

TOWN OF ZIONSVILLE
TRAFFIC IMPACT FEE
APPENDIX D
ROADWAY SEGMENT CAPACITY
ANALYSIS



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APPENDIX D – ROADWAY SEGMENT CAPACITY ANALYSIS

TABLE OF CONTENTS

FIGURE 1: STUDY AREA ROADWAY NETWORK

1

SEGMENT ID	STREET / ROAD	LOCATION	PAGE #
1-1	CR 125 E	CR 400 S - CR 350 S	2
1-2	CR 200 E	CR 400 S - CR 250 S	6
1-3	CR 250 E	CR 400 S - S Indianapolis Rd	10
1-4	CR 400 S	CR 300 E - S Indianapolis Rd	14
1-5	CR 400 S	CR 250 E - CR 300 E	18
1-6	CR 400 S	CR 250 E - CR 200 E	22
1-7	CR 400 S	CR 200 E - CR 125 E	26
1-8	CR 100 E	CR 450 S - CR 400 S	30
1-9	CR 200 E	CR 450 S - CR 400 S	34
1-10	CR 300 E	Action Rd - CR 400 S	38
1-11	CR 250 E	Action Rd - CR 400 S	42
1-12	CR 450 S	CR 100 E - CR 200 E	46
1-13	CR 100 E	Action Rd - CR 450 S	50
1-14	CR 200 E	Action Rd - CR 450 S	54
1-15	Action Rd	CR 250 E - CR 300 E	58
1-16	Action Rd	CR 250 E - CR 200 E	62
1-17	Action Rd	CR 200 E - CR 100 E	66
1-18	CR 100 E	CR 550 S - Action Rd	70
1-19	CR 200 E	CR 550 S - Action Rd	74
1-20	CR 300 E	CR 550 S - Action Rd	78
1-21	SR 267	CR 550 S - Perry Blvd	82
1-22	CR 550 S	CR 300 E - SR 267	86
1-23	CR 550 S	CR 200 E - CR 300 E	90
1-24	CR 550 S	CR 100 E - CR 200 E	94
1-25	CR 600 S	CR 50 E - CR 200 E	98
1-26	CR 200 E	CR 600 S - CR 550 S	102
1-27	CR 300 E	CR 600 S - CR 550 S	106
1-28	SR 267	Whitestown Pkwy - CR 550 S	110
1-29	CR 275 E	CR 650 S - CR 600 S	114
1-30	CR 200 E	CR 650 S - CR 600 S	118
1-31	CR 650 S	CR 200 E - CR 275 E	122
1-32	Whitestown Pkwy	SR 267 - CR 425 E	126
1-33	Whitestown Pkwy	CR 425 E - CR 475 E	130
1-34	Whitestown Pkwy	CR 475 E - CR 525 E	134
1-35	SR 267	CR 700 S - Whitestown Pkwy	140

1-36	CR 275 E	CR 675 S - CR 650 S	144
1-37	CR 200 E	CR 700 S - CR 650 S	148
1-38	CR 700 S	CR 50 E - CR 200 E	152
1-39	CR 700 S	CR 280 E - SR 267	156
1-40	CR 425 E	CR 750 S - Whitestown Pkwy	160
1-41	CR 475 E	CR 750 S - Whitestown Pkwy	164
1-42	SR 267	CR 750 S - CR 700 S	168
1-43	CR 200 E	CR 750 S - CR 700 S	172
1-44	CR 750 S	CR 200 E - CR 300 E	176
1-45	CR 750 S	CR 300 E - SR 267	180
1-46	CR 750 S	SR 267 - CR 425 E	184
1-47	CR 750 S	CR 425 E - CR 450 E	188
1-48	CR 750 S	CR 450 E - CR 475 E	192
1-49	CR 750 S	CR 475 E - Wolfe Rd	196
1-50	SR 267	CR 750 S - CR 1000 N	200
1-51	CR 300 E	CR 750 S - CR 1000 N	204
1-52	CR 200 E	Boone Co Rd - CR 750 S	208
1-53	Boone CO RD	CR 50 E - CR 200 E	212
2-1	CR 200 N	CR 675 E - CR 750 E	216
2-2	CR 200 N	CR 750 E - CR 800 E	220
2-3	CR 200 N	CR 800 E - Michigan Rd	224
2-4	CR 200 N	Michigan Rd - CR 1000 E	228
2-5	CR 200 N	CR 1000 E - CR 1100 E	232
2-6	CR 200 N	CR 1100 E - County Line Rd	236
2-7	CR 100 N	CR 1100 E - County Line Rd	240
2-8	CR 100 N	CR 1000 E - CR 1100 E	244
2-9	CR 100 N	Michigan Rd - CR 1000 E	248
2-10	CR 100 N	CR 800 E - Michigan Rd	252
2-11	CR 100 N	CR 750 E - CR 800 E	256
2-12	CR 100 N	CR 700 E - CR 750 E	260
2-13	CR 100 N	CR 650 E - CR 700 E	264
2-14	CR 100 N	CR 600 E - CR 650 E	268
2-15	CR 600 E	CR 100 N - CR 200 N	272
2-16	CR 150 N	CR 650 E - CR 675 E	276
2-17	CR 750 E	CR 100 N - CR 200 N	280
2-18	CR 800 E	CR 100 N - CR 200 N	284
2-19	CR 1000 E	CR 100 N - CR 200 N	288
2-20	CR 1100 E	CR 100 N - CR 200 N	292
2-21	County Line Rd	CR 100 N - CR 200 N	296
2-22	County Line Rd	SR 32 - CR 100 N	300
2-23	CR 1100 E	SR 32 - CR 100 N	304
2-24	CR 1000 E	SR 32 - CR 100 N	308
2-25	CR 800 E	SR 32 - CR 100 N	312

2-26	CR 700 E	SR 32 - CR 100 N	316
2-27	CR 650 E	SR 32 - CR 100 N	320
2-28	CR 600 E	SR 32 - CR 100 N	324
2-29	SR 32	CR 600 E - CR 650 E	328
2-30	SR 32	CR 650 E - CR 700 E	332
2-31	SR 32	CR 700 E - CR 800 E	336
2-32	SR 32	CR 800 E - CR 900 E	340
2-33	SR 32	CR 900 E - Michigan Rd	344
2-34	SR 32	Michigan Rd - CR 1000 E	350
2-35	SR 32	CR 1000 E - CR 1100 E	356
2-36	SR 32	CR 1100 E - County Line Rd	362
2-37	County Line Rd	SR 32 - 166th St	368
2-38	CR 900 E	CR 50 S - SR 32	372
2-39	CR 800 E	CR 50 S - SR 32	376
2-40	CR 700 E	CR 100 S - SR 32	380
2-41	CR 650 E	CR 100 S - SR 32	384
2-42	CR 100 S	CR 650 E - CR 700 E	388
2-43	CR 100 S	CR 700 E - CR 775 E	392
2-44	CR 800 E	CR 100 S - CR 50 S	396
2-45	CR 50 S	CR 800 E - CR 900 E	400
2-46	CR 100 S	CR 800 E - CR 825 E	404
2-47	CR 900 E	CR 125 S - CR 50 S	408
2-48	CR 1100 E	SR 32 - CR 200 S	412
2-49	166th St	County Line Rd - W 41st St	416
2-50	CR 850 E	CR 125 S - CR 100 S	423
2-51	CR 650 E	CR 100 S - CR 200 S	427
2-52	CR 700 E	CR 100 S - CR 200 S	431
2-53	CR 775 E	CR 100 S - CR 200 S	435
2-54	CR 825 E	CR 100 S - CR 200 S	439
2-55	CR 900 E	CR 125 S - CR 200 S	442
2-56	Pleasant View Rd	CR 100 S - CR 200 S	446
2-57	County Line Rd	166th St - CR 200 S	450
2-58	CR 200 S	CR 1100 E - County Line Rd	456
2-59	CR 200 S	Michigan Rd - CR 1100 E	460
2-60	CR 200 S	Pleasant View Rd - Michigan Rd	464
2-61	CR 200 S	CR 900 E - Pleasant View Rd	471
2-62	CR 200 S	CR 825 E - CR 900 E	475
2-63	CR 200 S	CR 775 E - CR 825 E	479
2-64	CR 200 S	CR 700 E - CR 775 E	483
2-65	CR 200 S	CR 650 E - CR 700 E	487
2-66	CR 780 E	CR 200 S - CR 250 S	491
2-67	CR 900 E	CR 200 S - CR 230 S	495
2-68	County Line Rd	CR 200 S - CR 300 S	499

2-69	Pleasant View Rd	CR 200 S - CR 300 S	503
2-70	CR 250 S	CR 780 E - CR 875 E	507
2-71	CR 780 E	CR 250 S - CR 300 S	511
2-72	CR 875 E	CR 250 S - CR 300 S	515
2-73	CR 300 S	Michigan Rd - County Line Rd	519
2-74	CR 300 S	CR 975 E - Michigan Rd	530
2-75	CR 300 S	CR 875 E - CR 975 E	536
2-76	CR 300 S	CR 800 E - CR 875 E	540
2-77	CR 800 E	CR 300 S - CR 400 S	544
2-78	CR 875 E	CR 300 S - CR 350 S	548
2-79	CR 350 S	CR 875 E - CR 950 E	554
2-80	CR 975 E	CR 300 S - CR 375 S	558
2-81	CR 875 E	CR 350 S - CR 400 S	562
2-82	CR 400 S	CR 425 S - CR 800 E	566
2-83	CR 400 S	CR 800 E - CR 875 E	570
2-84	CR 400 S	CR 875 E - CR 950 E	574
2-86	CR 975 E	Oak Ridge Dr - Holliday Rd	578
2-87	CR 800 E	Whitestown Rd - CR 400 S	582
2-88	Whitestown Rd	CR 425 S - CR 800 E	586
2-89	CR 875 E	Whitestown Rd - CR 400 S	590
2-90	Oak Ridge Dr	CR 975 E - Turkey Foot Rd	594
2-91	Willow Rd	Michigan Rd - West Rd	601
2-92	126th St	Michigan Rd - West Rd	605
2-93	CR 1100 E	Willow Rd - CR 550 S	609
2-94	Turkey Foot Rd	Mulberry St - Oak Ridge Dr	613
2-95	CR 975 E	Oak Ridge Dr - Mulberry St	621
2-96	Whitestown Rd	CR 800 E - CR 875 E	628
2-97	CR 525 S	CR 650 E - CR 700 E	632
2-98	CR 700 E	CR 550 S - CR 525 S	636
2-99	CR 800 E	CR 550 S - Whitestown Rd	640
2-100	CR 550 S	CR 700 E - CR 800 E	644
2-101	CR 550 S	CR 800 E - CR 875 E	648
2-102	CR 875 E	CR 550 S - Whitestown Rd	652
2-103	Whitestown Rd	CR 875 E - CR 950 E	660
2-104	Whitestown Rd	CR 950 E - Ford Rd	664
2-105	CR 950 E	CR 600 S - Whitestown Rd	668
2-106	Ford Rd	CR 600 S - Whitestown Rd	672
2-107	Mulberry St	CR 975 E - Turkey Foot Rd	676
2-108	CR 550 S	CR 1100 E - Michigan Rd	684
2-109	Greenfield Rd	Michigan Rd - West Rd	688
2-110	CR 1100 E	South of CR 550 S	696
2-111	Turkey Foot Rd	Mulberry St - Bloor Ln	700
2-112	Bloor Ln	Ford Rd - Turkey Foot Rd	708

2-113	CR 600 S	CR 950 E - Ford Rd	712
2-114	CR 600 S	CR 900 E - CR 950 E	716
2-115	CR 700 E	Whitestown Pkwy - CR 550 S	720
2-116	CR 800 E	Oak St - CR 550 S	724
2-117	CR 950 E	Oak St - CR 600 S	728
2-118	CR 1000 E	Oak St - Bloor Ln	732
2-119	Mulberry St	E Ash St - Bloor Ln	736
2-120	N 6th St	E Ash St - Oak St	740
2-121	N 1st St	E Ash St - Oak St	744
2-122	Sycamore St	Main St - Michigan Rd	748
2-123	1st St	Sycamore St - Oak St	756
2-124	Main St	Sycamore St - 106th St	762
2-125	CR 1000 E	Starkey Avenue - Oak St	766
2-126	Cooper Rd	Oak St - Hunt Club Rd	770
2-127	Oak St	CR 950 E - CR 1000 E	778
2-128	Oak St	CR 850 E - CR 950 E	782
2-129	Oak St	CR 800 E - CR 850 E	788
2-130a	Oak St	CR 700 E - CR 800 E	794
2-130b	Oak St	CR 700 E - CR 800 E	798
2-131	Oak St	CR 650 E - CR 700 E	804
2-132	Whitestown Pkwy	I - 65 - CR 650 E	808
2-133	CR 775 E	Hunt Club Rd - Oak St	814
2-134	Hunt Club Rd	CR 775 E - CR 850 E	818
2-135	Hunt Club Rd	CR 850 E - CR 1000 E	822
2-136	CR 1000 E	Starkey Ave - Hunt Club Rd	826
2-137	Zionsville Rd	Nuttall Oak Rd - 106th St	834
2-138	106th St	Zionsville Rd - Bennet Pkwy	842
2-139	Bennet Pkwy	106th St - Michigan Rd	850
2-140	106th St	Bennet Pkwy - Michigan Rd	858
2-141	Zionsville Rd	Nuttall Oak Rd - 96th St	866
2-142	CR 1000 E	Hunt Club Rd - 96th St	874
2-143	CR 850 E	96th St - Hunt Club Rd	878
2-144	CR 775 E	96th St - Hunt Club Rd	882
2-145	96th St	CR 775 E - CR 850 E	886
2-146	96th St	Moore Road - CR 1000 E	890
2-147	96th St	Zionsville Road - CR 1000 E	894
2-148	96th St	Zionsville Road - Hoosier Village Dr	898
2-149	96th St	Michigan Road - Hoosier Village Dr	906
2-150	Oak St	CR 1000 E - 6th St	914
2-151	Marysville Rd	Oak St - CR 575 E	920
2-152	Bennet Pkwy	96th St - 106th St	928

LEGEND

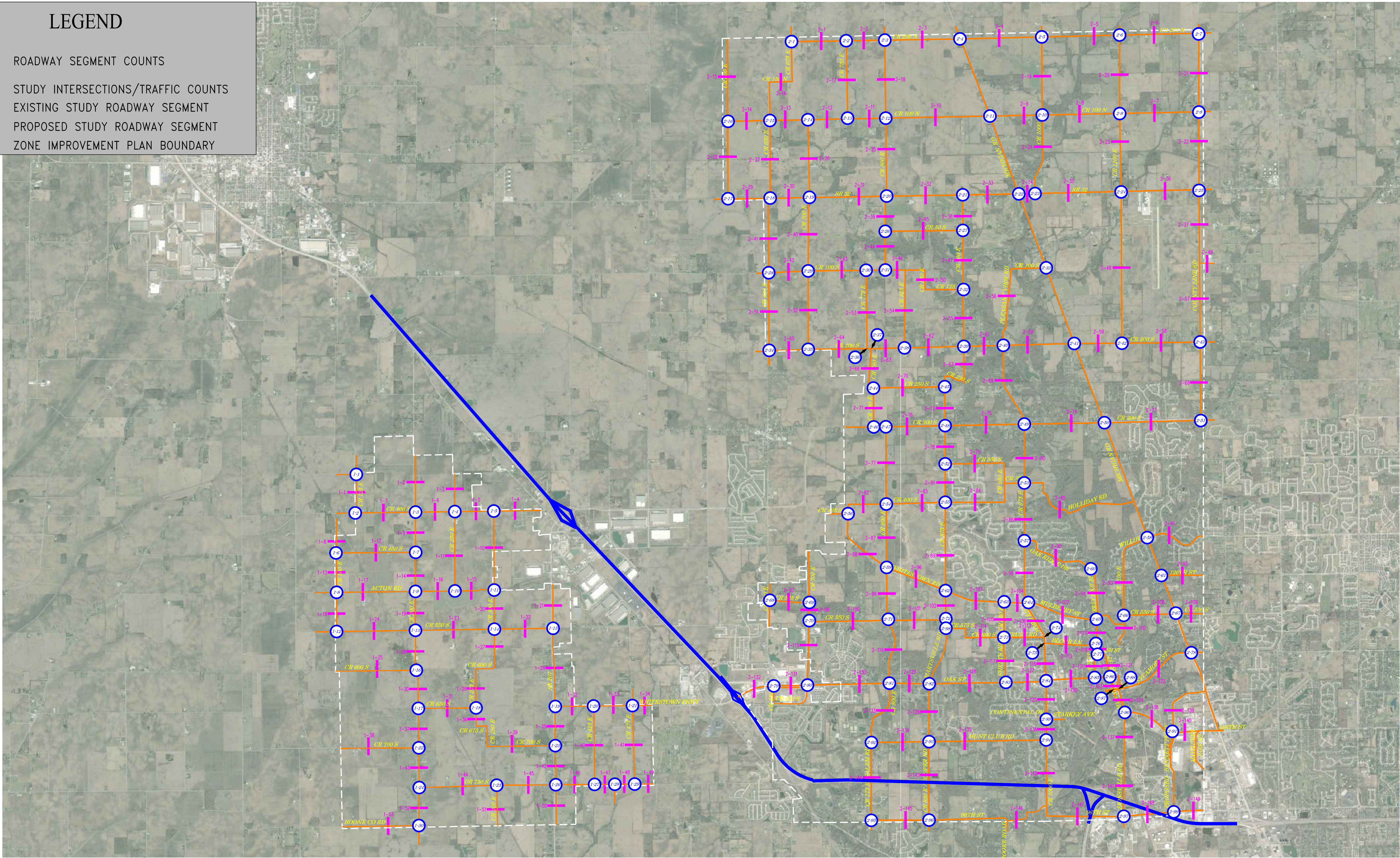
ROADWAY SEGMENT COUNTS

STUDY INTERSECTIONS/TRAFFIC COUNTS

EXISTING STUDY ROADWAY SEGMENT

PROPOSED STUDY ROADWAY SEGMENT

ZONE IMPROVEMENT PLAN BOUNDARY



HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 125 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-1 AM.xhp				
User Notes	Ex 1-1 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	33.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	0

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	570	900	1230	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	690	1090	1490	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	69000	109000	149000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 125 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-1 PM.xhp				
User Notes	Ex 1-1 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	110000	155000	200000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 125 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-1 AM.xhp				
User Notes	Fut 1-1 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	33.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	0

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.8	ATS	44.7	% FFS	99.4
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	480	790	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	660	1090	1530	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	20700	44000	72700	102000	130000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 125 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-1 PM.xhp				
User Notes	Fut 1-1 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.011	% Heavy Vehicles	33.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	0

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	350	620	860	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	640	1130	1570	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	23700	58200	102800	142800	235500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-2 AM.xhp				
User Notes	Ex 1-2 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.045	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	25	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.5	ATS	44.4	% FFS	98.8
FFS Delay	1.5	LOS Thresh. Delay	13.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6900	15200	25600	35200	56500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-2 PM.xhp				
User Notes	Ex 1-2 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.048	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	27	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	21	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.8	ATS	44.4	% FFS	98.7
FFS Delay	1.6	LOS Thresh. Delay	13.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6500	14200	24000	33000	53000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-2 AM.xhp				
User Notes	Fut 1-2 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.060	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	30	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	30	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.0	ATS	44.3	% FFS	98.4
FFS Delay	2.0	LOS Thresh. Delay	14.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	340	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	680	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4700	11400	19400	26400	47400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-2 PM.xhp				
User Notes	Fut 1-2 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.068	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	41	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	27	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.7	ATS	44.2	% FFS	98.2
FFS Delay	2.2	LOS Thresh. Delay	14.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	10200	16800	23100	34900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-3 AM.xhp				
User Notes	Ex 1-3 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.300	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	10.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-3 PM.xhp				
User Notes	Ex 1-3 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.300	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.5	LOS Thresh. Delay	10.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-3 AM.xhp				
User Notes	Fut 1-3 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.300	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	10.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 400 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-3 PM.xhp				
User Notes	Fut 1-3 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.300	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	10.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-4 AM.xhp				
User Notes	Ex 1-4 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.028	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	44.6	% FFS	99.2
FFS Delay	0.4	LOS Thresh. Delay	5.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1540	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	13600	25400	39700	55100	67900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-4 PM.xhp				
User Notes	Ex 1-4 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.040	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	24	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.1	ATS	44.5	% FFS	98.9
FFS Delay	0.6	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8300	17600	29000	39600	60300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-4 AM.xhp				
User Notes	Fut 1-4 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1934	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.840	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	325	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	62	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	39.7	ATS	41.3	% FFS	91.7
FFS Delay	4.9	LOS Thresh. Delay	10.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	630	930	1270	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	760	1110	1520	1700
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	3800	5600	7600	8600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	S Indianapolis Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-4 PM.xhp				
User Notes	Fut 1-4 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1934	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	166	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	68	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.12	Density	N/A	PTSF	28.5	ATS	42.7	% FFS	94.8
FFS Delay	3.0	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	790	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1120	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5900	9300	12900	16600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-5 AM.xhp				
User Notes	Ex 1-5 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.029	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	500	800	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1120	1550	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12800	24200	38700	53500	68300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-5 PM.xhp				
User Notes	Ex 1-5 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	26	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	9	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.0	ATS	44.6	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	820	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1550	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10600	20300	31800	44300	54900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-5 AM.xhp				
User Notes	Fut 1-5 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.060	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	31	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	29	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.5	ATS	44.3	% FFS	98.5
FFS Delay	0.6	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5200	11700	19400	26400	45700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-5 PM.xhp				
User Notes	Fut 1-5 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.071	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	37	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	34	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.3	ATS	44.2	% FFS	98.3
FFS Delay	0.7	LOS Thresh. Delay	4.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	9900	16400	22300	38600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-6 AM.xhp				
User Notes	Ex 1-6 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.027	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	19	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.9	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	490	770	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1100	1560	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	13000	26000	40800	57800	75200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-6 PM.xhp				
User Notes	Ex 1-6 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.034	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	24	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.5	ATS	44.6	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10600	20600	32400	45600	58900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-6 AM.xhp				
User Notes	Fut 1-6 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.058	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	42	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.2	ATS	44.3	% FFS	98.5
FFS Delay	0.6	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	790	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1100	1550	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6100	12100	19000	26800	34200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-6 PM.xhp				
User Notes	Fut 1-6 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.070	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	52	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	18	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.6	ATS	44.2	% FFS	98.3
FFS Delay	0.7	LOS Thresh. Delay	4.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	820	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1530	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5300	10200	15900	21900	27500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 125 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-7 AM.xhp				
User Notes	Ex 1-7 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.024	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	16	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.3	ATS	44.7	% FFS	99.3
FFS Delay	0.4	LOS Thresh. Delay	6.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	14600	29600	46700	65500	88400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 125 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-7 PM.xhp				
User Notes	Ex 1-7 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.030	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	9	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.1	ATS	44.6	% FFS	99.1
FFS Delay	0.5	LOS Thresh. Delay	6.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	780	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1120	1560	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12000	23400	37400	52000	67700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 125 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-7 AM.xhp				
User Notes	Fut 1-7 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.040	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	28	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.0	ATS	44.5	% FFS	98.9
FFS Delay	0.7	LOS Thresh. Delay	6.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	790	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1120	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9000	17800	28000	38800	50000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 125 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-7 PM.xhp				
User Notes	Fut 1-7 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.046	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	35	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	11	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.2	ATS	44.5	% FFS	98.8
FFS Delay	0.7	LOS Thresh. Delay	6.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1530	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8100	15300	24200	33300	40700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-8 AM.xhp				
User Notes	Ex 1-8 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-8 PM.xhp				
User Notes	Ex 1-8 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-8 AM.xhp				
User Notes	Fut 1-8 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-8 PM.xhp				
User Notes	Fut 1-8 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-9 AM.xhp				
User Notes	Ex 1-9 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.048	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	26	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.2	ATS	44.4	% FFS	98.7
FFS Delay	0.5	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6300	14400	24000	33000	54800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-9 PM.xhp				
User Notes	Ex 1-9 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.049	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	17	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.6	ATS	44.4	% FFS	98.7
FFS Delay	0.5	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	680	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6800	13900	23100	32100	44700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-9 AM.xhp				
User Notes	Fut 1-9 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.049	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	27	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.6	ATS	44.4	% FFS	98.7
FFS Delay	0.5	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	630	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	680	1150	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6200	13900	23500	32500	52900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 450 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-9 PM.xhp				
User Notes	Fut 1-9 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.049	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	17	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.6	ATS	44.4	% FFS	98.7
FFS Delay	0.5	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	680	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6800	13900	23100	32100	44700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-10 AM.xhp				
User Notes	Ex 1-10 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	520	820	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1100	1520	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	70000	110000	152000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-10 PM.xhp				
User Notes	Ex 1-10 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	70000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-10 AM.xhp				
User Notes	Fut 1-10 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	152	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	48	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	26.9	ATS	42.9	% FFS	95.3
FFS Delay	3.9	LOS Thresh. Delay	11.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	690	1100	1520	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	3500	5600	7600	9400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-10 PM.xhp				
User Notes	Fut 1-10 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.068	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	46	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	13.6	ATS	44.2	% FFS	98.2
FFS Delay	1.4	LOS Thresh. Delay	9.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	470	750	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1110	1560	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4900	10300	16400	23000	30800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-11 AM.xhp				
User Notes	Ex 1-11 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	410	720	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	620	1080	1540	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	26000	62000	108000	154000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-11 PM.xhp				
User Notes	Ex 1-11 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	52.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	470	790	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	630	1060	1500	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28000	63000	106000	150000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-11 AM.xhp				
User Notes	Fut 1-11 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	410	720	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	620	1080	1540	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	26000	62000	108000	154000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 250 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-11 PM.xhp				
User Notes	Fut 1-11 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	470	790	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	630	1060	1500	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28000	63000	106000	150000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 450 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-12 AM.xhp				
User Notes	Ex 1-12 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	33.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 450 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-12 PM.xhp				
User Notes	Ex 1-12 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	35.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 450 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-12 AM.xhp				
User Notes	Fut 1-12 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	33.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 450 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-12 PM.xhp				
User Notes	Fut 1-12 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	33.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-13 AM.xhp				
User Notes	Ex 1-13 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-13 PM.xhp				
User Notes	Ex 1-14 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	390	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	40000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-13 AM.xhp				
User Notes	Fut 1-13 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-13 PM.xhp				
User Notes	Fut 1-13 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-14 AM.xhp				
User Notes	Ex 1-14 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.034	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.4	ATS	44.6	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9800	20600	34200	46500	70900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-14 PM.xhp				
User Notes	Ex 1-14 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	19	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.2	ATS	44.6	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8600	19800	32900	45200	75200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-14 AM.xhp				
User Notes	Fut 1-14 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.8	ATS	44.6	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9200	19800	32600	44900	67800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Action Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-14 PM.xhp				
User Notes	Fut 1-14 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	19	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.2	ATS	44.6	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8600	19800	32900	45200	75200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-15 AM.xhp				
User Notes	Ex 1-15 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-15 PM.xhp				
User Notes	Ex 1-15 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	27.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	500	810	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	670	1080	1510	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	67000	108000	151000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-15 AM.xhp				
User Notes	Fut 1-15 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	360	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	250	640	1130	1550	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	25000	64000	113000	155000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-15 PM.xhp				
User Notes	Fut 1-15 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	490	800	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	660	1070	1510	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	66000	107000	151000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-16 AM.xhp				
User Notes	Ex 1-16 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	27.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	440	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	660	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	66000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-16 PM.xhp				
User Notes	Ex 1-16 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	23.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	650	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	670	1150	1570	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29000	67000	115000	157000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-16 AM.xhp				
User Notes	Fut 1-16 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	27.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	470	770	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	670	1090	1540	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	67000	109000	154000	200000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 250 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-16 PM.xhp				
User Notes	Fut 1-16 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	27.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	640	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	650	1130	1570	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29000	65000	113000	157000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-17 AM.xhp				
User Notes	Ex 1-17 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	380	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-17 PM.xhp				
User Notes	Ex 1-17 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-17 AM.xhp				
User Notes	Fut 1-17 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	380	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Action Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-17 PM.xhp				
User Notes	Fut 1-17 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-18 AM.xhp				
User Notes	Ex 1-18 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	370	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-18 PM.xhp				
User Notes	Ex 1-18 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-18 AM.xhp				
User Notes	Fut 1-18 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	370	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-18 PM.xhp				
User Notes	Fut 1-18 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-19 AM.xhp				
User Notes	Ex 1-19 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.028	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.6	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10800	24700	41100	56500	94000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-19 PM.xhp				
User Notes	Ex 1-19 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.056	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	24	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.7	ATS	44.3	% FFS	98.6
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5800	12400	20800	28300	44700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-19 AM.xhp				
User Notes	Fut 1-19 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.028	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.6	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10800	24700	41100	56500	94000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-19 PM.xhp				
User Notes	Fut 1-19 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.056	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	24	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.7	ATS	44.3	% FFS	98.6
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5800	12400	20800	28300	44700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-20 AM.xhp				
User Notes	Ex 1-20 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	830	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1520	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	36000	70000	111000	152000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-20 PM.xhp				
User Notes	Ex 1-20 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	71000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-20 AM.xhp				
User Notes	Fut 1-20 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.880	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	176	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	24	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	26.7	ATS	43.0	% FFS	95.5
FFS Delay	1.9	LOS Thresh. Delay	5.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	680	1000	1330	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	780	1140	1520	1620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	4000	5800	7600	8200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Action Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-20 PM.xhp				
User Notes	Fut 1-20 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.109	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	90	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	19	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	18.8	ATS	43.8	% FFS	97.4
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	610	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1510	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	6800	10200	13900	15800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Perry Boulevard	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-21 AM.xhp				
User Notes	Ex 1-21 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	6097	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	371	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	209	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.27	Density	N/A	PTSF	63.0	ATS	38.5	% FFS	85.5
FFS Delay	9.6	LOS Thresh. Delay	15.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	440	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	7300	11900	16600	23400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Perry Boulevard	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-21 PM.xhp				
User Notes	Ex 1-21 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	6097	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	406	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	228	Adjusted Capacity	0

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	64.7	ATS	38.0	% FFS	84.5
FFS Delay	10.4	LOS Thresh. Delay	16.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	440	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	6700	10900	15100	21400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Perry Boulevard	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-21 AM.xhp				
User Notes	Fut 1-21 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	7990	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	580	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	475	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.41	Density	N/A	PTSF	74.9	ATS	34.7	% FFS	77.0
FFS Delay	16.9	LOS Thresh. Delay	22.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	630	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1150	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	5400	8800	12100	19700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Perry Boulevard	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-21 PM.xhp				
User Notes	Fut 1-21 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	7990	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	490	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	341	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.35	Density	N/A	PTSF	70.3	ATS	36.4	% FFS	80.8
FFS Delay	13.5	LOS Thresh. Delay	19.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6800	11200	15200	23200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-22 AM.xhp				
User Notes	Ex 1-22 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	75	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.7	ATS	44.0	% FFS	97.7
FFS Delay	1.4	LOS Thresh. Delay	7.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	7500	11700	15900	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-22 PM.xhp				
User Notes	Ex 1-22 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	75	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.4	ATS	43.8	% FFS	97.3
FFS Delay	1.7	LOS Thresh. Delay	7.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	740	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1570	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6200	10000	13800	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-22 AM.xhp				
User Notes	Fut 1-22 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	3419	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.860	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	588	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	96	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	56.3	ATS	38.3	% FFS	85.2
FFS Delay	10.6	LOS Thresh. Delay	16.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	650	960	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	760	1120	1520	1660
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	3800	5600	7600	8400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-22 PM.xhp				
User Notes	Fut 1-22 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	3419	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	326	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	98	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	42.6	ATS	40.7	% FFS	90.4
FFS Delay	6.4	LOS Thresh. Delay	12.5	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	540	850	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1520	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5800	9000	12300	15000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E`	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-23 AM.xhp				
User Notes	Ex 1-23 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	71	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	27	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	17.1	ATS	44.0	% FFS	97.7
FFS Delay	1.9	LOS Thresh. Delay	10.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	500	800	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1120	1550	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3800	7200	11500	15900	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-23 PM.xhp				
User Notes	Ex 1-23 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	68	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	33	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.5	ATS	43.9	% FFS	97.6
FFS Delay	2.0	LOS Thresh. Delay	10.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7100	11100	15600	21000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E`	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-23 AM.xhp				
User Notes	Fut 1-23 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1140	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	101	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	43	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	20.8	ATS	43.5	% FFS	96.7
FFS Delay	2.7	LOS Thresh. Delay	10.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	780	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1120	1560	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5600	8900	12400	16200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E`	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-23 PM.xhp				
User Notes	Fut 1-23 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1140	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	87	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	51	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.8	ATS	43.6	% FFS	96.9
FFS Delay	2.6	LOS Thresh. Delay	10.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5800	9600	13100	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-24 AM.xhp				
User Notes	Ex 1-24 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	720	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	72000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-24 pM.xhp				
User Notes	Ex 1-24 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	10000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.860	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	86	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.4	ATS	44.0	% FFS	97.7
FFS Delay	1.9	LOS Thresh. Delay	10.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	660	970	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	770	1130	1520	1660
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	39000	77000	113000	152000	166000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-24 AM.xhp				
User Notes	Fut 1-24 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	720	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	72000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-24 PM.xhp				
User Notes	Fut 1-24 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.860	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	660	970	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	770	1130	1520	1660
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	39000	77000	113000	152000	166000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-25 AM.xhp				
User Notes	Ex 1-25 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.870	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	90	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	17.6	ATS	43.9	% FFS	97.6
FFS Delay	3.0	LOS Thresh. Delay	15.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	720	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	8300	13400	18200	32700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-25 PM.xhp				
User Notes	Ex 1-25 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.091	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	66	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.3	ATS	44.0	% FFS	97.8
FFS Delay	2.7	LOS Thresh. Delay	14.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	720	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	8300	13400	18200	32700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-25 AM.xhp				
User Notes	Fut 1-25 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.840	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	108	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	20.8	ATS	43.7	% FFS	97.0
FFS Delay	3.7	LOS Thresh. Delay	15.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	620	930	1270	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	740	1110	1520	1700
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	5800	8700	11900	13300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-25 PM.xhp				
User Notes	Fut 1-25 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	84	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	38	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.6	ATS	43.7	% FFS	97.2
FFS Delay	3.6	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	770	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1120	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5800	9200	12900	16900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-26 AM.xhp				
User Notes	Ex 1-26 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.810	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	87	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	19.1	ATS	43.8	% FFS	97.4
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	580	890	1220	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	720	1100	1510	1760
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	6800	10300	14200	16500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-26 PM.xhp				
User Notes	Ex 1-26 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	43	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.6	ATS	43.7	% FFS	97.2
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	680	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6100	10000	13900	20400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-26 AM.xhp				
User Notes	Fut 1-26 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1327	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.115	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	116	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	37	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	22.8	ATS	43.4	% FFS	96.4
FFS Delay	1.5	LOS Thresh. Delay	5.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	530	840	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1520	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6100	9700	13300	16300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-26 PM.xhp				
User Notes	Fut 1-26 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1327	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	88	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	61	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	18.7	ATS	43.4	% FFS	96.4
FFS Delay	1.5	LOS Thresh. Delay	5.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	770	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1120	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5800	9200	12900	16900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-27 AM.xhp				
User Notes	Ex 1-27 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	33000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-27 PM.xhp				
User Notes	Ex 1-27 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-27 AM.xhp				
User Notes	Fut 1-27 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	33000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-27 PM.xhp				
User Notes	Fut 1-27 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-28 AM.xhp				
User Notes	Ex 1-28 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	5540	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	77	Peak Dir. Hrly. Vol.	327	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	327	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	64.7	ATS	36.4	% FFS	80.8
FFS Delay	19.0	LOS Thresh. Delay	27.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	220	510	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	440	1020	1520	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3800	8700	12900	24100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-28 PM.xhp				
User Notes	Ex 1-28 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	5540	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.075	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	77	Peak Dir. Hrly. Vol.	208	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	208	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	57.2	ATS	37.7	% FFS	83.7
FFS Delay	15.6	LOS Thresh. Delay	23.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	220	510	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	440	1020	1520	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	5900	13600	20300	37900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-28 AM.xhp				
User Notes	Fut 1-28 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7147	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	77	Peak Dir. Hrly. Vol.	594	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	349	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	80.9	ATS	33.8	% FFS	75.1
FFS Delay	26.5	LOS Thresh. Delay	34.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	100	250	590	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	160	400	940	1450	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3100	7200	11000	17200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-28 PM.xhp				
User Notes	Fut 1-28 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7147	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.075	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	77	Peak Dir. Hrly. Vol.	300	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	236	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	66.1	ATS	36.8	% FFS	81.7
FFS Delay	17.9	LOS Thresh. Delay	25.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	230	550	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	170	420	990	1490	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	5600	13200	19900	33900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-29 AM.xhp				
User Notes	Ex 1-29 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.017	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 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					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-29 PM.xhp				
User Notes	Ex 1-29 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.950	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	18	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-29 AM.xhp				
User Notes	Fut 1-29 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.017	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.5	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	18300	41200	68300	93600	157700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-29 PM.xhp				
User Notes	Fut 1-29 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.950	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	18	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	360	750	1140	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	790	1200	1500	1500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	20000	41600	63200	79000	79000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-30 AM.xhp				
User Notes	Ex 1-30 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.038	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	18	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	8.1	ATS	44.5	% FFS	98.9
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-30 PM.xhp				
User Notes	Ex 1-30 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.058	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	30	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	28	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.4	ATS	44.3	% FFS	98.5
FFS Delay	0.6	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	680	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5000	11800	20000	27300	47300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-30 AM.xhp				
User Notes	Fut 1-30 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.060	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	43	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	17	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.4	ATS	44.3	% FFS	98.4
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5700	11700	18400	25900	33400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-30 PM.xhp				
User Notes	Fut 1-30 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.066	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	37	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	29	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.2	ATS	44.2	% FFS	98.3
FFS Delay	0.7	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4700	10400	17500	24000	38500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 275 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-31 AM.xhp				
User Notes	Ex 1-31 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.5	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	12.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1590	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	159000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 275 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-31 PM.xhp				
User Notes	Ex 1-31 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.5
FFS Delay	0.6	LOS Thresh. Delay	12.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27600	59200	96700	130900	204200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 275 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-31 AM.xhp				
User Notes	Fut 1-31 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.5	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	12.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1590	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	159000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 275 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-31 PM.xhp				
User Notes	Fut 1-31 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.5
FFS Delay	0.6	LOS Thresh. Delay	12.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4700	10400	17500	24000	38500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-32 AM.xhp				
User Notes	Ex 1-32 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	4097	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.108	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	336	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	106	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	59.7	ATS	40.4	% FFS	89.8
FFS Delay	9.2	LOS Thresh. Delay	17.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1590	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	159000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-32 PM.xhp				
User Notes	Ex 1-32 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	4097	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	265	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	226	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	55.0	ATS	39.4	% FFS	87.6
FFS Delay	11.5	LOS Thresh. Delay	19.5	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1590	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	159000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-32 AM.xhp				
User Notes	Fut 1-32 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	6954	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.108	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	511	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	240	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.36	Density	N/A	PTSF	70.3	ATS	37.0	% FFS	82.3
FFS Delay	17.4	LOS Thresh. Delay	25.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	760	1070	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1120	1580	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6500	10400	14700	19400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-32 PM.xhp				
User Notes	Fut 1-32 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	6954	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	543	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	347	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	73.2	ATS	35.9	% FFS	79.7
FFS Delay	20.5	LOS Thresh. Delay	28.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5400	9000	12400	18300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-33 AM.xhp				
User Notes	Ex 1-33 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	4159	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	341	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	96	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	43.3	ATS	40.7	% FFS	90.4
FFS Delay	8.5	LOS Thresh. Delay	16.5	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1590	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	159000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-33 PM.xhp				
User Notes	Ex 1-33 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	4159	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	265	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	226	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	42.2	ATS	39.5	% FFS	87.8
FFS Delay	11.2	LOS Thresh. Delay	19.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1590	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	159000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-33 AM.xhp				
User Notes	Fut 1-33 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	11352	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	918	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	274	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.65	Density	N/A	PTSF	78.8	ATS	33.0	% FFS	73.4
FFS Delay	29.0	LOS Thresh. Delay	37.0	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	540	850	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3700	6800	10600	14500	17700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-33 PM.xhp				
User Notes	Fut 1-33 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	11352	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	872	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	490	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.61	Density	N/A	PTSF	81.4	ATS	31.9	% FFS	71.0
FFS Delay	32.8	LOS Thresh. Delay	40.8	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6000	9500	13100	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-34 AM.xhp				
User Notes	Ex 1-34 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	4589	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	383	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	108	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.27	Density	N/A	PTSF	46.2	ATS	40.0	% FFS	89.0
FFS Delay	9.9	LOS Thresh. Delay	17.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3700	6700	10400	14300	17200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-34 PM.xhp				
User Notes	Ex 1-34 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	4589	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	293	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	230	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	45.1	ATS	39.2	% FFS	87.1
FFS Delay	11.8	LOS Thresh. Delay	19.8	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6200	10300	13900	22300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-34 AM.xhp				
User Notes	Fut 1-34 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	17393	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1452	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	409	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.02	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3700	6700	10400	14300	17200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-34 PM.xhp				
User Notes	Fut 1-34 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	17393	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.151	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1681	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	945	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.18	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	4800	7500	10400	14800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 475 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 525 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 1-34 AM.xhp				
User Notes	Fut 1-34 Mit AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	17393	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.107	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1452	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	409	Adjusted Capacity	1618

LOS Results

v/c Ratio	0.49	Density	20.6	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	20.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	700	1190	1690	2180	2660
3	1050	1790	2530	3270	3990
4	1410	2390	3380	4370	5320
Lanes	Hourly Volume In Both Directions				
2					
4	900	1530	2170	2800	3420
6	1350	2300	3250	4200	5120
8	1810	3070	4340	5610	6830
Lanes	Annual Average Daily Traffic				
2					
4	8500	14300	20300	26200	32000
6	12700	21500	30400	39300	47900
8	17000	28700	40600	52500	63900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Whitestown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 475 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 525 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 1-34 PM.xhp				
User Notes	Fut 1-34 Mit PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	17393	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.151	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1681	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	945	Adjusted Capacity	0

LOS Results

v/c Ratio	0.56	Density	23.8	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	20.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	700	1190	1690	2180	2660
3	1050	1790	2530	3270	3990
4	1410	2390	3380	4370	5320
Lanes	Hourly Volume In Both Directions				
2					
4	1100	1860	2650	3410	4160
6	1650	2800	3960	5110	6240
8	2210	3740	5290	6830	8320
Lanes	Annual Average Daily Traffic				
2					
4	7300	12400	17600	22600	27600
6	11000	18600	26300	33900	41400
8	14700	24800	35100	45300	55100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-35 AM.xhp				
User Notes	Ex 1-35 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	9195	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	29	Peak Dir. Hrly. Vol.	653	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	294	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	78.1	ATS	35.3	% FFS	78.4
FFS Delay	11.2	LOS Thresh. Delay	15.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	780	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	690	1140	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	6700	11100	15300	20000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-35 PM.xhp				
User Notes	Ex 1-35 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	9195	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	29	Peak Dir. Hrly. Vol.	597	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	350	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	76.5	ATS	35.4	% FFS	78.8
FFS Delay	11.0	LOS Thresh. Delay	15.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	430	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	690	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	6700	11200	15400	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-35 AM.xhp				
User Notes	Fut 1-35 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	13165	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	40	% NPZ	29	Peak Dir. Hrly. Vol.	1003	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	353	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.70	Density	N/A	PTSF	88.2	ATS	31.7	% FFS	70.4
FFS Delay	17.1	LOS Thresh. Delay	21.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	820	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	670	1110	1550	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	6600	10800	15100	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-35 PM.xhp				
User Notes	Fut 1-35 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	13165	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	29	Peak Dir. Hrly. Vol.	909	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	447	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.64	Density	N/A	PTSF	87.1	ATS	31.9	% FFS	70.9
FFS Delay	16.7	LOS Thresh. Delay	20.8	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	760	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1140	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3300	6700	11100	15300	20600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 675 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-36 AM.xhp				
User Notes	Ex 1-36 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.5
FFS Delay	0.1	LOS Thresh. Delay	2.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	430	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	690	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	6700	11200	15400	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 675 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-36 PM.xhp				
User Notes	Ex 1-36 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.021	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	16	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.5	ATS	44.7	% FFS	99.3
FFS Delay	0.1	LOS Thresh. Delay	2.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	430	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	690	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	6700	11200	15400	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 675 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-36 AM.xhp				
User Notes	Fut 1-36 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.5
FFS Delay	0.1	LOS Thresh. Delay	2.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	26700	57600	96700	130900	204200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 275 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 675 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-36 PM.xhp				
User Notes	Fut 1-36 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.021	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	16	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.5	ATS	44.7	% FFS	99.3
FFS Delay	0.1	LOS Thresh. Delay	2.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1530	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	17700	33400	52900	72900	89100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-37 AM.xhp				
User Notes	Ex 1-37 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.037	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	23	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	44.5	% FFS	98.9
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	430	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	690	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	6700	11200	15400	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-37 PM.xhp				
User Notes	Ex 1-37 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.056	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	31	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	44.3	% FFS	98.5
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	630	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1150	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5400	12600	20600	28400	46300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-37 AM.xhp				
User Notes	Fut 1-37 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.062	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	48	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.1	ATS	44.3	% FFS	98.4
FFS Delay	0.7	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	850	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	690	1110	1510	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6000	11200	18000	24400	29900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-37 PM.xhp				
User Notes	Fut 1-37 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.064	% Heavy Vehicles	11.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	32	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.3	ATS	44.2	% FFS	98.3
FFS Delay	0.7	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	340	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	680	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	10700	18200	24700	44400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-38 AM.xhp				
User Notes	Ex 1-38 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.860	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	660	960	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	770	1120	1520	1660
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	39000	77000	112000	152000	166000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-38 PM.xhp				
User Notes	Ex 1-38 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.5	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-38 AM.xhp				
User Notes	Fut 1-38 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.860	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	660	960	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	770	1120	1520	1660
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	39000	77000	112000	152000	166000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-38 PM.xhp				
User Notes	Fut 1-38 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.5	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	116000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 280 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-39 AM.xhp				
User Notes	Ex 1-39 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	70000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 280 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-39 PM.xhp				
User Notes	Ex 1-39 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.880	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	7.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1540	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	71000	111000	154000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 280 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-39 AM.xhp				
User Notes	Fut 1-39 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	70000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 S	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 280 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-39 PM.xhp				
User Notes	Fut 1-39 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.5	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1540	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	71000	111000	154000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 425 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-40 AM.xhp				
User Notes	Ex 1-40 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	70000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 425 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-40 PM.xhp				
User Notes	Ex 1-40 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	71000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 425 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-40 AM.xhp				
User Notes	Fut 1-40 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	3654	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	257	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	68	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.18	Density	N/A	PTSF	36.6	ATS	41.8	% FFS	92.9
FFS Delay	6.1	LOS Thresh. Delay	14.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4300	8000	12500	17000	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 425 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-40 PM.xhp				
User Notes	Fut 1-40 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	3654	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.130	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	309	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	166	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	44.1	ATS	39.6	% FFS	88.0
FFS Delay	10.9	LOS Thresh. Delay	18.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5400	8700	12100	16900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 475 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-41 AM.xhp				
User Notes	Ex 1-41 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	70000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 475 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-41 PM.xhp				
User Notes	Ex 1-41 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.030	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.9	ATS	44.6	% FFS	99.1
FFS Delay	0.7	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11400	23400	37700	52700	72000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 475 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-41 AM.xhp				
User Notes	Fut 1-41 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1905	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	301	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	80	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	40.0	ATS	41.3	% FFS	91.8
FFS Delay	7.2	LOS Thresh. Delay	15.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	3600	5600	7600	9000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 475 E	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-41 PM.xhp				
User Notes	Fut 1-41 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1905	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	240	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	141	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	37.7	ATS	40.7	% FFS	90.5
FFS Delay	8.4	LOS Thresh. Delay	16.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	3600	5700	8000	11400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-42 AM.xhp				
User Notes	Ex 1-42 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	9176	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	646	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	290	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	77.0	ATS	35.3	% FFS	78.5
FFS Delay	10.9	LOS Thresh. Delay	14.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	480	770	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1120	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	6900	11000	15400	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-42 PM.xhp				
User Notes	Ex 1-42 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	9176	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	597	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	366	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	76.0	ATS	35.2	% FFS	78.3
FFS Delay	11.1	LOS Thresh. Delay	15.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1150	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6700	11000	15000	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-42 AM.xhp				
User Notes	Fut 1-42 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	13152	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	993	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	349	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.70	Density	N/A	PTSF	87.2	ATS	31.7	% FFS	70.5
FFS Delay	16.8	LOS Thresh. Delay	20.8	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	820	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	690	1110	1550	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	6800	10900	15200	18900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-42 PM.xhp				
User Notes	Fut 1-42 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	13152	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	23	Peak Dir. Hrly. Vol.	925	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	456	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.65	Density	N/A	PTSF	86.7	ATS	31.7	% FFS	70.3
FFS Delay	16.9	LOS Thresh. Delay	20.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6600	10700	15000	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-43 AM.xhp				
User Notes	Ex 1-43 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.039	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	19	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.7	ATS	44.5	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8300	18300	29800	40300	71600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-43 PM.xhp				
User Notes	Ex 1-43 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.045	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	24	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	21	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	8.7	ATS	44.5	% FFS	98.8
FFS Delay	0.5	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6900	15600	26000	35400	59600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-43 AM.xhp				
User Notes	Fut 1-43 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.064	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	45	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	19	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.5	ATS	44.3	% FFS	98.4
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	780	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1120	1560	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5700	11000	17600	24400	31800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-43 PM.xhp				
User Notes	Fut 1-43 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.053	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	31	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.8	ATS	44.4	% FFS	98.7
FFS Delay	0.5	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6300	13400	21900	29700	46300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-44 AM.xhp				
User Notes	Ex 1-44 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.083	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.860	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	71	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	15.4	ATS	44.1	% FFS	98.0
FFS Delay	1.6	LOS Thresh. Delay	9.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	660	960	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	770	1120	1520	1660
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4700	9300	13500	18400	20000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-44 PM.xhp				
User Notes	Ex 1-44 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.036	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.4	ATS	44.6	% FFS	99.0
FFS Delay	0.8	LOS Thresh. Delay	8.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9200	19800	32300	43700	68100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-44 AM.xhp				
User Notes	Fut 1-44 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	76	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	17.7	ATS	43.9	% FFS	97.7
FFS Delay	1.9	LOS Thresh. Delay	9.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1540	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3800	7100	11000	15300	18900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-44 PM.xhp				
User Notes	Fut 1-44 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.064	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	41	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	23	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.8	ATS	44.3	% FFS	98.4
FFS Delay	1.3	LOS Thresh. Delay	9.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	720	1010	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1130	1580	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5500	11100	17700	24700	34700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-45 AM.xhp				
User Notes	Ex 1-45 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	51	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	47	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	12.3	ATS	44.0	% FFS	97.7
FFS Delay	1.4	LOS Thresh. Delay	7.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	7200	11900	16200	28000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-45 PM.xhp				
User Notes	Ex 1-45 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	43	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	38	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.4	ATS	44.1	% FFS	98.0
FFS Delay	1.2	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8700	14500	19700	33100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-45 AM.xhp				
User Notes	Fut 1-45 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.129	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	76	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	53	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.0	ATS	43.7	% FFS	97.0
FFS Delay	1.9	LOS Thresh. Delay	7.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5500	9000	12300	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 300 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 267	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-45 PM.xhp				
User Notes	Fut 1-45 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	68	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	50	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	15.7	ATS	43.8	% FFS	97.3
FFS Delay	1.7	LOS Thresh. Delay	7.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	400	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5900	9900	13400	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-46 AM.xhp				
User Notes	Ex 1-46 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	74	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	27	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	17.5	ATS	43.9	% FFS	97.6
FFS Delay	1.0	LOS Thresh. Delay	5.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7000	11000	15300	19400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-46 PM.xhp				
User Notes	Ex 1-46 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.072	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	46	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	26	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.4	ATS	44.2	% FFS	98.2
FFS Delay	0.7	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4600	9900	15700	21900	30900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-46 AM.xhp				
User Notes	Fut 1-46 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	79	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	47	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.8	ATS	43.7	% FFS	97.1
FFS Delay	1.2	LOS Thresh. Delay	5.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5600	9000	12600	18000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 267	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 425 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-46 PM.xhp				
User Notes	Fut 1-46 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	55	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	37	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.5	ATS	44.0	% FFS	97.8
FFS Delay	0.9	LOS Thresh. Delay	4.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7700	12700	17100	25800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-47 AM.xhp				
User Notes	Ex 1-47 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	73	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	34	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	17.2	ATS	43.9	% FFS	97.5
FFS Delay	0.5	LOS Thresh. Delay	2.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	760	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1120	1560	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6600	10500	14600	19600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-47 PM.xhp				
User Notes	Ex 1-47 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.073	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	48	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	13.8	ATS	44.2	% FFS	98.2
FFS Delay	0.4	LOS Thresh. Delay	2.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	740	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1570	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4700	9600	15500	21600	29600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-47 AM.xhp				
User Notes	Fut 1-47 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	78	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	54	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.3	ATS	43.6	% FFS	96.9
FFS Delay	0.6	LOS Thresh. Delay	2.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5400	8800	12000	18300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 425 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 450 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-47 PM.xhp				
User Notes	Fut 1-47 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	57	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	36	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.9	ATS	44.0	% FFS	97.8
FFS Delay	0.5	LOS Thresh. Delay	2.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7500	12400	17000	25100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-48 AM.xhp				
User Notes	Ex 1-48 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	90	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	26	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	19.6	ATS	43.8	% FFS	97.3
FFS Delay	0.6	LOS Thresh. Delay	2.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3300	6200	9600	13200	15800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-48 PM.xhp				
User Notes	Ex 1-48 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	64	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	34	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.0	ATS	43.9	% FFS	97.7
FFS Delay	0.5	LOS Thresh. Delay	2.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7200	11600	16100	22400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 450 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-48 AM.xhp				
User Notes	Fut 1-48 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	2619	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	257	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	73	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.18	Density	N/A	PTSF	36.7	ATS	41.7	% FFS	92.8
FFS Delay	1.6	LOS Thresh. Delay	3.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	5700	8900	12100	14600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 450 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 475 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-48 PM.xhp				
User Notes	Fut 1-48 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	2619	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	155	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	143	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	27.8	ATS	41.4	% FFS	92.1
FFS Delay	1.7	LOS Thresh. Delay	3.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	6200	10200	13900	24100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Wolfe Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-49 AM.xhp				
User Notes	Ex 1-49 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.078	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	58	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	15.4	ATS	44.2	% FFS	98.1
FFS Delay	0.5	LOS Thresh. Delay	3.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	820	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1550	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	9200	14300	19900	24700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Wolfe Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-49 PM.xhp				
User Notes	Ex 1-49 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.066	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	41	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.7	ATS	44.3	% FFS	98.4
FFS Delay	0.4	LOS Thresh. Delay	3.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	430	710	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5200	10700	17500	23800	34900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Wolfe Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-49 AM.xhp				
User Notes	Fut 1-49 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.082	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	60	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	15.6	ATS	44.1	% FFS	98.0
FFS Delay	0.5	LOS Thresh. Delay	3.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	510	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4600	8600	13600	18800	23800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 475 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Wolfe Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-49 PM.xhp				
User Notes	Fut 1-49 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.074	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	46	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	28	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.4	ATS	44.2	% FFS	98.2
FFS Delay	0.5	LOS Thresh. Delay	3.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	430	710	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4600	9500	15600	21300	31100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-50 AM.xhp				
User Notes	Ex 1-50 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	8944	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	36	Peak Dir. Hrly. Vol.	620	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	292	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.44	Density	N/A	PTSF	77.8	ATS	30.7	% FFS	76.7
FFS Delay	20.5	LOS Thresh. Delay	34.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	380	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	560	1000	1390	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5500	9900	13700	20500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-50 PM.xhp				
User Notes	Ex 1-50 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	8944	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	36	Peak Dir. Hrly. Vol.	590	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	332	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	76.7	ATS	30.8	% FFS	76.9
FFS Delay	20.2	LOS Thresh. Delay	33.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	360	640	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	570	1000	1400	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5600	9800	13600	21600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-50 AM.xhp				
User Notes	Fut 1-50 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	12588	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	35	% NPZ	36	Peak Dir. Hrly. Vol.	937	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	347	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.66	Density	N/A	PTSF	87.7	ATS	27.5	% FFS	68.7
FFS Delay	30.7	LOS Thresh. Delay	44.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	410	700	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	570	960	1370	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	5600	9500	13500	19200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 267	Study Period	Kother
Date Prepared	6/1/2022 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-50 PM.xhp				
User Notes	Fut 1-50 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	12588	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	36	Peak Dir. Hrly. Vol.	890	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	419	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.63	Density	N/A	PTSF	87.7	ATS	27.4	% FFS	68.4
FFS Delay	31.1	LOS Thresh. Delay	44.6	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	380	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	560	1000	1390	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5400	9700	13400	20100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-51 AM.xhp				
User Notes	Ex 1-51 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.028	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.820	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	23	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.1	ATS	44.6	% FFS	99.1
FFS Delay	0.5	LOS Thresh. Delay	6.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	590	900	1230	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	720	1100	1500	1740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	13300	25800	39300	53600	62200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-51 PM.xhp				
User Notes	Ex 1-51 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.023	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	11	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.8	ATS	44.7	% FFS	99.3
FFS Delay	0.5	LOS Thresh. Delay	6.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12700	30500	50500	68700	119200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-51 AM.xhp				
User Notes	Fut 1-51 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.041	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.850	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	35	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.0	ATS	44.5	% FFS	98.9
FFS Delay	0.7	LOS Thresh. Delay	6.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	630	940	1280	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	750	1110	1510	1680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9300	18300	27100	36900	41000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 300 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 750 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-51 PM.xhp				
User Notes	Fut 1-51 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.032	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	17	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.7	ATS	44.6	% FFS	99.1
FFS Delay	0.6	LOS Thresh. Delay	6.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9700	21300	36300	49700	83800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Bonne County Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-52 AM.xhp				
User Notes	Ex 1-52 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.082	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.850	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	0

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	15.6	ATS	44.1	% FFS	98.1
FFS Delay	0.8	LOS Thresh. Delay	4.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	640	940	1290	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	760	1110	1520	1680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	9300	13600	18600	20500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Bonne County Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-52 PM.xhp				
User Notes	Ex 1-52 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.075	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	53	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.6	ATS	44.2	% FFS	98.2
FFS Delay	0.7	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	790	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1120	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	9500	15000	20700	26700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Bonne County Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-52 AM.xhp				
User Notes	Fut 1-52 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.880	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	106	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	19.2	ATS	43.8	% FFS	97.2
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	680	1000	1330	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	780	1140	1520	1620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3300	6500	9500	12600	13400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Bonne County Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-52 PM.xhp				
User Notes	Fut 1-52 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.109	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	78	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	31	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.9	ATS	43.9	% FFS	97.5
FFS Delay	1.0	LOS Thresh. Delay	5.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	800	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1120	1550	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	6600	10300	14300	18200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Boone County Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-53 AM.xhp				
User Notes	Ex 1-53 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.033	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.820	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	27	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.6	ATS	44.6	% FFS	99.1
FFS Delay	1.1	LOS Thresh. Delay	13.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	600	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1520	1740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11600	22500	33700	46100	52800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Boone County Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 1-53 PM.xhp				
User Notes	Ex 1-53 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.032	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	22	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	44.6	% FFS	99.1
FFS Delay	1.1	LOS Thresh. Delay	13.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	770	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1120	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11000	21900	35000	49100	64400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Boone County Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-53 AM.xhp				
User Notes	Fut 1-53 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.048	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.850	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	41	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.8	ATS	44.4	% FFS	98.8
FFS Delay	1.5	LOS Thresh. Delay	13.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	640	940	1290	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	760	1110	1520	1680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8000	15900	23200	31700	35000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	Boone County Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 50 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 1-53 PM.xhp				
User Notes	Fut 1-53 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.046	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	33	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.9	ATS	44.5	% FFS	98.8
FFS Delay	1.5	LOS Thresh. Delay	13.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	500	800	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1120	1550	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8100	15300	24400	33700	43100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 675 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-1 AM.xhp				
User Notes	Ex 2-1 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	37.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 675 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-1 PM.xhp				
User Notes	Ex 2-1 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	37.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	460	770	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	650	1090	1540	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	65000	109000	154000	200000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 675 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-1 AM.xhp				
User Notes	Fut 2-1 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	37.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	320	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	640	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	24000	64000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 675 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-1 PM.xhp				
User Notes	Fut 2-1 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	37.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	460	770	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	650	1090	1540	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	65000	109000	154000	200000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-2 AM.xhp				
User Notes	Ex 2-2 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	17.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	590	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	720	1100	1500	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	37000	72000	110000	150000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-2 PM.xhp				
User Notes	Ex 2-2 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1120	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	67000	112000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-2 AM.xhp				
User Notes	Fut 2-2 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	17.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	590	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	720	1100	1500	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	37000	72000	110000	150000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-2 PM.xhp				
User Notes	Fut 2-2 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	17.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	67000	114000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-3 AM.xhp				
User Notes	Ex 2-3 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	660	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	640	1100	1560	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27000	64000	110000	156000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-3 PM.xhp				
User Notes	Ex 2-3 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	400	690	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	640	1100	1560	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27000	64000	110000	156000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-3 AM.xhp				
User Notes	Fut 2-3 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	660	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	640	1100	1560	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27000	64000	110000	156000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-3 PM.xhp				
User Notes	Fut 2-3 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	39.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	400	690	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	640	1100	1560	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27000	64000	110000	156000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-4 AM.xhp				
User Notes	Ex 2-4 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-4 PM.xhp				
User Notes	Ex 2-4 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.011	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28200	63700	106400	144600	235500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-4 AM.xhp				
User Notes	Fut 2-4 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	2232	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.075	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	129	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	24.3	ATS	43.3	% FFS	96.2
FFS Delay	3.2	LOS Thresh. Delay	11.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	540	850	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1520	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5000	9500	14800	20300	24700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-4 PM.xhp				
User Notes	Fut 2-4 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	2232	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	157	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	92	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	28.1	ATS	42.4	% FFS	94.2
FFS Delay	5.0	LOS Thresh. Delay	13.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	6300	10100	14200	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-5 AM.xhp				
User Notes	Ex 2-5 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.011	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28200	63700	106400	144600	235500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-5 PM.xhp				
User Notes	Ex 2-5 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.017	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	20000	41200	66500	92400	128900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-5 AM.xhp				
User Notes	Fut 2-5 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21400	46700	77400	104700	158000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-5 PM.xhp				
User Notes	Fut 2-5 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.023	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	17	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.6	ATS	44.7	% FFS	99.3
FFS Delay	0.6	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	820	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1530	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16100	30900	48300	66600	83500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-6 AM.xhp				
User Notes	Ex 2-6 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.018	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	17300	38900	65000	87800	141200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-6 PM.xhp				
User Notes	Ex 2-6 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.6	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	17900	36900	59500	83200	119000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-6 AM.xhp				
User Notes	Fut 2-6 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	9	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.7	% FFS	99.3
FFS Delay	0.5	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	15600	35000	58600	79600	129600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 200 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-6 PM.xhp				
User Notes	Fut 2-6 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.023	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	11	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.8	ATS	44.7	% FFS	99.3
FFS Delay	0.6	LOS Thresh. Delay	8.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	13500	30500	50500	68700	119200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-7 AM.xhp				
User Notes	Ex 2-7 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	71000	111000	152000	183000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-7 PM.xhp				
User Notes	Ex 2-7 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21400	46700	77400	104700	158000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-7 AM.xhp				
User Notes	Fut 2-7 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	71000	111000	152000	183000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-7 PM.xhp				
User Notes	Fut 2-7 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21400	46700	77400	104700	158000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-8 AM.xhp				
User Notes	Ex 2-8 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	5.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21500	50100	82900	112900	202900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-8 PM.xhp				
User Notes	Ex 2-8 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	0

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.6	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16900	36400	59500	83200	119000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-8 AM.xhp				
User Notes	Fut 2-8 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	5.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21500	50100	82900	112900	202900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-8 PM.xhp				
User Notes	Fut 2-8 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.6	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16900	36400	59500	83200	119000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-9 AM.xhp				
User Notes	Ex 2-9 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	5.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	33000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-9 PM.xhp				
User Notes	Ex 2-9 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.013	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	5.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	760	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1110	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27000	53900	85400	120800	158500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-9 AM.xhp				
User Notes	Fut 2-9 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	5.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	33000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-9 PM.xhp				
User Notes	Fut 2-9 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.6	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	5.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	25800	50100	78600	110800	142900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-10 AM.xhp				
User Notes	Ex 2-10 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.330	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.4	ATS	44.8	% FFS	99.5
FFS Delay	0.6	LOS Thresh. Delay	11.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	23400	47400	74700	104700	141400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-10 pM.xhp				
User Notes	Ex 2-10 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.330	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.031	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	16	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.6	% FFS	99.1
FFS Delay	1.0	LOS Thresh. Delay	11.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10000	22600	37500	51000	88400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-10 AM.xhp				
User Notes	Fut 2-10 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.330	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.4	ATS	44.8	% FFS	99.5
FFS Delay	0.6	LOS Thresh. Delay	11.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	23400	47400	74700	104700	141400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-10 PM.xhp				
User Notes	Fut 2-10 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.330	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.031	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	16	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.6	% FFS	99.1
FFS Delay	1.0	LOS Thresh. Delay	11.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10000	22600	37500	51000	88400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-11 AM.xhp				
User Notes	Ex 2-11 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.016	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	19400	43800	73200	98800	158800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-11 PM.xhp				
User Notes	Ex 2-11 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.027	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11500	26000	43400	58600	94100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-11 AM.xhp				
User Notes	Fut 2-11 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.016	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	19400	43800	73200	98800	158800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 750 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-11 PM.xhp				
User Notes	Fut 2-11 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.027	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11500	26000	43400	58600	94100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-12 AM.xhp				
User Notes	Ex 2-12 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29200	59200	93400	130900	176700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-12 PM.xhp				
User Notes	Ex 2-12 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.026	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	14	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.7	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12400	27400	45000	60800	101200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-12 AM.xhp				
User Notes	Fut 2-12 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29200	59200	93400	130900	176700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 750 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-12 PM.xhp				
User Notes	Fut 2-12 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.026	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	14	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.7	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12400	27400	45000	60800	101200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-13 AM.xhp				
User Notes	Ex 2-13 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.013	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	23100	53100	88500	121600	202400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-13 PM.xhp				
User Notes	Ex 2-13 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.025	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.9	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12800	27600	45600	62800	94800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-13 AM.xhp				
User Notes	Fut 2-13 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.013	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	23100	53100	88500	121600	202400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-13 PM.xhp				
User Notes	Fut 2-13 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.025	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.9	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	12800	27600	45600	62800	94800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-14 AM.xhp				
User Notes	Ex 2-14 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27600	59200	96700	130900	204200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-14 PM.xhp				
User Notes	Ex 2-15 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.024	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	9	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.0	ATS	44.7	% FFS	99.3
FFS Delay	0.6	LOS Thresh. Delay	8.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	14200	29200	48000	65900	94200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-14 AM.xhp				
User Notes	Fut 2-14 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.012	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27600	59200	96700	130900	204200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-14 PM.xhp				
User Notes	Fut 2-14 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.024	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	9	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.0	ATS	44.7	% FFS	99.3
FFS Delay	0.6	LOS Thresh. Delay	8.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	14200	29200	48000	65900	94200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-15 AM.xhp				
User Notes	Ex 2-15 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.038	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.840	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.8	ATS	44.5	% FFS	98.9
FFS Delay	0.8	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	620	930	1270	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	740	1110	1520	1700
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10300	19500	29300	40000	44800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-15 PM.xhp				
User Notes	Ex 2-15 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.042	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.9	ATS	44.5	% FFS	98.9
FFS Delay	0.9	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1530	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8900	16700	26500	36500	44600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-15 AM.xhp				
User Notes	Fut 2-15 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.055	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.870	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	48	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	12.1	ATS	44.4	% FFS	98.6
FFS Delay	1.1	LOS Thresh. Delay	8.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	660	970	1310	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	760	1120	1510	1640
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	7000	13900	20400	27500	29900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-15 PM.xhp				
User Notes	Fut 2-15 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.061	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	48	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.1	ATS	44.3	% FFS	98.4
FFS Delay	1.2	LOS Thresh. Delay	9.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6100	11700	18200	24800	29600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 150 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 675 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-16 AM.xhp				
User Notes	Ex 2-16 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.1	LOS Thresh. Delay	2.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 150 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 675 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-16 PM.xhp				
User Notes	Ex 2-16 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.1	LOS Thresh. Delay	2.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 150 N	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 675 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-16 AM.xhp				
User Notes	Fut 2-16 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.1	LOS Thresh. Delay	2.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 150 N	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 675 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-16 PM.xhp				
User Notes	Fut 2-16 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.1	LOS Thresh. Delay	2.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-17 AM.xhp				
User Notes	Ex 2-17 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	113000	158000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-17 PM.xhp				
User Notes	Ex 2-17 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	71000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-17 AM.xhp				
User Notes	Fut 2-17 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	113000	158000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 750 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-17 PM.xhp				
User Notes	Fut 2-17 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	71000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-18 AM.xhp				
User Notes	Ex 2-18 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-18 PM.xhp				
User Notes	Ex 2-18 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	300	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	600	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	22000	60000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-18 AM.xhp				
User Notes	Fut 2-18 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-18 PM.xhp				
User Notes	Fut 2-18 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	50.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	300	560	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	600	1120	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	22000	60000	112000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-19 AM.xhp				
User Notes	Ex 2-19 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	5.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21500	50100	82900	112900	202900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-19 PM.xhp				
User Notes	Ex 2-19 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.031	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.0	ATS	44.6	% FFS	99.1
FFS Delay	0.7	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	760	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1120	1560	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11000	22600	36200	50400	67500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-19 AM.xhp				
User Notes	Fut 2-19 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1480	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.087	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	99	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	30	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	20.7	ATS	43.6	% FFS	97.0
FFS Delay	2.5	LOS Thresh. Delay	10.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	540	850	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1520	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4300	8200	12800	17500	21300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-19 PM.xhp				
User Notes	Fut 2-19 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1480	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	131	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	54	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	24.5	ATS	43.1	% FFS	95.8
FFS Delay	3.5	LOS Thresh. Delay	11.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5600	8800	12400	16000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-20 AM.xhp				
User Notes	Ex 2-20 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.4	ATS	44.7	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	22000	46000	74700	104700	141400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-20 PM.xhp				
User Notes	Ex 2-20 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	68000	117000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-20 AM.xhp				
User Notes	Fut 2-20 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.017	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.8	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	20000	41200	64800	91200	117700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-20 PM.xhp				
User Notes	Fut 2-20 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.011	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1150	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28200	63700	104600	144600	235500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-21 AM.xhp				
User Notes	Ex 2-21 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.057	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	43	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.4	ATS	44.4	% FFS	98.6
FFS Delay	1.2	LOS Thresh. Delay	9.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1540	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6700	12500	19500	27100	33400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-21 PM.xhp				
User Notes	Ex 2-21 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.055	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	44	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	11	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.5	ATS	44.4	% FFS	98.6
FFS Delay	1.1	LOS Thresh. Delay	9.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	580	890	1210	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	730	1120	1520	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	7100	13300	20400	27700	32400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-21 AM.xhp				
User Notes	Fut 2-21 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1012	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.094	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	69	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	26	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.7	ATS	44.0	% FFS	97.8
FFS Delay	1.8	LOS Thresh. Delay	9.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	510	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	7500	11900	16400	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 N	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-21 PM.xhp				
User Notes	Fut 2-21 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1012	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.084	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.820	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.5	ATS	44.1	% FFS	98.0
FFS Delay	1.6	LOS Thresh. Delay	9.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	600	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	740	1110	1520	1740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	8900	13300	18100	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-22 AM.xhp				
User Notes	Ex 2-22 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	75	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.7	ATS	44.0	% FFS	97.7
FFS Delay	1.9	LOS Thresh. Delay	9.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	7500	11700	15900	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-22 PM.xhp				
User Notes	Ex 2-22 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.076	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	45	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	31	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.0	ATS	44.2	% FFS	98.1
FFS Delay	1.5	LOS Thresh. Delay	9.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	9300	15300	20800	31800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-22 AM.xhp				
User Notes	Fut 2-22 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	5961	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	549	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	214	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	62.2	ATS	36.9	% FFS	82.1
FFS Delay	17.4	LOS Thresh. Delay	25.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	790	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1100	1550	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5500	8600	12200	15500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-22 PM.xhp				
User Notes	Fut 2-22 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	5961	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.156	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	725	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	205	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.51	Density	N/A	PTSF	69.3	ATS	35.4	% FFS	78.7
FFS Delay	21.7	LOS Thresh. Delay	29.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	4600	7200	9800	11800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-23 AM.xhp				
User Notes	Ex 2-23 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.900	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	18	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.9	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	350	710	1040	1370	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	790	1160	1530	1580
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	19600	39600	58000	76600	79000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-23 PM.xhp				
User Notes	Ex 2-23 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	68	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	33	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.5	ATS	43.9	% FFS	97.6
FFS Delay	1.9	LOS Thresh. Delay	9.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7100	11100	15600	21000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-23 AM.xhp				
User Notes	Fut 2-23 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.022	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.910	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.7	% FFS	99.3
FFS Delay	0.6	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	350	720	1070	1400	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	800	1180	1540	1570
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	17800	36400	53700	70000	71400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-23 PM.xhp				
User Notes	Fut 2-23 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	33	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.8	ATS	43.9	% FFS	97.6
FFS Delay	2.0	LOS Thresh. Delay	10.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	760	1070	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1120	1580	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	6900	10900	15400	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-24 AM.xhp				
User Notes	Ex 2-24 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	8.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	720	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	72000	116000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-24 PM.xhp				
User Notes	Ex 2-24 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.031	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	11	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.8	ATS	44.6	% FFS	99.1
FFS Delay	0.7	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	460	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	11700	23000	36500	50700	70700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-24 AM.xhp				
User Notes	Fut 2-24 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1804	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.065	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	93	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	19.9	ATS	43.8	% FFS	97.3
FFS Delay	2.2	LOS Thresh. Delay	10.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	570	880	1200	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	730	1120	1520	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6200	11300	17300	23400	27700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-24 PM.xhp				
User Notes	Fut 2-24 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1804	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	131	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	53	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	24.4	ATS	43.2	% FFS	96.0
FFS Delay	3.3	LOS Thresh. Delay	11.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	500	790	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1120	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3700	7000	11000	15200	19700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-25 AM.xhp				
User Notes	Ex 2-25 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1120	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	67000	112000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-25 PM.xhp				
User Notes	Ex 2-25 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	550	870	1200	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	690	1090	1500	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	36000	69000	109000	150000	178000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-25 AM.xhp				
User Notes	Fut 2-25 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1120	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	67000	112000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-25 PM.xhp				
User Notes	Fut 2-25 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	550	870	1200	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	690	1090	1500	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	36000	69000	109000	150000	178000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-26 AM.xhp				
User Notes	Ex 2-26 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	21.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-26 PM.xhp				
User Notes	Ex 2-26 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	21.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	590	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	720	1100	1500	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	72000	110000	150000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-26 AM.xhp				
User Notes	Fut 2-26 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	21.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-26 PM.xhp				
User Notes	Fut 2-26 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	21.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	590	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	720	1100	1500	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	72000	110000	150000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-27 AM.xhp				
User Notes	Ex 2-27 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.016	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	20700	43800	73200	98800	158800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-27 PM.xhp				
User Notes	Ex 2-27 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.8	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	570	880	1200	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	730	1120	1520	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28600	52200	80100	108600	128600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-27 AM.xhp				
User Notes	Fut 2-27 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.016	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	9	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	20700	43800	73200	98800	158800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-27 PM.xhp				
User Notes	Fut 2-27 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	0.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.8	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	570	880	1200	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	400	730	1120	1520	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28600	52200	80100	108600	128600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-28 AM.xhp				
User Notes	Ex 2-28 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.023	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.910	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	7.4	ATS	44.7	% FFS	99.3
FFS Delay	0.6	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	710	1060	1390	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	790	1170	1530	1570
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16600	34400	50900	66600	68300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-28 PM.xhp				
User Notes	Ex 2-28 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.021	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	13	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.7	ATS	44.7	% FFS	99.3
FFS Delay	0.5	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	15800	33400	53900	74800	109600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-38 AM.xhp				
User Notes	Fut 2-38 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	7687	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	436	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	256	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	57.2	ATS	37.6	% FFS	83.6
FFS Delay	7.2	LOS Thresh. Delay	10.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3800	7800	12800	17600	25200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 N	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-28 PM.xhp				
User Notes	Fut 2-28 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.057	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	40	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	17	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.8	ATS	44.3	% FFS	98.5
FFS Delay	1.2	LOS Thresh. Delay	9.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	770	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	690	1100	1560	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6200	12200	19300	27400	35700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-29 AM.xhp				
User Notes	Ex 2-29 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7641	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	397	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	352	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.28	Density	N/A	PTSF	56.2	ATS	51.6	% FFS	86.0
FFS Delay	9.8	LOS Thresh. Delay	0.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	500	820	1110	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	950	1550	2100	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	9700	15900	21500	27400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-29 PM.xhp				
User Notes	Ex 2-29 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7641	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	516	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	439	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.36	Density	N/A	PTSF	65.7	ATS	49.9	% FFS	83.2
FFS Delay	12.1	LOS Thresh. Delay	0.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	500	830	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	930	1540	2100	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	7500	12400	16800	21100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/6/2022 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-29 AM.xhp				
User Notes	Fut 2-29 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	10765	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	549	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	506	Adjusted Capacity	0

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	67.6	ATS	49.1	% FFS	81.8
FFS Delay	13.3	LOS Thresh. Delay	1.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	490	800	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	950	1540	2100	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	9700	15800	21500	28000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/6/2022 10:12:35 AM	From	CR 600 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-29 PM.xhp				
User Notes	Fut 2-29 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	10765	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	793	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	574	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.56	Density	N/A	PTSF	79.9	ATS	46.4	% FFS	77.4
FFS Delay	17.5	LOS Thresh. Delay	5.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	540	890	1210	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	940	1540	2090	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	7500	12200	16500	19300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-30 AM.xhp				
User Notes	Ex 2-30 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	7875	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	401	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	370	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.28	Density	N/A	PTSF	56.9	ATS	51.4	% FFS	85.7
FFS Delay	5.0	LOS Thresh. Delay	0.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	490	800	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	950	1540	2100	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	9700	15800	21500	28000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-30 PM.xhp				
User Notes	Ex 2-30 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	7875	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	544	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	464	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	67.4	ATS	49.5	% FFS	82.4
FFS Delay	6.4	LOS Thresh. Delay	0.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	500	830	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	930	1540	2100	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	7300	12100	16500	20600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-30 AM.xhp				
User Notes	Fut 2-30 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	17273	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	1222	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	781	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.86	Density	N/A	PTSF	90.7	ATS	40.8	% FFS	68.1
FFS Delay	14.1	LOS Thresh. Delay	8.1	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	560	930	1270	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	920	1530	2090	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	8000	13200	18100	20100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-30 PM.xhp				
User Notes	Fut 2-30 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	15055	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	1156	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	771	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.81	Density	N/A	PTSF	89.9	ATS	41.5	% FFS	69.2
FFS Delay	13.3	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	550	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	920	1540	2090	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	7200	12100	16400	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-31 AM.xhp				
User Notes	Ex 2-31 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7880	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	374	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	374	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.27	Density	N/A	PTSF	54.8	ATS	51.7	% FFS	86.1
FFS Delay	9.7	LOS Thresh. Delay	0.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	470	770	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	940	1540	2100	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	9900	16300	22200	29900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-31 PM.xhp				
User Notes	Ex 2-31 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7880	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	55	% NPZ	0	Peak Dir. Hrly. Vol.	557	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	475	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	68.1	ATS	49.3	% FFS	82.1
FFS Delay	13.1	LOS Thresh. Delay	1.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	500	830	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	930	1540	2100	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	7100	11800	16100	20100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-31 AM.xhp				
User Notes	Fut 2-31 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	15702	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	55	% NPZ	77	Peak Dir. Hrly. Vol.	1236	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	758	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.87	Density	N/A	PTSF	93.6	ATS	40.4	% FFS	67.3
FFS Delay	29.2	LOS Thresh. Delay	17.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	460	880	1260	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	230	750	1420	2040	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	6000	11200	16100	18200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-31 PM.xhp				
User Notes	Fut 2-31 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	15702	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	55	% NPZ	77	Peak Dir. Hrly. Vol.	1275	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	782	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.90	Density	N/A	PTSF	93.8	ATS	39.8	% FFS	66.3
FFS Delay	30.5	LOS Thresh. Delay	18.5	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	460	880	1260	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	230	750	1420	2040	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	5800	10900	15600	17600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-32 AM.xhp				
User Notes	Ex 2-32 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.990	Median	No	AADT	7922	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	55	% NPZ	47	Peak Dir. Hrly. Vol.	388	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	388	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.28	Density	N/A	PTSF	67.6	ATS	50.8	% FFS	84.7
FFS Delay	10.7	LOS Thresh. Delay	0.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	440	760	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	880	1520	2060	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	9000	15600	21100	29000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-32 PM.xhp				
User Notes	Ex 2-32 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.990	Median	No	AADT	7922	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.129	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	55	% NPZ	47	Peak Dir. Hrly. Vol.	552	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	470	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	76.2	ATS	48.9	% FFS	81.6
FFS Delay	13.4	LOS Thresh. Delay	1.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	470	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	880	1500	2080	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2100	6900	11700	16200	20400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-32 AM.xhp				
User Notes	Fut 2-32 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.990	Median	No	AADT	18078	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	55	% NPZ	47	Peak Dir. Hrly. Vol.	1255	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	769	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.88	Density	N/A	PTSF	93.3	ATS	40.4	% FFS	67.3
FFS Delay	28.8	LOS Thresh. Delay	17.0	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	510	910	1280	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	830	1470	2070	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	7500	13200	18500	20600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-32 PM.xhp				
User Notes	Fut 2-32 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.990	Median	No	AADT	15876	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.129	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	55	% NPZ	47	Peak Dir. Hrly. Vol.	1270	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	778	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.89	Density	N/A	PTSF	93.3	ATS	40.2	% FFS	67.0
FFS Delay	29.3	LOS Thresh. Delay	17.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	510	910	1280	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	830	1470	2070	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2200	6500	11400	16100	17900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-33 AM.xhp				
User Notes	Ex 2-33 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	8194	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.099	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	414	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	397	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	71.7	ATS	49.9	% FFS	83.1
FFS Delay	8.8	LOS Thresh. Delay	0.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	400	750	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	180	790	1480	2020	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	8000	15000	20500	28200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-33 PM.xhp				
User Notes	Ex 2-33 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	8194	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	562	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	479	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.40	Density	N/A	PTSF	78.8	ATS	48.2	% FFS	80.4
FFS Delay	10.6	LOS Thresh. Delay	1.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	410	790	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	210	760	1470	2020	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	6000	11600	16000	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-33 AM.xhp				
User Notes	Fut 2-33 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	23827	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	1681	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	987	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.18	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	430	880	1270	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	210	690	1400	2020	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	6200	12600	18100	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-33 PM.xhp				
User Notes	Fut 2-33 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	21591	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	1673	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1069	Adjusted Capacity	1547

LOS Results

v/c Ratio	1.18	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	430	860	1230	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	710	1410	2020	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	5600	11200	16000	18400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 900 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-33 AM.xhp				
User Notes	Fut 2-33 Mit AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.700	Median	No	AADT	23827	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.112	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	1681	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	987	Adjusted Capacity	1856

LOS Results

v/c Ratio	0.49	Density	18.1	PTSF	N/A	ATS	60.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	0.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	930	1580	2230	2790	3000
3	1390	2370	3340	4180	4510
4	1860	3160	4460	5580	6010
Lanes	Hourly Volume In Both Directions				
2					
4	1480	2510	3540	4430	4770
6	2210	3770	5310	6640	7160
8	2960	5020	7080	8860	9540
Lanes	Annual Average Daily Traffic				
2					
4	13300	22500	31700	39600	42600
6	19800	33700	47500	59300	64000
8	26500	44900	63300	79200	85200

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 900 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-33 PM.xhp				
User Notes	Fut 2-33 Mit PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.700	Median	No	AADT	23827	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.127	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	1967	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1059	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.58	Density	21.1	PTSF	N/A	ATS	60.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	0.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	930	1580	2230	2790	3000
3	1390	2370	3340	4180	4510
4	1860	3160	4460	5580	6010
Lanes	Hourly Volume In Both Directions				
2					
4	1440	2440	3440	4300	4620
6	2140	3650	5140	6440	6940
8	2870	4870	6870	8590	9250
Lanes	Annual Average Daily Traffic				
2					
4	11400	19300	27100	33900	36400
6	16900	28800	40500	50800	54700
8	22600	38400	54100	67700	72900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-34 AM.xhp				
User Notes	Ex 2-34 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.210	Median	No	AADT	9832	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	534	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	420	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	78.7	ATS	48.7	% FFS	81.1
FFS Delay	2.9	LOS Thresh. Delay	0.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	420	810	1130	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	200	750	1450	2020	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2100	7800	15000	20900	26200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-34 PM.xhp				
User Notes	Ex 2-34 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.210	Median	No	AADT	9832	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	619	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	571	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.44	Density	N/A	PTSF	80.4	ATS	47.2	% FFS	78.6
FFS Delay	3.4	LOS Thresh. Delay	0.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	100	400	760	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	200	770	1470	2020	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	6400	12200	16700	22700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-34 AM.xhp				
User Notes	Fut 2-34 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.210	Median	No	AADT	34975	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	2885	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1486	Adjusted Capacity	1428

LOS Results

v/c Ratio	2.03	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	440	910	1320	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	670	1380	2000	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	5400	11100	16000	17300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-34 PM.xhp				
User Notes	Fut 2-34 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.210	Median	No	AADT	34975	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	55	% NPZ	100	Peak Dir. Hrly. Vol.	2666	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1566	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.87	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	430	880	1270	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	210	690	1400	2020	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	5800	11600	16700	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-34 AM.xhp				
User Notes	Fut 2-34 Mit AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.200	Median	No	AADT	34975	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.125	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	2885	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1486	Adjusted Capacity	1838

LOS Results

v/c Ratio	0.85	Density	32.7	PTSF	N/A	ATS	57.5	% FFS	95.8
FFS Delay	0.5	LOS Thresh. Delay	0.5	Service Measure	Density	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	920	1560	2200	2760	2970
3	1380	2350	3310	4140	4460
4	1840	3130	4410	5520	5950
Lanes	Hourly Volume In Both Directions				
2					
4	1400	2370	3340	4190	4500
6	2100	3570	5020	6280	6760
8	2790	4750	6690	8370	9020
Lanes	Annual Average Daily Traffic				
2					
4	11200	19000	26800	33600	36000
6	16800	28600	40200	50300	54100
8	22400	38000	53600	67000	72200

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-34 PM.xhp				
User Notes	Fut 2-34 Mit PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.200	Median	No	AADT	34975	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.121	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	2666	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1566	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.79	Density	29.7	PTSF	N/A	ATS	58.4	% FFS	97.3
FFS Delay	0.3	LOS Thresh. Delay	0.3	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	920	1560	2200	2760	2970
3	1380	2350	3310	4140	4460
4	1840	3130	4410	5520	5950
Lanes	Hourly Volume In Both Directions				
2					
4	1470	2480	3500	4390	4720
6	2200	3740	5260	6580	7080
8	2930	4970	7000	8770	9450
Lanes	Annual Average Daily Traffic				
2					
4	12200	20500	29000	36300	39100
6	18200	31000	43500	54400	58600
8	24300	41100	57900	72500	78100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-35 AM.xhp				
User Notes	Ex 2-35 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.110	Median	No	AADT	9558	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	55	% NPZ	56	Peak Dir. Hrly. Vol.	519	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	408	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.37	Density	N/A	PTSF	76.6	ATS	49.3	% FFS	82.2
FFS Delay	14.4	LOS Thresh. Delay	1.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	460	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	830	1490	2060	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	8600	15400	21300	26200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-35 PM.xhp				
User Notes	Ex 2-35 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.110	Median	No	AADT	9558	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	55	% NPZ	56	Peak Dir. Hrly. Vol.	606	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	560	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.43	Density	N/A	PTSF	78.5	ATS	47.8	% FFS	79.7
FFS Delay	17.0	LOS Thresh. Delay	3.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	440	780	1070	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	240	850	1500	2060	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	7000	12300	16900	22500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-35 AM.xhp				
User Notes	Fut 2-35 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.110	Median	No	AADT	35590	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	55	% NPZ	56	Peak Dir. Hrly. Vol.	2936	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1513	Adjusted Capacity	1428

LOS Results

v/c Ratio	2.06	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	500	950	1340	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	760	1440	2040	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2100	6100	11600	16400	17300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-35 PM.xhp				
User Notes	Fut 2-35 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.110	Median	No	AADT	35590	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	55	% NPZ	56	Peak Dir. Hrly. Vol.	2779	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1563	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.95	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	490	930	1310	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	770	1460	2050	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2200	6400	12000	16900	18200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-35 AM.xhp				
User Notes	Fut 2-35 Mit AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.100	Median	No	AADT	35590	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.125	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	2936	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1513	Adjusted Capacity	1838

LOS Results

v/c Ratio	0.87	Density	33.4	PTSF	N/A	ATS	57.2	% FFS	95.4
FFS Delay	3.2	LOS Thresh. Delay	3.2	Service Measure	Density	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	920	1560	2200	2760	2970
3	1380	2350	3310	4140	4460
4	1840	3130	4410	5520	5950
Lanes	Hourly Volume In Both Directions				
2					
4	1400	2370	3340	4190	4500
6	2100	3570	5020	6280	6760
8	2790	4750	6690	8370	9020
Lanes	Annual Average Daily Traffic				
2					
4	11200	19000	26800	33600	36000
6	16800	28600	40200	50300	54100
8	22400	38000	53600	67000	72200

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-35 PM.xhp				
User Notes	Fut 2-35 Mit PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.100	Median	No	AADT	35590	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.122	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	2779	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1563	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.82	Density	31.2	PTSF	N/A	ATS	57.9	% FFS	96.5
FFS Delay	2.4	LOS Thresh. Delay	2.4	Service Measure	Density	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	920	1560	2200	2760	2970
3	1380	2350	3310	4140	4460
4	1840	3130	4410	5520	5950
Lanes	Hourly Volume In Both Directions				
2					
4	1440	2440	3440	4320	4650
6	2160	3680	5180	6470	6970
8	2880	4900	6900	8630	9300
Lanes	Annual Average Daily Traffic				
2					
4	11900	20000	28200	35500	38200
6	17800	30200	42500	53100	57200
8	23700	40200	56600	70800	76300

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-36 AM.xhp				
User Notes	Ex 2-36 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	9784	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	55	% NPZ	40	Peak Dir. Hrly. Vol.	526	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	413	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.37	Density	N/A	PTSF	75.0	ATS	49.5	% FFS	82.6
FFS Delay	12.7	LOS Thresh. Delay	0.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	490	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	880	1500	2080	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	9200	15700	21700	26500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-36 PM.xhp				
User Notes	Ex 2-36 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	9784	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	55	% NPZ	40	Peak Dir. Hrly. Vol.	616	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	568	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.43	Density	N/A	PTSF	77.8	ATS	47.9	% FFS	79.8
FFS Delay	15.2	LOS Thresh. Delay	3.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	470	790	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	910	1520	2080	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	7600	12600	17200	22700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-36 AM.xhp				
User Notes	Fut 2-36 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	37893	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	55	% NPZ	40	Peak Dir. Hrly. Vol.	2420	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1483	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.70	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	520	920	1280	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	840	1490	2070	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	8200	14500	20100	22400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-36 PM.xhp				
User Notes	Fut 2-36 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	37893	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	55	% NPZ	40	Peak Dir. Hrly. Vol.	2889	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1696	Adjusted Capacity	1428

LOS Results

v/c Ratio	2.03	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	530	930	1300	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	850	1480	2070	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	7100	12300	17200	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-36 AM.xhp				
User Notes	Fut 2-36 Mit AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	37893	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.103	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	2420	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1483	Adjusted Capacity	1829

LOS Results

v/c Ratio	0.72	Density	26.7	PTSF	N/A	ATS	59.3	% FFS	98.8
FFS Delay	0.7	LOS Thresh. Delay	0.7	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	910	1560	2190	2740	2960
3	1370	2340	3290	4120	4440
4	1830	3120	4390	5490	5930
Lanes	Hourly Volume In Both Directions				
2					
4	1470	2520	3540	4420	4780
6	2210	3780	5310	6650	7170
8	2960	5040	7090	8860	9570
Lanes	Annual Average Daily Traffic				
2					
4	14300	24500	34400	43000	46500
6	21500	36700	51600	64600	69700
8	28800	49000	68900	86100	93000

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	SR 32	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-36 PM.xhp				
User Notes	Fut 2-36 Mit PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	37893	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.121	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	2200
Posted Speed	55	% NPZ	N/A	Peak Dir. Hrly. Vol.	2889	Local Adj. Factor	0.91
Free Flow Speed	60	Class	3	Off Peak Dir. Hrly. Vol.	1696	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.86	Density	32.9	PTSF	N/A	ATS	57.4	% FFS	95.6
FFS Delay	2.7	LOS Thresh. Delay	2.7	Service Measure	Density	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	910	1560	2190	2740	2960
3	1370	2340	3290	4120	4440
4	1830	3120	4390	5490	5930
Lanes	Hourly Volume In Both Directions				
2					
4	1450	2480	3480	4350	4700
6	2180	3720	5230	6540	7050
8	2910	4960	6970	8720	9420
Lanes	Annual Average Daily Traffic				
2					
4	12000	20500	28800	36000	38900
6	18100	30800	43300	54100	58300
8	24100	41000	57700	72100	77900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	166th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-37 AM.xhp				
User Notes	Ex 2-37 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.066	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	44	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.2	ATS	44.3	% FFS	98.4
FFS Delay	1.3	LOS Thresh. Delay	8.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5400	10800	17000	23800	32200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	166th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-37 PM.xhp				
User Notes	Ex 2-37 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.083	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	57	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	26	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	15.1	ATS	44.1	% FFS	98.0
FFS Delay	1.5	LOS Thresh. Delay	9.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	770	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1120	1570	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4300	8500	13500	19000	24900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	166th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-37 AM.xhp				
User Notes	Fut 2-37 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	9516	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	646	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	468	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	72.9	ATS	34.1	% FFS	75.9
FFS Delay	24.2	LOS Thresh. Delay	31.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6100	10000	13500	21000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	County Line Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	166th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-37 PM.xhp				
User Notes	Fut 2-37 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	9516	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	685	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	476	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.48	Density	N/A	PTSF	74.8	ATS	33.7	% FFS	75.0
FFS Delay	25.4	LOS Thresh. Delay	33.0	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5800	9600	13000	19800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-38 AM.xhp				
User Notes	Ex 2-38 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.034	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	19	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	0

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.6	ATS	44.6	% FFS	99.1
FFS Delay	0.3	LOS Thresh. Delay	4.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9800	20600	34500	46500	74800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-38 PM.xhp				
User Notes	Ex 2-38 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.071	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	36	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.0	ATS	44.2	% FFS	98.3
FFS Delay	0.6	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4600	10000	16400	22200	39300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-38 AM.xhp				
User Notes	Ex 2-38 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	7687	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	436	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	256	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	57.2	ATS	37.6	% FFS	83.6
FFS Delay	7.2	LOS Thresh. Delay	10.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3800	7800	12800	17600	25200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-38 PM.xhp				
User Notes	Fut 2-38 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	7687	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.115	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	530	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	354	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.37	Density	N/A	PTSF	65.5	ATS	35.9	% FFS	79.8
FFS Delay	9.3	LOS Thresh. Delay	13.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6100	10100	13700	20700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-39 AM.xhp				
User Notes	Ex 2-39 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	3.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-39 PM.xhp				
User Notes	Ex 2-39 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	3.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	110000	155000	200000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-39 AM.xhp				
User Notes	Fut 2-39 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	3.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 50 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-39 PM.xhp				
User Notes	Fut 2-39 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.460	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	3.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	490	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	70000	110000	155000	200000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-40 AM.xhp				
User Notes	Ex 2-40 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	1.000	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	0	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.2	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	8.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	380	790	1200	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	800	1200	1420	1420
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	80000	120000	142000	142000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-40 PM.xhp				
User Notes	Ex 2-40 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	8.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	114000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-40 AM.xhp				
User Notes	Fut 2-40 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	13	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.9	ATS	44.7	% FFS	99.4
FFS Delay	0.5	LOS Thresh. Delay	8.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	760	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1120	1560	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	17900	36900	59000	82200	110000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-40 PM.xhp				
User Notes	Fut 2-40 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	100	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	27	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	20.9	ATS	43.6	% FFS	97.0
FFS Delay	2.4	LOS Thresh. Delay	10.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5600	8800	11900	14200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-41 AM.xhp				
User Notes	Ex 2-41 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1498	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.086	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	64	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	64	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	13.6	ATS	43.7	% FFS	97.1
FFS Delay	2.3	LOS Thresh. Delay	9.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	8200	13500	18400	33100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-41 PM.xhp				
User Notes	Ex 2-41 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1498	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	1.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	85	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	85	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	16.4	ATS	43.3	% FFS	96.2
FFS Delay	3.0	LOS Thresh. Delay	10.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	6200	10200	13900	25000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	6/6/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-41 AM.xhp				
User Notes	Fut 2-41 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	6614	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.172	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	762	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	375	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.54	Density	N/A	PTSF	76.6	ATS	33.7	% FFS	74.8
FFS Delay	25.6	LOS Thresh. Delay	33.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2100	4200	6600	9200	12400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	CR 600 E	Study Period	Kother
Date Prepared	6/6/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	SR 32	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-41 PM.xhp				
User Notes	Fut 2-41 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	6614	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	1.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	460	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	294	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.32	Density	N/A	PTSF	59.8	ATS	37.1	% FFS	82.4
FFS Delay	16.2	LOS Thresh. Delay	23.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6300	10100	13900	20500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-42 AM.xhp				
User Notes	Ex 2-42 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.018	% Heavy Vehicles	25.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.7	% FFS	99.3
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	670	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16200	37300	63900	87800	141200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-42 PM.xhp				
User Notes	Ex 2-42 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	25.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.7	% FFS	99.3
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	660	1120	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	14600	33000	56000	78600	118600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-42 AM.xhp				
User Notes	Fut 2-42 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.018	% Heavy Vehicles	25.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.7	% FFS	99.3
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	670	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16200	37300	63900	87800	141200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-42 PM.xhp				
User Notes	Fut 2-42 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	25.0
Terrain	Level	Pass Lane Length	N/A	D	0.890	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	101	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	18.6	ATS	43.6	% FFS	96.9
FFS Delay	1.3	LOS Thresh. Delay	5.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	320	660	990	1330	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	750	1120	1500	1600
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6600	9900	13200	14100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-43 AM.xhp				
User Notes	Ex 2-43 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	6.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	540	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	700	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	70000	111000	152000	183000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-43 PM.xhp				
User Notes	Ex 2-43 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.013	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	10	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.6	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	6.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	540	850	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1520	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28500	54700	85400	117000	142400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-43 AM.xhp				
User Notes	Fut 2-43 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.8	% FFS	99.6
FFS Delay	0.3	LOS Thresh. Delay	6.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	540	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	700	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	70000	111000	152000	183000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-43 PM.xhp				
User Notes	Fut 2-43 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.8	ATS	44.8	% FFS	99.5
FFS Delay	0.3	LOS Thresh. Delay	6.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	560	870	1190	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1510	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	26500	50800	79300	107900	128600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-44 AM.xhp				
User Notes	Ex 2-44 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	113000	158000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-44 PM.xhp				
User Notes	Ex 2-44 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	68000	115000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-44 AM.xhp				
User Notes	Fut 2-44 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	113000	158000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-44 PM.xhp				
User Notes	Fut 2-44 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	68000	115000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 50 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-45 AM.xhp				
User Notes	Ex 2-45 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29000	68000	115000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 50 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-45 PM.xhp				
User Notes	Ex 2-45 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	340	570	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	680	1140	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28000	68000	114000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 50 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-45 AM.xhp				
User Notes	Fut 2-45 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	380	640	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	680	1150	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29000	68000	115000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 50 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-45 PM.xhp				
User Notes	Fut 2-45 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	16.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	5	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	5.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	340	570	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	680	1140	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	28000	68000	114000	158000	284000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-46 AM.xhp				
User Notes	Ex 2-46 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	15.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	113000	158000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-46 PM.xhp				
User Notes	Ex 2-46 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.013	% Heavy Vehicles	15.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	23100	51600	88500	121600	202400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-46 AM.xhp				
User Notes	Fut 2-46 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	15.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	113000	158000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 100 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-46 PM.xhp				
User Notes	Fut 2-46 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.014	% Heavy Vehicles	15.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.5
FFS Delay	0.2	LOS Thresh. Delay	4.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	650	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1150	1570	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21500	47900	82200	112200	178600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-47 AM.xhp				
User Notes	Ex 2-47 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.8	ATS	44.6	% FFS	99.0
FFS Delay	0.6	LOS Thresh. Delay	6.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9800	20000	33200	44900	67800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-47 PM.xhp				
User Notes	Ex 2-47 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.070	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	31	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.4	ATS	44.2	% FFS	98.3
FFS Delay	1.0	LOS Thresh. Delay	7.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	10000	16800	22600	36300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-47 AM.xhp				
User Notes	Fut 2-47 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	7678	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	435	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	256	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	57.1	ATS	37.6	% FFS	83.7
FFS Delay	11.7	LOS Thresh. Delay	17.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3800	7800	12800	17600	25200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 50 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-47 PM.xhp				
User Notes	Fut 2-47 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	7678	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.115	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	539	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	344	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	65.7	ATS	35.9	% FFS	79.8
FFS Delay	15.2	LOS Thresh. Delay	21.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6200	10000	13800	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-48 AM.xhp				
User Notes	Ex 2-48 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.950	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.022	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.2	ATS	44.7	% FFS	99.3
FFS Delay	1.1	LOS Thresh. Delay	16.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	480	760	1070	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1120	1580	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16400	32300	51000	71900	95000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-48 PM.xhp				
User Notes	Ex 2-48 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.950	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.030	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.8	ATS	44.6	% FFS	99.1
FFS Delay	1.4	LOS Thresh. Delay	17.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10000	23400	38700	52700	94700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-48 AM.xhp				
User Notes	Fut 2-48 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.950	Median	No	AADT	7049	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	632	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	158	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.45	Density	N/A	PTSF	62.3	ATS	36.8	% FFS	81.7
FFS Delay	34.9	LOS Thresh. Delay	50.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	580	890	1210	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	730	1120	1520	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	6600	10100	13600	15900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	SR 32	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-48 PM.xhp				
User Notes	Fut 2-48 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.950	Median	No	AADT	7049	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	688	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	172	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.48	Density	N/A	PTSF	65.4	ATS	36.1	% FFS	80.2
FFS Delay	38.6	LOS Thresh. Delay	54.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	580	890	1210	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	730	1120	1520	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6000	9200	12500	14600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	166th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	County Line Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	W 41st Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-49 AM.xhp				
User Notes	Ex 2-49 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.016	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.9	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	830	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1520	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	22600	43800	69400	95000	118800

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	166th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	County Line Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	W 41st Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-49 PM.xhp				
User Notes	Ex 2-49 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.029	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	16	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.0	ATS	44.6	% FFS	99.1
FFS Delay	0.4	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10700	24200	40400	54900	89400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	166th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	County Line Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	W 41st Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-49 AM.xhp				
User Notes	Fut 2-49 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.024	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	18	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	9.8	ATS	44.7	% FFS	99.3
FFS Delay	0.3	LOS Thresh. Delay	4.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	830	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1520	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	15000	29200	46300	63400	79200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	166th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	County Line Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	W 41st Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-49 PM.xhp				
User Notes	Fut 2-49 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.520	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.040	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	24	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	44.5	% FFS	98.9
FFS Delay	0.5	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8000	17600	29000	39300	59300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-50 AM.xhp				
User Notes	Ex 2-50 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.6
FFS Delay	0.1	LOS Thresh. Delay	2.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	610	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1510	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	74000	111000	151000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-50 PM.xhp				
User Notes	Ex 2-50 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.1	LOS Thresh. Delay	2.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-50 AM.xhp				
User Notes	Fut 2-50 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.6
FFS Delay	0.1	LOS Thresh. Delay	2.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	610	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1510	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	74000	111000	151000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 100 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-50 PM.xhp				
User Notes	Fut 2-50 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.2	ATS	44.8	% FFS	99.6
FFS Delay	0.1	LOS Thresh. Delay	2.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	116000	158000	250000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-51 AM.xhp				
User Notes	Ex 2-51 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1761	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	76	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	67	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	15.8	ATS	43.5	% FFS	96.7
FFS Delay	2.7	LOS Thresh. Delay	10.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8700	14500	19700	33100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-51 PM.xhp				
User Notes	Ex 2-51 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1761	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	1.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	110	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	105	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	20.6	ATS	42.7	% FFS	94.8
FFS Delay	4.3	LOS Thresh. Delay	12.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5900	9600	12900	22900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-51 AM.xhp				
User Notes	Fut 2-51 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7270	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.158	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	770	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	379	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.54	Density	N/A	PTSF	77.0	ATS	33.6	% FFS	74.6
FFS Delay	27.3	LOS Thresh. Delay	35.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	4500	7100	10000	13500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	CR 650 E	Study Period	Kother
Date Prepared	6/6/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-51 PM.xhp				
User Notes	Fut 2-51 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	7902	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	617	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	347	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.44	Density	N/A	PTSF	69.8	ATS	35.2	% FFS	78.1
FFS Delay	22.4	LOS Thresh. Delay	30.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5900	9300	12900	18200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-52 AM.xhp				
User Notes	Ex 2-52 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	510	820	1140	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	680	1100	1520	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	34000	68000	110000	152000	190000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-52 PM.xhp				
User Notes	Ex 2-52 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	680	1110	1560	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	68000	111000	156000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-52 AM.xhp				
User Notes	Fut 2-52 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.940	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	33	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	9.3	ATS	44.5	% FFS	98.9
FFS Delay	0.9	LOS Thresh. Delay	8.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	340	740	1110	1420	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	790	1190	1520	1520
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10600	22600	34000	43500	43500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-52 PM.xhp				
User Notes	Fut 2-52 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.035	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	29	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.7	ATS	44.5	% FFS	98.9
FFS Delay	0.9	LOS Thresh. Delay	8.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	590	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	720	1100	1500	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	10600	20600	31500	42900	49200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-53 AM.xhp				
User Notes	Ex 2-53 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	610	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1510	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	74000	111000	151000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-53 PM.xhp				
User Notes	Ex 2-53 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	70000	117000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-53 AM.xhp				
User Notes	Fut 2-53 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.3	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	610	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1510	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	38000	74000	111000	151000	172000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-53 AM.xhp				
User Notes	Fut 2-53 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.1	ATS	44.8	% FFS	99.6
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	31000	70000	117000	158000	254000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 825 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-54 AM.xhp				
User Notes	Ex 2-54 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1120	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	67000	112000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 825 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-54 PM.xhp				
User Notes	Ex 2-54 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	38.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.4	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	400	690	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	640	1100	1560	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	27000	64000	110000	156000	226000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SK	Highway Name	CR 825 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-54 AM.xhp				
User Notes	Fut 2-54 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	20.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	8.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	670	1120	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	30000	67000	112000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-55 AM.xhp				
User Notes	Ex 2-55 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	49	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	43	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	12.2	ATS	44.0	% FFS	97.8
FFS Delay	1.3	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	7700	12800	17300	29200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-55 PM.xhp				
User Notes	Ex 2-55 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.108	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	57	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	51	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	13.2	ATS	43.9	% FFS	97.5
FFS Delay	1.5	LOS Thresh. Delay	7.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6500	10900	14800	24900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-55 AM.xhp				
User Notes	Fut 2-55 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	7853	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	463	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	283	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.33	Density	N/A	PTSF	59.8	ATS	37.1	% FFS	82.5
FFS Delay	12.7	LOS Thresh. Delay	18.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	430	710	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1150	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7400	12200	16600	24300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 125 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-55 PM.xhp				
User Notes	Fut 2-55 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	7853	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	551	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	368	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	67.0	ATS	35.6	% FFS	79.2
FFS Delay	15.7	LOS Thresh. Delay	21.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6000	10000	13500	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-56 AM.xhp				
User Notes	Ex 2-56 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.440	Median	No	AADT	1084	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	65	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	32	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.1	ATS	44.0	% FFS	97.7
FFS Delay	2.7	LOS Thresh. Delay	14.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	8000	12600	17700	23900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-56 PM.xhp				
User Notes	Ex 2-56 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.440	Median	No	AADT	1084	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	82	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	52	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.1	ATS	43.6	% FFS	97.0
FFS Delay	3.6	LOS Thresh. Delay	15.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5800	9300	12800	18800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-56 AM.xhp				
User Notes	Fut 2-56 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.440	Median	No	AADT	1084	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	65	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	32	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.1	ATS	44.0	% FFS	97.7
FFS Delay	2.7	LOS Thresh. Delay	14.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	8000	12600	17700	23900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 100 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-56 PM.xhp				
User Notes	Fut 2-56 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.440	Median	No	AADT	1084	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	82	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	52	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.1	ATS	43.6	% FFS	97.0
FFS Delay	3.6	LOS Thresh. Delay	15.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5800	9300	12800	18800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	166th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-57 AM.xhp				
User Notes	Ex 2-57 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.069	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	46	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	23	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.5	ATS	44.2	% FFS	98.3
FFS Delay	1.4	LOS Thresh. Delay	9.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5100	10300	16300	22800	30800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	166th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-57 PM.xhp				
User Notes	Ex 2-57 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	61	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	32	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	15.5	ATS	44.0	% FFS	97.8
FFS Delay	1.8	LOS Thresh. Delay	9.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	460	740	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1130	1580	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3800	7600	12200	17000	23300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	166th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-57 AM.xhp				
User Notes	Fut 2-57 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	16808	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.130	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1748	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	437	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.23	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	580	890	1210	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	730	1120	1520	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5700	8700	11700	13700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	166th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-57 PM.xhp				
User Notes	Fut 2-57 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	16808	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.810	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1702	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	399	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.20	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	590	900	1230	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	730	1120	1520	1760
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	5900	9000	12200	14100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	166th Street	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-57 AM.xhp				
User Notes	Fut 2-57 Mit AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	16808	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.130	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1748	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	437	Adjusted Capacity	1626

LOS Results

v/c Ratio	0.58	Density	24.7	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	20.0	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	700	1200	1700	2190	2670
3	1060	1800	2550	3290	4010
4	1410	2400	3400	4390	5350
Lanes	Hourly Volume In Both Directions				
2					
4	880	1500	2130	2740	3340
6	1330	2260	3190	4120	5020
8	1770	3000	4260	5490	6690
Lanes	Annual Average Daily Traffic				
2					
4	6800	11600	16400	21100	25700
6	10300	17400	24600	31700	38700
8	13700	23100	32800	42300	51500

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	166th Street	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 200 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-57 PM.xhp				
User Notes	Fut 2-57 Mit PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	16808	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.125	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.810	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1702	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	399	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.57	Density	24.0	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	20.0	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	700	1200	1700	2190	2670
3	1060	1800	2550	3290	4010
4	1410	2400	3400	4390	5350
Lanes	Hourly Volume In Both Directions				
2					
4	870	1490	2100	2710	3300
6	1310	2230	3150	4070	4960
8	1750	2970	4200	5420	6610
Lanes	Annual Average Daily Traffic				
2					
4	7000	12000	16800	21700	26400
6	10500	17900	25200	32600	39700
8	14000	23800	33600	43400	52900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-58 AM.xhp				
User Notes	Ex 2-58 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.038	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	18	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.1	ATS	44.5	% FFS	99.0
FFS Delay	0.8	LOS Thresh. Delay	8.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8200	18500	30600	41900	70600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-58 PM.xhp				
User Notes	Ex 2-58 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.061	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.5	ATS	44.3	% FFS	98.5
FFS Delay	1.3	LOS Thresh. Delay	9.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5500	11700	18600	25800	36400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-58 AM.xhp				
User Notes	Fut 2-58 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	6389	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.145	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	658	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	269	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	69.8	ATS	35.4	% FFS	78.7
FFS Delay	21.8	LOS Thresh. Delay	29.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	780	1100	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	710	1100	1550	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	4900	7600	10700	13800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-58 PM.xhp				
User Notes	Fut 2-58 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	6389	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	494	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	343	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.35	Density	N/A	PTSF	62.9	ATS	36.3	% FFS	80.7
FFS Delay	19.3	LOS Thresh. Delay	27.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5400	8900	12100	18400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-59 AM.xhp				
User Notes	Ex 2-59 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.610	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.056	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	37	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	19	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.3	ATS	44.3	% FFS	98.5
FFS Delay	0.7	LOS Thresh. Delay	5.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	740	1030	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1570	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5800	12400	20200	28100	38600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-59 PM.xhp				
User Notes	Ex 2-59 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.610	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.073	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	37	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	36	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.1	ATS	44.2	% FFS	98.2
FFS Delay	0.9	LOS Thresh. Delay	5.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	9800	15900	21600	38300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-59 AM.xhp				
User Notes	Fut 2-59 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.610	Median	No	AADT	15052	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1176	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	435	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.83	Density	N/A	PTSF	88.4	ATS	29.4	% FFS	65.3
FFS Delay	25.9	LOS Thresh. Delay	30.8	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	500	800	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	690	1100	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3300	6500	10300	14400	18300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1100 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-59 PM.xhp				
User Notes	Fut 2-59 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.610	Median	No	AADT	15052	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1187	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	559	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.83	Density	N/A	PTSF	89.1	ATS	28.4	% FFS	63.1
FFS Delay	28.6	LOS Thresh. Delay	33.4	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	470	750	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1110	1560	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6100	9600	13500	18100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Pleasant View Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-60 AM.xhp				
User Notes	Ex 2-60 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.920	Median	No	AADT	1918	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.063	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	86	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	46.7	ATS	41.5	% FFS	92.1
FFS Delay	6.3	LOS Thresh. Delay	13.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	100	310	600	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	440	850	1360	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	7000	13500	21600	31800

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Pleasant View Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-60 PM.xhp				
User Notes	Ex 2-60 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.920	Median	No	AADT	1918	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.063	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	71	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	50	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	41.4	ATS	41.5	% FFS	92.1
FFS Delay	6.3	LOS Thresh. Delay	13.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	220	560	860	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	950	1460	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	6100	15100	23200	38300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Pleasant View Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-60 AM.xhp				
User Notes	Fut 2-60 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.920	Median	No	AADT	10222	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.063	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	361	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	283	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.26	Density	N/A	PTSF	69.4	ATS	35.9	% FFS	79.8
FFS Delay	18.6	LOS Thresh. Delay	26.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	210	540	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	380	970	1470	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	6100	15400	23400	40400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Pleasant View Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-60 PM.xhp				
User Notes	Fut 2-60 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.920	Median	No	AADT	10222	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.080	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	523	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	294	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.37	Density	N/A	PTSF	78.6	ATS	34.4	% FFS	76.4
FFS Delay	22.7	LOS Thresh. Delay	30.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	260	580	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	410	910	1430	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	5200	11400	17900	27800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Pleasant View Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-61 AM.xhp				
User Notes	Ex 2-61 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1238	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	75	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	42	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	43.7	ATS	41.5	% FFS	92.1
FFS Delay	3.5	LOS Thresh. Delay	7.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	910	1430	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	4300	9600	15100	23400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Pleasant View Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-61 PM.xhp				
User Notes	Ex 2-61 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1238	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	68	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	65	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	36.6	ATS	41.3	% FFS	91.9
FFS Delay	3.6	LOS Thresh. Delay	7.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	510	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	400	1000	1500	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	3800	9400	14100	26100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Pleasant View Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-61 AM.xhp				
User Notes	Fut 2-61 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	6168	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	346	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	240	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.25	Density	N/A	PTSF	70.2	ATS	36.1	% FFS	80.2
FFS Delay	10.1	LOS Thresh. Delay	14.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	220	560	860	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	950	1460	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	4000	10000	15400	25400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Pleasant View Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-61 PM.xhp				
User Notes	Fut 2-61 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	6168	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	525	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	283	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.37	Density	N/A	PTSF	78.6	ATS	34.4	% FFS	76.4
FFS Delay	12.6	LOS Thresh. Delay	16.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	260	580	920	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	400	900	1420	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3100	6900	10900	16800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 825 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-62 AM.xhp				
User Notes	Ex 2-62 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.059	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	37	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.1	ATS	44.3	% FFS	98.5
FFS Delay	0.9	LOS Thresh. Delay	7.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5800	11900	19200	26800	38400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 825 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-62 PM.xhp				
User Notes	Ex 2-62 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.086	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	45	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	41	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.5	ATS	44.1	% FFS	98.0
FFS Delay	1.3	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3700	8200	13500	18400	31900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 825 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-62 AM.xhp				
User Notes	Fut 2-62 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.059	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	37	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.1	ATS	44.3	% FFS	98.5
FFS Delay	0.9	LOS Thresh. Delay	7.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5800	11900	19200	26800	38400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 825 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 900 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-62 PM.xhp				
User Notes	Fut 2-62 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	48	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	42	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	12.1	ATS	44.0	% FFS	97.8
FFS Delay	1.3	LOS Thresh. Delay	7.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7800	12900	17700	29800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-63 AM.xhp				
User Notes	Ex 2-63 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.037	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.1	ATS	44.5	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8700	19200	31400	42800	67600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-63 PM.xhp				
User Notes	Ex 2-63 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.054	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	29	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.6	ATS	44.4	% FFS	98.6
FFS Delay	0.5	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	370	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6000	12800	21700	29300	48800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-63 AM.xhp				
User Notes	Fut 2-63 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.037	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	21	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.1	ATS	44.5	% FFS	99.0
FFS Delay	0.4	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8700	19200	31400	42800	67600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 825 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-63 AM.xhp				
User Notes	Fut 2-63 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.058	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	32	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	26	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.3	ATS	44.3	% FFS	98.5
FFS Delay	0.6	LOS Thresh. Delay	4.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5400	12100	20200	27500	44700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-64 AM.xhp				
User Notes	Ex 2-64 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.770	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.050	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	27	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	23	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.3	ATS	44.4	% FFS	98.7
FFS Delay	0.8	LOS Thresh. Delay	7.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6400	14200	23400	31600	52600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-64 PM.xhp				
User Notes	Ex 2-64 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.770	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.077	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	42	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.6	ATS	44.2	% FFS	98.1
FFS Delay	1.2	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4100	9100	15200	20700	33700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-64 AM.xhp				
User Notes	Fut 2-64 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.770	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.051	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	27	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	24	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.1	ATS	44.4	% FFS	98.7
FFS Delay	0.8	LOS Thresh. Delay	7.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6500	13800	23000	31200	52600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 775 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-64 PM.xhp				
User Notes	Fut 2-64 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.770	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.085	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	45	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	40	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.6	ATS	44.1	% FFS	98.0
FFS Delay	1.3	LOS Thresh. Delay	7.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8300	13800	18800	31600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-65 AM.xhp				
User Notes	Ex 2-65 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.054	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	29	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.6	ATS	44.4	% FFS	98.6
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6000	13200	21700	29300	48800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-65 PM.xhp				
User Notes	Ex 2-65 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	78	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.7	ATS	43.8	% FFS	97.3
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6100	9600	13500	18200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-65 AM.xhp				
User Notes	Fut 2-65 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.054	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	29	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.6	ATS	44.4	% FFS	98.6
FFS Delay	0.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6000	13200	21700	29300	48800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 200 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-65 PM.xhp				
User Notes	Fut 2-65 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	81	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	40	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.2	ATS	43.7	% FFS	97.2
FFS Delay	1.2	LOS Thresh. Delay	5.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5900	9300	13000	17600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-66 AM.xhp				
User Notes	Ex 2-66 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.3	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	460	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	690	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	35000	69000	112000	157000	212000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-66 PM.xhp				
User Notes	Ex 2-66 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.018	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	3	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.7	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	610	920	1250	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1510	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	21200	41200	61700	83900	95600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-66 AM.xhp				
User Notes	Fut 2-66 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.010	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	6	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.00	Density	N/A	PTSF	7.6	ATS	44.8	% FFS	99.6
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	32000	69000	114000	157000	237000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 250 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-66 PM.xhp				
User Notes	Fut 2-66 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.026	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	6	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	10.1	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	540	850	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	710	1110	1520	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	14300	27400	42700	58500	71200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 230 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-67 AM.xhp				
User Notes	Ex 2-67 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.350	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.045	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	35	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.3	ATS	44.5	% FFS	98.8
FFS Delay	0.3	LOS Thresh. Delay	3.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8500	15800	24700	33800	40700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 230 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-67 PM.xhp				
User Notes	Ex 2-67 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.350	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.076	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	37	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.5	ATS	44.2	% FFS	98.2
FFS Delay	0.5	LOS Thresh. Delay	3.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	9400	15300	20700	36800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 230 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-67 AM.xhp				
User Notes	Fut 2-67 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.350	Median	No	AADT	13092	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	699	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	466	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.49	Density	N/A	PTSF	75.5	ATS	33.7	% FFS	74.8
FFS Delay	9.4	LOS Thresh. Delay	12.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7900	13100	17700	26700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 900 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 230 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-67 PM.xhp				
User Notes	Fut 2-67 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.350	Median	No	AADT	13092	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.119	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	982	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	576	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.69	Density	N/A	PTSF	85.4	ATS	30.2	% FFS	67.1
FFS Delay	13.7	LOS Thresh. Delay	16.5	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5900	9500	13300	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-68 AM.xhp				
User Notes	Ex 2-68 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.073	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	49	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	24	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.0	ATS	44.2	% FFS	98.2
FFS Delay	1.4	LOS Thresh. Delay	9.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	9800	15400	21600	29100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-68 PM.xhp				
User Notes	Ex 2-68 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.085	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	55	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	30	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.7	ATS	44.1	% FFS	98.0
FFS Delay	1.7	LOS Thresh. Delay	9.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	450	730	1020	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1570	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	8300	13300	18500	25800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-68 AM.xhp				
User Notes	Fut 2-68 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	14991	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1149	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	425	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.81	Density	N/A	PTSF	87.8	ATS	29.8	% FFS	66.1
FFS Delay	41.0	LOS Thresh. Delay	49.0	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	6700	10600	14700	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	County Line Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-68 PM.xhp				
User Notes	Fut 2-68 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	14991	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1333	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	376	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.94	Density	N/A	PTSF	90.1	ATS	28.4	% FFS	63.0
FFS Delay	46.9	LOS Thresh. Delay	54.9	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	6300	9800	13400	16100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-69 AM.xhp				
User Notes	Ex 2-69 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.060	Median	No	AADT	4041	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	300	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	176	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	68.5	ATS	36.6	% FFS	81.3
FFS Delay	19.5	LOS Thresh. Delay	27.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	930	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3400	7900	12200	19200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-69 PM.xhp				
User Notes	Ex 2-69 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.060	Median	No	AADT	4041	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	309	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	159	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	69.0	ATS	36.7	% FFS	81.5
FFS Delay	19.3	LOS Thresh. Delay	27.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	270	580	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	410	880	1410	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3600	7600	12200	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-69 AM.xhp				
User Notes	Fut 2-69 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.060	Median	No	AADT	4041	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	300	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	176	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	68.5	ATS	36.6	% FFS	81.3
FFS Delay	19.5	LOS Thresh. Delay	27.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	930	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3400	7900	12200	19200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Pleasant View Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 200 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-69 PM.xhp				
User Notes	Fut 2-69 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.060	Median	No	AADT	4041	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	310	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	167	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	69.0	ATS	36.5	% FFS	81.2
FFS Delay	19.7	LOS Thresh. Delay	28.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	260	580	920	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	400	900	1420	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3400	7700	12100	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 250 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 780 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-70 AM.xhp				
User Notes	Ex 2-70 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.940	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.011	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.8	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	7.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	440	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29100	62800	102800	142800	201900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 250 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 780 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-70 PM.xhp				
User Notes	Ex 2-70 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.940	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.4	ATS	44.7	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	7.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	680	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	19400	45400	77400	106000	178700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 250 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 780 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-70 AM.xhp				
User Notes	Fut 2-70 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.940	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.011	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	7	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.8	ATS	44.8	% FFS	99.5
FFS Delay	0.4	LOS Thresh. Delay	7.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	440	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	29100	62800	102800	142800	201900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 250 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 780 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-70 PM.xhp				
User Notes	Fut 2-70 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.940	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	13.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	7	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	6.4	ATS	44.7	% FFS	99.4
FFS Delay	0.4	LOS Thresh. Delay	7.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	680	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	19400	45400	77400	106000	178700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-71 AM.xhp				
User Notes	Ex 2-71 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	11	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.9	ATS	44.7	% FFS	99.4
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	660	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16900	36400	60000	82700	129000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-71 PM.xhp				
User Notes	Ex 2-71 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.016	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	8	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	5.8	ATS	44.7	% FFS	99.4
FFS Delay	0.2	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	350	580	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	700	1160	1580	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	17600	43800	72600	98800	177600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-71 AM.xhp				
User Notes	Fut 2-71 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.7	% FFS	99.3
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16000	34600	57000	78600	118600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 780 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-71 PM.xhp				
User Notes	Fut 2-71 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	12	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.5	ATS	44.7	% FFS	99.3
FFS Delay	0.3	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1140	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	16000	34600	57000	78600	118600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-72 AM.xhp				
User Notes	Ex 2-72 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.071	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	52	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	19	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.5	ATS	44.2	% FFS	98.3
FFS Delay	0.7	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5100	9900	15700	21700	27500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-72 PM.xhp				
User Notes	Ex 2-72 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.100	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	52	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	48	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	12.4	ATS	43.9	% FFS	97.6
FFS Delay	0.9	LOS Thresh. Delay	4.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	7000	11600	15800	27400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-72 AM.xhp				
User Notes	Fut 2-72 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	12758	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.094	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	744	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	456	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.52	Density	N/A	PTSF	77.1	ATS	33.3	% FFS	74.0
FFS Delay	13.7	LOS Thresh. Delay	17.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1150	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7500	12300	16800	24500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 250 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 300 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-72 PM.xhp				
User Notes	Fut 2-72 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	12758	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	997	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	585	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.70	Density	N/A	PTSF	85.9	ATS	30.0	% FFS	66.6
FFS Delay	19.7	LOS Thresh. Delay	23.6	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5700	9200	12800	18300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-73 AM.xhp				
User Notes	Ex 2-73 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.250	Median	Yes	AADT	8417	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.084	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	389	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	318	Adjusted Capacity	1624

LOS Results

v/c Ratio	0.26	Density	N/A	PTSF	69.3	ATS	35.8	% FFS	79.5
FFS Delay	25.8	LOS Thresh. Delay	35.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	210	560	850	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	390	1020	1550	2710
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	4700	12200	18500	32300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-73 PM.xhp				
User Notes	Ex 2-73 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.250	Median	Yes	AADT	8417	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	525	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	485	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.35	Density	N/A	PTSF	76.0	ATS	34.0	% FFS	75.6
FFS Delay	32.2	LOS Thresh. Delay	42.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	210	540	810	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	410	1040	1560	2870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3500	8700	13000	24000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-73 AM.xhp				
User Notes	Fut 2-73 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.250	Median	Yes	AADT	24925	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1321	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	997	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.88	Density	N/A	PTSF	94.5	ATS	23.5	% FFS	52.2
FFS Delay	91.5	LOS Thresh. Delay	101.5	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	220	570	880	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	390	1010	1550	2620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	4200	10900	16700	28200

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	6/6/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-73 PM.xhp				
User Notes	Fut 2-73 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.250	Median	Yes	AADT	25008	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1861	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1140	Adjusted Capacity	0

LOS Results

v/c Ratio	1.25	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	250	600	930	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	410	970	1500	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3500	8100	12600	20100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-73 AM.xhp				
User Notes	Fut 2-73 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.300	Median	Yes	AADT	24925	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.093	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1321	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	997	Adjusted Capacity	1695

LOS Results

v/c Ratio	0.42	Density	17.9	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	26.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	730	1250	1770	2280	2790
3	1100	1880	2650	3430	4180
4	1470	2510	3540	4570	5580
Lanes	Hourly Volume In Both Directions				
2					
4	1290	2200	3110	4010	4900
6	1930	3300	4650	6020	7340
8	2580	4410	6220	8020	9790
Lanes	Annual Average Daily Traffic				
2					

4	13900	23700	33500	43200	52700
6	20800	35500	50000	64800	79000
8	27800	47500	66900	86300	105300

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	County Line Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-73 PM.xhp				
User Notes	Fut 2-73 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.300	Median	Yes	AADT	24925	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.120	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1854	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1137	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.59	Density	25.1	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	26.0	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	730	1250	1770	2280	2790
3	1100	1880	2650	3430	4180
4	1470	2510	3540	4570	5580
Lanes	Hourly Volume In Both Directions				
2					
4	1180	2020	2860	3680	4500
6	1780	3040	4280	5540	6750
8	2380	4050	5710	7380	9000
Lanes	Annual Average Daily Traffic				
2					

4	9900	16900	23900	30700	37600
6	14900	25400	35700	46200	56300
8	19900	33800	47600	61600	75000

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-74 AM.xhp				
User Notes	Ex 2-74 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	7390	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	415	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	354	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	72.0	ATS	35.2	% FFS	78.3
FFS Delay	22.9	LOS Thresh. Delay	31.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	530	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	380	990	1490	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3700	9600	14400	25300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-74 PM.xhp				
User Notes	Ex 2-74 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	7390	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	458	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	458	Adjusted Capacity	0

LOS Results

v/c Ratio	0.32	Density	N/A	PTSF	73.6	ATS	34.4	% FFS	76.5
FFS Delay	25.3	LOS Thresh. Delay	33.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	190	500	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	120	380	1000	1480	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3100	8100	12000	23000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-74 AM.xhp				
User Notes	Fut 2-74 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	18865	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1236	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	726	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.87	Density	N/A	PTSF	93.5	ATS	25.6	% FFS	57.0
FFS Delay	62.2	LOS Thresh. Delay	70.5	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	930	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3900	9000	13800	21800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-74 PM.xhp				
User Notes	Fut 2-74 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	18865	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.158	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1699	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1282	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.19	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	210	540	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	950	1460	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2400	6100	9300	15900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-74 AM.xhp				
User Notes	Fut 2-74 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	18865	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.104	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1236	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	726	Adjusted Capacity	1602

LOS Results

v/c Ratio	0.42	Density	17.7	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	20.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	690	1180	1670	2160	2630
3	1040	1780	2510	3240	3950
4	1390	2370	3350	4320	5270
Lanes	Hourly Volume In Both Directions				
2					
4	1100	1880	2660	3430	4180
6	1660	2830	3990	5150	6270
8	2210	3770	5320	6860	8370
Lanes	Annual Average Daily Traffic				
2					
4	10600	18100	25600	33000	40200
6	16000	27300	38400	49600	60300
8	21300	36300	51200	66000	80500

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-74 PM.xhp				
User Notes	Fut 2-74 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	18865	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.158	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1699	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1282	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.58	Density	24.3	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	20.0	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	690	1180	1670	2160	2630
3	1040	1780	2510	3240	3950
4	1390	2370	3350	4320	5270
Lanes	Hourly Volume In Both Directions				
2					
4	1220	2080	2930	3790	4620
6	1830	3130	4410	5690	6930
8	2440	4160	5880	7580	9250
Lanes	Annual Average Daily Traffic				
2					
4	7800	13200	18600	24000	29300
6	11600	19900	28000	36100	43900
8	15500	26400	37300	48000	58600

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 975 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-75 AM.xhp				
User Notes	Ex 2-75 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	3751	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	199	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	191	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	34.1	ATS	40.4	% FFS	89.8
FFS Delay	9.3	LOS Thresh. Delay	17.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6900	11200	15100	26900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 975 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-75 PM.xhp				
User Notes	Ex 2-75 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	3751	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	242	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	223	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	39.6	ATS	39.7	% FFS	88.2
FFS Delay	10.9	LOS Thresh. Delay	19.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5700	9400	12800	22100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 975 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-75 AM.xhp				
User Notes	Fut 2-75 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	13827	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	892	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	546	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.63	Density	N/A	PTSF	82.7	ATS	31.3	% FFS	69.5
FFS Delay	35.8	LOS Thresh. Delay	44.0	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6800	10900	15100	22200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 975 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-75 PM.xhp				
User Notes	Fut 2-75 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	13827	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.163	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1285	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	969	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.90	Density	N/A	PTSF	92.5	ATS	23.8	% FFS	52.9
FFS Delay	72.6	LOS Thresh. Delay	80.8	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	4400	7200	9700	15400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-76 AM.xhp				
User Notes	Ex 2-76 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	2998	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	176	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	163	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	30.8	ATS	40.9	% FFS	90.8
FFS Delay	6.1	LOS Thresh. Delay	12.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	6200	10300	14000	24300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-76 PM.xhp				
User Notes	Ex 2-76 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	2998	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	187	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	179	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	32.4	ATS	40.6	% FFS	90.3
FFS Delay	6.5	LOS Thresh. Delay	12.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	5900	9600	12900	22900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-76 AM.xhp				
User Notes	Fut 2-76 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	8442	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	591	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	362	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	69.0	ATS	35.3	% FFS	78.4
FFS Delay	16.7	LOS Thresh. Delay	22.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6200	10000	13900	20400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 300 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-76 PM.xhp				
User Notes	Fut 2-76 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	8442	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.138	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	664	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	501	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.47	Density	N/A	PTSF	73.6	ATS	33.7	% FFS	75.0
FFS Delay	20.3	LOS Thresh. Delay	26.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	5200	8500	11500	18200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-77 AM.xhp				
User Notes	Ex 2-77 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	43	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	38	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.4	ATS	44.1	% FFS	98.0
FFS Delay	1.6	LOS Thresh. Delay	9.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	680	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8400	14400	19700	33100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-77 PM.xhp				
User Notes	Ex 2-77 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.058	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	36	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	22	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.0	ATS	44.3	% FFS	98.5
FFS Delay	1.2	LOS Thresh. Delay	9.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5700	12100	19500	27100	39700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-77 AM.xhp				
User Notes	Fut 2-77 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	2160	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.175	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.880	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	333	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	45	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	38.4	ATS	41.3	% FFS	91.8
FFS Delay	7.2	LOS Thresh. Delay	15.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	330	680	990	1330	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	780	1130	1520	1620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2200	4500	6500	8700	9300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-77 PM.xhp				
User Notes	Fut 2-77 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	2160	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	272	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	160	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.20	Density	N/A	PTSF	41.0	ATS	40.0	% FFS	88.8
FFS Delay	10.1	LOS Thresh. Delay	18.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	710	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1130	1580	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1600	3500	5700	8000	11400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-78 AM.xhp				
User Notes	Ex 2-78 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	2079	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	93	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	76	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	18.4	ATS	43.3	% FFS	96.2
FFS Delay	1.6	LOS Thresh. Delay	5.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8700	14500	19700	32000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-78 PM.xhp				
User Notes	Ex 2-78 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	2079	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	140	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	101	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	25.8	ATS	42.4	% FFS	94.2
FFS Delay	2.4	LOS Thresh. Delay	6.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	400	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6000	10000	13600	21200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-78 AM.xhp				
User Notes	Fut 2-78 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	21321	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1036	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	691	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.73	Density	N/A	PTSF	87.1	ATS	28.7	% FFS	63.7
FFS Delay	22.8	LOS Thresh. Delay	26.8	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	8700	14400	19400	29300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-78 PM.xhp				
User Notes	Fut 2-78 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	21321	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1652	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1056	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.16	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5600	9100	12500	18400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-78 AM.xhp				
User Notes	Fut 2-78 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	21321	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.081	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	2100
Posted Speed	50	% NPZ	N/A	Peak Dir. Hrly. Vol.	1036	Local Adj. Factor	0.91
Free Flow Speed	55	Class	3	Off Peak Dir. Hrly. Vol.	691	Adjusted Capacity	1780

LOS Results

v/c Ratio	0.32	Density	12.1	PTSF	N/A	ATS	55.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	2.7	Service Measure	Density	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	850	1450	2050	2600	2880
3	1280	2180	3080	3900	4320
4	1710	2910	4110	5210	5770
Lanes	Hourly Volume In Both Directions				
2					
4	1420	2420	3420	4340	4800
6	2140	3640	5140	6500	7200
8	2860	4860	6860	8690	9620
Lanes	Annual Average Daily Traffic				
2					
4	17600	29900	42300	53600	59300
6	26500	45000	63500	80300	88900
8	35400	60000	84700	107300	118800

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 350 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-78 PM.xhp				
User Notes	Fut 2-78 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	21321	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.127	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	2100
Posted Speed	50	% NPZ	N/A	Peak Dir. Hrly. Vol.	1652	Local Adj. Factor	0.91
Free Flow Speed	55	Class	3	Off Peak Dir. Hrly. Vol.	1056	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.50	Density	19.3	PTSF	N/A	ATS	55.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	2.7	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	850	1450	2050	2600	2880
3	1280	2180	3080	3900	4320
4	1710	2910	4110	5210	5770
Lanes	Hourly Volume In Both Directions				
2					
4	1400	2380	3370	4270	4730
6	2100	3580	5050	6400	7090
8	2810	4780	6740	8550	9460
Lanes	Annual Average Daily Traffic				
2					
4	11100	18800	26600	33700	37300
6	16600	28200	39800	50400	55900
8	22200	37700	53100	67400	74500

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 350 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-79 AM.xhp				
User Notes	Ex 2-79 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.034	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.880	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	30	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	4	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.3	ATS	39.6	% FFS	98.9
FFS Delay	0.7	LOS Thresh. Delay	14.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	600	890	1170	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1020	1330	1620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9800	20300	30000	39200	47700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 350 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-79 PM.xhp				
User Notes	Ex 2-79 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.025	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	20	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.2	ATS	39.7	% FFS	99.1
FFS Delay	0.6	LOS Thresh. Delay	14.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	780	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	640	980	1330	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	13200	25600	39200	53200	71200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 350 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-79 AM.xhp				
User Notes	Fut 2-79 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.069	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.840	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	58	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	11	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.4	ATS	39.2	% FFS	98.0
FFS Delay	1.4	LOS Thresh. Delay	14.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	560	820	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	670	980	1340	1700
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5000	9800	14300	19500	24700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 350 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-79 PM.xhp				
User Notes	Fut 2-79 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.077	% Heavy Vehicles	8.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	40	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	37	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.8	ATS	39.1	% FFS	97.8
FFS Delay	1.5	LOS Thresh. Delay	15.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	310	530	720	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	600	1020	1390	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7800	13300	18100	35600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 375 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-80 AM.xhp				
User Notes	Ex 2-80 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	4035	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	304	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	156	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	68.6	ATS	36.8	% FFS	81.8
FFS Delay	13.3	LOS Thresh. Delay	19.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	270	580	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	410	880	1410	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3600	7800	12400	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 375 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-80 PM.xhp				
User Notes	Ex 2-80 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	4035	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	264	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	208	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	64.7	ATS	36.9	% FFS	82.0
FFS Delay	13.2	LOS Thresh. Delay	19.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	540	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	360	970	1470	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3100	8300	12600	21800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 375 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-80 AM.xhp				
User Notes	Fut 2-80 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	5298	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	332	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	272	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	68.0	ATS	36.2	% FFS	80.4
FFS Delay	14.6	LOS Thresh. Delay	20.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	530	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	970	1480	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3300	8600	13000	22800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 300 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 375 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-80 PM.xhp				
User Notes	Fut 2-80 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	5298	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.141	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	411	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	336	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	71.7	ATS	35.3	% FFS	78.5
FFS Delay	16.4	LOS Thresh. Delay	22.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	530	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	970	1480	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	2700	6900	10500	18400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 350 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-81 AM.xhp				
User Notes	Ex 2-81 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	2039	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	127	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	71	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	24.1	ATS	43.0	% FFS	95.6
FFS Delay	1.8	LOS Thresh. Delay	5.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7400	11700	16200	22900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 350 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-81 PM.xhp				
User Notes	Ex 2-81 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	2039	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	118	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	113	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	22.0	ATS	42.4	% FFS	94.2
FFS Delay	2.4	LOS Thresh. Delay	6.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	6300	10300	13900	24700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 350 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-81 AM.xhp				
User Notes	Fut 2-81 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	13041	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	759	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	506	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.53	Density	N/A	PTSF	77.8	ATS	32.9	% FFS	73.0
FFS Delay	14.5	LOS Thresh. Delay	18.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3300	7300	12000	16200	24500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 350 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-81 PM.xhp				
User Notes	Fut 2-81 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	13041	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.138	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1062	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	738	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.75	Density	N/A	PTSF	87.9	ATS	28.0	% FFS	62.2
FFS Delay	23.8	LOS Thresh. Delay	27.7	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	5100	8500	11500	17500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-82 AM.xhp				
User Notes	Ex 2-82 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.028	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.820	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	23	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	5	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	10.1	ATS	44.6	% FFS	99.2
FFS Delay	0.3	LOS Thresh. Delay	4.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	600	910	1240	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	740	1110	1520	1740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	13600	26500	39700	54300	62200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-82 PM.xhp				
User Notes	Ex 2-82 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.033	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	18	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	15	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	8.2	ATS	44.6	% FFS	99.1
FFS Delay	0.4	LOS Thresh. Delay	4.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9400	21300	35500	48200	78500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-82 AM.xhp				
User Notes	Fut 2-82 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	2634	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	174	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	121	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	30.6	ATS	41.7	% FFS	92.6
FFS Delay	3.1	LOS Thresh. Delay	7.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6300	10400	14200	21600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-82 PM.xhp				
User Notes	Fut 2-82 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	2634	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	216	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	132	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.16	Density	N/A	PTSF	35.4	ATS	41.1	% FFS	91.2
FFS Delay	3.8	LOS Thresh. Delay	7.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5400	8600	11900	17500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-83 AM.xhp				
User Notes	Ex 2-83 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.061	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	38	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	23	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.3	ATS	44.3	% FFS	98.5
FFS Delay	0.9	LOS Thresh. Delay	7.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5500	11500	18600	25800	37800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-83 PM.xhp				
User Notes	Ex 2-83 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	42	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.0	ATS	44.1	% FFS	98.0
FFS Delay	1.2	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8700	14400	19600	33900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-83 AM.xhp				
User Notes	Fut 2-83 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	3707	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	189	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	189	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	32.8	ATS	35.5	% FFS	88.9
FFS Delay	8.6	LOS Thresh. Delay	22.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	300	510	700	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	600	1020	1400	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5900	10000	13800	27900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-83 PM.xhp				
User Notes	Fut 2-83 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	3707	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.133	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	340	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	153	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	46.2	ATS	34.6	% FFS	86.5
FFS Delay	10.7	LOS Thresh. Delay	24.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	220	420	670	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	610	980	1370	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	4600	7400	10400	15500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-84 AM.xhp				
User Notes	Ex 2-84 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.072	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	33	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.0	ATS	39.2	% FFS	98.0
FFS Delay	1.4	LOS Thresh. Delay	15.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	330	550	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	620	1020	1390	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8700	14200	19400	36600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-84 PM.xhp				
User Notes	Ex 2-84 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.074	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.8	ATS	39.2	% FFS	98.0
FFS Delay	1.4	LOS Thresh. Delay	15.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	320	540	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	610	1020	1400	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	8300	13800	19000	36300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-84 AM.xhp				
User Notes	Fut 2-84 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.072	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	33	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.0	ATS	39.2	% FFS	98.0
FFS Delay	1.4	LOS Thresh. Delay	15.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	330	550	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	620	1020	1390	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3900	8700	14200	19400	36600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 400 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-84 PM.xhp				
User Notes	Fut 2-84 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.074	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	39	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	10.8	ATS	39.2	% FFS	98.0
FFS Delay	1.4	LOS Thresh. Delay	15.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	320	540	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	610	1020	1400	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4000	8300	13800	19000	36300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Holiday Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-86 AM.xhp				
User Notes	Ex 2-86 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	4582	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	390	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	159	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.28	Density	N/A	PTSF	73.0	ATS	30.9	% FFS	77.4
FFS Delay	20.0	LOS Thresh. Delay	33.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	670	1150	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3300	5600	9600	16700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Holiday Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-86 PM.xhp				
User Notes	Ex 2-86 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	4582	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	337	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	181	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	71.0	ATS	31.3	% FFS	78.2
FFS Delay	19.1	LOS Thresh. Delay	32.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3200	6300	10600	19400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Holiday Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-86 AM.xhp				
User Notes	Fut 2-86 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	4900	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	406	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	182	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	73.2	ATS	30.6	% FFS	76.6
FFS Delay	20.9	LOS Thresh. Delay	34.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	260	460	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	380	670	1160	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3200	5600	9700	17200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Holiday Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-86 PM.xhp				
User Notes	Fut 2-86 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	4900	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	355	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	218	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.25	Density	N/A	PTSF	71.2	ATS	31.0	% FFS	77.6
FFS Delay	19.7	LOS Thresh. Delay	33.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3000	6300	10400	19700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-87 AM.xhp				
User Notes	Ex 2-87 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.830	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.084	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	59	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	15.4	ATS	44.1	% FFS	98.0
FFS Delay	1.4	LOS Thresh. Delay	8.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	490	770	1090	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1100	1560	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4300	8400	13100	18600	24200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-87 PM.xhp				
User Notes	Ex 2-87 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.830	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	73	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	41	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	17.1	ATS	43.8	% FFS	97.3
FFS Delay	1.8	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6300	10000	13800	19500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-87 AM.xhp				
User Notes	Fut 2-87 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.830	Median	No	AADT	3867	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.099	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	226	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	157	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.16	Density	N/A	PTSF	36.6	ATS	40.5	% FFS	90.1
FFS Delay	7.3	LOS Thresh. Delay	13.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	7100	11800	16000	24400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-87 PM.xhp				
User Notes	Fut 2-87 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.830	Median	No	AADT	3867	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	297	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	198	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	44.8	ATS	39.4	% FFS	87.6
FFS Delay	9.4	LOS Thresh. Delay	16.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5500	9100	12300	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-88 AM.xhp				
User Notes	Ex 2-88 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.041	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	28	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	13	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.1	ATS	44.5	% FFS	98.9
FFS Delay	0.9	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	760	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1120	1560	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	8300	17100	27400	38100	51000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-88 PM.xhp				
User Notes	Ex 2-88 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	51	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	38	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	13.3	ATS	44.0	% FFS	97.8
FFS Delay	1.7	LOS Thresh. Delay	9.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7800	13100	17800	28100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-88 AM.xhp				
User Notes	Fut 2-88 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1082	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	104	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	33	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	21.3	ATS	43.6	% FFS	96.8
FFS Delay	2.5	LOS Thresh. Delay	10.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1530	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5600	8900	12200	14900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 425 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-88 PM.xhp				
User Notes	Fut 2-88 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.950	Median	No	AADT	1082	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	119	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	97	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	22.5	ATS	42.6	% FFS	94.7
FFS Delay	4.2	LOS Thresh. Delay	11.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1600	3600	5900	8000	13000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-89 AM.xhp				
User Notes	Ex 2-89 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.130	Median	No	AADT	3461	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	278	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	78	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.20	Density	N/A	PTSF	38.5	ATS	41.5	% FFS	92.2
FFS Delay	7.7	LOS Thresh. Delay	16.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	290	550	860	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	380	710	1110	1520	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3700	6900	10800	14800	17800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-89 PM.xhp				
User Notes	Ex 2-89 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.130	Median	No	AADT	3461	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	229	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	159	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	36.9	ATS	40.4	% FFS	89.8
FFS Delay	10.3	LOS Thresh. Delay	19.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	680	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1160	1580	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6300	10400	14200	21600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-89 AM.xhp				
User Notes	Fut 2-89 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.130	Median	No	AADT	15786	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	829	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	797	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.58	Density	N/A	PTSF	82.2	ATS	29.6	% FFS	65.8
FFS Delay	46.9	LOS Thresh. Delay	55.9	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	350	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6700	11300	15300	27100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Whitestown Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 400 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-89 PM.xhp				
User Notes	Fut 2-89 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.130	Median	No	AADT	15786	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.159	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1355	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1155	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.95	Density	N/A	PTSF	93.5	ATS	21.4	% FFS	47.6
FFS Delay	99.4	LOS Thresh. Delay	108.4	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	4400	7300	10000	16600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Ridge Drive	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-90 AM.xhp				
User Notes	Ex 2-90 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	1090	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	104	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	21.2	ATS	38.6	% FFS	96.4
FFS Delay	3.5	LOS Thresh. Delay	22.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	450	710	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	620	980	1350	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	4800	7500	10400	14900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Ridge Drive	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-90 PM.xhp				
User Notes	Ex 2-90 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	1090	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	77	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	40	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.6	ATS	38.8	% FFS	97.0
FFS Delay	2.9	LOS Thresh. Delay	21.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	400	640	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	610	970	1380	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5800	9100	12900	20200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Ridge Drive	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-90 AM.xhp				
User Notes	Fut 2-90 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	1090	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	104	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	21.2	ATS	38.6	% FFS	96.4
FFS Delay	3.5	LOS Thresh. Delay	22.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	450	710	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	620	980	1350	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	4800	7500	10400	14900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Ridge Drive	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-90 PM.xhp				
User Notes	Fut 2-90 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.030	Median	No	AADT	1090	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrlly. Vol.	77	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrlly. Vol.	40	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.6	ATS	38.8	% FFS	97.0
FFS Delay	2.9	LOS Thresh. Delay	21.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	400	640	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	610	970	1380	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	5800	9100	12900	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Willow Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-91 AM.xhp				
User Notes	Ex 2-91 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.070	Median	No	AADT	2972	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	180	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	153	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	56.5	ATS	33.1	% FFS	82.6
FFS Delay	20.2	LOS Thresh. Delay	39.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	430	680	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	320	800	1260	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2900	7200	11300	23500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Willow Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-91 PM.xhp				
User Notes	Ex 2-91 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.070	Median	No	AADT	2972	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	186	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	159	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	56.9	ATS	32.8	% FFS	82.1
FFS Delay	21.0	LOS Thresh. Delay	40.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	430	680	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	320	800	1260	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2800	6900	10900	22700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Willow Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-91 AM.xhp				
User Notes	Fut 2-91 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.070	Median	No	AADT	4080	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	274	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	183	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.20	Density	N/A	PTSF	66.2	ATS	31.8	% FFS	79.6
FFS Delay	24.7	LOS Thresh. Delay	43.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3100	6800	11100	21200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Willow Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-91 PM.xhp				
User Notes	Fut 2-91 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.070	Median	No	AADT	4080	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	237	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	237	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	60.5	ATS	32.1	% FFS	80.3
FFS Delay	23.7	LOS Thresh. Delay	42.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	150	410	640	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	300	820	1280	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	700	2600	7100	11100	24500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	126th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-92 AM.xhp				
User Notes	Ex 2-92 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.038	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	30	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	8	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	11.6	ATS	39.5	% FFS	98.8
FFS Delay	0.9	LOS Thresh. Delay	15.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	510	770	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	650	980	1330	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9300	17200	25800	35000	47400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	126th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-92 PM.xhp				
User Notes	Ex 2-92 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.029	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	15	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.01	Density	N/A	PTSF	7.2	ATS	39.6	% FFS	99.1
FFS Delay	0.7	LOS Thresh. Delay	15.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	320	530	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	620	1020	1410	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	9400	21400	35200	48700	94500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	126th Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-92 AM.xhp				
User Notes	Fut 2-92 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.048	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	36	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	12	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	12.4	ATS	39.4	% FFS	98.6
FFS Delay	1.0	LOS Thresh. Delay	15.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	250	470	730	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	630	980	1340	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	7100	13200	20500	28000	39600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	126th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-92 PM.xhp				
User Notes	Fut 2-92 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.041	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	23	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	18	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.02	Density	N/A	PTSF	9.2	ATS	39.5	% FFS	98.8
FFS Delay	0.9	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	340	560	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	610	1000	1400	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	7100	14900	24400	34200	62000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Willow Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-93 AM.xhp				
User Notes	Ex 2-93 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.210	Median	No	AADT	3846	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	299	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	147	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	68.2	ATS	32.2	% FFS	80.5
FFS Delay	26.4	LOS Thresh. Delay	48.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3200	6000	10100	18300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Willow Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-93 PM.xhp				
User Notes	Ex 2-93 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.210	Median	No	AADT	3846	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	272	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	140	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	65.9	ATS	32.6	% FFS	81.6
FFS Delay	24.6	LOS Thresh. Delay	46.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	370	700	1190	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3500	6600	11200	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Willow Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-93 AM.xhp				
User Notes	Fut 2-93 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.210	Median	No	AADT	4086	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	313	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	161	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	69.3	ATS	31.7	% FFS	79.2
FFS Delay	28.7	LOS Thresh. Delay	50.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	370	700	1190	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3200	6100	10300	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Willow Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-93 PM.xhp				
User Notes	Fut 2-93 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.210	Median	No	AADT	4086	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	301	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	218	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	68.1	ATS	31.6	% FFS	78.9
FFS Delay	29.1	LOS Thresh. Delay	50.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	450	720	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	780	1250	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2600	6200	9900	19300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Ridge Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-94 AM.xhp				
User Notes	Ex 2-94 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1123	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.108	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	86	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.9	ATS	38.7	% FFS	96.9
FFS Delay	2.2	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	430	690	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	610	980	1360	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				

2	3100	5700	9100	12600	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Ridge Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-94 PM.xhp				
User Notes	Ex 2-94 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1123	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	71	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	49	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.4	ATS	38.8	% FFS	96.9
FFS Delay	2.2	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	360	590	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	620	1000	1390	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				

2	2800	5800	9400	13000	22600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Ridge Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-94 AM.xhp				
User Notes	Fut 2-94 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1123	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.108	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	86	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	35	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	18.9	ATS	38.7	% FFS	96.9
FFS Delay	2.2	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	430	690	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	610	980	1360	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				

2	3100	5700	9100	12600	18600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Ridge Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-94 PM.xhp				
User Notes	Fut 2-94 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1123	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	71	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	49	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.4	ATS	38.8	% FFS	96.9
FFS Delay	2.2	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	360	590	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	620	1000	1390	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	5800	9400	13000	22600

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Mulberry Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-95 AM.xhp				
User Notes	Ex 2-95 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	6984	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	550	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	183	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	78.6	ATS	29.3	% FFS	73.2
FFS Delay	27.0	LOS Thresh. Delay	41.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	300	480	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3900	6100	10500	18100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Mulberry Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-95 PM.xhp				
User Notes	Ex 2-95 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	6984	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	434	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	355	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	73.3	ATS	30.0	% FFS	75.1
FFS Delay	24.5	LOS Thresh. Delay	39.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	430	690	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	790	1260	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2800	7000	11200	23000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Mulberry Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-95 AM.xhp				
User Notes	Fut 2-95 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	7619	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	600	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	200	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	81.8	ATS	28.8	% FFS	72.0
FFS Delay	28.7	LOS Thresh. Delay	43.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	300	480	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3900	6100	10500	18100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 975 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Oak Ridge Drive	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Mulberry Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-95 PM.xhp				
User Notes	Fut 2-95 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	7619	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrlly. Vol.	557	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrlly. Vol.	403	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	80.1	ATS	28.7	% FFS	71.8
FFS Delay	29.0	LOS Thresh. Delay	43.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	440	720	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	760	1250	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2700	6100	10000	19500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-96 AM.xhp				
User Notes	Ex 2-96 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	54	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	27	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	14.6	ATS	44.1	% FFS	98.0
FFS Delay	1.3	LOS Thresh. Delay	7.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	230	470	750	1050	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1120	1570	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	8800	13900	19400	26200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-96 PM.xhp				
User Notes	Ex 2-96 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.137	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	73	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	64	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	15.4	ATS	43.6	% FFS	96.8
FFS Delay	2.1	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	610	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	5200	8500	11700	19600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-96 AM.xhp				
User Notes	Fut 2-96 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	4682	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.760	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	434	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	137	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	51.0	ATS	39.0	% FFS	86.6
FFS Delay	10.1	LOS Thresh. Delay	16.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1530	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	5800	9100	12600	15400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-96 PM.xhp				
User Notes	Fut 2-96 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.820	Median	No	AADT	4682	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.176	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	527	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	297	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.37	Density	N/A	PTSF	64.0	ATS	36.4	% FFS	80.9
FFS Delay	15.5	LOS Thresh. Delay	22.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	450	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	4100	6500	9000	12700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 525 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-97 AM.xhp				
User Notes	Ex 2-97 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.073	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	44	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	29	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	13.1	ATS	44.2	% FFS	98.2
FFS Delay	0.7	LOS Thresh. Delay	4.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	9600	15900	21600	32500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 525 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-97 PM.xhp				
User Notes	Ex 2-97 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.106	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	66	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	40	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.1	ATS	43.9	% FFS	97.5
FFS Delay	1.0	LOS Thresh. Delay	5.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6700	10700	14900	21700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 525 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-97 AM.xhp				
User Notes	Fut 2-97 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.115	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	45	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.5	ATS	43.8	% FFS	97.3
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 0 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	280	530	840	1160	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	370	700	1110	1530	1870
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	5800	9100	12600	15400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 525 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-97 PM.xhp				
User Notes	Fut 2-97 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	44	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	16.6	ATS	43.8	% FFS	97.3
FFS Delay	1.1	LOS Thresh. Delay	5.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6100	10100	13900	20500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-98 AM.xhp				
User Notes	Ex 2-98 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1213	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.091	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.820	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	91	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	20	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	51.2	ATS	41.5	% FFS	92.3
FFS Delay	1.7	LOS Thresh. Delay	3.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	420	660	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	520	810	1220	1740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1600	5800	9000	13500	19200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-98 PM.xhp				
User Notes	Ex 2-98 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1213	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	86	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	50	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	44.9	ATS	41.3	% FFS	91.7
FFS Delay	1.8	LOS Thresh. Delay	3.8	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	930	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3600	8400	12800	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-98 AM.xhp				
User Notes	Fut 2-98 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1989	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.091	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	127	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	54	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	51.4	ATS	40.9	% FFS	90.8
FFS Delay	2.0	LOS Thresh. Delay	4.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	300	590	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	430	850	1360	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	4800	9400	15000	22400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 525 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-98 PM.xhp				
User Notes	Fut 2-98 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.250	Median	No	AADT	1989	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	140	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	101	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	50.8	ATS	39.9	% FFS	88.6
FFS Delay	2.6	LOS Thresh. Delay	4.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	210	550	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	370	950	1470	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3100	7900	12200	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-99 AM.xhp				
User Notes	Ex 2-99 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	1501	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	113	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	42	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	22.3	ATS	43.4	% FFS	96.5
FFS Delay	2.0	LOS Thresh. Delay	7.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	260	510	810	1120	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1540	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	6800	10800	15000	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-99 PM.xhp				
User Notes	Ex 2-99 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	1501	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	105	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	64	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	21.1	ATS	43.3	% FFS	96.2
FFS Delay	2.1	LOS Thresh. Delay	7.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	970	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1130	1570	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6200	10000	13900	20400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-99 AM.xhp				
User Notes	Fut 2-99 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	2621	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.750	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	202	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	67	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	32.1	ATS	42.3	% FFS	94.1
FFS Delay	3.4	LOS Thresh. Delay	8.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	270	520	830	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	360	700	1110	1540	1900
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	6800	10800	15000	18500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-99 PM.xhp				
User Notes	Fut 2-99 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	2621	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	190	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	138	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	32.7	ATS	41.2	% FFS	91.6
FFS Delay	4.9	LOS Thresh. Delay	10.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	670	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1570	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5600	9300	12600	19600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-100 AM.xhp				
User Notes	Ex 2-100 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	4075	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	206	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	190	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	58.4	ATS	37.5	% FFS	83.3
FFS Delay	16.4	LOS Thresh. Delay	24.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	520	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	1000	1490	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	4100	10400	15400	28300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-100 PM.xhp				
User Notes	Ex 2-100 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	4075	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.133	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	325	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	217	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	70.0	ATS	36.3	% FFS	80.7
FFS Delay	19.5	LOS Thresh. Delay	27.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	230	560	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	940	1460	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3000	7100	11000	17900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-100 AM.xhp				
User Notes	Fut 2-100 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	4144	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	209	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	193	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	58.7	ATS	37.4	% FFS	83.2
FFS Delay	16.5	LOS Thresh. Delay	24.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	520	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	1000	1490	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	4100	10400	15400	28300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-100 AM.xhp				
User Notes	Fut 2-100 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.020	Median	No	AADT	4144	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.137	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	341	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	227	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	70.5	ATS	36.2	% FFS	80.3
FFS Delay	20.0	LOS Thresh. Delay	28.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	230	560	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	940	1460	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	2900	6900	10700	17300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-101 AM.xhp				
User Notes	Ex 2-101 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	3916	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	212	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	160	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	59.6	ATS	37.5	% FFS	83.4
FFS Delay	12.1	LOS Thresh. Delay	18.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	210	540	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	950	1460	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	3900	10000	15400	26400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-101 PM.xhp				
User Notes	Ex 2-101 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	3916	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	291	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	211	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	67.7	ATS	36.6	% FFS	81.4
FFS Delay	13.9	LOS Thresh. Delay	20.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	210	550	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	370	950	1470	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	2900	7500	11500	19200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-101 AM.xhp				
User Notes	Fut 2-101 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	4411	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	239	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	180	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	62.3	ATS	37.2	% FFS	82.6
FFS Delay	12.8	LOS Thresh. Delay	18.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	210	540	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	950	1460	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	3900	10000	15400	26400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 875 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-101 PM.xhp				
User Notes	Fut 2-101 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	4411	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.129	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	324	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	245	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	68.6	ATS	36.3	% FFS	80.6
FFS Delay	14.6	LOS Thresh. Delay	20.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	210	540	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	950	1460	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	2900	7400	11400	19400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-102 AM.xhp				
User Notes	Ex 2-102 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.370	Median	No	AADT	3922	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	215	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	162	Adjusted Capacity	0

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	35.3	ATS	40.6	% FFS	90.2
FFS Delay	3.2	LOS Thresh. Delay	6.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	400	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	7400	12100	16500	26100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-102 PM.xhp				
User Notes	Ex 2-102 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.370	Median	No	AADT	3922	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	232	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	215	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	38.3	ATS	39.9	% FFS	88.7
FFS Delay	3.8	LOS Thresh. Delay	6.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	6200	10200	13900	24100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-102 AM.xhp				
User Notes	Fut 2-102 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.370	Median	No	AADT	15833	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	775	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	745	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.54	Density	N/A	PTSF	80.0	ATS	30.6	% FFS	68.0
FFS Delay	13.9	LOS Thresh. Delay	16.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	590	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1160	1570	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3400	7400	12100	16400	29100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 875 E	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-102 PM.xhp				
User Notes	Fut 2-102 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.370	Median	No	AADT	15833	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.161	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	1377	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1173	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.97	Density	N/A	PTSF	93.7	ATS	21.1	% FFS	46.8
FFS Delay	33.6	LOS Thresh. Delay	36.6	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	630	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	710	1170	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	4500	7300	9900	16400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-103 AM.xhp				
User Notes	Ex 2-103 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.790	Median	No	AADT	4294	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	311	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	140	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	69.2	ATS	37.2	% FFS	82.7
FFS Delay	13.2	LOS Thresh. Delay	19.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	290	590	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	430	860	1380	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	4100	8200	13200	19700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-103 PM.xhp				
User Notes	Ex 2-103 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.790	Median	No	AADT	4294	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	295	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	272	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	65.1	ATS	36.5	% FFS	81.1
FFS Delay	14.7	LOS Thresh. Delay	21.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	520	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	1000	1490	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3000	7600	11300	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-103 AM.xhp				
User Notes	Fut 2-103 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.790	Median	No	AADT	8629	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	634	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	272	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.45	Density	N/A	PTSF	82.9	ATS	33.4	% FFS	74.2
FFS Delay	22.0	LOS Thresh. Delay	28.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	300	590	950	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	430	850	1360	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	4100	8100	13000	19400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 875 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-103 PM.xhp				
User Notes	Fut 2-103 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.790	Median	No	AADT	8629	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.133	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	700	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	448	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.49	Density	N/A	PTSF	85.1	ATS	32.2	% FFS	71.6
FFS Delay	25.0	LOS Thresh. Delay	31.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	230	570	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	940	1450	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	2900	7100	11000	17600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-104 AM.xhp				
User Notes	Ex 2-104 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	6132	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	365	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	224	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.26	Density	N/A	PTSF	71.5	ATS	30.9	% FFS	77.4
FFS Delay	7.9	LOS Thresh. Delay	13.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3600	7700	12700	24000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-104 PM.xhp				
User Notes	Ex 2-104 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	6132	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	399	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	368	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.28	Density	N/A	PTSF	70.9	ATS	30.3	% FFS	75.8
FFS Delay	8.6	LOS Thresh. Delay	14.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	660	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	810	1270	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2500	6500	10200	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-104 AM.xhp				
User Notes	Fut 2-104 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	9344	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	565	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	332	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.40	Density	N/A	PTSF	80.2	ATS	28.9	% FFS	72.4
FFS Delay	10.3	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	460	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	740	1210	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3700	7800	12700	23600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitestown Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-104 PM.xhp				
User Notes	Fut 2-104 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	9344	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.145	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	813	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	542	Adjusted Capacity	0

LOS Results

v/c Ratio	0.57	Density	N/A	PTSF	88.0	ATS	25.8	% FFS	64.4
FFS Delay	14.9	LOS Thresh. Delay	20.3	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	700	2400	5300	8600	16400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-105 AM.xhp				
User Notes	Ex 2-105 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	1785	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	143	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	84	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	26.2	ATS	37.7	% FFS	94.2
FFS Delay	2.5	LOS Thresh. Delay	10.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	380	620	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	610	990	1390	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	4900	7800	11000	17800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-105 PM.xhp				
User Notes	Ex 2-105 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	1785	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	103	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	66	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	20.8	ATS	38.3	% FFS	95.7
FFS Delay	1.8	LOS Thresh. Delay	9.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	370	600	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	610	990	1400	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6500	10500	14800	24600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-105 AM.xhp				
User Notes	Fut 2-105 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	2926	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.142	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	303	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	112	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	41.9	ATS	35.7	% FFS	89.1
FFS Delay	4.9	LOS Thresh. Delay	13.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	240	440	710	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	610	980	1350	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	4300	7000	9600	13800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-105 PM.xhp				
User Notes	Fut 2-105 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	2926	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	150	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	128	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	27.0	ATS	36.8	% FFS	91.9
FFS Delay	3.5	LOS Thresh. Delay	11.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	330	550	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	620	1020	1390	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3000	6600	10800	14700	27700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Ford Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-106 AM.xhp				
User Notes	Ex 2-106 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	7077	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.079	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	358	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	201	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.25	Density	N/A	PTSF	71.6	ATS	31.1	% FFS	77.6
FFS Delay	12.4	LOS Thresh. Delay	21.1	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	720	1210	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	4600	9200	15400	28200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Ford Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-106 PM.xhp				
User Notes	Ex 2-106 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	7077	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.095	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	437	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	235	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	73.7	ATS	30.3	% FFS	75.7
FFS Delay	13.9	LOS Thresh. Delay	22.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3800	7500	12600	23100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Ford Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-106 AM.xhp				
User Notes	Fut 2-106 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	7785	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.079	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	363	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	252	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.26	Density	N/A	PTSF	70.6	ATS	30.9	% FFS	77.3
FFS Delay	12.7	LOS Thresh. Delay	21.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	770	1240	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	4400	9800	15700	30600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Ford Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 600 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Whitestown Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-106 PM.xhp				
User Notes	Fut 2-106 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	No	AADT	7785	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	616	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	264	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.43	Density	N/A	PTSF	82.2	ATS	28.6	% FFS	71.4
FFS Delay	17.3	LOS Thresh. Delay	25.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	470	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	680	1150	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3500	6100	10200	18000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulberry Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-107 AM.xhp				
User Notes	Ex 2-107 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.930	Median	No	AADT	4916	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	20	Peak Dir. Hrly. Vol.	368	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	173	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.26	Density	N/A	PTSF	61.6	ATS	34.0	% FFS	85.1
FFS Delay	14.7	LOS Thresh. Delay	31.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	420	660	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	620	980	1370	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5700	9000	12500	19000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulberry Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-107 PM.xhp				
User Notes	Ex 2-107 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.930	Median	No	AADT	4916	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.119	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	20	Peak Dir. Hrly. Vol.	345	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	240	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	61.0	ATS	33.6	% FFS	84.1
FFS Delay	15.9	LOS Thresh. Delay	32.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	360	590	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	620	1000	1390	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	5300	8500	11700	20300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulberry Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-107 AM.xhp				
User Notes	Fut 2-107 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.930	Median	No	AADT	7227	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	20	Peak Dir. Hrly. Vol.	541	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	254	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	71.6	ATS	31.7	% FFS	79.2
FFS Delay	22.0	LOS Thresh. Delay	38.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	420	660	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	620	980	1370	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	5700	9000	12500	19000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulberry Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 975 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-107 PM.xhp				
User Notes	Fut 2-107 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.930	Median	No	AADT	7227	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.155	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	20	Peak Dir. Hrly. Vol.	582	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	538	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.41	Density	N/A	PTSF	74.3	ATS	29.2	% FFS	73.0
FFS Delay	30.9	LOS Thresh. Delay	47.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	320	530	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	620	1020	1410	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	4000	6600	9100	17700

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-108 AM.xhp				
User Notes	Ex 2-108 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	3189	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	199	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	98	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	59.1	ATS	34.5	% FFS	86.3
FFS Delay	9.6	LOS Thresh. Delay	21.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3900	7500	12600	22800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-108 PM.xhp				
User Notes	Ex 2-108 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	3189	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.106	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	216	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	122	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	60.8	ATS	33.7	% FFS	84.2
FFS Delay	11.3	LOS Thresh. Delay	23.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	720	1210	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3400	6800	11500	21000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-108 AM.xhp				
User Notes	Fut 2-108 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	6366	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	414	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	178	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	73.4	ATS	30.6	% FFS	76.4
FFS Delay	18.6	LOS Thresh. Delay	30.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	470	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	680	1150	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4200	7400	12400	21900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 550 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1100 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-108 PM.xhp				
User Notes	Fut 2-108 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.670	Median	No	AADT	6366	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	472	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	254	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.33	Density	N/A	PTSF	75.8	ATS	29.9	% FFS	74.8
FFS Delay	20.3	LOS Thresh. Delay	32.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3200	6300	10500	19300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Greenfield Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-109 AM.xhp				
User Notes	Ex 2-109 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1476	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.086	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	74	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	53	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	41.5	ATS	36.4	% FFS	91.0
FFS Delay	12.1	LOS Thresh. Delay	36.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	450	720	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	780	1250	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3900	9100	14600	28500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Greenfield Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-109 PM.xhp				
User Notes	Ex 2-109 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1476	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	121	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	52	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	50.5	ATS	36.0	% FFS	89.9
FFS Delay	13.8	LOS Thresh. Delay	38.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	260	470	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	380	680	1150	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3300	5900	9900	17400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Greenfield Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-109 AM.xhp				
User Notes	Fut 2-109 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1974	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	114	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	79	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	47.3	ATS	35.8	% FFS	89.4
FFS Delay	14.5	LOS Thresh. Delay	39.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	450	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	770	1240	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3400	7900	12700	24600

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Greenfield Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	West Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-109 PM.xhp				
User Notes	Fut 2-109 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.360	Median	No	AADT	1974	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	152	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	79	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	53.5	ATS	35.4	% FFS	88.5
FFS Delay	15.8	LOS Thresh. Delay	40.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	370	700	1190	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3200	6000	10200	18500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	South of CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To		Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-110 AM.xhp				
User Notes	Ex 2-110 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	2218	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	159	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	47	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	57.4	ATS	35.7	% FFS	89.1
FFS Delay	4.9	LOS Thresh. Delay	13.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	320	510	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	420	670	1070	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4600	7300	11600	19900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	South of CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To		Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-110 PM.xhp				
User Notes	Ex 2-110 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	2218	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.109	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	126	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	116	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	46.9	ATS	34.6	% FFS	86.6
FFS Delay	6.3	LOS Thresh. Delay	14.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	660	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	810	1270	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	2900	7500	11700	25200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	South of CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To		Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-110 AM.xhp				
User Notes	Fut 2-110 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	2218	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	159	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	47	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	57.4	ATS	35.7	% FFS	89.1
FFS Delay	4.9	LOS Thresh. Delay	13.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	320	510	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	420	670	1070	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4600	7300	11600	19900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1100 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	South of CR 550 S	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To		Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-110 PM.xhp				
User Notes	Fut 2-110 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.450	Median	No	AADT	2218	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	125	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	125	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	46.3	ATS	34.4	% FFS	86.0
FFS Delay	6.6	LOS Thresh. Delay	14.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	150	410	640	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	300	820	1280	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2700	7300	11400	25200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-111 AM.xhp				
User Notes	Ex 2-111 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	3850	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	236	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	157	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	62.3	ATS	32.5	% FFS	81.1
FFS Delay	5.0	LOS Thresh. Delay	9.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3400	7500	12200	23300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-111 PM.xhp				
User Notes	Ex 2-111 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	3850	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.117	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	261	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	189	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	64.7	ATS	32.0	% FFS	79.9
FFS Delay	5.4	LOS Thresh. Delay	9.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	450	720	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	780	1250	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2900	6700	10700	21000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-111 AM.xhp				
User Notes	Fut 2-111 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	4088	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	254	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	163	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.18	Density	N/A	PTSF	63.9	ATS	32.1	% FFS	80.3
FFS Delay	5.3	LOS Thresh. Delay	9.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	350	740	1230	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3500	7300	12100	22900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Turkey Foot Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Mulberry Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-111 PM.xhp				
User Notes	Fut 2-111 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.240	Median	No	AADT	4088	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	335	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	205	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	70.7	ATS	31.3	% FFS	78.1
FFS Delay	6.0	LOS Thresh. Delay	10.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2600	5600	9200	17500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bloor Ln	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Ford Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-112 AM.xhp				
User Notes	Ex 2-112 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	3488	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.140	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	303	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	186	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	68.9	ATS	31.6	% FFS	79.0
FFS Delay	16.3	LOS Thresh. Delay	28.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2500	5300	8700	16500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bloor Ln	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Ford Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-112 PM.xhp				
User Notes	Ex 2-112 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	3488	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.141	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	325	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	167	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	70.2	ATS	31.4	% FFS	78.5
FFS Delay	16.7	LOS Thresh. Delay	29.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	370	700	1190	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2700	5000	8500	15400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bloor Ln	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Ford Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-112 AM.xhp				
User Notes	Fut 2-112 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	3557	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.140	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	304	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	194	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	69.3	ATS	31.6	% FFS	78.9
FFS Delay	16.3	LOS Thresh. Delay	28.6	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	740	1230	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2500	5300	8800	16700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bloor Ln	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Ford Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Turkey Foot Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-112 PM.xhp				
User Notes	Fut 2-112 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.680	Median	No	AADT	3557	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.144	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	343	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	169	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	71.2	ATS	31.2	% FFS	78.1
FFS Delay	17.1	LOS Thresh. Delay	29.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	700	2500	4800	8200	14800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-113 AM.xhp				
User Notes	Ex 2-113 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1695	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	227	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	112	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	62.3	ATS	38.5	% FFS	85.4
FFS Delay	6.9	LOS Thresh. Delay	11.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	260	580	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	120	390	870	1390	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	600	2000	4400	7000	10600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-113 PM.xhp				
User Notes	Ex 2-113 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1695	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.135	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	146	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	82	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	52.9	ATS	40.1	% FFS	89.1
FFS Delay	5.0	LOS Thresh. Delay	9.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	240	570	910	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	380	900	1430	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	2900	6700	10600	16500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-113 AM.xhp				
User Notes	Fut 2-113 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1732	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.200	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	229	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	118	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	62.4	ATS	38.3	% FFS	85.0
FFS Delay	7.2	LOS Thresh. Delay	11.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	260	580	920	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	880	1400	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	700	2000	4400	7000	10800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Ford Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-113 PM.xhp				
User Notes	Fut 2-113 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.510	Median	No	AADT	1732	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.142	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	165	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	81	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.12	Density	N/A	PTSF	55.5	ATS	40.0	% FFS	88.8
FFS Delay	5.1	LOS Thresh. Delay	9.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	260	580	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	120	390	870	1390	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2800	6200	9800	15000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-114 AM.xhp				
User Notes	Ex 2-114 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.137	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	88	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	49	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	19.0	ATS	43.6	% FFS	96.8
FFS Delay	2.7	LOS Thresh. Delay	10.7	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	5100	8300	11500	16300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-114 PM.xhp				
User Notes	Ex 2-114 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	Yes	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.072	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	41	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	31	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.03	Density	N/A	PTSF	11.7	ATS	44.2	% FFS	98.3
FFS Delay	1.4	LOS Thresh. Delay	9.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	190	410	690	940	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	720	1220	1650	2620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4800	10000	17000	23000	36400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-114 AM.xhp				
User Notes	Fut 2-114 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1315	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.182	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	129	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	110	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	23.9	ATS	42.3	% FFS	93.9
FFS Delay	5.2	LOS Thresh. Delay	13.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	3800	6400	8700	14500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 600 S	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 900 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-114 PM.xhp				
User Notes	Fut 2-114 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1315	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	77	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	44	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	17.6	ATS	43.7	% FFS	97.1
FFS Delay	2.4	LOS Thresh. Delay	10.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	210	440	720	1000	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	690	1130	1570	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3600	7600	12300	17100	24200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-115 AM.xhp				
User Notes	Ex 2-115 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.810	Median	No	AADT	3776	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.070	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	174	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	90	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.12	Density	N/A	PTSF	56.2	ATS	39.9	% FFS	88.8
FFS Delay	8.2	LOS Thresh. Delay	14.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	270	590	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	410	900	1410	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	5900	12900	20200	30900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-115 PM.xhp				
User Notes	Ex 2-115 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.810	Median	No	AADT	3776	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	272	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	166	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	65.7	ATS	36.9	% FFS	82.0
FFS Delay	14.2	LOS Thresh. Delay	20.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	240	570	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	390	920	1440	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3400	8000	12500	19900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	TR	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-115 AM.xhp				
User Notes	Fut 2-115 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.810	Median	No	AADT	4871	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.070	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	215	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	126	Adjusted Capacity	0

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	60.7	ATS	38.5	% FFS	85.6
FFS Delay	10.9	LOS Thresh. Delay	17.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	930	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	5800	13300	20500	32300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 700 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Whitestown Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-115 PM.xhp				
User Notes	Fut 2-115 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.810	Median	No	AADT	4871	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	333	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	232	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.24	Density	N/A	PTSF	69.7	ATS	36.2	% FFS	80.5
FFS Delay	15.7	LOS Thresh. Delay	22.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	220	560	860	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	950	1460	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3300	8200	12600	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-116 AM.xhp				
User Notes	Ex 2-116 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	Yes	AADT	1547	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	145	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	43	Adjusted Capacity	1624

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	25.3	ATS	43.2	% FFS	96.0
FFS Delay	2.8	LOS Thresh. Delay	9.5	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	570	900	1230	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	750	1170	1600	1940
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6200	9600	13200	16000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-116 PM.xhp				
User Notes	Ex 2-116 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	No	AADT	1547	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	20	Peak Dir. Hrly. Vol.	99	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	63	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	32.1	ATS	43.3	% FFS	96.3
FFS Delay	2.6	LOS Thresh. Delay	9.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	430	700	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	710	1150	1580	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6800	11000	15100	22200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-116 AM.xhp				
User Notes	Fut 2-116 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	Yes	AADT	2598	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.122	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	244	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	73	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	34.7	ATS	42.0	% FFS	93.4
FFS Delay	4.7	LOS Thresh. Delay	11.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	570	900	1230	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	390	750	1170	1600	1940
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	6200	9600	13200	16000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 800 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 550 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-116 PM.xhp				
User Notes	Fut 2-116 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	Yes	AADT	2598	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.121	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	189	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	126	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	31.3	ATS	41.7	% FFS	92.6
FFS Delay	5.4	LOS Thresh. Delay	12.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	440	720	990	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	740	1200	1660	2490
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6200	10000	13800	20600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-117 AM.xhp				
User Notes	Ex 2-117 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.570	Median	Yes	AADT	2143	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.090	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	36	Peak Dir. Hrly. Vol.	102	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	91	Adjusted Capacity	1624

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	35.6	ATS	42.8	% FFS	95.1
FFS Delay	2.4	LOS Thresh. Delay	6.9	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	410	650	880	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	780	1230	1670	2820
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3300	8700	13700	18600	31400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-117 PM.xhp				
User Notes	Ex 2-117 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.570	Median	Yes	AADT	2143	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	36	Peak Dir. Hrly. Vol.	142	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	83	Adjusted Capacity	1624

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	42.6	ATS	42.6	% FFS	94.7
FFS Delay	2.6	LOS Thresh. Delay	7.1	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	460	760	1040	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	740	1210	1660	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	7100	11600	15900	22600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-117 AM.xhp				
User Notes	Fut 2-117 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.570	Median	Yes	AADT	3981	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	40	% NPZ	36	Peak Dir. Hrly. Vol.	301	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	169	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	59.5	ATS	39.3	% FFS	87.4
FFS Delay	6.6	LOS Thresh. Delay	11.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	460	780	1060	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	720	1220	1660	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2800	6200	10400	14100	19800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 950 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 600 S	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-117 PM.xhp				
User Notes	Fut 2-117 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.570	Median	Yes	AADT	3981	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	36	Peak Dir. Hrly. Vol.	230	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	188	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.16	Density	N/A	PTSF	53.3	ATS	39.8	% FFS	88.6
FFS Delay	5.9	LOS Thresh. Delay	10.5	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	420	670	910	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	770	1220	1660	2710
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	7400	11700	15900	25900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-118 AM.xhp				
User Notes	Ex 2-118 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	Yes	AADT	10849	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	541	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	425	Adjusted Capacity	1624

LOS Results

v/c Ratio	0.36	Density	N/A	PTSF	77.9	ATS	29.1	% FFS	72.8
FFS Delay	16.2	LOS Thresh. Delay	24.8	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	460	740	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	830	1330	2670
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3900	9400	15000	30000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-118 PM.xhp				
User Notes	Ex 2-118 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	Yes	AADT	10849	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	674	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	379	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.45	Density	N/A	PTSF	83.5	ATS	28.1	% FFS	70.3
FFS Delay	18.3	LOS Thresh. Delay	26.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	480	800	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	760	1260	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3800	7900	13000	24100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-118 AM.xhp				
User Notes	Fut 2-118 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	Yes	AADT	11427	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	539	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	478	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.36	Density	N/A	PTSF	76.9	ATS	28.9	% FFS	72.3
FFS Delay	16.5	LOS Thresh. Delay	25.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	450	710	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	330	850	1340	2820
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3800	9600	15100	31700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-118 PM.xhp				
User Notes	Fut 2-118 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.480	Median	Yes	AADT	11427	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	842	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	415	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.56	Density	N/A	PTSF	88.0	ATS	26.5	% FFS	66.3
FFS Delay	22.0	LOS Thresh. Delay	30.6	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	250	480	820	1490
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	380	720	1230	2230
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3500	6600	11200	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulbery Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-119 AM.xhp				
User Notes	Ex 2-119 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.150	Median	No	AADT	3861	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	223	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	182	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.16	Density	N/A	PTSF	60.5	ATS	32.3	% FFS	80.7
FFS Delay	3.2	LOS Thresh. Delay	5.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	430	690	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	790	1260	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3000	7600	12000	24700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulbery Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-119 PM.xhp				
User Notes	Ex 2-119 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.150	Median	No	AADT	3861	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	237	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	211	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	61.5	ATS	32.1	% FFS	80.3
FFS Delay	3.3	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2700	6900	11000	23200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulbery Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-119 AM.xhp				
User Notes	Fut 2-119 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.150	Median	No	AADT	4000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	235	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	185	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.17	Density	N/A	PTSF	61.8	ATS	32.2	% FFS	80.5
FFS Delay	3.3	LOS Thresh. Delay	6.0	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	440	700	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	310	790	1250	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3000	7600	12000	24200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Mulbery Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bloor Ln	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-119 PM.xhp				
User Notes	Fut 2-119 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.150	Median	No	AADT	4000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.130	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	270	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	250	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	63.7	ATS	31.8	% FFS	79.4
FFS Delay	3.5	LOS Thresh. Delay	6.2	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	160	420	660	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	310	810	1270	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	700	2400	6300	9800	21100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 6th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-120 AM.xhp				
User Notes	Ex 2-120 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.160	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.139	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.900	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	125	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	14	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	20.9	ATS	38.6	% FFS	96.5
FFS Delay	0.5	LOS Thresh. Delay	3.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	310	630	930	1230	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	700	1040	1370	1580
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5100	7500	9900	11400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 6th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-120 PM.xhp				
User Notes	Ex 2-120 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.160	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.080	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.880	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	10	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	14.7	ATS	39.1	% FFS	97.9
FFS Delay	0.3	LOS Thresh. Delay	3.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	620	900	1180	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	350	710	1030	1350	1620
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4400	8900	12900	16900	20300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 6th Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-120 AM.xhp				
User Notes	Fut 2-120 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.160	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.141	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.890	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	125	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	16	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	21.2	ATS	38.6	% FFS	96.4
FFS Delay	0.5	LOS Thresh. Delay	3.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	300	620	920	1200	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1040	1350	1600
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	5000	7400	9600	11400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 6th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-120 PM.xhp				
User Notes	Fut 2-120 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.160	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.148	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	74	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	74	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	14.9	ATS	38.5	% FFS	96.3
FFS Delay	0.6	LOS Thresh. Delay	3.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	300	510	700	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	280	600	1020	1400	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	4100	6900	9500	19200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 1st Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-121 AM.xhp				
User Notes	Ex 2-121 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	2605	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.070	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	131	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	51	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	52.5	ATS	35.9	% FFS	89.7
FFS Delay	3.1	LOS Thresh. Delay	8.5	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	280	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	390	660	1130	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	5600	9500	16200	28300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 1st Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-121 PM.xhp				
User Notes	Ex 2-121 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	2605	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	122	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	117	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	46.0	ATS	34.7	% FFS	86.6
FFS Delay	4.2	LOS Thresh. Delay	9.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	150	420	650	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	300	830	1280	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3300	9100	14000	30400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 1st Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-121 AM.xhp				
User Notes	Fut 2-121 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	2728	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.072	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	139	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	57	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	53.0	ATS	35.7	% FFS	89.4
FFS Delay	3.2	LOS Thresh. Delay	8.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	670	1150	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	5500	9400	16000	27800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	N 1st Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	E Ash Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-121 PM.xhp				
User Notes	Fut 2-121 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.300	Median	No	AADT	2728	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	131	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	120	Adjusted Capacity	0

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	47.9	ATS	34.5	% FFS	86.2
FFS Delay	4.3	LOS Thresh. Delay	9.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	660	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	810	1270	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3400	8900	13900	29800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Sycamore Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Main Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-122 AM.xhp				
User Notes	Ex 2-122 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.100	Median	No	AADT	9170	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.074	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	360	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	319	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.25	Density	N/A	PTSF	68.3	ATS	35.9	% FFS	79.7
FFS Delay	22.5	LOS Thresh. Delay	31.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	520	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	990	1480	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	5200	13400	20000	36300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Sycamore Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Main Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-122 PM.xhp				
User Notes	Ex 2-122 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.100	Median	No	AADT	9170	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	482	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	445	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.34	Density	N/A	PTSF	75.4	ATS	34.3	% FFS	76.2
FFS Delay	27.5	LOS Thresh. Delay	36.3	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	520	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	1000	1490	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	3900	10000	14800	27200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Sycamore Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Main Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-122 AM.xhp				
User Notes	Fut 2-122 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.100	Median	No	AADT	21432	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.074	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	920	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	666	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.65	Density	N/A	PTSF	89.7	ATS	29.1	% FFS	64.6
FFS Delay	48.2	LOS Thresh. Delay	57.0	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	220	550	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	950	1470	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	5200	12900	19900	33200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Sycamore Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Main Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-122 PM.xhp				
User Notes	Fut 2-122 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.100	Median	No	AADT	21432	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.107	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1261	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1032	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.89	Density	N/A	PTSF	94.5	ATS	22.8	% FFS	50.7
FFS Delay	85.7	LOS Thresh. Delay	94.5	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	540	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	990	1480	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3500	9300	13900	24300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	1st St	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-123 AM.xhp				
User Notes	Ex 2-123 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.180	Median	No	AADT	11340	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.083	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	697	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	245	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.49	Density	N/A	PTSF	86.9	ATS	27.8	% FFS	69.6
FFS Delay	7.1	LOS Thresh. Delay	10.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	290	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	4900	7800	13300	23200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	1st Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-123 PM.xhp				
User Notes	Ex 2-123 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.180	Median	No	AADT	11340	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	773	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	316	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.54	Density	N/A	PTSF	87.6	ATS	27.1	% FFS	67.6
FFS Delay	7.8	LOS Thresh. Delay	11.0	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	670	1150	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4100	7000	12000	20900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	1st St	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-123 AM.xhp				
User Notes	Fut 2-123 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.180	Median	No	AADT	26265	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.083	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1504	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	676	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.06	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	250	460	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	370	670	1150	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4500	8100	13900	24900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	1st St	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-123 PM.xhp				
User Notes	Fut 2-123 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.180	Median	No	AADT	26265	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1565	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	1088	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.10	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	450	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	770	1240	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3300	7700	12300	23900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	1st St	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Sycamore Street	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	Oak St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-123 AM.xhp				
User Notes	Fut 2-123 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.200	Median	No	AADT	26265	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.083	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrlly. Vol.	1504	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrlly. Vol.	676	Adjusted Capacity	1602

LOS Results

v/c Ratio	0.51	Density	21.5	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	4.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	690	1180	1670	2160	2630
3	1040	1780	2510	3240	3950
4	1390	2370	3350	4320	5270
Lanes	Hourly Volume In Both Directions				
2					
4	1010	1720	2430	3140	3820
6	1510	2580	3640	4700	5730
8	2020	3440	4860	6270	7640
Lanes	Annual Average Daily Traffic				
2					
4	12200	20800	29300	37900	46100
6	18200	31100	43900	56700	69100
8	24400	41500	58600	75600	92100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	1st St	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	Sycamore Street	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	Oak St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-123 PM.xhp				
User Notes	Fut 2-123 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.200	Median	No	AADT	26265	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.101	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1565	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1088	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.53	Density	22.4	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	4.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	690	1180	1670	2160	2630
3	1040	1780	2510	3240	3950
4	1390	2370	3350	4320	5270
Lanes	Hourly Volume In Both Directions				
2					
4	1170	2000	2840	3670	4460
6	1770	3020	4260	5500	6700
8	2360	4020	5680	7330	8940
Lanes	Annual Average Daily Traffic				
2					
4	11600	19900	28200	36400	44200
6	17600	30000	42200	54500	66400
8	23400	39900	56300	72600	88600

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Main Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-124 AM.xhp				
User Notes	Ex 2-124 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	11340	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.083	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	697	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	245	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.49	Density	N/A	PTSF	86.9	ATS	27.8	% FFS	69.6
FFS Delay	11.4	LOS Thresh. Delay	16.6	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	290	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	4900	7800	13300	23200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Main Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-124 PM.xhp				
User Notes	Ex 2-124 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	11340	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.710	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	773	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	316	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.54	Density	N/A	PTSF	87.6	ATS	27.1	% FFS	67.6
FFS Delay	12.5	LOS Thresh. Delay	17.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	670	1150	2000
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4100	7000	12000	20900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Main Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-124 AM.xhp				
User Notes	Fut 2-124 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	15667	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.770	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1074	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	321	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.75	Density	N/A	PTSF	96.8	ATS	24.3	% FFS	60.6
FFS Delay	16.9	LOS Thresh. Delay	22.2	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	320	510	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	420	670	1070	1850
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	4800	7600	12100	20800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Main Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Sycamore Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-124 PM.xhp				
User Notes	Fut 2-124 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.290	Median	No	AADT	15667	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.096	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1098	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	406	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.77	Density	N/A	PTSF	94.7	ATS	23.7	% FFS	59.3
FFS Delay	17.9	LOS Thresh. Delay	23.1	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	280	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	390	650	1110	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4100	6800	11600	20400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-125 AM.xhp				
User Notes	Ex 2-125 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	8924	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	534	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	287	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	79.1	ATS	29.3	% FFS	73.2
FFS Delay	16.1	LOS Thresh. Delay	24.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4000	7800	13000	23900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-125 PM.xhp				
User Notes	Ex 2-125 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	8924	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.100	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	580	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	312	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.41	Density	N/A	PTSF	81.0	ATS	28.8	% FFS	72.1
FFS Delay	17.1	LOS Thresh. Delay	25.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3600	7200	12000	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-125 AM.xhp				
User Notes	Fut 2-125 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	9272	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	537	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	316	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	79.1	ATS	29.2	% FFS	73.1
FFS Delay	16.3	LOS Thresh. Delay	25.1	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	460	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	740	1210	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3900	8100	13200	24600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-125 PM.xhp				
User Notes	Fut 2-125 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.490	Median	No	AADT	9272	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.104	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	608	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	357	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.43	Density	N/A	PTSF	82.3	ATS	28.4	% FFS	71.1
FFS Delay	17.9	LOS Thresh. Delay	26.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	460	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	740	1210	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3400	7200	11700	21800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Cooper Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-126 AM.xhp				
User Notes	Ex 2-126 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	2165	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	127	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	85	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	24.1	ATS	42.9	% FFS	95.2
FFS Delay	3.0	LOS Thresh. Delay	9.0	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	200	420	690	940	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	340	700	1160	1570	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3500	7200	11900	16100	24200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Cooper Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-126 PM.xhp				
User Notes	Ex 2-126 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	2165	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	153	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	120	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	27.5	ATS	41.9	% FFS	93.2
FFS Delay	4.4	LOS Thresh. Delay	10.4	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	650	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	330	700	1170	1580	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	5600	9300	12600	20200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Cooper Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-126 AM.xhp				
User Notes	Fut 2-126 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	2921	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.116	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	186	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	152	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	32.1	ATS	41.0	% FFS	91.2
FFS Delay	5.8	LOS Thresh. Delay	11.8	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	380	640	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2700	6100	10100	13800	22400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Cooper Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-126 PM.xhp				
User Notes	Fut 2-126 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	2921	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.126	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	195	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	173	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	33.1	ATS	40.6	% FFS	90.3
FFS Delay	6.4	LOS Thresh. Delay	12.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	370	620	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1170	1590	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	5600	9300	12700	21300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-127 AM.xhp				
User Notes	Ex 2-127 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	2726	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	87	Peak Dir. Hrly. Vol.	194	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	114	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	57.9	ATS	39.2	% FFS	87.1
FFS Delay	12.0	LOS Thresh. Delay	20.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	260	590	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	150	420	940	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	3800	8400	12700	20000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-127 PM.xhp				
User Notes	Ex 2-127 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	2726	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	186	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	171	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	56.5	ATS	37.7	% FFS	83.8
FFS Delay	15.7	LOS Thresh. Delay	23.8	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	520	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	1000	1490	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3000	7700	11400	21000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-127 AM.xhp				
User Notes	Fut 2-127 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	13000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	40	% NPZ	87	Peak Dir. Hrly. Vol.	978	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	504	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.69	Density	N/A	PTSF	90.8	ATS	29.5	% FFS	65.6
FFS Delay	42.3	LOS Thresh. Delay	50.4	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	100	280	600	930	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	160	430	910	1410	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	3800	8000	12400	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 950 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-127 PM.xhp				
User Notes	Fut 2-127 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	13000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	87	Peak Dir. Hrly. Vol.	886	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	817	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.62	Density	N/A	PTSF	88.3	ATS	28.3	% FFS	62.8
FFS Delay	47.8	LOS Thresh. Delay	55.8	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	210	520	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	160	410	1000	1500	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3200	7700	11500	21000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-128 AM.xhp				
User Notes	Ex 2-128 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	14873	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.082	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	45	% NPZ	87	Peak Dir. Hrly. Vol.	805	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	415	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.57	Density	N/A	PTSF	87.9	ATS	36.5	% FFS	72.9
FFS Delay	27.0	LOS Thresh. Delay	27.0	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	310	710	1070	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	190	470	1080	1630	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	5800	13200	19900	26400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-128 PM.xhp				
User Notes	Ex 2-128 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	14873	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	45	% NPZ	87	Peak Dir. Hrly. Vol.	759	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	759	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.53	Density	N/A	PTSF	84.8	ATS	34.8	% FFS	69.7
FFS Delay	31.7	LOS Thresh. Delay	31.7	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	280	590	840	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	160	560	1180	1680	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1600	5500	11600	16500	27900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-128 AM.xhp				
User Notes	Fut 2-128 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	27256	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.082	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	45	% NPZ	87	Peak Dir. Hrly. Vol.	1430	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	805	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.00	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	300	700	1040	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	180	470	1100	1630	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2200	5800	13500	19900	27100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-128 PM.xhp				
User Notes	Fut 2-128 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.010	Median	No	AADT	27256	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.103	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	45	% NPZ	87	Peak Dir. Hrly. Vol.	1460	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1348	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.03	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	90	280	610	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	180	540	1180	1680	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	5300	11500	16400	26700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 850 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-128 AM.xhp				
User Notes	Fut 2-128 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	27256	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.082	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	2000
Posted Speed	45	% NPZ	N/A	Peak Dir. Hrly. Vol.	1207	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1028	Adjusted Capacity	1703

LOS Results

v/c Ratio	0.39	Density	15.4	PTSF	N/A	ATS	50.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	12.0	Service Measure	Density	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	780	1330	1880	2400	2780
3	1170	1990	2820	3600	4180
4	1560	2660	3760	4810	5570
Lanes	Hourly Volume In Both Directions				
2					
4	1450	2470	3490	4450	5150
6	2170	3690	5230	6670	7750
8	2890	4930	6970	8910	10320
Lanes	Annual Average Daily Traffic				
2					
4	17700	30200	42600	54300	62900
6	26500	45100	63800	81400	94600
8	35300	60200	85100	108700	125900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 850 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 950 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-128 PM.xhp				
User Notes	Fut 2-128 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	27256	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.103	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	2000
Posted Speed	45	% NPZ	N/A	Peak Dir. Hrly. Vol.	1460	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1348	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.47	Density	18.6	PTSF	N/A	ATS	50.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	12.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	780	1330	1880	2400	2780
3	1170	1990	2820	3600	4180
4	1560	2660	3760	4810	5570
Lanes	Hourly Volume In Both Directions				
2					
4	1500	2560	3620	4620	5350
6	2260	3830	5430	6930	8040
8	3000	5120	7240	9260	10720
Lanes	Annual Average Daily Traffic				
2					
4	14600	24900	35200	44900	52000
6	22000	37200	52800	67300	78100
8	29200	49800	70300	90000	104100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-129 AM.xhp				
User Notes	Ex 2-129 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	14261	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.085	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	45	% NPZ	53	Peak Dir. Hrly. Vol.	776	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	436	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.55	Density	N/A	PTSF	86.1	ATS	37.2	% FFS	74.4
FFS Delay	12.4	LOS Thresh. Delay	12.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	390	750	1080	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	260	610	1180	1690	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	7200	13900	19900	26200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-129 PM.xhp				
User Notes	Ex 2-129 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	14261	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	45	% NPZ	53	Peak Dir. Hrly. Vol.	676	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	650	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.48	Density	N/A	PTSF	81.2	ATS	36.8	% FFS	73.6
FFS Delay	12.9	LOS Thresh. Delay	12.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	340	630	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	670	1240	1730	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2400	7300	13400	18700	30000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-129 AM.xhp				
User Notes	Fut 2-129 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	30129	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.085	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	1700
Posted Speed	45	% NPZ	53	Peak Dir. Hrly. Vol.	1767	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	794	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.24	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	410	780	1150	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	270	600	1140	1670	2060
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3200	7100	13500	19700	24300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-129 PM.xhp				
User Notes	Fut 2-129 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	30129	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.120	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	1700
Posted Speed	45	% NPZ	53	Peak Dir. Hrly. Vol.	2097	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1519	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.47	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	140	370	700	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	250	640	1210	1710	2450
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2100	5400	10100	14300	20500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-129 AM.xhp				
User Notes	Fut 2-129 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	30129	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.085	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.690	Base Capacity	2000
Posted Speed	45	% NPZ	N/A	Peak Dir. Hrly. Vol.	1767	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	794	Adjusted Capacity	1687

LOS Results

v/c Ratio	0.57	Density	22.8	PTSF	N/A	ATS	50.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	6.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	770	1310	1860	2380	2760
3	1160	1970	2790	3570	4140
4	1550	2630	3720	4760	5520
Lanes	Hourly Volume In Both Directions				
2					
4	1120	1900	2700	3450	4010
6	1690	2860	4050	5180	6010
8	2250	3820	5400	6900	8010
Lanes	Annual Average Daily Traffic				
2					
4	13200	22400	31800	40600	47200
6	19900	33700	47700	61000	70800
8	26500	45000	63600	81200	94300

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 800 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-129 PM.xhp				
User Notes	Fut 2-129 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.500	Median	No	AADT	30129	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.120	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.580	Base Capacity	2000
Posted Speed	45	% NPZ	N/A	Peak Dir. Hrly. Vol.	2097	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1519	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.68	Density	27.0	PTSF	N/A	ATS	50.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	6.0	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	770	1310	1860	2380	2760
3	1160	1970	2790	3570	4140
4	1550	2630	3720	4760	5520
Lanes	Hourly Volume In Both Directions				
2					
4	1330	2260	3210	4110	4760
6	2010	3400	4820	6160	7140
8	2680	4540	6420	8210	9520
Lanes	Annual Average Daily Traffic				
2					
4	11100	18900	26800	34300	39700
6	16800	28400	40200	51400	59600
8	22400	37900	53600	68500	79400

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-130a AM.xhp				
User Notes	Ex 2-130a AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.420	Median	Yes	AADT	15526	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.086	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	788	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	547	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.26	Density	11.0	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.4	Service Measure	Density	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	710	1210	1710	2210	2690
3	1070	1820	2570	3320	4040
4	1420	2420	3420	4420	5390
Lanes	Hourly Volume In Both Directions				
2					
4	1210	2060	2900	3750	4560
6	1820	3090	4360	5630	6850
8	2410	4110	5800	7500	9140
Lanes	Annual Average Daily Traffic				
2					
4	14100	24000	33800	43700	53100
6	21200	36000	50700	65500	79700
8	28100	47800	67500	87300	106300

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-130a PM.xhp				
User Notes	Ex 2-130a PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.420	Median	Yes	AADT	15526	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.101	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	800	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	768	Adjusted Capacity	1639

LOS Results

v/c Ratio	0.27	Density	11.2	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.4	Service Measure	Density	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	710	1210	1710	2210	2690
3	1070	1820	2570	3320	4040
4	1420	2420	3420	4420	5390
Lanes	Hourly Volume In Both Directions				
2					
4	1400	2380	3360	4340	5280
6	2100	3570	5040	6510	7930
8	2790	4750	6710	8670	10570
Lanes	Annual Average Daily Traffic				
2					
4	13900	23600	33300	43000	52300
6	20800	35400	50000	64500	78600
8	27700	47100	66500	85900	104700

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-130a AM.xhp				
User Notes	Fut 2-130a AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.420	Median	Yes	AADT	32070	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.086	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1793	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	965	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.59	Density	25.1	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.4	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	710	1210	1710	2210	2690
3	1070	1820	2570	3320	4040
4	1420	2420	3420	4420	5390
Lanes	Hourly Volume In Both Directions				
2					
4	1100	1870	2640	3400	4140
6	1650	2800	3960	5110	6220
8	2190	3730	5270	6800	8300
Lanes	Annual Average Daily Traffic				
2					
4	12800	21800	30700	39600	48200
6	19200	32600	46100	59500	72400
8	25500	43400	61300	79100	96600

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-130a PM.xhp				
User Notes	Fut 2-130a PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.420	Median	Yes	AADT	32070	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.121	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	2212	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1669	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.73	Density	31.0	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.4	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	710	1210	1710	2210	2690
3	1070	1820	2570	3320	4040
4	1420	2420	3420	4420	5390
Lanes	Hourly Volume In Both Directions				
2					
4	1250	2130	3010	3880	4720
6	1880	3200	4510	5830	7090
8	2500	4250	6010	7760	9460
Lanes	Annual Average Daily Traffic				
2					
4	10400	17700	24900	32100	39100
6	15600	26500	37300	48200	58600
8	20700	35200	49700	64200	78200

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-130b AM.xhp				
User Notes	Ex 2-130b AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.630	Median	No	AADT	15527	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.086	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	45	% NPZ	68	Peak Dir. Hrly. Vol.	788	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	547	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.55	Density	N/A	PTSF	86.4	ATS	36.2	% FFS	72.5
FFS Delay	17.2	LOS Thresh. Delay	17.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	330	680	990	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	210	560	1160	1680	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	6600	13500	19600	28100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-130b PM.xhp				
User Notes	Ex 2-130b PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.630	Median	No	AADT	15527	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	1.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	45	% NPZ	68	Peak Dir. Hrly. Vol.	800	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	768	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.56	Density	N/A	PTSF	85.7	ATS	34.6	% FFS	69.2
FFS Delay	20.2	LOS Thresh. Delay	20.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	100	310	610	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	200	610	1200	1710	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	6100	11900	17000	27700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-130b AM.xhp				
User Notes	Fut 2-130b AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.630	Median	No	AADT	31721	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.086	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	45	% NPZ	68	Peak Dir. Hrly. Vol.	1746	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	982	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.23	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	330	720	1060	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	210	520	1130	1660	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	6100	13200	19400	25900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-130b PM.xhp				
User Notes	Fut 2-130b PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.630	Median	No	AADT	31721	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.123	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	45	% NPZ	68	Peak Dir. Hrly. Vol.	2224	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1678	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.56	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	110	320	670	960	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	200	570	1180	1690	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	4700	9600	13800	20400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-130b AM.xhp				
User Notes	Fut 2-130b MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.600	Median	No	AADT	31721	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.086	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	2000
Posted Speed	45	% NPZ	N/A	Peak Dir. Hrly. Vol.	1746	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	982	Adjusted Capacity	1695

LOS Results

v/c Ratio	0.56	Density	22.4	PTSF	N/A	ATS	50.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	7.2	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	770	1320	1870	2390	2770
3	1160	1980	2800	3590	4160
4	1550	2650	3740	4780	5540
Lanes	Hourly Volume In Both Directions				
2					
4	1210	2070	2930	3740	4330
6	1820	3100	4380	5610	6500
8	2430	4150	5850	7470	8660
Lanes	Annual Average Daily Traffic				
2					
4	14100	24100	34100	43500	50400
6	21200	36100	51000	65300	75600
8	28300	48300	68100	86900	100700

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 700 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 800 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-130b PM.xhp				
User Notes	Fut 2-130b MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.600	Median	No	AADT	31721	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.123	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	2000
Posted Speed	45	% NPZ	N/A	Peak Dir. Hrly. Vol.	2224	Local Adj. Factor	0.91
Free Flow Speed	50	Class	3	Off Peak Dir. Hrly. Vol.	1678	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.71	Density	28.6	PTSF	N/A	ATS	49.9	% FFS	99.9
FFS Delay	0.0	LOS Thresh. Delay	7.2	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	770	1320	1870	2390	2770
3	1160	1980	2800	3590	4160
4	1550	2650	3740	4780	5540
Lanes	Hourly Volume In Both Directions				
2					
4	1360	2320	3290	4200	4860
6	2040	3480	4920	6300	7300
8	2720	4650	6570	8390	9720
Lanes	Annual Average Daily Traffic				
2					
4	11100	18900	26800	34200	39600
6	16600	28300	40000	51300	59400
8	22200	37900	53500	68300	79100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-131 AM.xhp				
User Notes	Ex 2-131 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.440	Median	Yes	AADT	15987	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.082	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	747	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	564	Adjusted Capacity	1655

LOS Results

v/c Ratio	0.25	Density	10.4	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.8	Service Measure	Density	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	720	1220	1730	2230	2720
3	1080	1830	2590	3350	4080
4	1440	2450	3460	4470	5440
Lanes	Hourly Volume In Both Directions				
2					
4	1270	2150	3040	3920	4780
6	1900	3220	4550	5880	7160
8	2530	4300	6080	7850	9550
Lanes	Annual Average Daily Traffic				
2					
4	15500	26300	37100	47900	58300
6	23200	39300	55500	71800	87400
8	30900	52500	74200	95800	116500

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 650 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-131 PM.xhp				
User Notes	Ex 2-131 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.440	Median	Yes	AADT	15987	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.101	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	953	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	662	Adjusted Capacity	1655

LOS Results

v/c Ratio	0.31	Density	13.2	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.8	Service Measure	Density	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	720	1220	1730	2230	2720
3	1080	1830	2590	3350	4080
4	1440	2450	3460	4470	5440
Lanes	Hourly Volume In Both Directions				
2					
4	1230	2070	2940	3780	4620
6	1840	3110	4390	5680	6920
8	2450	4160	5870	7580	9230
Lanes	Annual Average Daily Traffic				
2					
4	12200	20500	29200	37500	45800
6	18300	30800	43500	56300	68600
8	24300	41200	58200	75100	91400

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-131 AM.xhp				
User Notes	Fut 2-131 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.440	Median	Yes	AADT	33159	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.082	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1523	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1196	Adjusted Capacity	1655

LOS Results

v/c Ratio	0.50	Density	21.1	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.8	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	720	1220	1730	2230	2720
3	1080	1830	2590	3350	4080
4	1440	2450	3460	4470	5440
Lanes	Hourly Volume In Both Directions				
2					
4	1290	2180	3090	3990	4860
6	1930	3270	4630	5990	7290
8	2580	4380	6180	7990	9720
Lanes	Annual Average Daily Traffic				
2					
4	15800	26600	37700	48700	59300
6	23600	39900	56500	73100	89000
8	31500	53500	75400	97500	118600

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 650 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 700 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-131 PM.xhp				
User Notes	Fut 2-131 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.440	Median	Yes	AADT	33159	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.119	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	2052	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1894	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.67	Density	28.4	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.8	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	720	1220	1730	2230	2720
3	1080	1830	2590	3350	4080
4	1440	2450	3460	4470	5440
Lanes	Hourly Volume In Both Directions				
2					
4	1390	2350	3330	4290	5240
6	2080	3520	4990	6450	7850
8	2770	4720	6660	8600	10470
Lanes	Annual Average Daily Traffic				
2					
4	11700	19800	28000	36100	44100
6	17500	29600	42000	54300	66000
8	23300	39700	56000	72300	88000

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-132 AM.xhp				
User Notes	Ex 2-132 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.430	Median	No	AADT	25136	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.082	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1340	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	721	Adjusted Capacity	1573

LOS Results

v/c Ratio	0.46	Density	19.5	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.6	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	680	1160	1640	2120	2580
3	1020	1740	2460	3180	3880
4	1370	2330	3280	4240	5170
Lanes	Hourly Volume In Both Directions				
2					
4	1050	1790	2530	3270	3970
6	1570	2680	3790	4900	5970
8	2110	3590	5050	6530	7960
Lanes	Annual Average Daily Traffic				
2					
4	12900	21900	30900	39900	48500
6	19200	32700	46300	59800	72900
8	25800	43800	61600	79700	97100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-132 PM.xhp				
User Notes	Ex 2-132 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.430	Median	No	AADT	25136	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.101	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1574	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	965	Adjusted Capacity	1573

LOS Results

v/c Ratio	0.54	Density	23.0	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.6	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	680	1160	1640	2120	2580
3	1020	1740	2460	3180	3880
4	1370	2330	3280	4240	5170
Lanes	Hourly Volume In Both Directions				
2					
4	1100	1880	2650	3420	4170
6	1650	2810	3970	5130	6260
8	2210	3760	5300	6840	8340
Lanes	Annual Average Daily Traffic				
2					
4	10900	18700	26300	33900	41300
6	16400	27900	39400	50800	62000
8	21900	37300	52500	67800	82600

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-132 AM.xhp				
User Notes	Fut 2-132 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.430	Median	No	AADT	48195	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.082	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	2095	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1857	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.72	Density	30.6	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.6	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	680	1160	1640	2120	2580
3	1020	1740	2460	3180	3880
4	1370	2330	3280	4240	5170
Lanes	Hourly Volume In Both Directions				
2					
4	1290	2190	3100	4000	4870
6	1930	3290	4650	6000	7330
8	2590	4400	6190	8000	9760
Lanes	Annual Average Daily Traffic				
2					
4	15800	26800	37900	48800	59400
6	23600	40200	56800	73200	89400
8	31600	53700	75500	97600	119100

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-132 PM.xhp				
User Notes	Fut 2-132 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.430	Median	No	AADT	48195	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.112	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	2807	Local Adj. Factor	0.88
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2591	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.97	Density	43.2	PTSF	N/A	ATS	42.6	% FFS	94.7
FFS Delay	1.9	LOS Thresh. Delay	10.5	Service Measure	Density	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	680	1160	1640	2120	2580
3	1020	1740	2460	3180	3880
4	1370	2330	3280	4240	5170
Lanes	Hourly Volume In Both Directions				
2					
4	1310	2240	3160	4080	4970
6	1970	3350	4740	6120	7470
8	2640	4490	6310	8160	9950
Lanes	Annual Average Daily Traffic				
2					
4	11700	20100	28300	36500	44400
6	17600	30000	42400	54700	66700
8	23600	40100	56400	72900	88900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-132 AM.xhp				
User Notes	Fut 2-132 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.400	Median	No	AADT	48195	PHF	0.920
# Thru Lanes	6	Left Turn Impact	No	K	0.082	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	2095	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1857	Adjusted Capacity	0

LOS Results

v/c Ratio	0.47	Density	19.7	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	700	1200	1700	2190	2670
3	1060	1800	2550	3290	4010
4	1410	2400	3400	4390	5350
Lanes	Hourly Volume In Both Directions				
2					
4	1330	2270	3210	4140	5040
6	2000	3400	4820	6210	7570
8	2670	4530	6420	8290	10100
Lanes	Annual Average Daily Traffic				
2					
4	16300	27700	39200	50500	61500
6	24400	41500	58800	75800	92400
8	32600	55300	78300	101100	123200

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Whitetown Parkway	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	I-65	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	CR 650 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-132 PM.xhp				
User Notes	Fut 2-132 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.400	Median	No	AADT	48195	PHF	0.920
# Thru Lanes	6	Left Turn Impact	No	K	0.112	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	2807	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	2591	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.63	Density	26.4	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	8.0	Service Measure	Density	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	700	1200	1700	2190	2670
3	1060	1800	2550	3290	4010
4	1410	2400	3400	4390	5350
Lanes	Hourly Volume In Both Directions				
2					
4	1350	2310	3270	4220	5140
6	2040	3470	4910	6330	7720
8	2720	4620	6540	8450	10290
Lanes	Annual Average Daily Traffic				
2					
4	12100	20700	29200	37700	45900
6	18300	31000	43900	56600	69000
8	24300	41300	58400	75500	91900

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-133 AM.xhp				
User Notes	Ex 2-133 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.870	Median	No	AADT	1815	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	138	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	65	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.10	Density	N/A	PTSF	52.2	ATS	35.7	% FFS	89.2
FFS Delay	9.5	LOS Thresh. Delay	25.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	250	460	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	370	680	1170	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3400	6100	10500	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-133 PM.xhp				
User Notes	Ex 2-133 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.870	Median	No	AADT	1815	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	162	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	76	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.12	Density	N/A	PTSF	55.1	ATS	35.4	% FFS	88.4
FFS Delay	10.3	LOS Thresh. Delay	25.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	250	460	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	370	680	1170	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	700	2900	5200	9000	16000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-133 AM.xhp				
User Notes	Fut 2-133 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.870	Median	No	AADT	2232	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	170	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	80	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.12	Density	N/A	PTSF	55.9	ATS	35.3	% FFS	88.1
FFS Delay	10.5	LOS Thresh. Delay	26.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	250	460	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	370	680	1170	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3400	6100	10500	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Oak Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-133 PM.xhp				
User Notes	Fut 2-133 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.870	Median	No	AADT	2232	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.151	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	199	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	138	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	58.8	ATS	33.4	% FFS	83.4
FFS Delay	15.6	LOS Thresh. Delay	31.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	770	1240	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	600	2300	5100	8300	16000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-134 AM.xhp				
User Notes	Ex 2-134 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.075	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	50	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	40.8	ATS	36.9	% FFS	92.2
FFS Delay	5.7	LOS Thresh. Delay	19.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	4800	9200	15600	28300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-134 PM.xhp				
User Notes	Ex 2-134 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	63	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	41.5	ATS	36.6	% FFS	91.6
FFS Delay	6.2	LOS Thresh. Delay	19.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3400	7200	11900	22600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-134 AM.xhp				
User Notes	Fut 2-134 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.075	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	50	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	25	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.04	Density	N/A	PTSF	40.8	ATS	36.9	% FFS	92.2
FFS Delay	5.7	LOS Thresh. Delay	19.2	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	4800	9200	15600	28300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-134 PM.xhp				
User Notes	Fut 2-134 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	1000	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	63	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	39	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	41.5	ATS	36.6	% FFS	91.6
FFS Delay	6.2	LOS Thresh. Delay	19.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	210	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3400	7200	11900	22600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-135 AM.xhp				
User Notes	Ex 2-135 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1378	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.087	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	64	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	56	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	37.3	ATS	36.5	% FFS	91.1
FFS Delay	13.2	LOS Thresh. Delay	40.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3600	9200	14600	30900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-135 PM.xhp				
User Notes	Ex 2-135 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1378	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	97	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	55	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	46.3	ATS	36.2	% FFS	90.4
FFS Delay	14.5	LOS Thresh. Delay	41.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	460	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	720	1190	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3200	6600	10900	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-135 AM.xhp				
User Notes	Fut 2-135 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1379	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.087	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	64	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	56	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	37.3	ATS	36.5	% FFS	91.1
FFS Delay	13.2	LOS Thresh. Delay	40.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3600	9200	14600	30900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Hunt Club Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 850 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-135 PM.xhp				
User Notes	Fut 2-135 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.510	Median	No	AADT	1379	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	97	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	55	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	46.3	ATS	36.2	% FFS	90.4
FFS Delay	14.5	LOS Thresh. Delay	41.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	460	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	720	1190	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3200	6600	10900	20200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-136 AM.xhp				
User Notes	Ex 2-136 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.260	Median	No	AADT	8696	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.700	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	542	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	232	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	78.8	ATS	29.3	% FFS	73.2
FFS Delay	8.6	LOS Thresh. Delay	13.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	250	460	800	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	660	1150	2030
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4100	7500	13000	22900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-136 PM.xhp				
User Notes	Ex 2-136 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.260	Median	No	AADT	8696	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	594	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	293	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	81.5	ATS	28.7	% FFS	71.7
FFS Delay	9.2	LOS Thresh. Delay	13.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	350	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3500	6800	11500	20800

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-136 AM.xhp				
User Notes	Fut 2-136 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.260	Median	No	AADT	8933	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.089	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.680	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	541	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	254	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	79.1	ATS	29.2	% FFS	73.1
FFS Delay	8.6	LOS Thresh. Delay	13.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	680	1170	2090
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4100	7700	13200	23500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Starkey Avenue	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-136 PM.xhp				
User Notes	Fut 2-136 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.260	Median	No	AADT	8933	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	10.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	610	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	328	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.43	Density	N/A	PTSF	82.0	ATS	28.5	% FFS	71.2
FFS Delay	9.5	LOS Thresh. Delay	14.2	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	450	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	340	700	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3300	6700	11400	20900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Nuttal Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-137 AM.xhp				
User Notes	Ex 2-137 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.590	Median	No	AADT	8307	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.106	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.730	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	643	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	238	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	84.1	ATS	28.3	% FFS	70.7
FFS Delay	22.0	LOS Thresh. Delay	32.6	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	270	460	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	370	640	1110	1950
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3500	6100	10500	18400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Nuttal Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-137 PM.xhp				
User Notes	Ex 2-137 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.590	Median	No	AADT	8307	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.105	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	584	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	288	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.42	Density	N/A	PTSF	81.1	ATS	28.8	% FFS	71.9
FFS Delay	20.7	LOS Thresh. Delay	31.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	350	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3400	6600	11200	20200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Nuttal Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-137 AM.xhp				
User Notes	Fut 2-137 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.590	Median	No	AADT	13028	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.106	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	856	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	525	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.60	Density	N/A	PTSF	88.9	ATS	25.4	% FFS	63.6
FFS Delay	30.4	LOS Thresh. Delay	41.0	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	750	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	730	1210	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3200	6900	11500	21700

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Nuttal Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-137 PM.xhp				
User Notes	Fut 2-137 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.590	Median	No	AADT	13028	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.114	% Heavy Vehicles	12.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	847	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	639	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.60	Density	N/A	PTSF	88.3	ATS	24.9	% FFS	62.2
FFS Delay	32.3	LOS Thresh. Delay	42.9	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	440	710	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	300	780	1250	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	2700	6900	11000	22000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bennet Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-138 AM.xhp				
User Notes	Ex 2-138 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	9024	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.078	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	436	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	267	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.31	Density	N/A	PTSF	73.9	ATS	35.2	% FFS	78.3
FFS Delay	16.0	LOS Thresh. Delay	21.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	240	570	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	390	920	1440	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	5000	11800	18500	29500

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* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bennet Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-138 PM.xhp				
User Notes	Ex 2-138 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	9024	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	556	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	437	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.39	Density	N/A	PTSF	79.5	ATS	33.6	% FFS	74.7
FFS Delay	19.5	LOS Thresh. Delay	25.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	540	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	360	970	1470	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3300	8900	13400	23100

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* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bennet Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-138 AM.xhp				
User Notes	Fut 2-138 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	21318	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.085	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1105	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	707	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.78	Density	N/A	PTSF	92.7	ATS	27.0	% FFS	60.0
FFS Delay	38.4	LOS Thresh. Delay	44.1	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	230	570	880	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	380	940	1450	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1700	4500	11100	17100	27500

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* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Bennet Parkway	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-138 PM.xhp				
User Notes	Fut 2-138 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.720	Median	No	AADT	21318	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.110	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1196	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1149	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.84	Density	N/A	PTSF	93.8	ATS	22.5	% FFS	50.1
FFS Delay	57.5	LOS Thresh. Delay	63.2	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	510	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	400	1000	1500	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1300	3700	9100	13700	25400

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6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bennet Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	106th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-139 AM.xhp				
User Notes	Ex 2-139 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	No	AADT	1361	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.111	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	91	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	60	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	44.8	ATS	36.2	% FFS	90.4
FFS Delay	8.0	LOS Thresh. Delay	23.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3100	6900	11200	21400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bennet Parkway	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	106th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-139 PM.xhp				
User Notes	Ex 2-139 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	No	AADT	1361	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	67	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	36.8	ATS	36.3	% FFS	90.7
FFS Delay	7.7	LOS Thresh. Delay	22.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	150	410	650	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	300	810	1280	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3000	8100	12700	27700

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bennet Parkway	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	106th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-139 AM.xhp				
User Notes	Fut 2-139 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	No	AADT	1361	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.111	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	91	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	60	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	44.8	ATS	36.2	% FFS	90.4
FFS Delay	8.0	LOS Thresh. Delay	23.2	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3100	6900	11200	21400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bennet Parkway	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	106th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-139 PM.xhp				
User Notes	Fut 2-139 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.840	Median	No	AADT	1361	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.510	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	70	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	67	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	36.8	ATS	36.3	% FFS	90.7
FFS Delay	7.7	LOS Thresh. Delay	22.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	150	410	650	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	300	810	1280	2790
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	800	3000	8100	12700	27700

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Bennet Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-140 AM.xhp				
User Notes	Ex 2-140 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.580	Median	No	AADT	11550	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.015	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	92	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	81	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.07	Density	N/A	PTSF	41.0	ATS	36.0	% FFS	89.9
FFS Delay	5.9	LOS Thresh. Delay	16.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	6700	20700	53400	84700	178700

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Bennet Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-140 PM.xhp				
User Notes	Ex 2-140 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.580	Median	No	AADT	11550	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.019	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	116	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	103	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.08	Density	N/A	PTSF	45.3	ATS	35.1	% FFS	87.8
FFS Delay	7.3	LOS Thresh. Delay	17.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	5300	16400	42200	66900	141100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Bennet Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-140 AM.xhp				
User Notes	Fut 2-140 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.580	Median	No	AADT	78053	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.790	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1233	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	328	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.87	Density	N/A	PTSF	96.5	ATS	22.8	% FFS	56.9
FFS Delay	39.5	LOS Thresh. Delay	49.9	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	340	540	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	440	690	1060	1800
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4600	22000	34600	53000	90000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	106th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Bennet Parkway	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Michigan Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-140 PM.xhp				
User Notes	Fut 2-140 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.580	Median	No	AADT	78053	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.020	% Heavy Vehicles	3.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1046	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	515	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.73	Density	N/A	PTSF	92.2	ATS	23.8	% FFS	59.4
FFS Delay	35.7	LOS Thresh. Delay	46.1	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	240	460	780	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	360	690	1170	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	4600	18000	34600	58600	106000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Nuttall Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-141 AM.xhp				
User Notes	Ex 2-141 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	8933	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.088	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	511	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	275	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.36	Density	N/A	PTSF	77.9	ATS	29.5	% FFS	73.8
FFS Delay	22.7	LOS Thresh. Delay	35.5	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	4100	8100	13600	24900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Nuttall Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-141 PM.xhp				
User Notes	Ex 2-141 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	8933	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.109	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.650	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	633	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	341	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.45	Density	N/A	PTSF	82.9	ATS	28.2	% FFS	70.6
FFS Delay	26.6	LOS Thresh. Delay	39.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	230	460	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	360	710	1190	2190
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3400	6600	11000	20100

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Nuttall Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-141 AM.xhp				
User Notes	Fut 2-141 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	14578	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.088	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	718	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	564	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.51	Density	N/A	PTSF	84.7	ATS	26.5	% FFS	66.2
FFS Delay	32.6	LOS Thresh. Delay	45.3	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	440	700	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	310	790	1250	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3600	9000	14300	28900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Zionsville Road	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Nuttall Oak Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-141 PM.xhp				
User Notes	Fut 2-141 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.710	Median	No	AADT	14578	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.109	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	906	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	683	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.64	Density	N/A	PTSF	89.3	ATS	24.0	% FFS	60.1
FFS Delay	42.4	LOS Thresh. Delay	55.2	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	180	440	710	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	320	780	1250	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3000	7200	11500	23000

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-142 AM.xhp				
User Notes	Ex 2-142 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	8615	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.800	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	669	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	167	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.47	Density	N/A	PTSF	85.2	ATS	28.2	% FFS	70.5
FFS Delay	37.6	LOS Thresh. Delay	55.6	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	340	550	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	430	690	1040	1780
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4500	7200	10800	18400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-142 PM.xhp				
User Notes	Ex 2-142 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.980	Median	No	AADT	8615	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.102	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	650	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	228	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	84.6	ATS	28.3	% FFS	70.7
FFS Delay	36.5	LOS Thresh. Delay	54.1	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	290	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4000	6300	10800	18900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-142 AM.xhp				
User Notes	Fut 2-142 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	8794	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.780	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	665	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	188	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.47	Density	N/A	PTSF	85.4	ATS	28.2	% FFS	70.5
FFS Delay	37.6	LOS Thresh. Delay	55.6	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	330	520	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	430	670	1060	1830
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4500	7000	11000	18900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 1000 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Hunt Club Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	96th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-142 PM.xhp				
User Notes	Fut 2-142 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	8794	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.106	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.720	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	671	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	261	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.47	Density	N/A	PTSF	85.1	ATS	28.0	% FFS	70.1
FFS Delay	38.3	LOS Thresh. Delay	56.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	280	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	390	660	1130	1980
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3700	6300	10700	18700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	96th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-143 AM.xhp				
User Notes	Ex 2-143 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1088	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.112	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	40	% NPZ	59	Peak Dir. Hrly. Vol.	74	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	48	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.05	Density	N/A	PTSF	41.2	ATS	42.2	% FFS	93.8
FFS Delay	5.3	LOS Thresh. Delay	13.3	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	130	300	630	920	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	500	1040	1510	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2000	4500	9300	13500	20900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	96th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-143 PM.xhp				
User Notes	Ex 2-143 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1088	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	59	Peak Dir. Hrly. Vol.	79	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	60	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.06	Density	N/A	PTSF	39.8	ATS	42.1	% FFS	93.5
FFS Delay	5.6	LOS Thresh. Delay	13.6	Service Measure	PctFFS	LOS	A		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	290	600	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	510	1060	1530	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	4000	8300	12000	19600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	5/25/2022 10:12:35 AM	From	96th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-143 AM.xhp				
User Notes	Fut 2-143 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1828	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.125	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.670	Base Capacity	1700
Posted Speed	40	% NPZ	59	Peak Dir. Hrly. Vol.	153	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	75	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	52.7	ATS	41.2	% FFS	91.6
FFS Delay	7.3	LOS Thresh. Delay	15.3	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	150	320	670	980	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	230	480	1000	1470	2120
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1900	3900	8000	11800	17000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 850 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	96th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-143 PM.xhp				
User Notes	Fut 2-143 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	1828	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.128	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	59	Peak Dir. Hrly. Vol.	133	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	101	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.09	Density	N/A	PTSF	47.6	ATS	40.9	% FFS	90.8
FFS Delay	8.1	LOS Thresh. Delay	16.1	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	120	290	600	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	220	510	1060	1530	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1800	4000	8300	12000	19600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	96 Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-144 AM.xhp				
User Notes	Ex 2-144 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	2244	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.129	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	159	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	130	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	53.1	ATS	38.9	% FFS	86.4
FFS Delay	12.6	LOS Thresh. Delay	20.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	530	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	970	1480	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	2900	7600	11500	20100
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	96th Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-144 PM.xhp				
User Notes	Ex 2-144 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	2244	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.131	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.620	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	182	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	112	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.13	Density	N/A	PTSF	56.8	ATS	39.2	% FFS	87.0
FFS Delay	11.9	LOS Thresh. Delay	19.9	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	240	570	890	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	390	920	1440	2300
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3000	7100	11000	17600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	96 Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-144 AM.xhp				
User Notes	Fut 2-144 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	2612	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.129	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	192	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	145	Adjusted Capacity	0

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	58.0	ATS	38.1	% FFS	84.8
FFS Delay	14.4	LOS Thresh. Delay	22.4	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	210	540	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	950	1460	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	2900	7400	11400	19400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	CR 775 E	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	96 Street	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hunt Club Road	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-144 PM.xhp				
User Notes	Fut 2-144 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.000	Median	No	AADT	2612	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.150	% Heavy Vehicles	5.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	219	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	172	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.16	Density	N/A	PTSF	60.1	ATS	37.4	% FFS	83.0
FFS Delay	16.4	LOS Thresh. Delay	24.4	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	540	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	360	970	1470	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	2400	6500	9800	17000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-145 AM.xhp				
User Notes	Ex 2-145 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	3922	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.101	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	206	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	190	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.15	Density	N/A	PTSF	34.9	ATS	40.3	% FFS	89.6
FFS Delay	7.0	LOS Thresh. Delay	13.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	360	600	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	310	700	1160	1580	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	3100	7000	11500	15700	27200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-145 PM.xhp				
User Notes	Ex 2-145 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	3922	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.142	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	317	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	239	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	47.7	ATS	38.8	% FFS	86.3
FFS Delay	9.5	LOS Thresh. Delay	15.5	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	4900	8200	11200	17700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-145 AM.xhp				
User Notes	Fut 2-145 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	3993	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.113	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	244	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	208	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.18	Density	N/A	PTSF	39.6	ATS	39.8	% FFS	88.5
FFS Delay	7.8	LOS Thresh. Delay	13.8	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	370	620	850	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1150	1580	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2900	6200	10200	14000	23300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 775 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 850 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-145 PM.xhp				
User Notes	Fut 2-145 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.750	Median	No	AADT	3993	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.142	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	40	% NPZ	0	Peak Dir. Hrly. Vol.	323	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	244	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.23	Density	N/A	PTSF	48.3	ATS	38.7	% FFS	86.1
FFS Delay	9.7	LOS Thresh. Delay	15.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	180	390	660	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	320	690	1160	1580	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	4900	8200	11200	17700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Moore Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-146 AM.xhp				
User Notes	Ex 2-146 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	3962	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.570	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	266	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	201	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.19	Density	N/A	PTSF	41.7	ATS	34.7	% FFS	86.8
FFS Delay	13.2	LOS Thresh. Delay	30.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	350	570	790	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	620	1010	1390	2500
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2500	5300	8600	11800	21200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Moore Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-146 PM.xhp				
User Notes	Ex 2-146 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	3962	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.127	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	297	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	206	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	45.0	ATS	34.4	% FFS	86.0
FFS Delay	14.2	LOS Thresh. Delay	31.7	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	360	590	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	620	1000	1390	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2300	4900	7900	11000	19000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Moore Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-146 AM.xhp				
User Notes	Fut 2-146 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	4602	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.118	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	299	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	244	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	45.9	ATS	34.0	% FFS	85.1
FFS Delay	15.3	LOS Thresh. Delay	32.8	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	160	340	560	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	300	620	1020	1400	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2600	5300	8700	11900	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Moore Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-146 PM.xhp				
User Notes	Fut 2-146 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.970	Median	No	AADT	4602	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.132	% Heavy Vehicles	2.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	0	Peak Dir. Hrly. Vol.	358	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	249	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.25	Density	N/A	PTSF	51.4	ATS	33.4	% FFS	83.6
FFS Delay	17.1	LOS Thresh. Delay	34.6	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	170	360	590	820	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	290	620	1000	1390	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	2200	4700	7600	10600	18300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-147 AM.xhp				
User Notes	Ex 2-147 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.980	Median	No	AADT	11191	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.083	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	492	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	437	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.35	Density	N/A	PTSF	76.1	ATS	29.2	% FFS	72.9
FFS Delay	32.8	LOS Thresh. Delay	50.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3800	9700	15400	32300
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-147 PM.xhp				
User Notes	Ex 2-147 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.980	Median	No	AADT	11191	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	624	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	416	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.44	Density	N/A	PTSF	83.0	ATS	28.0	% FFS	70.0
FFS Delay	37.7	LOS Thresh. Delay	55.4	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	320	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3500	8200	13400	25500
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-147 AM.xhp				
User Notes	Fut 2-147 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.980	Median	No	AADT	11774	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.084	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.520	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	514	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	475	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.36	Density	N/A	PTSF	76.5	ATS	28.8	% FFS	72.1
FFS Delay	34.2	LOS Thresh. Delay	51.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	150	410	660	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	290	790	1270	2740
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3500	9500	15200	32700
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 1000 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-147 PM.xhp				
User Notes	Fut 2-147 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.980	Median	No	AADT	11774	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	9.0
Terrain	Level	Pass Lane Length	N/A	D	0.590	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	646	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	449	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.46	Density	N/A	PTSF	83.3	ATS	27.7	% FFS	69.2
FFS Delay	39.2	LOS Thresh. Delay	56.9	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	190	440	730	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	750	1240	2410
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3600	8100	13400	26000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-148 AM.xhp				
User Notes	Ex 2-148 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.690	Median	No	AADT	7002	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.830	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	540	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	111	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.38	Density	N/A	PTSF	76.5	ATS	30.8	% FFS	77.1
FFS Delay	18.4	LOS Thresh. Delay	30.9	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	370	590	830	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	450	720	1000	1720
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	4900	7800	10800	18500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-148 PM.xhp				
User Notes	Ex 2-148 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.690	Median	No	AADT	7002	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.091	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	408	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	229	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.29	Density	N/A	PTSF	72.9	ATS	30.5	% FFS	76.3
FFS Delay	19.3	LOS Thresh. Delay	31.7	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	450	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	710	1190	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3900	7900	13100	24400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-148 AM.xhp				
User Notes	Fut 2-148 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.690	Median	No	AADT	8033	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.094	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	559	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	196	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.40	Density	N/A	PTSF	79.4	ATS	29.2	% FFS	72.9
FFS Delay	23.0	LOS Thresh. Delay	35.5	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	290	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4300	6900	11800	20500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Zionsville Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-148 PM.xhp				
User Notes	Fut 2-148 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.690	Median	No	AADT	8033	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.094	% Heavy Vehicles	7.0
Terrain	Level	Pass Lane Length	N/A	D	0.740	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	559	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	196	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.40	Density	N/A	PTSF	79.4	ATS	29.2	% FFS	72.9
FFS Delay	23.0	LOS Thresh. Delay	35.5	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	290	470	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	400	640	1100	1920
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	4300	6900	11800	20500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-149 AM.xhp				
User Notes	Ex 2-149 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	14668	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.092	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.500	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	675	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	675	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.48	Density	N/A	PTSF	82.1	ATS	26.1	% FFS	65.3
FFS Delay	15.3	LOS Thresh. Delay	21.0	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	140	400	640	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	280	800	1280	2840
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3100	8700	14000	30900

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-149 PM.xhp				
User Notes	Ex 2-149 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	14668	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	896	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	526	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.63	Density	N/A	PTSF	89.8	ATS	25.1	% FFS	62.7
FFS Delay	17.2	LOS Thresh. Delay	22.9	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	320	720	1210	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3300	7500	12500	23300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-149 AM.xhp				
User Notes	Fut 2-149 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	18247	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.093	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	916	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	781	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.64	Density	N/A	PTSF	89.3	ATS	23.1	% FFS	57.8
FFS Delay	21.0	LOS Thresh. Delay	26.8	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	40	160	420	680	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	300	780	1260	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3300	8400	13600	28300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	96th Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	Michigan Road	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	Hooser Vilige Drive	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-149 PM.xhp				
User Notes	Fut 2-149 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.320	Median	No	AADT	18247	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.097	% Heavy Vehicles	14.0
Terrain	Level	Pass Lane Length	N/A	D	0.660	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1168	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	602	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.82	Density	N/A	PTSF	93.3	ATS	22.1	% FFS	55.3
FFS Delay	23.3	LOS Thresh. Delay	29.1	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	220	450	770	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	80	340	690	1170	2160
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3600	7200	12100	22300

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	6th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-150 AM.xhp				
User Notes	Ex 2-150 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.640	Median	No	AADT	13983	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.560	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	634	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	498	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.45	Density	N/A	PTSF	81.5	ATS	27.6	% FFS	69.1
FFS Delay	25.8	LOS Thresh. Delay	37.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	440	700	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	310	790	1250	2540
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3900	9800	15500	31400
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	7/6/2020 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	6th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-150 PM.xhp				
User Notes	Ex 2-150 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.640	Median	No	AADT	13983	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.088	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.540	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	664	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	566	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.47	Density	N/A	PTSF	82.5	ATS	27.0	% FFS	67.4
FFS Delay	27.8	LOS Thresh. Delay	39.3	Service Measure	PctFFS	LOS	D		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	170	430	680	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	320	800	1260	2630
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3700	9100	14400	29900
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	6th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-150 AM.xhp				
User Notes	Fut 2-150 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.640	Median	No	AADT	28901	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.081	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1428	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	913	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.00	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	330	740	1220	2330
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	4100	9200	15100	28800
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	5/31/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	6th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-150 PM.xhp				
User Notes	Fut 2-150 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.640	Median	No	AADT	28901	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.094	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	1440	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	1277	Adjusted Capacity	1428

LOS Results

v/c Ratio	1.01	Density	N/A	PTSF	100.0	ATS	0.0	% FFS	0.0
FFS Delay	Infinity	LOS Thresh. Delay	Infinity	Service Measure	vcRatio	LOS	F		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	160	420	670	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	310	800	1270	2680
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1100	3300	8600	13600	28600
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	6th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Eastbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-150 AM.xhp				
User Notes	Fut 2-150 MIT AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.600	Median	No	AADT	28901	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.081	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.610	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1428	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	913	Adjusted Capacity	1595

LOS Results

v/c Ratio	0.49	Density	20.5	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	12.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	690	1180	1660	2150	2620
3	1040	1770	2500	3230	3930
4	1380	2360	3330	4300	5240
Lanes	Hourly Volume In Both Directions				
2					
4	1140	1940	2730	3530	4300
6	1710	2910	4100	5300	6450
8	2270	3870	5460	7050	8600
Lanes	Annual Average Daily Traffic				
2					
4	14100	24000	33800	43600	53100
6	21200	36000	50700	65500	79700
8	28100	47800	67500	87100	106200

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Oak Street	Study Period	Kother
Date Prepared	6/2/2022 10:12:35 AM	From	CR 1000 E	Analysis Type	Multilane Segment
Agency	A&F Engineering	To	6th Street	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future Mitigated\Fut 2-150 PM.xhp				
User Notes	Fut 2-150 MIT PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.600	Median	No	AADT	28901	PHF	0.920
# Thru Lanes	4	Left Turn Impact	No	K	0.094	% Heavy Vehicles	6.0
Terrain	Level	Pass Lane Length	N/A	D	0.530	Base Capacity	1900
Posted Speed	40	% NPZ	N/A	Peak Dir. Hrly. Vol.	1440	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	1277	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.49	Density	20.7	PTSF	N/A	ATS	45.0	% FFS	100.0
FFS Delay	0.0	LOS Thresh. Delay	12.0	Service Measure	Density	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1850 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1					
2	690	1180	1660	2150	2620
3	1040	1770	2500	3230	3930
4	1380	2360	3330	4300	5240
Lanes	Hourly Volume In Both Directions				
2					
4	1310	2230	3140	4060	4950
6	1970	3340	4720	6100	7420
8	2610	4460	6290	8120	9890
Lanes	Annual Average Daily Traffic				
2					
4	14000	23800	33500	43200	52700
6	21000	35600	50300	64900	79000
8	27800	47500	67000	86400	105300

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Marysville Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak St	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 575 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-151 AM.xhp				
User Notes	Ex 2-151 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	2571	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	151	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	101	Adjusted Capacity	1547

LOS Results

v/c Ratio	0.11	Density	N/A	PTSF	52.7	ATS	39.8	% FFS	88.5
FFS Delay	7.9	LOS Thresh. Delay	14.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	230	560	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	940	1460	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1500	4000	9600	14900	24200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Marysville Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak St	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 575 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Existing\Ex 2-151 PM.xhp				
User Notes	Ex 2-151 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	2571	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.124	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	191	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	128	Adjusted Capacity	0

LOS Results

v/c Ratio	0.14	Density	N/A	PTSF	57.8	ATS	38.7	% FFS	85.9
FFS Delay	10.0	LOS Thresh. Delay	16.0	Service Measure	PctFFS	LOS	B		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	230	560	870	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	140	390	940	1460	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1200	3200	7600	11800	19200

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Marysville Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak St	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 575 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-151 AM.xhp				
User Notes	Fut 2-151 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	15765	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.098	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.550	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	850	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	695	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.60	Density	N/A	PTSF	87.9	ATS	29.5	% FFS	65.5
FFS Delay	32.0	LOS Thresh. Delay	38.1	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	70	200	530	810	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	370	970	1480	2590
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1400	3800	9900	15200	26500

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Marysville Road	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	Oak St	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	CR 575 E	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Southbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-151 PM.xhp				
User Notes	Fut 2-151 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	0.760	Median	No	AADT	15765	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.138	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.630	Base Capacity	1700
Posted Speed	40	% NPZ	100	Peak Dir. Hrly. Vol.	1371	Local Adj. Factor	0.91
Free Flow Speed	45	Class	3	Off Peak Dir. Hrly. Vol.	805	Adjusted Capacity	0

LOS Results

v/c Ratio	0.96	Density	N/A	PTSF	93.9	ATS	23.7	% FFS	52.7
FFS Delay	54.6	LOS Thresh. Delay	60.7	Service Measure	PctFFS	LOS	E		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	80	250	580	900	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	130	400	930	1430	2260
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	2900	6800	10400	16400

4
6
8

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bennet Pkwy	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	96th St	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Northbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-152 AM.xhp				
User Notes	Fut 2-152 AM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.040	Median	No	AADT	4680	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.108	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.600	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	303	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	202	Adjusted Capacity	0

LOS Results

v/c Ratio	0.22	Density	N/A	PTSF	69.2	ATS	31.5	% FFS	78.9
FFS Delay	25.1	LOS Thresh. Delay	43.8	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	50	200	450	740	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	90	340	760	1240	2370
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	900	3200	7100	11500	22000
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.

HIGHPLAN 2012 Conceptual Planning Analysis

Project Information

Analyst	SV	Highway Name	Bennet Pkwy	Study Period	Kother
Date Prepared	10/21/2022 10:12:35 AM	From	96th St	Analysis Type	Two-Lane Segment
Agency	A&F Engineering	To	106th St	Program	HIGHPLAN 2012
Area Type	Transitioning/Urban	Peak Direction	Westbound	Version Date	12/12/2012
File Name	Z:\2020\20005S - Zionsville, Impact Fee Study (orig 18095S)\Capacity Analysis\HCS\Future\Fut 2-152 PM.xhp				
User Notes	Fut 2-152 PM				

Highway Data

Roadway Variables				Traffic Variables			
Segment Length	1.040	Median	No	AADT	4680	PHF	0.920
# Thru Lanes	2	Left Turn Impact	No	K	0.100	% Heavy Vehicles	4.0
Terrain	Level	Pass Lane Length	N/A	D	0.640	Base Capacity	1700
Posted Speed	35	% NPZ	100	Peak Dir. Hrly. Vol.	300	Local Adj. Factor	0.91
Free Flow Speed	40	Class	3	Off Peak Dir. Hrly. Vol.	168	Adjusted Capacity	1428

LOS Results

v/c Ratio	0.21	Density	N/A	PTSF	68.3	ATS	31.6	% FFS	79.1
FFS Delay	24.8	LOS Thresh. Delay	43.5	Service Measure	PctFFS	LOS	C		

Service Volumes

Note: The maximum normally acceptable directional service volume for LOS E in Florida for this facility type and area type is 1650 veh/h/ln.

	A	B	C	D	E
Lanes	Hourly Volume In Peak Direction				
1	60	220	460	760	1420
2					
3					
4					
Lanes	Hourly Volume In Both Directions				
2	100	350	720	1190	2220
4					
6					
8					
Lanes	Annual Average Daily Traffic				
2	1000	3600	7200	12000	22200
4					
6					
8					

* Cannot be achieved based on input data provided.

Performance measure results are no longer applicable with the presence of passing lanes. Refer to the service volume tables to obtain the LOS.