

Pleasant Street Corridor Improvements Terminology

A

ALIGNMENT - A series of points, lines and curves, and a horizontal distance between defining points that also takes into consideration various (vertical) gradients, ways in which to optimize efficiency and safety, minimize costs and environmental damage, and improve access to adjacent properties, while advancing broader community goals, such as improving the walkability of an area and enhancing east-west connectivity for the entire community.

ARTERIAL, MINOR - [Minor Arterials](#) provide services for trips of moderate length and offer/maintain connectivity to smaller communities compared to those communities that are more adequately served by [principal arterials](#). These roadways link cities and towns and form an integrated [roadway network](#) that provides for interstate and inter-county travel. Within the City of Noblesville's planning (and zoning) jurisdiction, (existing) Pleasant Street, 8th Street and Logan Street are area examples of [minor arterials](#).

ARTERIAL, PRINCIPLE - [Principal Arterials](#) serve the major centers of metropolitan areas and can provide [mobility](#) through rural areas. These roadways provide access points to adjacent (private) properties either from driveways or [at-grade](#) intersections. Within the City of Noblesville's planning (and zoning) jurisdiction, SR 37 (as it currently exists), SR 238, Conner St/SR 32, 10th Street and Allisonville Road are area examples of [principal arterials](#).

AT-GRADE INTERSECTION – The junction or intersection where two or more cross.

B

BASE FLOOD – See FLOOD, 100-YEAR, and FLOODPLAIN, 100-YEAR.

BASE FLOOD ELEVATION – The level to which floodwater is anticipated to rise during the base flood.

BOULEVARDS – Roadways that seek to serve multiple purposes and often can create as a central “spine” for the larger [roadway network](#). The various functions often result from the need to: move traffic, provide dedicated open space and accommodate pedestrians and bicyclists, while simultaneously relieving [congestion](#) in other parts of the community.

BYPASSES – Roadways that exist for the sole purpose of accommodating [thru traffic](#) in that they avoid, or go around, built up areas that generate a great deal of [local traffic](#). Because their primary purpose is to relieve [congestion](#) in other parts of the community by removing *some* of the [thru traffic](#), [bypasses](#) - relative to all other types of roadways - do not offer much access to adjacent properties and offer very few connections to the larger [roadway network](#).

C

COLLECTOR - Major and minor collectors gather [traffic](#) from [local streets](#) and funnel them to the arterial [roadway network](#) (some of which uses the arterial network to access the interstate [highway](#) system). The differences between a major and minor collector are usually subtle, but where there is a noticeable difference it is often in the number of [travel lanes](#) and [traffic volumes](#) which the Federal Highway Administration calculates as an annual average. In urban areas, like the City of Noblesville and surrounding communities, [major collectors](#) rely on relatively higher speeds and a greater number/frequency of signalized intersections to provide access to adjacent properties and further accommodate [traffic circulation](#) for areas with a relatively higher residential density and/or greater commercial and industrial intensity. An area example of a major collector is 16th Street (between Connor St and Field Drive) and Lakeview Drive (between SR 32 and Hague Road/White River Greenway). Minor collectors serve the same function just with slower travel speeds and with fewer signalized intersections for areas (urban or rural) with relatively lower residential densities, and/or lower commercial and industrial intensities.

CONGESTION - For the purposes of this project, [congestion](#) is defined as the worsening of the [level of service](#), or reductions in safety and roadway efficiency.

CROSS-SECTION - A cross-section illustrates the various roadway elements including, but not necessarily limited to the position and number of vehicle and bicycle lanes, sidewalks/trails, drainage features, planting areas, designated open space areas, and pavement structure.

E

EXPRESSWAYS – Expressways, which are also referred to as freeways, differ from other arterial roadways in that they almost always include some type of barrier separating the directional [travel lanes](#). These roadways have limited on and off ramp locations and a very limited number of [at-grade](#) intersections, or crossings. SR 37 between 126th Street and SR 32/ SR 38 is anticipated to reach full freeway status by the end of 2021[^], and is the only other expressway/freeway planned for Hamilton County aside from US 31/Keystone Avenue to the west.

[^]Source: <https://www.hamiltoncounty.in.gov/999/SR-37-Project-Information>

F

FLOOD, 100-YEAR – The base flood, or the flood having a one-percent (or greater) chance of being equaled or exceeded in any given year (as opposed to a flood that occurs once every 100 years).

FLOOD FRINGE – The portion of the [floodplain](#) that is outside of the [floodway](#).

FLOODPLAIN, 100-YEAR – A land area typically adjoining a river or stream, and comprised of a [floodway](#) and [flood fringe](#) areas that are inundated during a 100-year flood event.

FLOODWAY - For the purposes of this project, [floodway](#) is defined as the channel of a river or stream and portions of the adjoining [floodplain](#) which are required to carry and discharge the [100-year flood](#) with no significant increase in the [base flood elevation](#).

FUNCTIONAL CLASSIFICATION, PRIMARY ROADWAY – Primary roadways are designed to move [traffic](#) in and out of the municipality or county. To the exclusion of no other user, primary roadways are intended to more aptly accommodate [thru traffic](#). These roadways are often limited to [interstates](#), [expressways/freeways](#) and some state roads.

FUNCTIONAL CLASSIFICATION, SECONDARY ROADWAY – Secondary roadways are designed to: 1) move [traffic](#) from one part of a community to another; and 2) connect [motorists](#) to [primary roadways](#). To the exclusion of no other user, secondary roadways are intended to accommodate both [local traffic](#) and [thru traffic](#). These roadways are often limited to state roads, and arterial roadways.

FUNCTIONAL CLASSIFICATION, TERTIARY ROADWAY – Tertiary roadways are designed to: provide direct access to adjacent (private) residences and businesses; and connect [motorists](#) to larger [roadway network](#). To the exclusion of no other user, [secondary roadways](#) are intended to collect [traffic](#) from [local streets](#) and distribute them among and between the higher roadway classifications (i.e. [secondary](#) and [primary](#) roadways) that make up the larger [roadway network](#). These roadways are often limited to major and minor [collectors](#).

H

HIGHWAYS – Roadways that, compared to all other types of roadways, offer the quickest way to drive from one community to another. As a result, they offer the least amount of access to or connections between community destinations, locally.

I

INTERSTATES - [Interstates](#) are ranked highest in the Federal Highway Administration's functional classification system. Their main purpose is to offer high levels of [mobility](#) while linking major urban areas throughout the US.

L

LEVEL OF SERVICE A – A relatively free flow of [traffic](#), with little or no limitation on vehicular movement or speed.

LEVEL OF SERVICE B – A steady flow of traffic, with only slight delays in vehicular movement and speed.

LEVEL OF SERVICE C – When there is a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional back-ups in some areas.

LEVEL OF SERVICE D – The level where traffic nears an unstable flow. Intersections will function, but short queues develop and cars may have to wait through one cycle at certain times during the day.

LEVEL OF SERVICE E – Slow movement and frequent (although momentary) stops and the point at which a roadway would be considered to be congested; where there is frequent stopping, longstanding queues, and blocked intersections.

LEVEL OF SERVICE F – When there is stop-and-go traffic that amounts to “traffic jams” and extensive delay.

LOCALLY PREFERRED ALTERNATIVE - The transportation route that is most commonly accepted and preferred by the community at large based on its ability to best meet the projects stated purpose, goals and objectives.

M

MOBILITY – The ability and level of ease of moving goods and services, and people.

MOTOR VEHICLE - For the purposes of this project, a motor vehicle is a car, truck, motorcycle or local bus, used for passenger; excluding trains.

MOTORIST - For the purposes of this project, a motorist is the driver of [motor vehicle](#).

N

NO BUILD ALTERNATIVE – The benchmark against which the impacts of other routes are compared against.

R

RIGHT-OF-WAY - For the purposes of this project, [right-of-way](#) is a publicly owned strip of land that is dedicated for use as a public way and comprised of curbs, tree lawns, sidewalks, street lighting, and stormwater drainage facilities in addition to the [travel lanes](#).

ROAD - Roadways that exist for the primary purpose of connecting to points or places. The primary function of a road, relative to all other types of roadways, is to simply move [traffic](#) between points “A” and “B” at a relatively higher rate of speed.

ROADWAY NETWORK - For the purposes of this project, a [roadway network](#) is a hierarchical system of interconnected roads and streets that are designed, constructed, maintained and improved to accommodate the movement of [motor vehicles](#) within a community, and between two or more communities in the safest and most efficient way possible.

S

STREETS - Roadways that have the ability to facilitate movement and interaction between the [motorists](#) and non-motorists (i.e. pedestrians and cyclists) using the public [right-of-way](#) and adjacent (private) businesses or residences. The primary function of a street, relative to all other types of roadways, is to support the adjacent land uses by elevating the importance of the need to adequately accommodate pedestrians and bicyclists, for example.

STREET, RESIDENTIAL – Roadways with narrower [travel lanes](#) (one in each direction) that are most easily identifiable by their relatively low travel speeds and inability – compared to many other types of roadways – to adequately accommodate thru [traffic](#) due to the presence of on-street parking (marked or unmarked) and numerous curb-cuts (i.e. driveways), among other characteristics.

STREET, LOCAL - All other roadways are considered by the Federal Highway Administration to be local streets which make up the largest percentage of all roadways in terms of the total number of lane miles. Local streets are not intended for long distance travel and are rarely used by motorists that are passing through the community.

T

TRACTOR TRAILER - A semi-tractor trailer or freight truck.

TRAFFIC - For the purposes of this project, (vehicular) traffic is defined as [motor vehicles](#), singularly or together, using a roadway for the purposes of travel.

TRAFFIC CIRCULATION – The direction in which traffic flows throughout a community.

TRAFFIC VOLUMES – The number of vehicles crossing a point on a roadway during a selected period of time.

TRAFFIC, LOCAL – The traffic that is generated by people between work, home, and other local destinations throughout the day and night.

TRAFFIC, THRU – The traffic that is generated by people that are just passing through a community.

TRANSPORTATION IMPROVEMENTS - For the purposes of this project, transportation improvements are any real or personal property acquired, constructed, improved, or used in constructing or improving any roadway or interchange, bridge, trail, sidewalk, or portion thereof.

TRAVEL LANE - The portion of the roadway that accommodates the movement of vehicles from one place to another in either direction.

TRUCK ROUTE – A path of circulation required for all vehicles exceeding set weight or axle limits and which follows [principle arterials](#) through commercial or industrial areas in an attempt to avoid areas that are predominately residential in nature.