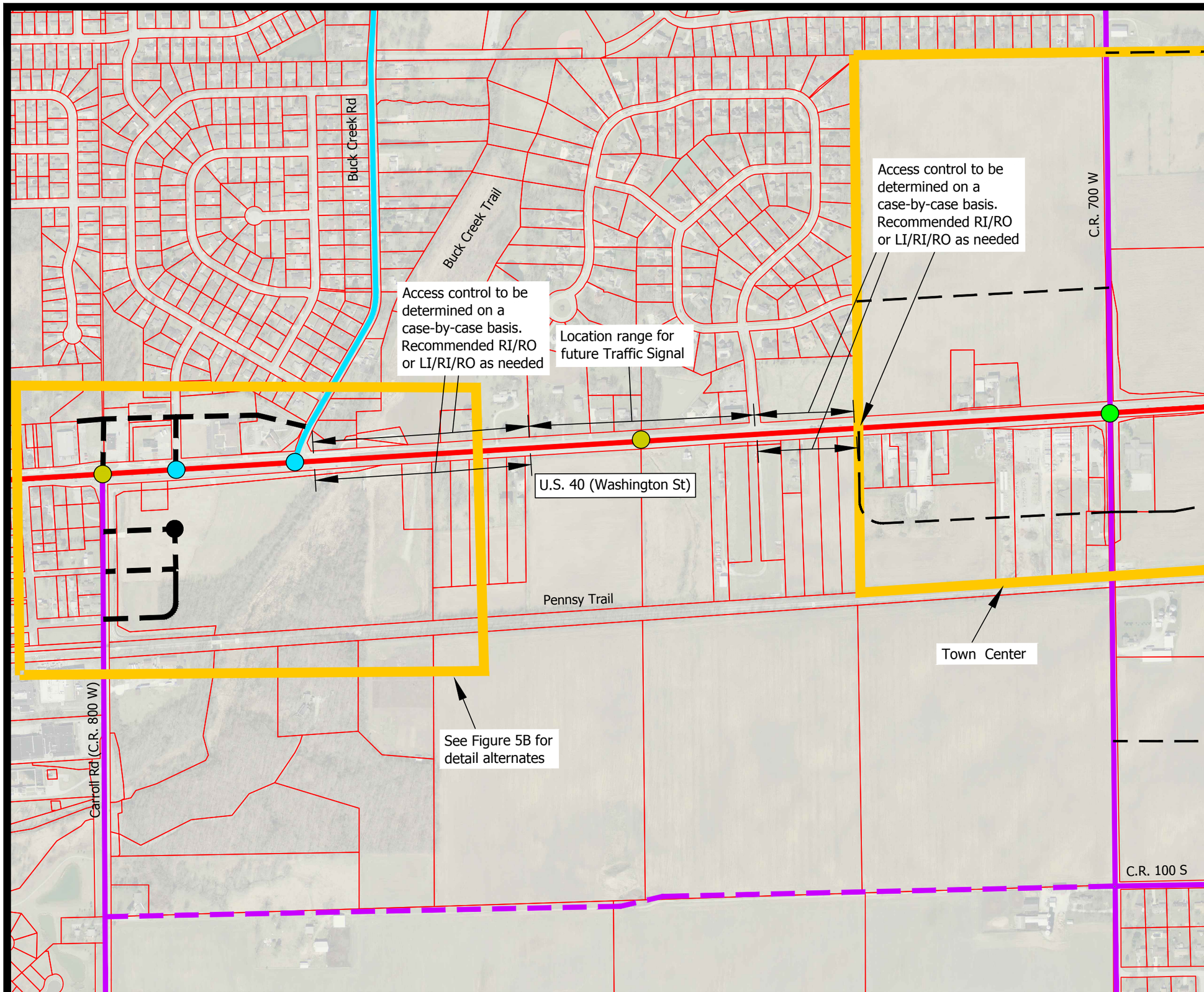
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A8(d)

Recommended Access: Mt. Comfort Rd
U.S. 40 to C.R. 100 S



GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

1 inch = 500 ft.

Original Size 11"x 17"

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

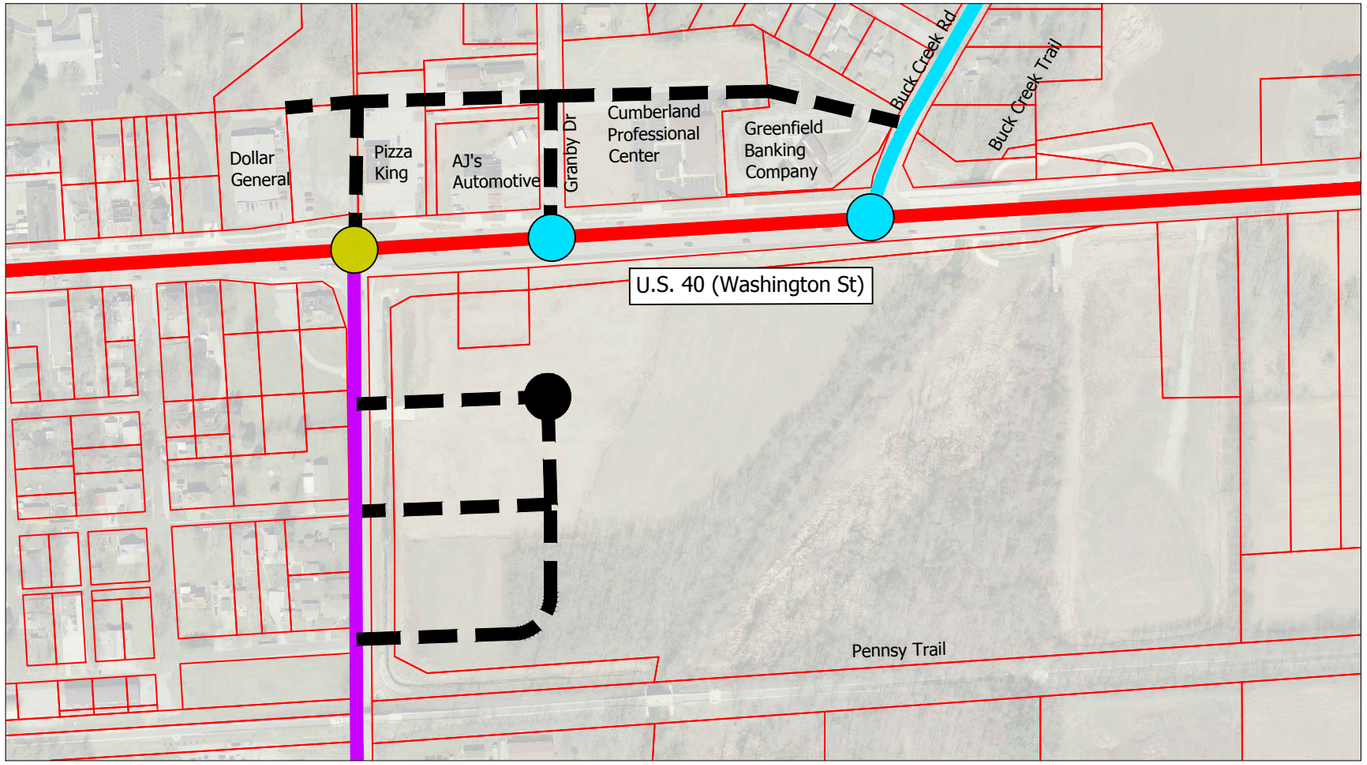
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

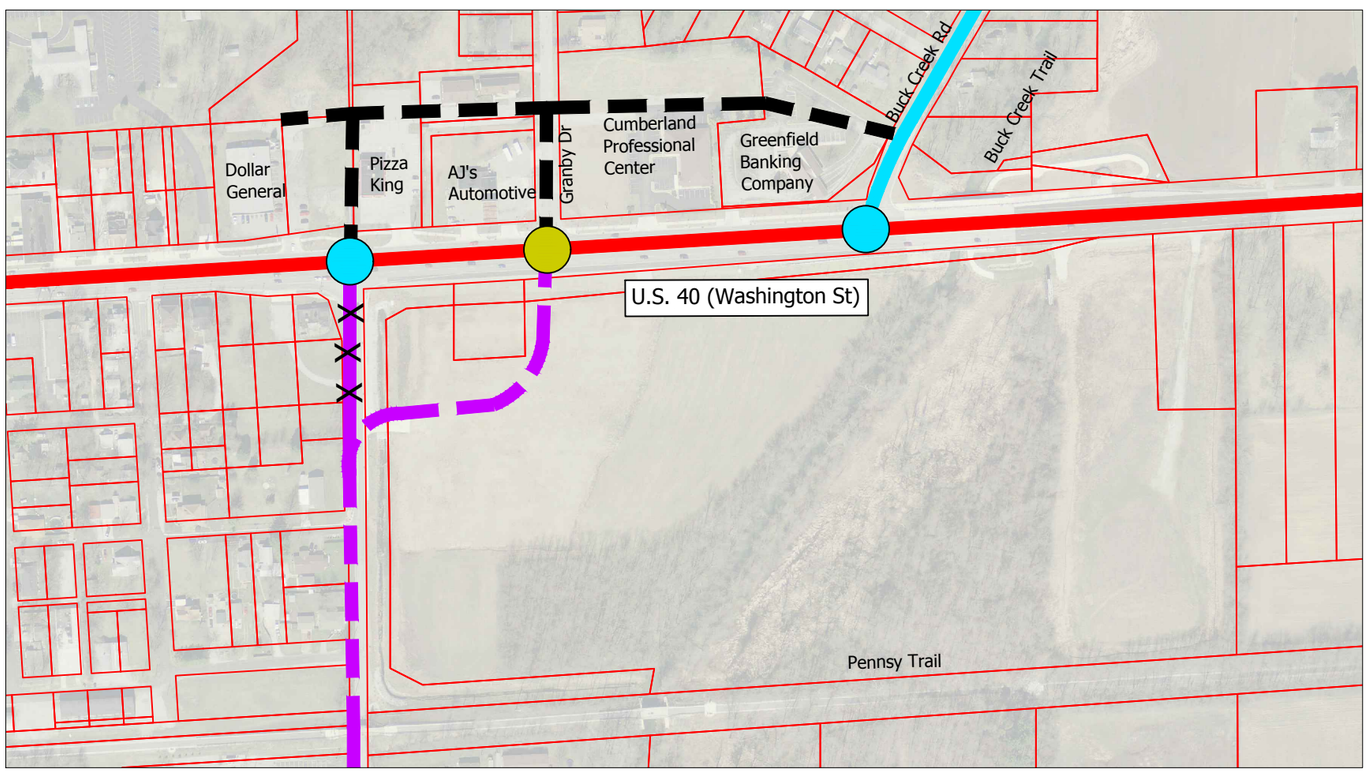
Figure A9(a)

Recommended Access: U.S. 40
Carroll Rd to Town Center



Alternate A

(see also the conceptual site plan within the separate Pennsy Trail & Carroll Rd Corridor Reuse Plan)



Alternate B

(another possible alternate could locate the future traffic signal at Buck Creek Rd. Carroll Rd could then be re-aligned with Buck Creek Rd)

GRAPHIC SCALE

150 0 75 150 300

(IN FEET)

1 inch = 300 ft.

Original Size 11"x 17"

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

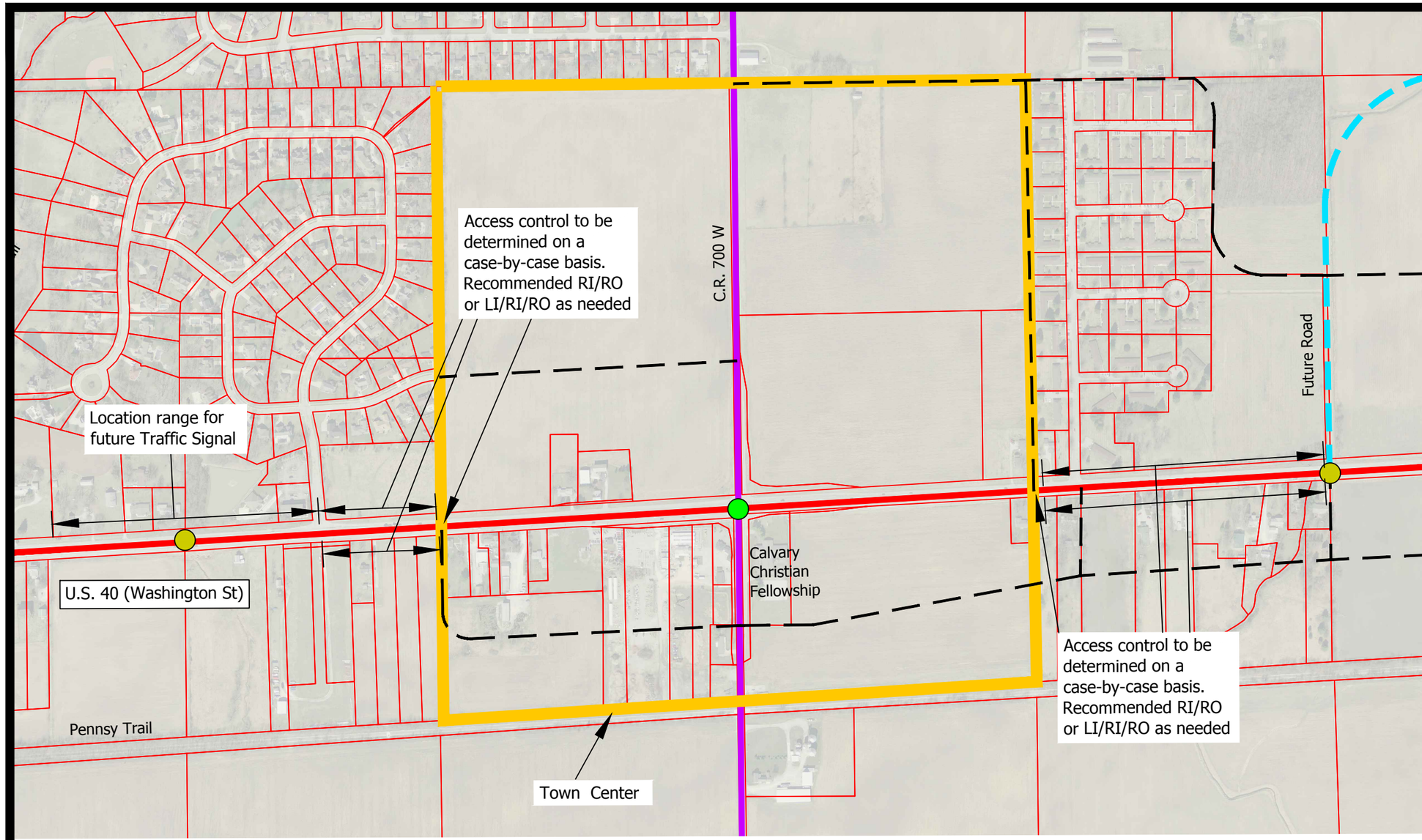
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A9(b)

Recommended Access: U.S. 40
Carroll / Buck Creek Alternates



GRAPHIC SCALE

250 0 125 250 500

(IN FEET)
1 inch = 500 ft.
Original Size 11"x 17"

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

Town Center

The proposed Town Center will consist of mixed land uses (commercial, residential, and institutional). Conceptual site plan alternatives (similar to those developed for the Pennsy Trail & Carroll Rd Corridor Reuse Plan) will most likely be needed to determine the appropriate balance of future land use, bike / ped accommodations, local roadways, and driveway access within the Town Center extents. Therefore, specific recommendations for access locations along U.S. 40 within the Town Center extents were not made in this Access Management Plan so as not to stifle creativity for any future conceptual site plans. However, the key principles of this Access Management Plan should be followed during development of the conceptual site plans:

1. Traffic Signals along U.S. 40 should be located only at major intersections with approx. ½ mile spacing.
2. Access driveways along U.S. 40 should be LI/RI/RO with approx. ¼ mile spacing.
3. Additional RI/RO access along U.S. 40 can be provided as needed but must be outside the functional area of nearby intersections.
4. Less restrictive access driveways (all traffic movements) should be located along the lower functional classification roadway of C.R. 700 W. (as opposed to U.S. 40.) and should be properly spaced (outside the functional area of nearby intersections).

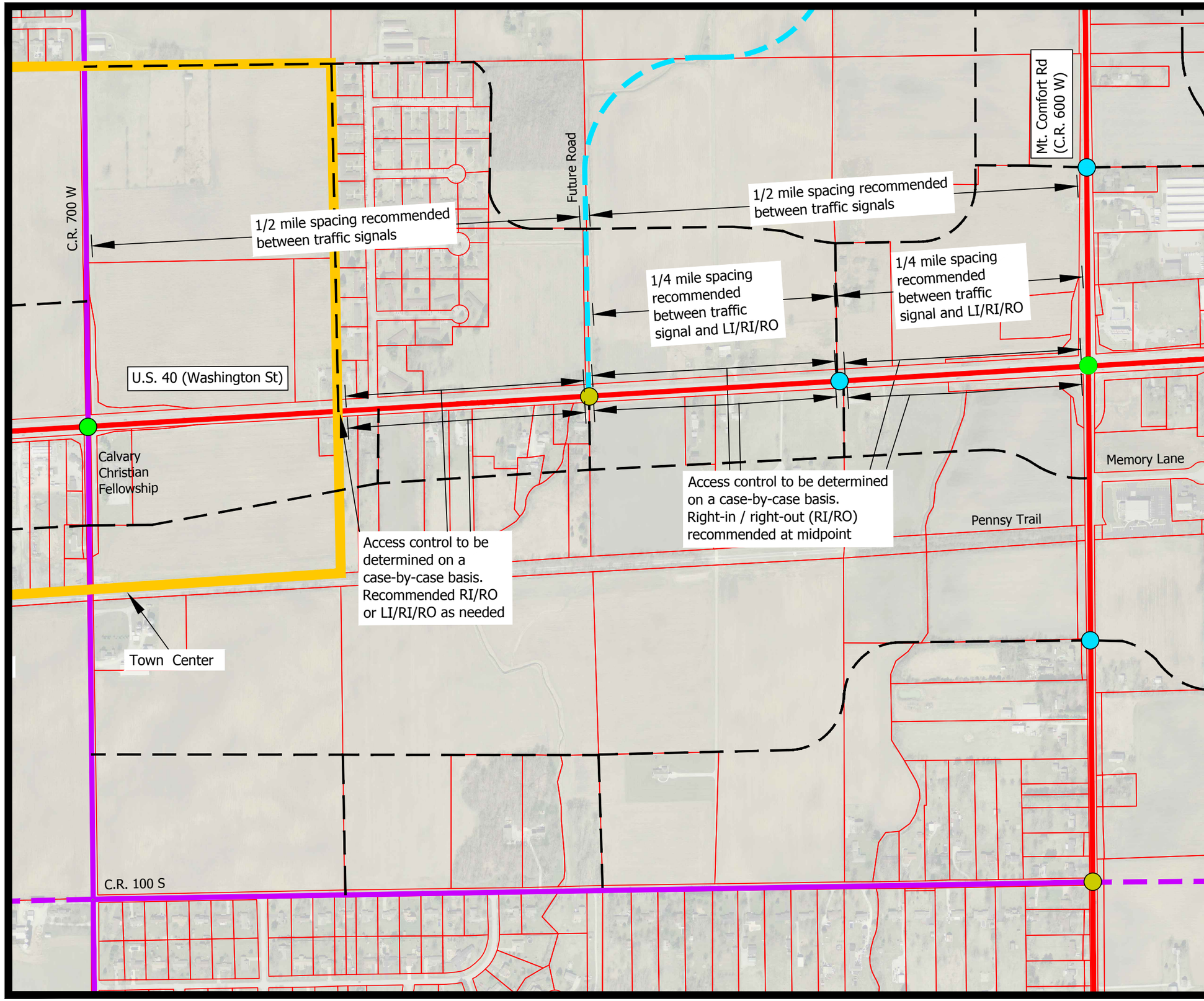
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A9(c)

Recommended Access: U.S. 40
Town Center



GRAPHIC SCALE

250 0 125 250 500

(IN FEET)
1 inch = 500 ft.
Original Size 11"x 17"

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

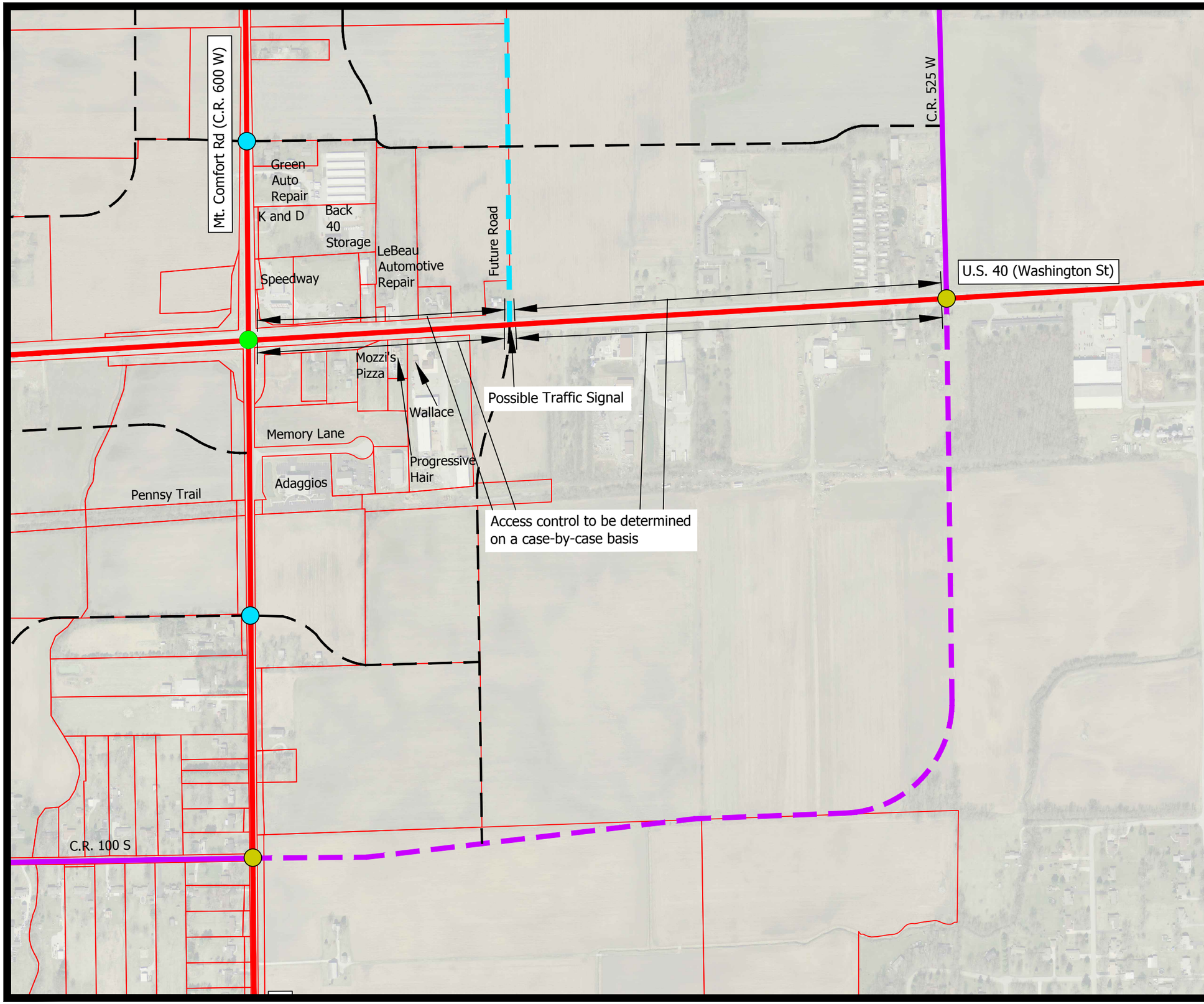
Butler Fairman Seufert
CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A9(d)

Recommended Access: U.S. 40
Town Center to Mt. Comfort Rd



GRAPHIC SCALE

250 0 125 250 500

(IN FEET)

1 inch = 500 ft.

Original Size 11"x 17"

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
		Major Collector
		Minor Collector
(See Note 2)		Local Road

- = Existing Traffic Signal
- = Recommended Traffic Signal (when warranted)
- = Access Control to be Determined on a Case-By-Case Basis; Recommended Left-in / Right-in / Right-out (LI/RI/RO)
- = Approximate Parcel Boundaries

NOTES (same notes for all recommended access figures):

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Conceptual future Local Roads are shown for the sole purpose of recommending access locations along Mt. Comfort Road and U.S. 40. The specific alignment of any future Local Road can vary significantly from what is shown as long as the access recommendations are implemented.
4. The specific alignment of any future Local Road should provide curvature in order to discourage cut-through traffic.
5. Access along Mt. Comfort Road and U.S. 40 should ideally be limited to the recommended left-in / right-in / right-out (LI/RI/RO) intersections which are located approximately 1/4 mile center-to-center between the traffic signals. The LI/RI/RO locations can vary slightly as needed.
6. Right-in / right-out (RI/RO) access driveways may also be located along Mt. Comfort Road and U.S. 40 between the traffic signals and LI/RI/RO's as needed but must be outside the functional area of nearby intersections.

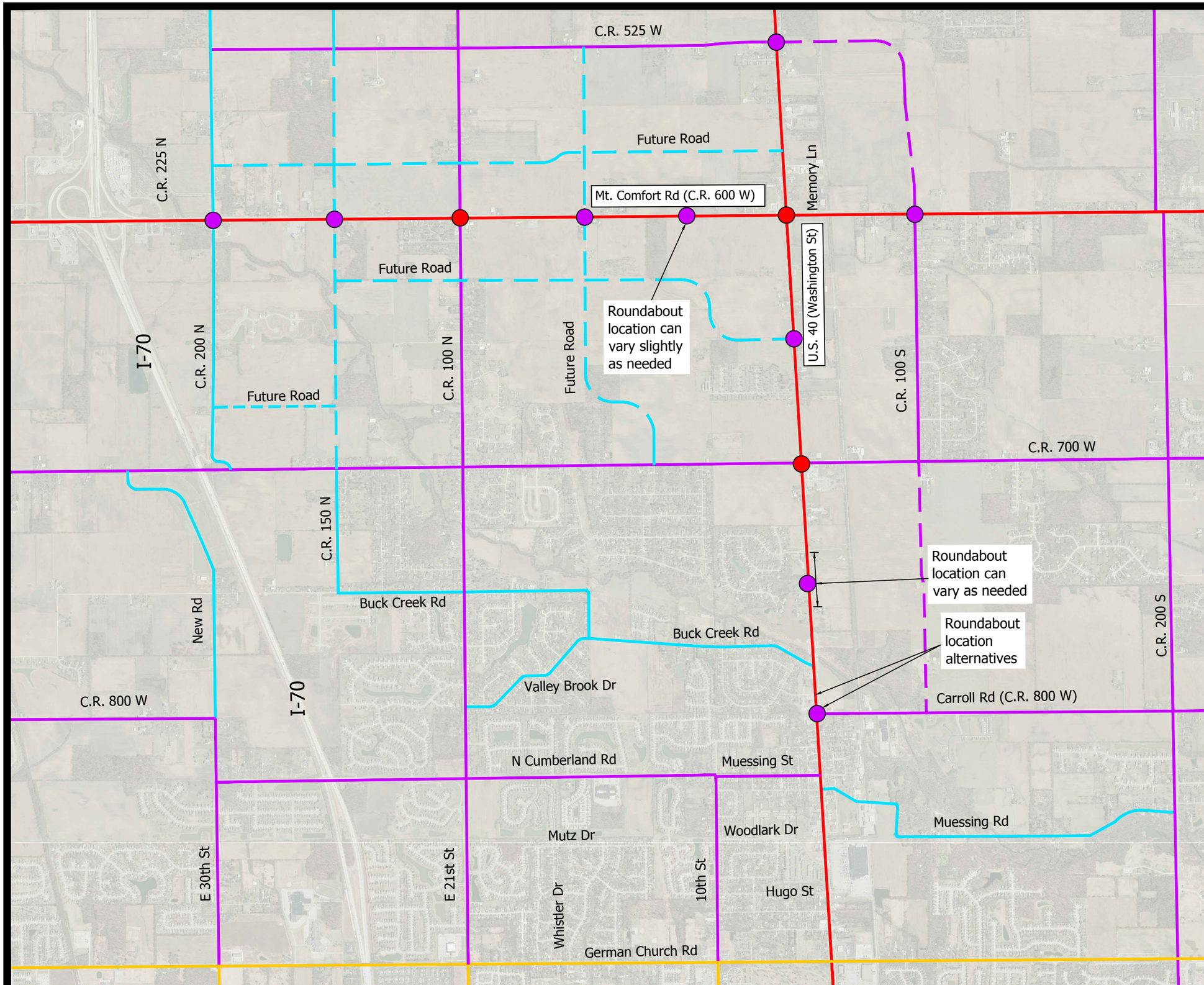
Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40

February 28, 2020

Figure A9(e)

Recommended Access: U.S. 40
Mt. Comfort Rd to C.R. 525 W



Original Size 11"x 17"

GRAPHIC SCALE

1000 0 500 1000 2000

(IN FEET)

1 inch = 2000ft.

LEGEND

Existing	Future	Functional Classification
	N/A	Primary Arterial
	N/A	Secondary Arterial
		Major Collector
		Minor Collector

= Future Roundabout

= Existing Traffic Signal Converted to Roundabout

NOTES:

1. All roadway classifications should include pedestrian / bicycle accommodations.
2. All existing roadways not classified under any of the above classifications fall under the category of Local Road.
3. Roundabouts would be located at the major intersections with 1/2 mile spacing in lieu of traffic signals.
4. Access along Mt. Comfort Road and U.S. 40 would then be limited to left-in / right-in / right-out (LI/RI/RO) at the 1/4 mile spacing and right-in / right-out (RI/RO) locations between the roundabouts and LI/RI/RO as previously shown in the recommended access figures.

Butler Fairman Seufert CIVIL ENGINEERS

Town of Cumberland, Indiana
Access Management Plan
Mt. Comfort Road and U.S. 40
February 28, 2020

Figure A10
Roundabout Corridors along Mt. Comfort Road and U.S. 40 for Consideration

APPENDIX B

TRAFFIC DATA AND LEVEL-OF-SERVICE

March 25, 2020

Location ID	300120	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	20000000400000001	LRS Loc Pt.	69.99522
SF Group	U2_SWG	Route Type	US Route
AF Group	U2_A	Route	40
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	JUR2SHORT		
Fnct'l Class	Other Principal Arterial (OPA)	Milepost	
Located On	US 40 2.14 MI E OF MARION C/L		
Loc On Alias	US 40 (INC)		
PR	MP	PT	
			Less Detail
County	HANCOCK	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	2	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.778657
Virtual	No	Longitude	-85.912596
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	Yes
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**16,048**				15,604 (97%)	443 (3%)	
2018	**16,317**				15,880 (97%)	436 (3%)	
2017	**16,076**				13,726 (85%)	2,349 (15%)	
2016	16,986		10	61			Grown from 2015
2015	16,935		10	61			Grown from 2014
2014	16,570	1,730	10	61			Grown from 2013
2013	**16,406**	1,713	10	61			
2012	16,547						Grown from 2011
2011	16,564						Grown from 2010
2010	**16,271**						

Year	AADT	CAGR
2019	16,048	-1.65%
2018	16,317	1.50%
2017	16,076	-0.51%
2013	16,406	

CAGR

Compound
2013-2019
-0.37%

Location ID	300110	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	20000000400000001	**LRS Loc Pt.**	67.89093
SF Group	U2_SWG	**Route Type**	US Route
AF Group	U2_A	**Route**	40
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	JUR2SHORT		
Fnct'l Class	Other Principal Arterial (OPA)	**Milepost**	
Located On	US 40 100 E OF MARION C/L		
Loc On Alias	US 40 (INC)		
County	HANCOCK	**FIPS County Code**	
Community	Cumberland	**# Lanes**	0
Jurisdiction	2	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.776712
Virtual	No	**Longitude**	-85.952057
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	Yes
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	12,963		10	57	11,849 (91%)	1,113 (9%)	Grown from 2017
2017	**12,911**	1,325	10	57	11,801 (91%)	1,109 (9%)	
2016	14,279		11	61			Grown from 2015
2015	14,236		11	61			Grown from 2014
2014	13,930	1,522	11	61			Grown from 2013
2013	**13,792**	1,507	11	61			
2012	15,535						Grown from 2011
2011	**15,551**						
2002	18,030						Flowmap
1999	17,780						Flowmap

Year	AADT	CAGR
2017	12911	-1.64%
2013	13792	-5.83%
2011	15551	

CAGR

Compound
2013-2017
-1.64%

Location ID	491100	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	20000000400000001	**LRS Loc Pt.**	67.82894
SF Group	U2_SWG	**Route Type**	US Route
AF Group	U2_A	**Route**	40
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	JUR2SHORT		
Fnct'l Class	Other Principal Arterial (OPA)	**Milepost**	
Located On	US 40 100 FT E OF HEFLIN ST RT		
Loc On Alias	US 40 (INC)		
County	MARION	**FIPS County Code**	
Community	Cumberland	**# Lanes**	0
Jurisdiction	2	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.776654
Virtual	No	**Longitude**	-85.95322
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	Yes
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**16,886**						
2018	15,530		10	60			Grown from 2017
2017	15,468		10	60			Grown from 2016
2016	**15,330**	1,544	10	60			
2015	16,255		10	61			Grown from 2014
2014	15,905	1,615	10	61			Grown from 2013
2013	**15,748**	1,599	10	61			
2012	16,383						Grown from 2011
2011	**16,399**						

Year	AADT	CAGR
2019	16886	**3.27%**
2016	15330	-0.89%
2013	15748	-2.00%
2011	16399	

CAGR

Compound
2016-2019
3.27%

Compound
2013-2019
1.17%

Compound
2011-2019
0.37%

Location ID	491096	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	20000000400000001	LRS Loc Pt.	66.95619
SF Group	U2_SWG	Route Type	US Route
AF Group	U2_A	Route	40
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	JUR2SHORT		
Fnct'l Class	Other Principal Arterial (OPA)	Milepost	
Located On	US 40 100 FT E OF GERMAN CHURCH RD		
Loc On Alias	US 40 (INC)		
PR	MP	PT	
0			
Less Detail			
County	MARION	FIPS County Code	
Community	Cumberland	# Lanes	0
Jurisdiction	2	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.775872
Virtual	No	Longitude	-85.969587
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	Yes
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**39,576**				38,300 (97%)	1,275 (3%)	
2018	18,767		10	56			Grown from 2017
2017	18,692		10	56			Grown from 2016
2016	**18,525**	1,886	10	56			
2015	19,495		10	59			Grown from 2014
2014	19,075	1,847	10	59			Grown from 2013
2013	**18,886**	1,829	10	59			
2012	19,291						Grown from 2011
2011	**19,310**						

Year	AADT	CAGR
2019	39,576	**28.79%**
2016	18,525	-0.64%
2013	18,886	-1.10%
2011	19,310	

CAGR

Compound
2016-2019
2016-2019
28.79%

100' E of Helfin St

Compound
2016-2019
3.27%

Compound
2013-2019
1.17%

Compound
2011-2019
0.37%

Location ID	491095	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	20000000400000001	LRS Loc Pt.	66.82732
SF Group	U2_SWG	Route Type	US Route
AF Group	U2_A	Route	40
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	JUR2SHORT		
Fnct'l Class	Other Principal Arterial (OPA)	Milepost	
Located On	US 40 200 FT W OF GERMAN CHURCH RD		
Loc On Alias	US 40 (INC)		
PR	MP	PT	
0			
			Less Detail
County	MARION	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	2	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.775758
Virtual	No	Longitude	-85.972004
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	Yes
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**28,457**				27,686 (97%)	770 (3%)	
2018	22,011		10	60			Grown from 2017
2017	21,923		10	60			Grown from 2016
2016	**21,727**	2,077	10	60			
2015	22,790		9	59			Grown from 2014
2014	22,299	2,069	9	59			Grown from 2013
2013	**22,078**	2,048	9	59			
2012	22,134						Grown from 2011
2011	**22,156**						

Year	AADT	CAGR
2019	28,457	**9.41%**
2016	21,727	-0.53%
2013	22,078	-0.18%
2011	22,156	

CAGR

Compound
2016-2019
9.41%

US 40 (100' E

Compound
2016-2019
3.27%

Compound
2013-2019
1.17%

Compound
2011-2019
0.37%

Location ID	491094	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	20000000400000001	**LRS Loc Pt.**	65.93538
SF Group	U2_SWG	**Route Type**	US Route
AF Group	U2_A	**Route**	40
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	JUR2SHORT		
Fnct'l Class	Other Principal Arterial (OPA)	**Milepost**	
Located On	US 40 100 E OF MITTHOEFER RD		
Loc On Alias	US 40 (INC)		
PR	**MP**	**PT**	
			Less Detail
County	MARION	**FIPS County Code**	
Community	-	**# Lanes**	0
Jurisdiction	2	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.774906
Virtual	No	**Longitude**	-85.988702
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	Yes
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**36,371**				35,343 (97%)	1,027 (3%)	
2018	28,115		9	58	27,235 (97%)	878 (3%)	Grown from 2017
2017	28,003		9	58	27,127 (97%)	875 (3%)	Grown from 2016
2016	**27,753**	2,541	9	58	26,885 (97%)	867 (3%)	
2015	29,591		11	58			Grown from 2014
2014	28,954	3,155	11	58			Grown from 2013
2013	**28,667**	3,124	11	58			
2012	22,386						Grown from 2011
2011	22,408						Grown from 2010
2010	**22,012**						

Year	AADT	CAGR
2019	36,371	**9.43%**
2016	27,753	-1.07%
2013	28,667	9.20%
2010	22,012	

CAGR
Compound
2016-2019
9.43%

US 40 (100'

Compound
2016-2019
3.27%

Compound
2013-2019
1.17%

Compound
2011-2019
0.37%

Location ID	491617	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	34900000161000001	**LRS Loc Pt.**	2.632823
SF Group	U2_SWG	**Route Type**	County Road
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Arterial	**Milepost**	
Located On	GERMAN CHURCH RD 0.10 MI N OF US 40		
Loc On Alias	GERMAN CHURCH RD (IR 161)		
PR	**MP**	**PT**	
0			
			Less Detail
County	MARION	**FIPS County Code**	
Community	-	**# Lanes**	0
Jurisdiction	3	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.776252
Virtual	No	**Longitude**	-85.971259
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**11,026**				10,772 (98%)	253 (2%)	
2018	10,438		10	51	10,325 (99%)	112 (1%)	Grown from 2017
2017	10,396		10	51	10,283 (99%)	112 (1%)	Grown from 2016
2016	10,303		10	51	10,191 (99%)	111 (1%)	Grown from 2015
2015	10,272		10	51	10,160 (99%)	111 (1%)	Grown from 2014
2014	10,051	959	10	51	9,941 (99%)	109 (1%)	Grown from 2013
2013	**9,951**	949	10	51	9,842 (99%)	108 (1%)	
2012	9,749						Grown from 2011
2011	**9,759**						

Year	AADT	CAGR
2019	11,026	**1.72%**
2013	9,951	0.98%
2011	9,759	

CAGR

Compound
2013-2019
1.72%

2011-2019

1.54%

Location ID	49W303	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	54902720045000001	**LRS Loc Pt.**	0.3507135
SF Group	U2_SWG	**Route Type**	City Street
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	**Milepost**	
Located On	MUESSING ST 0.20 MI N OF US 40		
Loc On Alias	MUESSING ST		
County	Marion	**FIPS County Code**	
Community	Cumberland	**# Lanes**	0
Jurisdiction	5	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.779472
Virtual	No	**Longitude**	-85.957239
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	No		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**4,437**						
2018	3,945		11	57			Grown from 2017
2017	3,929		11	57			Grown from 2016
2016	3,894		11	57			Grown from 2015
2015	3,882		11	57			Grown from 2014
2014	3,798	432	11	57			Grown from 2013
2013	**3,760**	428	11	57			

Year	AADT	CAGR
2019	4437	**2.80%**
2013	3760	

CAGR

Compound
2013-2019
2.80%

Location ID	491639	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	34900000173000001	**LRS Loc Pt.**	1.493093
SF Group	U2_SWG	**Route Type**	County Road
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	**Milepost**	
Located On	CUMBERLAND RD 0.10 MI S OF I 70		
Loc On Alias	CUMBERLAND RD (IR 173)		
			Less Detail
County	MARION	**FIPS County Code**	
Community	-	**# Lanes**	0
Jurisdiction	3	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.804246
Virtual	No	**Longitude**	-85.957543
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**3,669**				3,584 (98%)	84 (2%)	
2018	2,786		11	55	2,760 (99%)	25 (1%)	Grown from 2017
2017	2,775		11	55	2,749 (99%)	25 (1%)	Grown from 2016
2016	2,750		11	55	2,724 (99%)	25 (1%)	Grown from 2015
2015	2,742		11	55	2,716 (99%)	25 (1%)	Grown from 2014
2014	2,683	285	11	55	2,658 (99%)	24 (1%)	Grown from 2013
2013	**2,656**	282	11	55	2,631 (99%)	24 (1%)	
2009	**3,116**				3,072 (99%)	43 (1%)	
2006	**2,772**						
2003	**2,929**						

Year	AADT	CAGR
2019	3,669	**5.53%**
2013	2,656	**-3.91%**
2009	3,116	**3.98%**
2006	2,772	

CAGR

Compound
2009-2019
1.65%

Location ID	300503	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	5300272014 4000001	LRS Loc Pt.	0.1134256
SF Group	U2_SWG	Route Type	City Street
AF Group	U3_A	Route	Local
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Arterial	Milepost	
Located On	W KNAPP LAKE RD or W 100 S or IR 24		
Loc On Alias	N 600 W (MOUNT COMFORT RD) (IR 11)		
			Less Detail
County	Hancock	FIPS County Code	
Community	Cumberland	# Lanes	0
Jurisdiction	5	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.777654
Virtual	No	Longitude	-85.914446
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	No
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	5,176		11	67	4,740 (92%)	435 (8%)	Grown from 2017
2017	**5,155**	583	11	67	4,721 (92%)	433 (8%)	
2016	4,417						Grown from 2015
2015	4,404						Grown from 2014
2014	4,309						Grown from 2013
2013	4,266						Grown from 2012
2012	**4,327**						
2011	4,654				4,522 (97%)	130 (3%)	Grown from 2010
2010	**4,572**				4,443 (97%)	128 (3%)	

Year	AADT	CAGR
2017	5,155	**3.56%**
2012	4,327	**-2.72%**
2010	4,572	

CAGR

Compound
2012-2017
3.56%

Location ID	300608	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	53002720144000001	**LRS Loc Pt.**	0.2684403
SF Group	U2_SWG	**Route Type**	City Street
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Arterial	**Milepost**	
Located On	MT COMFORT RD (IR11) 100 N OF US40		
Loc On Alias	N 600 W (MOUNT COMFORT RD) (IR 11)		
County	Hancock	**FIPS County Code**	
Community	Cumberland	**# Lanes**	0
Jurisdiction	5	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.779901
Virtual	No	**Longitude**	-85.914499
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	11,165		11	68	9,190 (82%)	1,974 (18%)	Grown from 2017
2017	**11,121**	1,189	11	68	9,154 (82%)	1,966 (18%)	
2016	**10,639**	1,138	11	70	9,364 (88%)	1,274 (12%)	
2015	8,711						Grown from 2014
2014	8,523						Grown from 2013
2013	8,439						Grown from 2012
2012	**8,559**						
2011	**8,819**						

Year	AADT	CAGR
2017	11121	**4.53%**
2016	10639	
2012	8,559	
2011	8,819	

CAGR

Compound
2016-2017
4.53%

Compound
2011-2017
3.94%

Location ID	300504	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	3300000001 1000001	LRS Loc Pt.	7.726175
SF Group	R2_SWGA	Route Type	County Road
AF Group	R2_SWGA	Route	Local
GF Group	R2_SWGA	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Other Principal Arterial (OPA)	Milepost	
Located On	MOUNT COMFORT RD 0.1 MI N of CR 200S		
Loc On Alias	MOUNT COMFORT RD (IR 11)		
PR	MP	PT	
0			
			Less Detail
County	HANCOCK	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	3	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.817026
Virtual	No	Longitude	-85.915056
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name		State Owned	No
Owner ID	indot	Rural/Urban	Rural
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2018	13,080		11	78	11,743 (90%)	1,336 (10%)	Grown from 2017
2017	**13,028**	1,439	11	78	11,696 (90%)	1,331 (10%)	
2016	12,308						Grown from 2015
2015	12,102						Grown from 2014
2014	11,876						Grown from 2013
2013	11,758						Grown from 2012
2012	**11,676**						
2011	**12,893**						

Year	AADT	CAGR
2017	13028	**2.22%**
2012	11676	**-9.44%**
2011	12,893	

CAGR

Compound
2012-2017
2.22%

Compound
2011-2017
0.17%

Location ID	49W092	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	34900000146000001	LRS Loc Pt.	4.642479
SF Group	U2_SWG	Route Type	County Road
AF Group	U3_A	Route	Local
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	Milepost	
Located On	10TH ST 100 FT E OF GERMAN CHURCH RD		
Loc On Alias	10TH ST (IR 146)		
PR	MP	PT	
0			
			Less Detail
County	MARION	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	3	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.782549
Virtual	No	Longitude	-85.964765
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	No
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	No		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**6,065**						
2018	6,802		11	66			Grown from 2017
2017	6,775		11	66			Grown from 2016
2016	6,715		11	66			Grown from 2015
2015	6,695		11	66			Grown from 2014
2014	6,551	713	11	66			Grown from 2013
2013	**6,486**	706	11	66			

Year	AADT	CAGR
2019	6,065	**-1.11%**
2013	6,486	

CAGR

Compound
2013-2019
-1.11%

Location ID	30W090	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	53002720099000001	**LRS Loc Pt.**	0.2484824
SF Group	U2_SWG	**Route Type**	City Street
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	**Milepost**	
Located On	MCKENZIE RD		
Loc On Alias	W 100 N		
County	Hancock	**FIPS County Code**	
Community	Cumberland	**# Lanes**	0
Jurisdiction	5	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.797418
Virtual	No	**Longitude**	-85.948036
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	No		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**3,070**				3,006 (98%)	63 (2%)	
2018	**3,377**	337	10	54	3,313 (98%)	63 (2%)	
2017	3,841						Grown from 2016
2016	3,807						Grown from 2015
2015	3,796						Grown from 2014
2014	3,714						Grown from 2013
2013	3,677						Grown from 2012
2012	**3,729**						

Year	AADT	CAGR
2019	3070	**-9.09%**
2018	3377	-1.64%
2012	3729	

CAGR

Compound
2012-2019
-2.74%

Location ID	491997	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	34900000260000001	**LRS Loc Pt.**	4.454585
SF Group	U2_SWG	**Route Type**	County Road
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	**Milepost**	
Located On	21ST ST 100 FT E OF GERMAN CHURCH RD		
Loc On Alias	21ST ST (IR 260)		
PR	**MP**	**PT**	
0			
			Less Detail
County	MARION	**FIPS County Code**	
Community	-	**# Lanes**	0
Jurisdiction	3	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.797204
Virtual	No	**Longitude**	-85.971185
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**5,764**				5,635 (98%)	128 (2%)	
2018	6,201		9	61	6,168 (99%)	32 (1%)	Grown from 2017
2017	6,176		9	61	6,143 (99%)	32 (1%)	Grown from 2016
2016	6,121		9	61	6,088 (99%)	32 (1%)	Grown from 2015
2015	6,103		9	61	6,070 (99%)	32 (1%)	Grown from 2014
2014	5,972	562	9	61	5,940 (99%)	31 (1%)	Grown from 2013
2013	**5,913**	556	9	61	5,881 (99%)	31 (1%)	
2009	**9,251**						

Year	AADT	CAGR
2019	5,764	**-0.42%**
2013	5,913	-10.59%
2009	9,251	

CAGR

Compound
2013-2019
-0.42%

Location ID	49W251	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	34900004108000001	LRS Loc Pt.	2.63332
SF Group	U2_SWG	Route Type	County Road
AF Group	U3_A	Route	Local
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Major Collector	Milepost	
Located On	30TH ST 0.30 MI E OF GERMAN CHURCH RD		
Loc On Alias	30TH ST (IR 4108)		
PR	MP	PT	
0			
			Less Detail
County	MARION	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	3	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.81199
Virtual	No	Longitude	-85.962678
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	No
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	No		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**10,367**				9,886 (95%)	480 (5%)	
2018	4,654		10	68	4,557 (98%)	96 (2%)	Grown from 2017
2017	4,635		10	68	4,538 (98%)	96 (2%)	Grown from 2016
2016	4,594		10	68	4,498 (98%)	95 (2%)	Grown from 2015
2015	4,580		10	68	4,484 (98%)	95 (2%)	Grown from 2014
2014	4,481	454	10	68	4,387 (98%)	93 (2%)	Grown from 2013
2013	**4,437**	450	10	68	4,344 (98%)	92 (2%)	

Year	AADT	CAGR
2019	10,367	**15.19%**
2013	4,437	

CAGR

Compound
2013-2019
15.19%

Growth Rate west of Mitthoeffer

2.01%

Location ID	49W250	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	34900004108000001	LRS Loc Pt.	1.064301
SF Group	U2_SWG	Route Type	County Road
AF Group	U3_A	Route	Local
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Arterial	Milepost	
Located On	30TH ST 100 FT W OF MITTHOEFFER RD		
Loc On Alias	30TH ST (IR 4108)		
PR	MP	PT	
0			
			Less Detail
County	MARION	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	3	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.811593
Virtual	No	Longitude	-85.99217
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	No
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	No		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**14,995**				14,120 (94%)	874 (6%)	
2018	13,955		10	59			Grown from 2017
2017	13,899		10	59			Grown from 2016
2016	13,775		10	59			Grown from 2015
2015	13,734		10	59			Grown from 2014
2014	13,438	1,291	10	59			Grown from 2013
2013	**13,305**	1,278	10	59			

Year	AADT	CAGR
2019	14,995	**2.01%**
2013	13,305	

CAGR

Compound
2013-2019
2.01%

Location ID	300594	MPO ID	
Type	SPOT	HPMS ID	
On NHS	No	On HPMS	No
LRS ID	33000000005000001	LRS Loc Pt.	6.240165
SF Group	U2_SWG	Route Type	County Road
AF Group	U3_A	Route	Local
GF Group	U2_SWG	Active	Yes
Class Dist Grp		Category	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Collector	Milepost	
Located On	CR700W 100 N OF BR5385 OV I70		
Loc On Alias	700 W (IR 5)		
PR	MP	PT	
			Less Detail
County	HANCOCK	FIPS County Code	
Community	-	# Lanes	0
Jurisdiction	3	Surface Type	
District	Greenfield	Count Cycle	3
Control Section		Ctrl Section MP	
Perm Station	No	DOT ID	
WIM Station	No	Latitude	39.814134
Virtual	No	Longitude	-85.934126
Mega-Site	No	Speed Limit	
MPO	IMPO	LTPP	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	State Owned	No
Owner ID	indot	Rural/Urban	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**3,779**				3,637 (96%)	141 (4%)	
2018	**3,531**	405	11	54	3,386 (96%)	144 (4%)	
2017	2,608				2,589 (99%)	15 (1%)	Grown from 2016
2016	2,585				2,566 (99%)	15 (1%)	Grown from 2015
2015	2,577				2,558 (99%)	15 (1%)	Grown from 2014
2014	2,522				2,503 (99%)	15 (1%)	Grown from 2013
2013	2,497				2,478 (99%)	15 (1%)	Grown from 2012
2012	2,532				2,513 (99%)	16 (1%)	Grown from 2011
2011	2,535				2,516 (99%)	17 (1%)	Grown from 2010
2010	**2,490**				2,472 (99%)	17 (1%)	

Year	AADT	CAGR
2019	3,779	**7.02%**
2018	3,531	
2010	2,490	

CAGR

Compound
2013-2019
7.02%

Compound
2010-2019
4.74%

Location ID	300594	**MPO ID**	
Type	SPOT	**HPMS ID**	
On NHS	No	**On HPMS**	No
LRS ID	33000000005000001	**LRS Loc Pt.**	6.240165
SF Group	U2_SWG	**Route Type**	County Road
AF Group	U3_A	**Route**	Local
GF Group	U2_SWG	**Active**	Yes
Class Dist Grp		**Category**	
Seas Clss Grp			
WIM Group			
QC Group	Default		
Fnct'l Class	Minor Collector	**Milepost**	
Located On	CR700W 100 N OF BR5385 OV I70		
Loc On Alias	700 W (IR 5)		
PR	**MP**	**PT**	
			Less Detail
County	HANCOCK	**FIPS County Code**	
Community	-	**# Lanes**	0
Jurisdiction	3	**Surface Type**	
District	Greenfield	**Count Cycle**	3
Control Section		**Ctrl Section MP**	
Perm Station	No	**DOT ID**	
WIM Station	No	**Latitude**	39.814134
Virtual	No	**Longitude**	-85.934126
Mega-Site	No	**Speed Limit**	
MPO	IMPO	**LTPP**	No
UAB Name	INDIANAPOLIS(MARION_CO) (M21)	**State Owned**	No
Owner ID	indot	**Rural/Urban**	Urban
Screenline IDs			
Days Since Last Count Check			
Collect w/State?	Yes		

Year	AADT	DHV-30	K %	D %	PA	BC	Src
2019	**3,779**				3,637 (96%)	141 (4%)	
2018	**3,531**	405	11	54	3,386 (96%)	144 (4%)	
2017	2,608				2,589 (99%)	15 (1%)	Grown from 2016
2016	2,585				2,566 (99%)	15 (1%)	Grown from 2015
2015	2,577				2,558 (99%)	15 (1%)	Grown from 2014
2014	2,522				2,503 (99%)	15 (1%)	Grown from 2013
2013	2,497				2,478 (99%)	15 (1%)	Grown from 2012
2012	2,532				2,513 (99%)	16 (1%)	Grown from 2011
2011	2,535				2,516 (99%)	17 (1%)	Grown from 2010
2010	**2,490**				2,472 (99%)	17 (1%)	

Year	AADT	CAGR
2019	3,779	**7.02%**
2018	3,531	4.46%
2010	2,490	

CAGR

Compound
2010-2019
4.74%

Buck Creek Road Traffic Count Data

Two-Way Traffic Volumes (1-Hour Intervals)

Date	Time	Hopkins - Beckley	Valley Brook - Lakeside	Brownstone - Sacramento
6/25/2019	10:00:00 AM	114	45	67
6/25/2019	11:00:00 AM	64	35	45
6/25/2019	12:00:00 PM	75	39	39
6/25/2019	1:00:00 PM	99	38	58
6/25/2019	2:00:00 PM	102	44	55
6/25/2019	3:00:00 PM	123	61	77
6/25/2019	4:00:00 PM	142	62	98
6/25/2019	5:00:00 PM	125	55	85
6/25/2019	6:00:00 PM	108	51	62
6/25/2019	7:00:00 PM	96	51	68
6/25/2019	8:00:00 PM	63	43	51
6/25/2019	9:00:00 PM	48	25	32
6/25/2019	10:00:00 PM	5	2	11
6/25/2019	11:00:00 PM	6	5	11
6/26/2019	12:00:00 AM	0	1	4
6/26/2019	1:00:00 AM	3	3	3
6/26/2019	2:00:00 AM	5	3	3
6/26/2019	3:00:00 AM	9	3	7
6/26/2019	4:00:00 AM	14	6	18
6/26/2019	5:00:00 AM	41	21	41
6/26/2019	6:00:00 AM	77	22	70
6/26/2019	7:00:00 AM	70	31	49
6/26/2019	8:00:00 AM	74	39	47
6/26/2019	9:00:00 AM	87	29	56
6/26/2019	10:00:00 AM	89	42	56
6/26/2019	11:00:00 AM	117	53	62
6/26/2019	12:00:00 PM	106	48	52
6/26/2019	1:00:00 PM	104	48	70
6/26/2019	2:00:00 PM	108	63	49
6/26/2019	3:00:00 PM	123	64	82
6/26/2019	4:00:00 PM	136	75	99
6/26/2019	5:00:00 PM	147	57	82
6/26/2019	6:00:00 PM	117	36	76
6/26/2019	7:00:00 PM	99	57	62
6/26/2019	8:00:00 PM	65	39	64
6/26/2019	9:00:00 PM	36	12	34
6/26/2019	10:00:00 PM	12	11	16
6/26/2019	11:00:00 PM	12	10	7
6/27/2019	12:00:00 AM	2	1	4
6/27/2019	1:00:00 AM	0	1	6
6/27/2019	2:00:00 AM	2	0	2
6/27/2019	3:00:00 AM	11	4	8
6/27/2019	4:00:00 AM	20	9	20
6/27/2019	5:00:00 AM	59	16	33
6/27/2019	6:00:00 AM	64	33	67
6/27/2019	7:00:00 AM	76	29	41
6/27/2019	8:00:00 AM	78	34	51
6/27/2019	9:00:00 AM	83	37	55
6/27/2019	10:00:00 AM	71	34	44
6/27/2019	11:00:00 AM	116	50	59

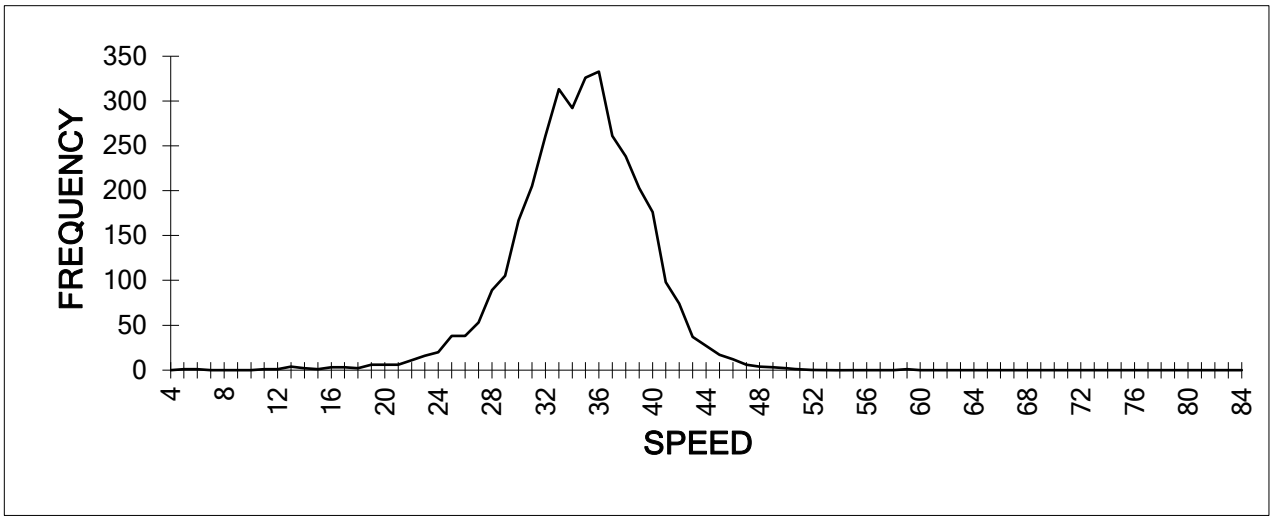
BUCK CREEK CORRIDOR STUDY

SPOT SPEED ANALYSIS

Speed Samples

Roadway: Buck Creek Road (between Hopkins and Beckley)
Location: Cumberland, IN
Speed Limit: 35 mph

Date: 6/25 - 6/27/19
By: BF&S



SPEED TABLE

MPH	FRQ.	MPH	FRQ.	MPH	FRQ.	MPH	FRQ.
4	0	24	20	44	27	64	0
5	1	25	38	45	17	65	0
6	1	26	38	46	12	66	0
7	0	27	53	47	6	67	0
8	0	28	89	48	4	68	0
9	0	29	105	49	3	69	0
10	0	30	167	50	2	70	0
11	1	31	205	51	1	71	0
12	1	32	261	52	0	72	0
13	4	33	313	53	0	73	0
14	2	34	292	54	0	74	0
15	1	35	326	55	0	75	0
16	3	36	333	56	0	76	0
17	3	37	261	57	0	77	0
18	2	38	238	58	0	78	0
19	6	39	203	59	1	79	0
20	6	40	176	60	0	80	0
21	6	41	98	61	0	81	0
22	11	42	74	62	0	82	0
23	16	43	37	63	0	83	0

STATISTICS

85th Percentile	**38.70**
50th Percentile	**34.27**
Sample Size	**3464**
Average	**34.56**
Std. Deviation	**4.09**
Mode	**36**
Pace	**31 TO 40**
Percent > S/L	**43.10%**
Range	**5 TO 59**

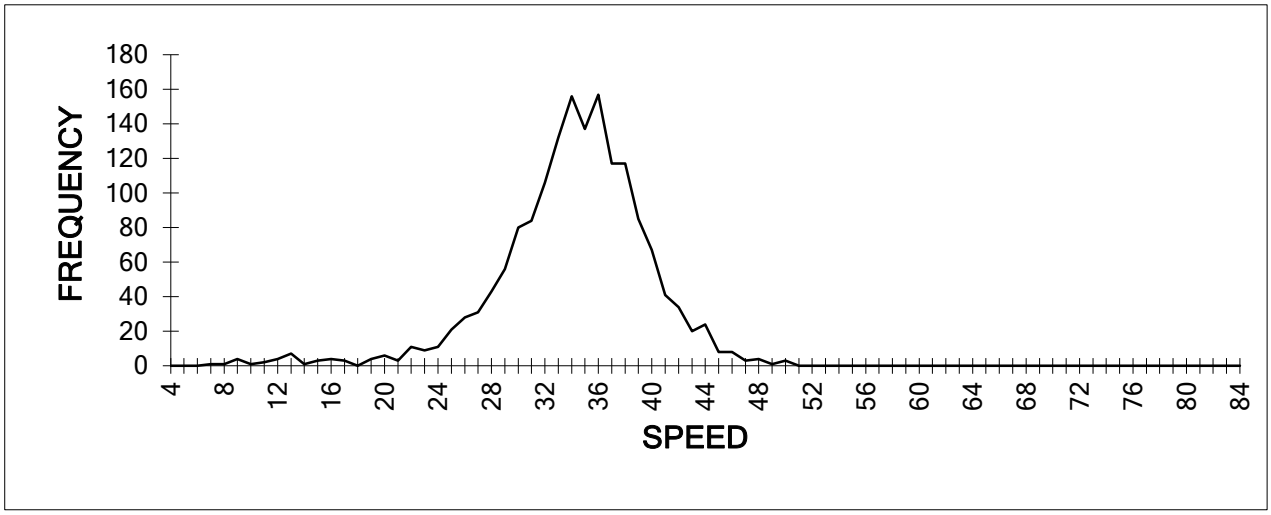
BUCK CREEK CORRIDOR STUDY

SPOT SPEED ANALYSIS

Speed Samples

Route: Buck Creek Road (between Valley Brook and Lakeside)
Location: Cumberland, IN
Speed Limit: 35 mph

Date: 6/25 - 6/27/19
By: BF&S



SPEED TABLE

MPH	FRQ.	MPH	FRQ.	MPH	FRQ.	MPH	FRQ.
4	0	24	11	44	24	64	0
5	0	25	21	45	8	65	0
6	0	26	28	46	8	66	0
7	1	27	31	47	3	67	0
8	1	28	43	48	4	68	0
9	4	29	56	49	1	69	0
10	1	30	80	50	3	70	0
11	2	31	84	51	0	71	0
12	4	32	106	52	0	72	0
13	7	33	132	53	0	73	0
14	1	34	156	54	0	74	0
15	3	35	137	55	0	75	0
16	4	36	157	56	0	76	0
17	3	37	117	57	0	77	0
18	0	38	117	58	0	78	0
19	4	39	85	59	0	79	0
20	6	40	67	60	0	80	0
21	3	41	41	61	0	81	0
22	11	42	34	62	0	82	0
23	9	43	20	63	0	83	0

STATISTICS

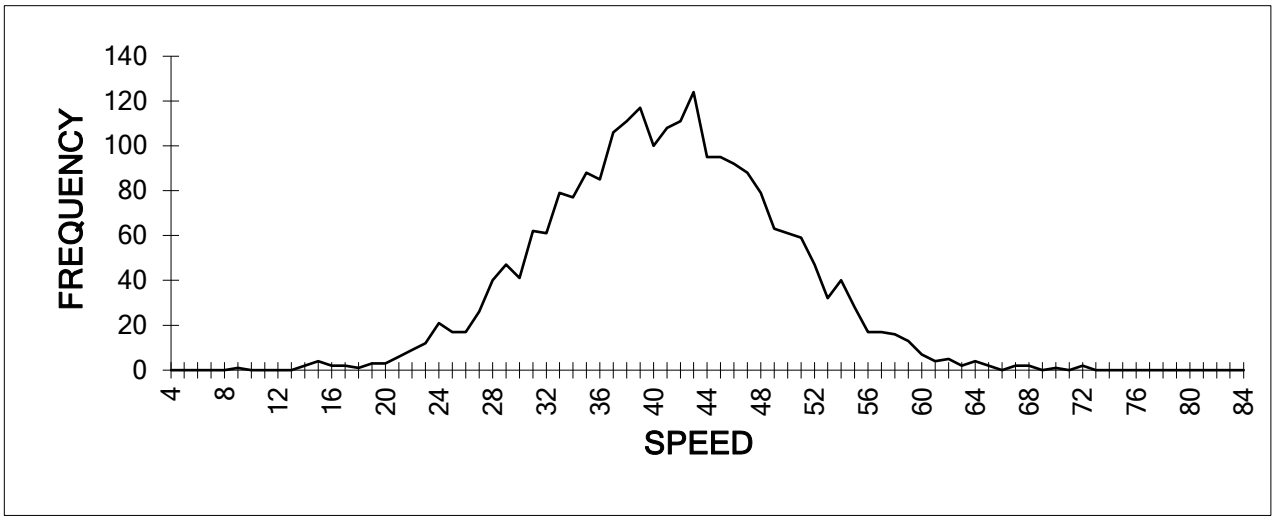
85th Percentile	**38.62**
50th Percentile	**34.05**
Sample Size	**1638**
Average	**34.09**
Std. Deviation	**2.32**
Mode	**36**
Pace	**30 TO 39**
Percent > S/L	**42.06%**
Range	**7 TO 50**

BUCK CREEK CORRIDOR STUDY

SPOT SPEED ANALYSIS

Speed Samples

Route: Buck Creek Road (between Brownstone and Sacramento) Date: 6/25 - 6/27/19
Location: Cumberland, IN By: BF&S
Speed Limit: 35 mph



SPEED TABLE

MPH	FRQ.	MPH	FRQ.	MPH	FRQ.	MPH	FRQ.
4	0	24	21	44	95	64	4
5	0	25	17	45	95	65	2
6	0	26	17	46	92	66	0
7	0	27	26	47	88	67	2
8	0	28	40	48	79	68	2
9	1	29	47	49	63	69	0
10	0	30	41	50	61	70	1
11	0	31	62	51	59	71	0
12	0	32	61	52	47	72	2
13	0	33	79	53	32	73	0
14	2	34	77	54	40	74	0
15	4	35	88	55	28	75	0
16	2	36	85	56	17	76	0
17	2	37	106	57	17	77	0
18	1	38	111	58	16	78	0
19	3	39	117	59	13	79	0
20	3	40	100	60	7	80	0
21	6	41	108	61	4	81	0
22	9	42	111	62	5	82	0
23	12	43	124	63	2	83	0

STATISTICS

85th Percentile	**49.12**
50th Percentile	**40.35**
Sample Size	**2356**
Average	**40.85**
Std. Deviation	**32.39**
Mode	**43**
Pace	**37 TO 46**
Percent > S/L	**73.64%**
Range	**9 TO 72**

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	10th	**Study Period**	**Kother**
Date Prepared	1/21/2020 4:17:19 PM	**From**	Washington Square	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	Washington Cove Ln	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\10th St 2020.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.66	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
German Church Rd	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
Muessing St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
Washington Cove Ln	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to German Church Rd)	4675	6095	442	1	35	40	None	No	N/A
2 (to Muessing St)	3960	6095	442	1	35	40	None	No	N/A
3 (to Washington Cove Ln)	725	6095	442	1	30	35	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to German Church Rd)	423	1527	0.629	29.31	C	0.19	28.53	A
2 (to Muessing St)	480	1229	0.977	65.17	E	0.00	20.09	C
3 (to Washington Cove Ln)	480	1193	1.007	53.42	D	0.00	7.50	F

Arterial Length	**1.8068**	**Weighted g/C**	**0.41**	**FFS Delay**	**159.63**	**Threshold Delay**	**0.00**	**Auto Speed**	**20.27**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	10th	**Study Period**	**Kother**
Date Prepared	1/21/2020 4:17:19 PM	**From**	Washington Square	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	Washington Cove Ln	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\10th St 2040.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.66	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
German Church Rd	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
Muessing St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
Washington Cove Ln	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to German Church Rd)	4675	6769	491	1	35	40	None	No	N/A
2 (to Muessing St)	3960	6769	491	1	35	40	None	No	N/A
3 (to Washington Cove Ln)	725	6769	491	1	30	35	Restrictive	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to German Church Rd)	470	1535						
2 (to Muessing St)	534	1236						
3 (to Washington Cove Ln)	534	1263						

Arterial Length	**1.8070**	**Weighted g/C**	**FFS Delay**	**Threshold Delay**	**Auto Speed**	**Auto LOS**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	21st St	**Study Period**	**Kother**
Date Prepared	1/21/2020 4:32:25 PM	**From**	Mitthoeffer Rd	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	Mt Comfort Rd	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\21st St 2020.xap
User Notes	

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	FullyActuated
D	0.61	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
German Church Rd	120	0.44	3	1	12	12	Yes	ProtPerm	1	70	0.15	Yes
Muessing St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
Buck Creek Rd	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
CR 700 W	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
Mt Comfort Rd	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to German Church Rd)	5280	5793	318	1	40	45	None	No	N/A
2 (to Muessing St)	3960	5793	318	1	40	45	None	No	N/A
3 (to Buck Creek Rd)	3975	3085	169	1	40	45	None	No	N/A
4 (to CR 700 W)	2640	3085	169	1	40	45	None	No	N/A
5 (to Mt Comfort Rd)	5280	3085	169	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to German Church Rd)	263	1528	0.391	22.85	C	0.45	34.31	B
2 (to Muessing St)	346	1279	0.675	32.28	C	0.00	28.81	C

3 (to Buck Creek Rd)	184	1258	0.365	25.40	C	0.00	31.32	B
4 (to CR 700 W)	184	1258	0.365	25.45	C	0.00	27.26	C
5 (to Mt Comfort Rd)	184	1258	0.332	22.15	C	0.00	34.83	B

Arterial Length	**4.0597**	**Weighted g/C**	**0.41**	**FFS Delay**	**140.92**	**Threshold Delay**	**0.00**	**Auto Speed**	**31.69**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	21st St	**Study Period**	**Kother**
Date Prepared	1/21/2020 4:32:25 PM	**From**	Mitthoeffer Rd	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	Mt Comfort Rd	**Program**	ARTPLAN 2012
Area Type	Large Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\21st St 2040.xap
User Notes	

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	FullyActuated
D	0.61	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
German Church Rd	120	0.44	3	1	12	12	Yes	ProtPerm	1	70	0.15	Yes
Muessing St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
Buck Creek Rd	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
CR 700 W	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
Mt Comfort Rd	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to German Church Rd)	5280	6465	355	1	40	45	None	No	N/A
2 (to Muessing St)	3960	6465	355	1	40	45	None	No	N/A
3 (to Buck Creek Rd)	3975	3410	187	1	40	45	None	No	N/A
4 (to CR 700 W)	2640	3410	187	1	40	45	None	No	N/A
5 (to Mt Comfort Rd)	5280	3410	187	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to German Church Rd)	293	1533	0.435	23.42	C	0.50	34.06	B
2 (to Muessing St)	386	1285	0.751	35.81	D	0.00	27.73	C

3 (to Buck Creek Rd)	203	1261	0.403	25.86	C	0.00	31.13	B
4 (to CR 700 W)	203	1261	0.403	25.93	C	0.00	27.04	C
5 (to Mt Comfort Rd)	203	1261	0.366	22.57	C	0.00	34.66	B

Arterial Length	**4.0597**	**Weighted g/C**	**0.41**	**FFS Delay**	**147.02**	**Threshold Delay**	**0.00**	**Auto Speed**	**31.28**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	30th St	**Study Period**	**Kother**
Date Prepared	1/22/2020 10:21:50 AM	**From**	Mitthoeffer Rd	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	CR 700 W	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\30th St 2020.xap
User Notes	

Arterial Data

K	0.1	**PHF**	0.92	**Control Type**	FullyActuated
D	0.59	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
German Church Rd	130	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
CR 700 W	130	0.4	3	1	20	20	Yes	ProtPerm	1	235	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to German Church Rd)	5280	10576	624	1	40	45	None	No	N/A
2 (to CR 700 W)	11616	10576	624	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to German Church Rd)	597	1612	0.841	36.23	D	0.28	30.00	C
2 (to CR 700 W)	407	1396	0.729	34.85	C	0.49	36.11	B

Arterial Length	**3.2227**	**Weighted g/C**	**0.42**	**FFS Delay**	**85.82**	**Threshold Delay**	**0.00**	**Auto Speed**	**33.94**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	780	820	***	***
2	**	1590	1680	***	***
3	**	2420	2520	***	***
4	**	3240	3380	***	***
*	**	780	820	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1150	1220	***	***
4	**	2340	2470	***	***
6	**	3560	3720	***	***
8	**	4770	4980	***	***
*	**	1150	1220	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	11500	12200	***	***
4	**	23400	24700	***	***
6	**	35600	37200	***	***
8	**	47700	49800	***	***
*	**	11500	12200	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	30th St	**Study Period**	**Kother**
Date Prepared	1/22/2020 10:21:50 AM	**From**	Mitthoeffer Rd	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	CR 700 W	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\30th St 2040.xap
User Notes	Unreasonable growth in recent years for 20 year projection. Using growth rate on 30th west of Mitthoeffer instead (2.01%).

Arterial Data

K	0.1	**PHF**	0.92	**Control Type**	FullyActuated
D	0.59	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
German Church Rd	130	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
CR 700 W	130	0.4	3	1	20	20	Yes	ProtPerm	1	235	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to German Church Rd)	5280	15757	930	1	40	45	None	No	N/A
2 (to CR 700 W)	11616	15757	930	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to German Church Rd)	890	1643	1.053	65.58	E	0.42	23.69	C
2 (to CR 700 W)	607	1429	1.061	72.53	E	0.64	30.40	C

Arterial Length	**3.2227**	**Weighted g/C**	**0.42**	**FFS Delay**	**159.53**	**Threshold Delay**	**0.00**	**Auto Speed**	**27.92**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	680	810	***	***
2	**	1390	1620	1680	***
3	**	2100	2450	2540	***
4	**	2820	3280	3380	***
*	**	680	810	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1160	1380	***	***
4	**	2360	2750	2860	***
6	**	3560	4160	4300	***
8	**	4780	5560	5750	***
*	**	1160	1380	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	11600	13800	***	***
4	**	23600	27500	28600	***
6	**	35600	41600	43000	***
8	**	47800	55600	57500	***
*	**	11600	13800	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	Buck Creek Rd	**Study Period**	**Kother**
Date Prepared	1/22/2020 4:40:58 PM	**From**	US 40	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	I-70	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\Buck Creek 2020.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.61	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Valley Brook Dr	90	0.35	3	1	12	12	No	None	N/A	N/A	N/A	No
21st St	90	0.35	3	1	12	12	No	Protected	N/A	N/A	N/A	No
I-70	90	0.35	3	1	12	12	No	Protected	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Valley Brook Dr)	4925	1542	103	1	35	40	None	No	N/A
2 (to 21st St)	3690	1000	67	1	40	45	None	No	N/A
3 (to I-70)	4225	1036	70	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Valley Brook Dr)	112	1180	0.271	22.58	C	0.00	31.29	A
2 (to 21st St)	73	1213	0.172	21.08	C	0.00	32.49	A
3 (to I-70)	76	1213	0.179	21.20	C	0.00	33.60	A

Arterial Length	**2.4659**	**Weighted g/C**	**0.35**	**FFS Delay**	**70.41**	**Threshold Delay**	**0.00**	**Auto Speed**	**32.36**	**Auto LOS**	**A**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	Buck Creek Rd	**Study Period**	**Kother**
Date Prepared	1/22/2020 4:40:58 PM	**From**	US 40	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	I-70	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\Buck Creek 2040.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	Pretimed
D	0.61	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Valley Brook Dr	120	0.35	3	1	12	12	No	None	N/A	N/A	N/A	No
21st St	120	0.35	3	1	12	12	No	Protected	N/A	N/A	N/A	No
I-70	120	0.35	3	1	12	12	No	Protected	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Valley Brook Dr)	4925	2934	197	1	35	40	None	No	N/A
2 (to 21st St)	3690	1378	92	1	40	45	None	No	N/A
3 (to I-70)	4225	1975	133	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Valley Brook Dr)	214	1196	0.512	34.64	C	0.00	28.03	A
2 (to 21st St)	100	1218	0.235	28.71	C	0.00	29.59	A
3 (to I-70)	145	1224	0.338	30.83	C	0.00	30.18	A

Arterial Length	**2.4659**	**Weighted g/C**	**0.35**	**FFS Delay**	**100.61**	**Threshold Delay**	**0.00**	**Auto Speed**	**29.16**	**Auto LOS**	**A**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	210	410	440	***	***
2	500	850	880	***	***
3	810	1280	1320	***	***
4	1130	1720	1760	***	***
*	210	410	440	***	***
Lanes	**Hourly Volume In Both Directions**				
2	350	680	710	***	***
4	820	1400	1440	***	***
6	1330	2100	2160	***	***
8	1860	2820	2890	***	***
*	350	680	710	***	***
Lanes	**Annual Average Daily Traffic**				
2	3200	6200	6500	***	***
4	7500	12700	13100	***	***
6	12100	19100	19700	***	***
8	16900	25700	26300	***	***
*	3200	6200	6500	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	CR 700 W	**Study Period**	**Kother**
Date Prepared	1/22/2020 10:35:39 AM	**From**	W 200 S	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	W 300 N	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\CR 700 W 2020.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	FullyActuated
D	0.54	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	Yes	ProtPerm	1	250	0.15	No
CR100 N (21st St)	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
W 300 N	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	7920	3958	235	1	45	50	None	No	N/A
2 (to CR100 N (21st St))	3500	3958	235	1	45	50	None	No	N/A
3 (to W 300 N)	7285	3958	235	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	225	1592	0.321	22.00	C	0.09	40.97	A
2 (to CR100 N (21st St))	255	1277	0.500	27.27	C	0.00	31.50	B
3 (to W 300 N)	255	1277	0.455	23.70	C	0.00	39.83	B

Arterial Length	**3.5767**	**Weighted g/C**	**0.42**	**FFS Delay**	**80.53**	**Threshold Delay**	**0.00**	**Auto Speed**	**38.37**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	50	500	540	***	***
2	120	1050	1080	***	***
3	190	1620	***	***	***
4	260	2160	***	***	***
*	50	500	540	***	***
Lanes	**Hourly Volume In Both Directions**				
2	100	930	990	***	***
4	230	1950	2000	***	***
6	360	3000	***	***	***
8	490	4010	***	***	***
*	100	930	990	***	***
Lanes	**Annual Average Daily Traffic**				
2	900	8500	9000	***	***
4	2100	17700	18200	***	***
6	3200	27300	***	***	***
8	4400	36500	***	***	***
*	900	8500	9000	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	CR 700 W	**Study Period**	**Kother**
Date Prepared	1/22/2020 10:35:39 AM	**From**	W 200 S	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	W 300 N	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\CR 700 W 2040.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	FullyActuated
D	0.54	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	Yes	ProtPerm	1	250	0.15	No
CR100 N (21st St)	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No
W 300 N	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	7920	10004	594	1	45	50	None	No	N/A
2 (to CR100 N (21st St))	3500	10004	594	1	45	50	None	No	N/A
3 (to W 300 N)	7285	10004	594	1	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	568	1650	0.783	31.46	C	0.23	37.48	B
2 (to CR100 N (21st St))	646	1331	1.103	96.26	F	0.00	16.47	E
3 (to W 300 N)	646	1331	1.103	85.57	F	0.00	26.32	C

Arterial Length	**3.5767**	**Weighted g/C**	**0.44**	**FFS Delay**	**227.67**	**Threshold Delay**	**0.00**	**Auto Speed**	**###**	**Auto LOS**	**###**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	70	540	580	***	***
2	160	1120	1180	***	***
3	250	1700	1800	***	***
4	340	2290	2400	***	***
*	70	540	580	***	***
Lanes	**Hourly Volume In Both Directions**				
2	130	1000	1090	***	***
4	300	2080	2210	***	***
6	470	3150	3330	***	***
8	630	4250	4440	***	***
*	130	1000	1090	***	***
Lanes	**Annual Average Daily Traffic**				
2	1200	9100	9900	***	***
4	2700	18900	20100	***	***
6	4300	28700	30300	***	***
8	5800	38600	40400	***	***
*	1200	9100	9900	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	German Church Rd	**Study Period**	**Kother**
Date Prepared	1/21/2020 10:20:30 AM	**From**		**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	30th St	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Southbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\German Church Rd 2020.xap
User Notes	

Arterial Data

K	0.1	**PHF**	0.92	**Control Type**	FullyActuated
D	0.51	**% Heavy Vehicles**	2.3	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
10th St	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
21st St	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	Yes
30th St	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	7400	11216	572	1	40	45	None	No	N/A
2 (to 10th St)	2470	11216	572	1	40	45	None	No	N/A
3 (to 21st St)	5280	11216	572	1	40	45	None	No	N/A
4 (to 30th St)	5280	11216	572	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	547	1589	0.783	31.55	C	0.24	33.98	B
2 (to 10th St)	547	1589	0.783	31.55	C	0.24	23.90	C
3 (to 21st St)	473	1519	0.707	28.88	C	0.24	32.05	B
4 (to 30th St)	547	1589	0.783	32.14	C	0.24	31.16	B

Arterial Length	**3.9148**	**Weighted g/C**	**0.44**	**FFS Delay**	**142.78**	**Threshold Delay**	**0.00**	**Auto Speed**	**31.16**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	580	820	***	***
2	**	1230	1660	***	***
3	**	1920	2500	***	***
4	**	2610	3340	***	***
*	**	580	820	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1140	1600	***	***
4	**	2420	3250	***	***
6	**	3770	4900	***	***
8	**	5120	6550	***	***
*	**	1140	1600	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	11400	16000	***	***
4	**	24200	32500	***	***
6	**	37700	49000	***	***
8	**	51200	65500	***	***
*	**	11400	16000	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	German Church Rd	**Study Period**	**Kother**
Date Prepared	1/21/2020 10:20:30 AM	**From**	Prospect St	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	30th St	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\German Church Rd 2040 (NB).xap
User Notes	

Arterial Data

K	0.1	**PHF**	0.92	**Control Type**	FullyActuated
D	0.51	**% Heavy Vehicles**	2.3	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	20	12	Yes	ProtPerm	1	600	0.15	No
10th St	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
21st St	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No
30th St	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	7400	15789	805	1	40	45	None	No	N/A
2 (to 10th St)	2470	15789	805	1	40	45	None	No	N/A
3 (to 21st St)	5280	15789	805	1	40	45	None	No	N/A
4 (to 30th St)	5280	15789	805	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	700	1615	0.985	42.04	D	0.23	31.20	B
2 (to 10th St)	770	1616	0.992	43.54	D	0.34	20.27	D
3 (to 21st St)	770	1611	0.952	36.64	D	0.31	29.65	C
4 (to 30th St)	770	1608	0.934	37.32	D	0.30	29.55	C

Arterial Length	**3.9148**	**Weighted g/C**	**0.44**	**FFS Delay**	**184.61**	**Threshold Delay**	**0.00**	**Auto Speed**	**28.52**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	Mt Comfort Rd	**Study Period**	**Kother**
Date Prepared	1/21/2020 4:57:35 PM	**From**	Broken Arrow Dr	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	I-70 EB Ramp	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\Mt Comfort Rd 2020.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	FullyActuated
D	0.68	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	Yes
21st St (CR100 N)	120	0.44	3	1	12	12	Yes	ProtPerm	1	370	0.15	No
CR 225 N	120	0.44	3	2	12	12	Yes	ProtPerm	1	110	0.15	No
I-70 EB Ramp	120	0.44	3	2	0	20	No	None	N/A	N/A	N/A	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	3825	5726	428	1	45	50	None	No	N/A
2 (to 21st St (CR100 N))	7020	12703	950	1	55	60	None	No	N/A
3 (to CR 225 N)	6440	13914	1041	1	45	50	None	No	N/A
4 (to I-70 EB Ramp)	800	13914	1041	2	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	354	1554	0.517	24.62	C	0.18	33.29	B
2 (to 21st St (CR100 N))	909	1810	1.022	69.18	E	0.26	30.89	C
3 (to CR 225 N)	996	3322	0.677	26.90	C	0.86	35.96	B
4 (to I-70 EB Ramp)	905	2796	0.736	29.23	C	0.00	13.56	F

Arterial Length	**3.4706**	**Weighted g/C**	**0.44**	**FFS Delay**	**171.68**	**Threshold Delay**	**0.00**	**Auto Speed**	**31.05**	**Auto LOS**	**B**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	780	820	***	***
2	**	1560	***	***	***
3	**	2360	***	***	***
4	**	3160	***	***	***
*	**	900	***	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	1390	1440	***	***
4	**	2780	***	***	***
6	**	4190	***	***	***
8	**	5590	***	***	***
*	**	1600	***	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	15400	16000	***	***
4	**	30800	***	***	***
6	**	46500	***	***	***
8	**	62200	***	***	***
*	**	17800	***	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	Mt Comfort Rd	**Study Period**	**Kother**
Date Prepared	1/21/2020 4:57:35 PM	**From**	Broken Arrow Dr	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	I-70 EB Ramp	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\Mt Comfort Rd 2040.xap
User Notes	

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	FullyActuated
D	0.68	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	Yes	ProtPerm	1	235	0.15	Yes
21st St (CR100 N)	120	0.44	3	1	12	12	Yes	ProtPerm	1	370	0.15	No
CR 225 N	120	0.44	3	2	6	12	Yes	ProtPerm	1	110	0.15	No
I-70 EB Ramp	120	0.44	3	2	0	20	No	None	N/A	N/A	N/A	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	3825	11536	863	1	45	50	None	No	N/A
2 (to 21st St (CR100 N))	7020	30816	2305	1	55	60	None	No	N/A
3 (to CR 225 N)	6440	21564	1613	1	45	50	None	No	N/A
4 (to I-70 EB Ramp)	800	21564	1613	2	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	713	1614	1.004	44.70	D	0.36	26.00	C
2 (to 21st St (CR100 N))	2205	1827	2.090	724.21	F	0.68	5.39	F
3 (to CR 225 N)	1648	3414	0.999	40.31	D	0.49	31.81	B
4 (to I-70 EB Ramp)	1403	2871	1.111	87.82	F	0.00	5.75	F

Arterial Length	**3.4706**	**Weighted g/C**	**0.44**	**FFS Delay**	**1008.86**	**Threshold Delay**	**545.39**	**Auto Speed**	**###**	**Auto LOS**	**###**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	Muessing St / Cumberland Rd	**Study Period**	**Kother**
Date Prepared	1/29/2020 3:38:06 PM	**From**	Saxon St	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	30th St	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\Muessing St 2020.xap
User Notes	AADT south of US 40 assumed to be 1/3 of traffic volumes north of US 40.

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.57	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No
10th St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
21st St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
30th St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	530	1520	95	1	30	35	None	No	N/A
2 (to 10th St)	2230	4561	286	1	30	35	None	No	N/A
3 (to 21st St)	5280	4561	286	1	30	35	None	No	N/A
4 (to 30th St)	5280	3729	234	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	0	0						
2 (to 10th St)	0	0						
3 (to 21st St)	0	0						
4 (to 30th St)	0	0						

Arterial Length	**2.5680**	**Weighted g/C**	**FFS Delay**	**Threshold Delay**	**Auto Speed**	**Auto LOS**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	Muessing St / Cumberland Rd	**Study Period**	**Kother**
Date Prepared	1/29/2020 3:38:06 PM	**From**	Saxon St	**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	30th St	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Northbound	**Version Date**	12/12/2012
Arterial Class	2				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\Muessing St 2040.xap
User Notes	AADT south of US 40 assumed to be 1/3 of traffic volumes north of US 40.

Arterial Data

K	0.11	**PHF**	0.92	**Control Type**	CoordinatedActuated
D	0.57	**% Heavy Vehicles**	2	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
US 40	120	0.44	3	1	12	12	No	None	N/A	N/A	N/A	No
10th St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
21st St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No
30th St	120	0.4	3	1	12	12	No	None	N/A	N/A	N/A	No

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to US 40)	530	2642	166	1	30	35	None	No	N/A
2 (to 10th St)	2230	7925	497	1	30	35	None	No	N/A
3 (to 21st St)	5280	7925	497	1	30	35	None	No	N/A
4 (to 30th St)	5280	5168	324	1	40	45	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to US 40)	180	1157	0.355	24.12	C	0.00	10.46	E
2 (to 10th St)	540	1201	1.125	118.09	F	0.00	9.44	F
3 (to 21st St)	540	1201	1.125	98.29	F	0.00	17.57	C
4 (to 30th St)	352	1250	0.704	30.84	C	0.00	31.96	A

Arterial Length	**2.5682**	**Weighted g/C**	**0.41**	**FFS Delay**	**288.26**	**Threshold Delay**	**0.00**	**Auto Speed**	**###**	**Auto LOS**	**###**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 950 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	400	480	***	***
2	**	880	980	***	***
3	**	1350	1460	***	***
4	50	1820	1960	***	***
*	**	400	480	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	710	850	***	***
4	**	1550	1710	***	***
6	**	2370	2580	***	***
8	90	3200	3450	***	***
*	**	710	850	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	6400	7700	***	***
4	**	14100	15600	***	***
6	**	21600	23500	***	***
8	800	29100	31400	***	***
*	**	6400	7700	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	US 40 (E Washington St)	**Study Period**	**Kother**
Date Prepared	1/21/2020 10:20:30 AM	**From**		**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	Mt Comfort Rd	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\US 40 2020.xap
User Notes	

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	FullyActuated
D	0.56	**% Heavy Vehicles**	2.3	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Mitthoeffer Rd	140	0.45	5	3	12	12	Yes	Protected	2	400	0.15	Yes
Washington Square	140	0.45	5	3	12	12	Yes	ProtPerm	1	290	0.15	Yes
Kroger	140	0.45	5	3	12	12	Yes	ProtPerm	1	235	0.15	Yes
Walmart	140	0.45	4	2	12	12	Yes	ProtPerm	1	235	0.15	Yes
German Church Rd	140	0.45	4	2	12	12	Yes	ProtPerm	1	280	0.15	Yes
Hugo St	140	0.45	4	2	12	12	Yes	ProtPerm	1	200	0.15	Yes
Muessing St	140	0.45	3	2	5	12	Yes	ProtPerm	1	100	0.15	No
CR 700 W	140	0.45	3	2	12	12	Yes	ProtPerm	1	400	0.15	Yes
Mt Comfort Rd	140	0.45	3	2	12	12	Yes	ProtPerm	1	300	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Mitthoeffer Rd)	1100	31571	1591	3	40	45	Restrictive	No	N/A
2 (to Washington Square)	800	31571	1591	3	40	45	Restrictive	No	N/A
3 (to Kroger)	1615	31571	1591	3	40	45	Restrictive	No	N/A
4 (to Walmart)	1030	24717	1246	3	40	45	Non-Restrictive	No	N/A
5 (to German Church Rd)	1925	21074	1062	2	45	50	Non-Restrictive	No	N/A
6 (to Hugo St)	1465	17439	879	2	45	50	Non-Restrictive	No	N/A

7 (to Muessing St)	2500	17439	879	2	45	50	Restrictive	No	N/A
8 (to CR 700 W)	6700	13106	661	2	45	50	Non-Restrictive	No	N/A
9 (to Mt Comfort Rd)	5280	16128	813	2	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Mitthoeffer Rd)	1314	4750	0.615	12.16	B	0.24	24.89	C
2 (to Washington Square)	1314	4750	0.615	12.16	B	0.72	21.29	D
3 (to Kroger)	1314	4750	0.615	12.16	B	0.89	28.95	C
4 (to Walmart)	1029	3181	0.719	22.94	C	0.66	17.95	E
5 (to German Church Rd)	877	3252	0.599	20.43	C	0.46	27.43	C
6 (to Hugo St)	726	3222	0.501	19.09	B	0.53	25.00	C
7 (to Muessing St)	908	3497	0.577	28.89	C	0.42	26.64	C
8 (to CR 700 W)	546	3187	0.381	25.60	C	0.19	38.35	B
9 (to Mt Comfort Rd)	672	3051	0.489	27.25	C	0.33	35.53	B

Arterial Length	**4.3475**	**Weighted g/C**	**0.45**	**FFS Delay**	**206.76**	**Threshold Delay**	**0.00**	**Auto Speed**	**30.14**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1					
2					
3					
4					
*					
Lanes	**Hourly Volume In Both Directions**				
2					
4					
6					
8					
*					
Lanes	**Annual Average Daily Traffic**				
2					
4					
6					
8					
*					

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

ARTPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	BF&S	**Arterial Name**	US 40 (E Washington St)	**Study Period**	**Kother**
Date Prepared	1/21/2020 10:20:30 AM	**From**		**Modal Analysis**	Auto Only
Agency	Town of Cumberland	**To**	Mt Comfort Rd	**Program**	ARTPLAN 2012
Area Type	Other Urbanized	**Peak Direction**	Eastbound	**Version Date**	12/12/2012
Arterial Class	1				

File Name	\\bfsnt241\jobs5\635100.0000\ProjDevelopment\Traffic\Analysis\w PHF\US 40 2040 (EB w 8% Blue Line).xap
User Notes	8% volume reduction applied to area covered by Blue Line

Arterial Data

K	0.09	**PHF**	0.92	**Control Type**	FullyActuated
D	0.56	**% Heavy Vehicles**	2.3	**Base Sat. Flow Rate**	1950

Automobile Intersection Data

Cross Street	Cycle Length	Thru g/C	Arr. Type	INT # Dir.Lanes	% Left Turns	% Right Turns	Left Turn Lanes	Left Turn Phasing	# Left Turn Lanes	LT Storage Length	Left g/C	Right Turn Lanes
Mitthoeffer Rd	140	0.45	5	3	12	12	Yes	Protected	2	400	0.15	Yes
Washington Square	140	0.45	5	3	5	12	Yes	ProtPerm	1	290	0.15	Yes
Kroger	140	0.45	5	3	5	12	Yes	ProtPerm	1	235	0.15	Yes
Walmart	140	0.45	4	2	12	12	Yes	ProtPerm	1	235	0.15	Yes
German Church Rd	140	0.45	4	2	12	12	Yes	ProtPerm	1	280	0.15	Yes
Hugo St	140	0.45	4	2	5	12	Yes	ProtPerm	1	200	0.15	Yes
Muessing St	140	0.45	3	2	5	5	Yes	ProtPerm	1	100	0.15	No
CR 700 W	140	0.45	3	2	12	12	Yes	ProtPerm	1	400	0.15	Yes
Mt Comfort Rd	140	0.45	3	2	12	12	Yes	ProtPerm	1	300	0.15	Yes

Automobile Segment Data

Segment #	Length	AADT	Hourly Vol.	SEG # Dir.Lanes	Posted Speed	Free Flow Speed	Median Type	On-Street Parking	Parking Activity
1 (to Mitthoeffer Rd)	1100	32092	1617	3	40	45	Restrictive	No	N/A
2 (to Washington Square)	800	32092	1617	3	40	45	Restrictive	No	N/A
3 (to Kroger)	1615	32092	1617	3	40	45	Restrictive	No	N/A
4 (to Walmart)	1030	32092	1617	3	40	45	Non-Restrictive	No	N/A
5 (to German Church Rd)	1925	32092	1617	2	45	50	Non-Restrictive	No	N/A

6 (to Hugo St)	1465	30563	1540	2	45	50	Non-Restrictive	No	N/A
7 (to Muessing St)	2500	30563	1540	2	45	50	Restrictive	No	N/A
8 (to CR 700 W)	6700	14483	730	2	45	50	Non-Restrictive	No	N/A
9 (to Mt Comfort Rd)	5280	17820	898	2	45	50	None	No	N/A

Automobile LOS

Segment #	Thru Mvmt Flow Rate	Adj. Sat. Flow Rate	v/c	Control Delay	Int. Approach LOS	Queue Ratio	Speed (mph)	Segment LOS
1 (to Mitthoeffer Rd)	1336	4754	0.624	12.25	B	0.25	24.81	C
2 (to Washington Square)	1459	4778	0.678	12.87	B	0.27	20.75	D
3 (to Kroger)	1459	4778	0.678	12.82	B	0.34	28.45	C
4 (to Walmart)	1336	3243	0.915	32.16	C	0.90	14.64	F
5 (to German Church Rd)	1336	3347	0.887	26.98	C	0.72	23.94	C
6 (to Hugo St)	1389	3358	0.919	29.33	C	0.37	19.85	D
7 (to Muessing St)	1590	3657	0.966	43.28	D	0.73	21.59	D
8 (to CR 700 W)	603	3198	0.419	26.11	C	0.21	38.11	B
9 (to Mt Comfort Rd)	742	3064	0.538	28.15	C	0.36	35.13	B

Arterial Length	**4.3475**	**Weighted g/C**	**0.45**	**FFS Delay**	**252.84**	**Threshold Delay**	**0.00**	**Auto Speed**	**27.68**	**Auto LOS**	**C**

Automobile Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1000 veh/h/ln.

	A	B	C	D	E
Lanes	**Hourly Volume In Peak Direction**				
1	**	360	820	860	***
2	**	710	1670	1740	***
3	**	1100	2540	2620	***
4	**	1470	3410	3500	***
*	**	760	1740	***	***
Lanes	**Hourly Volume In Both Directions**				
2	**	650	1470	1530	***
4	**	1270	2990	3100	***
6	**	1970	4540	4670	***
8	**	2630	6090	6240	***
*	**	1360	3100	***	***
Lanes	**Annual Average Daily Traffic**				
2	**	7200	16300	17000	***
4	**	14100	33200	34400	***
6	**	21900	50400	51900	***
8	**	29200	67700	69300	***
*	**	15100	34400	***	***

*** Service Volumes for the specific facility being analyzed, based on # of lanes from the intersection and segment data screens.**
**** Cannot be achieved based on input data provided.**
***** Not applicable for that level of service letter grade. See generalized tables notes for more details.**
 # Under the given conditions, left turn lane storage is highly likely to overflow. The number of directional thru lanes should be reduced accordingly.
Facility weighted g/C exceeds normally acceptable upper range (0.5); verify that g/C inputs are correct.
Intersection capacity (ies) are exceeded for the full hour; an operational level analysis tool is more appropriate for this situation.

APPENDIX C

BLUE LINE HANDOUT

March 25, 2020

INDYGO BLUE LINE

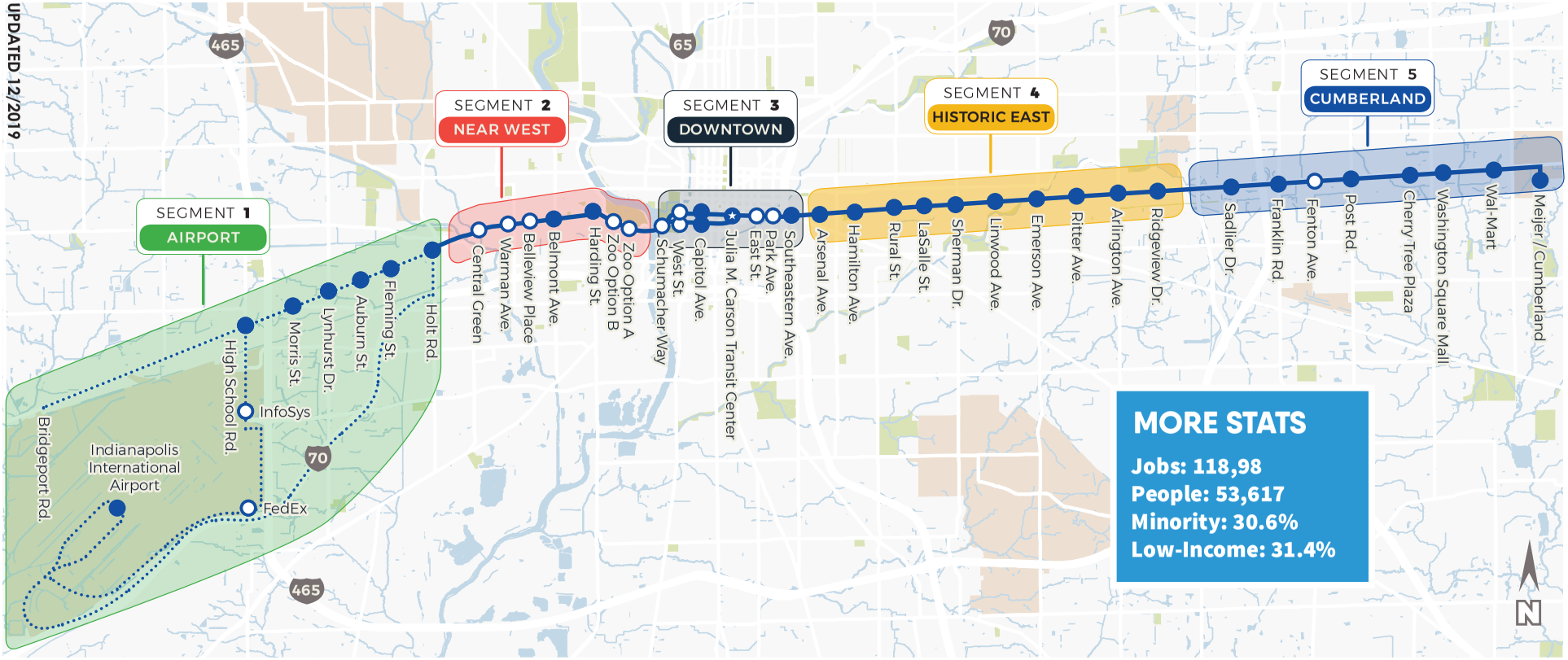
BLUE

SUMMARY

The 24 mile Blue Line Rapid Transit Line will travel along Washington Street from Cumberland west to the Airport. The Blue Line will replace the existing route 8 local service. IndyGo welcomes input, requests for meetings, and questions at IndyGo.net.

STATS

Stations: 38 stations (2 paired stations at West & Capitol); Level boarding
Station Spacing: 1/2 - 1 mile
Distance:
Cumberland to Airport: 24 miles
Amenities:
»» Purchase Tickets at the Station
»» Real Time Arrival Information
»» Seating, Shelter, Cameras, WiFi
Fleet: 60 ft. battery electric vehicles
Features: 70& dedicated/semi-dedicated lanes



Station | Optional Station | BRT route | Optional BRT route

WWW.INDYGO.NET
CUSTOMER SERVICE: 317.635.3344

MILESTONES

Summer 2021: Complete 60% Design/Environmental Review
Early 2022: Complete Design Work/Begin Utility Relocation
Summer 2022: Execute Small Starts Grant
Fall 2022: Bid Project / Begin Construction
Late 2024: Complete Construction / Begin Service

PROJECT BUDGET: $220M

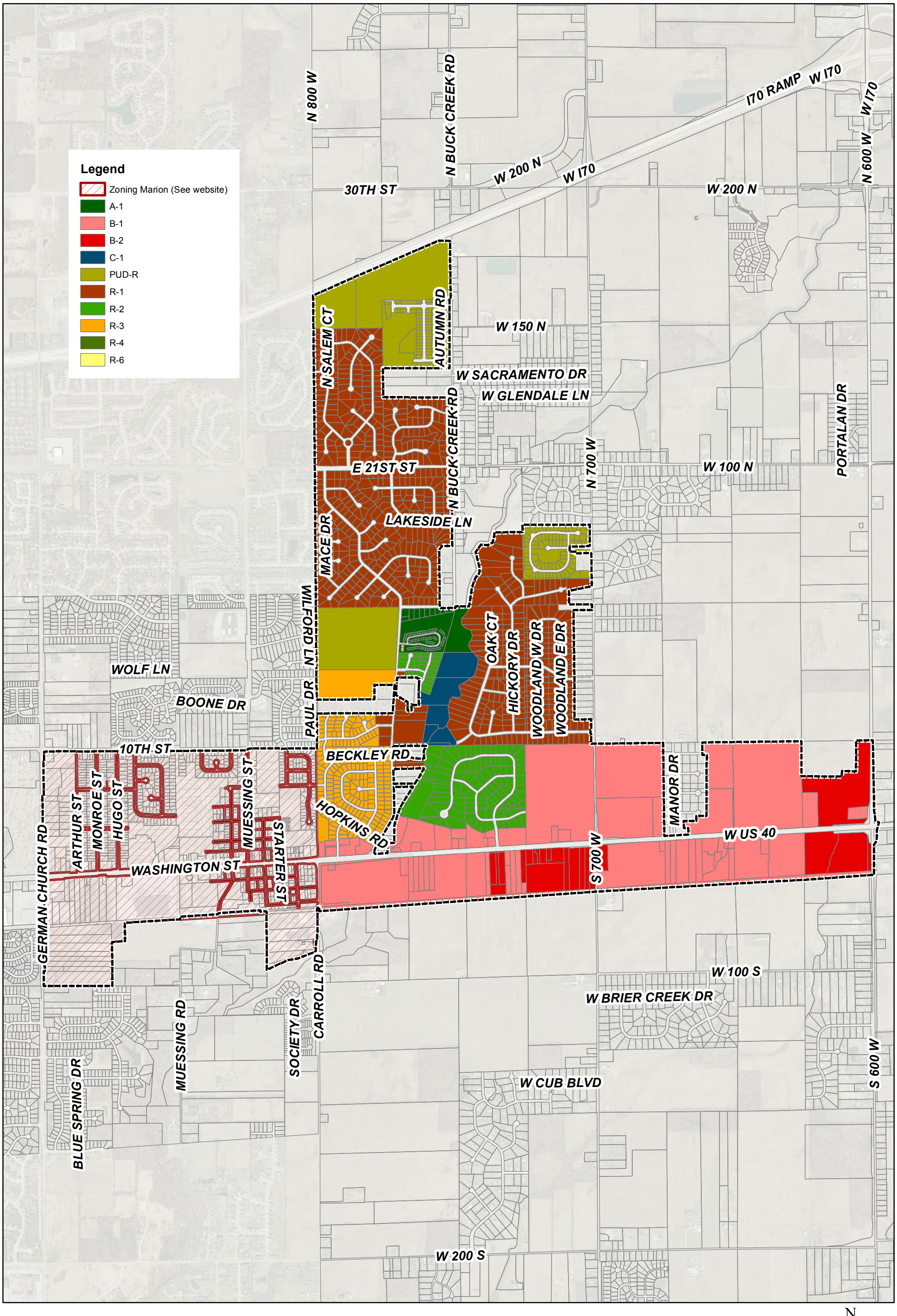
Infrastructure: $90M
Stations: $30M
Vehicles: $30M
Joint Development: $4M
Professional Services: $30M
Financing Costs: $10M
Contingency: $26M

FUNDING SOURCES

FTA Small Starts Grant: $100M
Other Federal Grants: $15M
INHP: $2M
Airport TIF: $12.5M
DPW: $1.5M
IndyGo Income Tax/Bonds: $89M

APPENDIX D

ZONING MAP



Town of Cumberland
Zoning

Date: 8/15/2017

APPENDIX E

COMPLETE STREETS CHECKLIST

March 25, 2020

TOWN of CUMBERLAND
Planning & Development
Department of Public Works

COMPLETE STREETS CHECKLIST

The Town of Cumberland Complete Streets Checklist is a tool used by applicants for planning and internally by Planning and DPW Staff to evaluate projects and implement the Complete Streets Policy, as detailed in the Transportation Master Plan. This checklist empowers Staff, community partners and developers to understand the design elements that contribute to the health, safety, welfare, environmental and equity benefits generated by complete streets.

Complete Streets Definition

Complete Streets are roadways designed to safely and comfortably accommodate all users, of all ages and abilities, including but not limited to motorists, cyclists, pedestrians, transit users, school bus riders, delivery and service personnel, freight haulers, and emergency responders. The Complete Streets policy recognizes that depending on context, streets may serve diverse activities, functions, and intensity of uses.

How to Use This Checklist

Outside of the Town of Cumberland's internal processes, this Checklist can be a tool for planners, designers, project managers, engineers and local partners and representatives as an aid for guidance during project scoping. Applying the checklist from concept development through final design will ensure that all transportation projects are in compliance with the Complete Streets Policy.

When does this Checklist Apply?

The Complete Street Policy applies to all Town owned streets and land within public Right-of-Ways (ROW). Projects must be coordinated between applicable Town of Cumberland departments including Public Works, Planning & Development and other departments as needed, as well as with utility companies. New private projects that include improvements within the public ROW are required to comply with the Complete Streets policy. Owners of private streets are required to adhere to the policy.

New construction and reconstruction of local and state roads, including but not limited to intersection projects, capacity projects, safety projects, bridges, and other transportation facilities are required to comply with the Complete Streets Policy. Funding provided for these projects including but not limited to FHWA, MPO, and INDOT funds are also required to comply with the Complete Streets Policy.

When is the check list completed?

The checklist is part of the project review process, typically during subdivision platting and development plan review. The checklist may be revisited and revised accordingly to ensure the Complete Streets Policy is being followed and allows for modifications if an issue is identified through the checklist. Staff will include the checklist in presentations to the Plan Commission and/or Town Council when applicable.

TOWN of CUMBERLAND
Planning & Development
Department of Public Works

COMPLETE STREETS CHECKLIST
SECTION 1: General Info

Applicant/Owner:_____

Project Name:_____

Project Location:_____

Project Representative:_____ ***Contact:***_____

Project Description:

1. Street Classification *(Arterial, Minor, Collector, etc.)****:***

2. Location:

3. Is the project located in the National Road Overlay?

4. Additional Street/Corridor Information *(i.e. on The Blue line, adjacent to trails or parks, etc)****:***

5. Average Daily Traffic Info:_____

6. Existing ROW Width_____

7. Proposed ROW Width (if changing)_____

8. Existing Cross Section (if applicable): - Attach as separate drawing, if it doesn't exist include cross section typical of project area or where project will connect into existing infrastructure.

9. Proposed Cross Section (if applicable): - Attach as separate drawing

10. Which road type and typical section from the 2020 Transportation Master Plan does the proposed project correspond to? _____

TOWN of CUMBERLAND
Planning & Development
Department of Public Works

COMPLETE STREETS CHECKLIST
SECTION 2: Pre-Project (Existing) Conditions

Check appropriate answer for each section. When choosing 'No' or 'N/A' reference why this need is currently not being addressed on site. Reference any applicable community plans or documents. Use additional sheet for responses as needed:

COMPLETE STREET USER TYPE	CONSIDERATION	YES	NO	N/A	REFERENCE
A. Pedestrian	Are there accommodations, including ADA compliance, **along** the project site?				
	Are there accommodations, including ADA compliance, **crossing** the project site?				
B. Bicyclists	Are there accommodations for bicycles **along** the project site?				
	Are there accommodations for bicycles **crossing** the project site?				
C. Access/ Mobility	Are there other access considerations, including ADA?				
	Are there schools, hospitals, libraries, parks, community centers or municipal buildings within or adjacent to the project area?				
D. Bike & Pedestrian	Has the level of service for walking and biking been evaluated?				
	Have conditions affecting service and use been evaluated? (i.e. safety issues, lighting, volume, treatments)				
	Is the area used for bike and pedestrian transportation?				
	Is the area used for bike and pedestrian recreation?				
	Are there impediments to bike or pedestrian use in the project area?				
	Are there a high number of crashes in the project area?				
	Is there information regarding crossings at intersections, mid-block and nighttime available for the area?				

COMPLETE STREET USER TYPE	CONSIDERATION	YES	NO	N/A	REFERENCE
E. Transit	Are there existing transit stops in the project area?				
	Is the project site on a transit route?				
F. Motor Vehicles	Are there concerns with motor vehicle safety?				
	Does the project site meet current Transportation Master Plan Road Standards?				
	Is there on-street parking?				
	Are there documented or perceived speeding concerns?				
G. Delivery	Are there concerns with trucks, freight or delivery access?				
	Is the project site a freight/delivery corridor?				
H. Emergency	Is there emergency vehicle access?				
I. General Land Use	Have the predominant land uses within the area been identified? (within 500' of project boundary)				
	Are there population groups with higher than average pedestrian/bike/ transit needs? (zero car, youth, senior, etc.)				
	Are there any major sites or destinations within the project area? (commercial, , recreation, civic, public spaces, etc.)				

TOWN of CUMBERLAND
Planning & Development
Department of Public Works

COMPLETE STREETS CHECKLIST
SECTION 3: Final Design Checklist

General Project Info

Applicant/Owner:_____

Project Name:_____

Project Location:_____

Project Representative:_____ ***Contact:***_____

Streets within project:

Project's Purpose/Need:

Note any updates or changes from Pre-Project Form:

	EXISTING	PROPOSED
Right of Way (ROW) Width		
Pavement Width		
Number of Drive Lanes		
2-Way Center Turn Lane		
Shoulder Width		
Bike Lane Width		
Multi-Use Path Width		
Sidewalk Width		
Controlled Pedestrian Crosswalks		
Mid-block Crossings		
On-Street Parking (note type parallel or angle)		
Speed Limit		
Transit Stops		

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Planning & Development
Department of Public Works

COMPLETE STREETS CHECKLIST: Final Design

Check appropriate answer for each section. When choosing 'No' or 'N/A' reference why this need was not addressed through the proposed project, i.e. multi-use trail in lieu of a sidewalk. Reference any applicable community plans or documents. Use additional sheet for responses as needed:

COMPLETE STREET USER TYPE	CONSIDERATION	YES	NO	N/A	REFERENCE
A. Pedestrians and Cyclists	Does the final design include accommodations for pedestrians per the Complete Streets Policy recommendations and the Transportation Master Plan recommendations and design standards? i.e. Sidewalks, crosswalks, striped crosswalks, curb modifications, HAWK signals, beacons, high visibility crosswalks, etc.				
	Does the final design include accommodations for cyclists per the Complete Streets Policy recommendations and the Transportation Master Plan design standards? i.e. Bike path, bike lane, improved shoulders, bicycle parking etc.				
	Are there pedestrian amenities such as shade trees, public seating, way-finding, pedestrian scale lighting, etc?				
	Does the design consider future bicyclist and pedestrian conditions? i.e. connectivity, convenience, safety, access, bicycle parking, comfort.				
	Does the project address accommodations for users with access and mobility challenges, including ADA compliance?				
	Does the design mitigate pedestrian/ bicycle conflicts with motor vehicles?				

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Planning & Development
Department of Public Works

COMPLETE STREET USER TYPE	CONSIDERATION	YES	NO	N/A	REFERENCE
B. Transit	Does the proposed design address future or anticipated transit needs? Has the project been discussed with IndyGo?				
	Are ADA transit facilities provided?				
	Are transit amenities provided?				
C. Motor vehicles & Safety	Does the proposed project address future motor vehicle needs and conditions in the area (i.e. volume, access connections, use relative to street type) and reduction of negative impacts of motor vehicle use (i.e. noise, air pollution)?				
	Is on-street parking included in the design? If so, is this supported by the overall design and Transportation Master Plan?				
	Has a traffic study been conducted?				
	Is the proposed speed consistent with current and future land use?				
	Is the proposed speed consistent with the level of pedestrian and bicycle activity (i.e. comfortable for non motor vehicles)?				
	Does the project include emergency vehicle access?				
	Overall does the project balance motor vehicle use with other street users?				
D. Land Use	Is the project compatible with predominant existing and future land uses?				
	Does the project support major sites or destinations within the project area? (commercial, employment, recreation, civic, public spaces, etc.)				

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Planning & Development
Department of Public Works

COMPLETE STREET USER TYPE	CONSIDERATION	YES	NO	N/A	REFERENCE
E. Design -Streetscape	Does the project follow Cumberland Design standards for streetscaping, street trees, buffer strips, planters and other enhancements?				
	Does the streetscape allow/maintain visibility for all users, particularly at intersections?				
F. Design - Complete Streets	Does the project follow appropriate national and state design guidelines for bicycle and pedestrian uses?				

Sign-Off:

COMPLIANCE	**YES**	**NO**	**If not, describe**
The project conceptual plan, proposal, engineering and other documents as presented accommodate pedestrians, bicyclists and transit users of all ages and abilities as it pertains to the Town of Cumberland's Complete Streets Policy.			