

Life Science Center Development

# Traffic Impact Study

US 40, Town of Plainfield, Indiana

December 2023



**WOOLPERT**  
ARCHITECTURE | ENGINEERING | GEOSPATIAL

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## SECTION 1 - EXECUTIVE SUMMARY

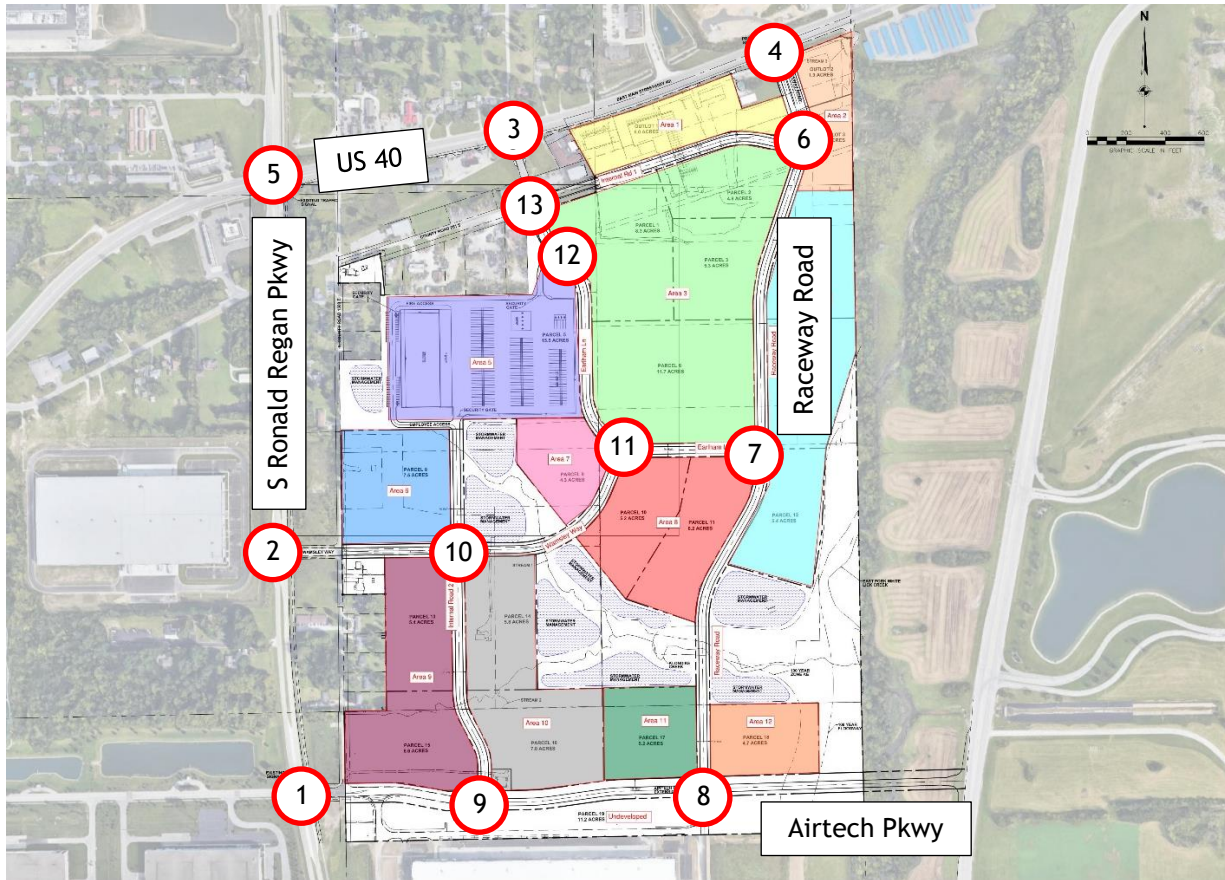
### Overall Summary and Recommendations

A Traffic Impact Study (TIS) was required by the Town of Plainfield, IN to evaluate the existing roadway network's capacity to handle the proposed Life Science Center Development.

The proposed Life Science Center Development consists of three (3) outlots, and eighteen (18) parcels which have been grouped into 12 areas. The areas listed below have been conservatively estimated.

Area 1	Outlot 1	Five (5) 10,000 square foot Strip Retail Plazas, five (5) 10,000 square foot High-Turnover (Sit-Down) Restaurants, and five (5) 6-unit Multi Family Housing (Low Rise).
Area 2	Outlot 2, Outlot 3	2,500 square foot Fast Food Restaurant with Drive-Through Window and 122 room Hotel.
Area 3	Parcel 1, Parcel 2, Parcel 3, Parcel 6	200,000 square foot General Light Industrial.
Area 4	Parcel 4, Parcel 7, Parcel 12	100,000 square foot General Light Industrial and 30,000 square foot General Office Building.
Area 5	Parcel 5	100,000 square foot Warehouse.
Area 6	Parcel 8	60,000 square foot Warehouse.
Area 7	Parcel 9	20,000 square foot General Office Building.
Area 8	Parcel 10, Parcel 11	80,000 square foot General Office Building.
Area 9	Parcel 13, Parcel 15	55,000 square foot General Light Industrial and 40,000 square foot Warehouse.
Area 10	Parcel 14, Parcel 16	55,000 square foot General Light Industrial and 45,000 square foot Warehouse.
Area 11	Parcel 17	30,000 square foot General Light Industrial.
Area 12	Parcel 18	15,000 square foot General Light Industrial.

The site area, shown in Figure 1, is located on the southeast corner of US 40 and S Ronald Reagan Pkwy in the Town of Plainfield, Hendrick County, Indiana. The 2023 Annual Average Daily Traffic (AADT) for SR 40 was found to be 31,919 vehicles per day (vpd).



**Figure 1: Site Area, Source: Google Earth, N.T.S.**

The Life Science Center Development study area includes five (5) existing intersections and eight (8) proposed internal intersections. The intersections are numerically identified throughout this study as:

- |   |                                   |
|---|-----------------------------------|
| 1. S Ronald Reagan Pkwy and Airtech Rd  | 8. Raceway Rd and Airtech Rd      |
| 2. S Ronald Reagan Pkwy and Wamsley Way | 9. Internal Rd 2 and Airtech Rd   |
| 3. Earlham Ln and US 40                 | 10. Internal Rd 2 and Wamsley Way |
| 4. Raceway Rd and US 40                 | 11. Wamsley Way and Earlham Ln    |
| 5. S Ronald Reagan Pkwy and US 40       | 12. Earlham Ln and Site Drive 1   |
| 6. Raceway Rd and Internal Rd 1         | 13. Earlham Ln and Internal Rd 1  |
| 7. Raceway Rd and Earlham Ln            |                                   |



The following improvements are recommended to address the impacts on the surrounding roadway network.

### **2025 Build (With Life Science Center Traffic)**

#### Raceway Road

1. Build with a 3-lane section along the corridor from US 40 to Airtech Parkway with exclusive left turn lanes at unsignalized intersections.

#### Earlham Lane

2. Extend through the site as a 3-lane section from US 40 to Raceway Road with exclusive left turn lanes at internal intersections.

#### Wamsley Way

3. Extend through the site as a 3-lane section from Ronald Reagan Parkway to Earlham Lane with exclusive left turn lanes at internal intersections.

#### Internal Road 1

4. Construct a 3-lane section roadway from Earlham Lane to Raceway Road with exclusive left turn lanes at internal intersections.

#### Internal Road 2

5. Construct a 3-lane section roadway from Wamsley Way to Airtech Parkway with exclusive left turn lanes at internal intersections.

### **2045 No-Build (Without Life Science Center Traffic)**

#### US 40

6. The Indianapolis MPO plans to widen US 40 to a 6-lane section in the future. The capacity analysis of this study with and without the Life Science Center confirms the widening requirement in the Horizon Year.

#### Intersection 3 - US 40 and Earlham Lane

7. With widening to a 6-lane section, Earlham Lane would either need to be restricted to a right-in, right-out, left-in (RIROLI) intersection or would require signalization. Capacity analysis shows that the delay along the US 40 corridor is minimally impacted with the addition of a signal at this intersection. Conversion to a RIROLI was not analyzed as part of this study, however it can be assumed that the exiting left turning vehicles would be displaced to Raceway Road where there is additional capacity.

#### Intersection 4 - US 40 and Raceway Road

1. INDOT has developed plans for the signalized intersection with the extension of Raceway Road to the south. With widening to a 6-lane section on US 40 in the future, the intersection operates acceptably in all scenarios.

#### Intersection 5 - US 50 and Ronald Reagan Parkway

2. Even with the widening, the results of the capacity analysis show that US 40 and Ronald Reagan Parkway intersection requires improvements before and after the addition of the Life Sciences traffic. This operation is in line with the Town's expectations for further improvements required in the future at the intersection beyond additional turn lanes or through lanes.

## SECTION 2 - INTRODUCTION

This Traffic Impact Study (TIS) was prepared for the proposed Life Science Center Development on the southeast corner of US 40 and S Ronald Reagan Pkwy, Town of Plainfield, Hendricks County, Indiana. The Life Science Center Development study area includes five (5) existing intersections and eight (8) proposed internal intersections.

The purpose of this document is to evaluate the current and future traffic conditions along the existing street network based on the anticipated traffic generated from the proposed development. Indiana Life Science Center has retained Woolpert, Inc. to prepare this TIS to evaluate the efficiency of the existing roadway network with the addition of the proposed development.

### Scope of Work

A Memorandum of Understanding (MOU), dated June 22, 2023, was prepared to outline the scope for the traffic impact study. A copy of the MOU is included in **Appendix 8 (Correspondence)** for reference.

The scope of work for this study includes:

1. Utilize turning movement counts completed in 2022 at the following intersections:
  - Ronald Reagan Parkway and Airtech Parkway
  - Ronald Reagan Parkway and Wamsley Way
  - US 40 and Earlham Lane
  - US 40 and Raceway Road
  - US 40 and Ronald Reagan Parkway
  - Airtech Parkway and Perimeter Road
2. Prepare trip generation for the proposed development using ITE's Trip Generation Manual, 11<sup>th</sup> Edition. The average pass-by trip percentage will be utilized for the applicable land uses. Conservative assumptions will be made for the planned parcels within the development and will be approved prior to beginning analysis.
3. The directional distribution will be based on the previously completed turning movement counts and engineering judgement.
4. Based on the directional distribution, the generated traffic volumes will be assigned to the adjacent street network. A 1.0% linear growth rate will be utilized to grow the background traffic to the Opening Year and Horizon Year.
5. At signalized locations, capacity analysis will determine the need for a turn lane. At the unsignalized site drives, turn lane warrants will be completed in accordance with the Indiana Design Manual. Airtech Road and Raceway Road are planned as 3-lane sections with left turns provided at intersections. Signal timings at the US 40 intersections will be requested from INDOT.
6. Perform capacity analysis utilizing HCS 2023 at six (6) existing intersections and six (6) proposed site accesses and internal intersections. The studied scenarios shall consist of the Weekday AM & PM peak hours of the Opening Year No-Build (without development traffic), Opening Year Build (with development Traffic), Horizon Year No-Build (without development Traffic) and Horizon Year Build (with development traffic) Traffic Scenarios. The assumed opening year for the site is 2025 with a Horizon Year of 2045. If the Horizon Year analysis indicates potential issues, a phased build-out and sensitivity analysis may be required.
7. Turn lane queuing analysis will be completed using INDOT turn lane length methodology and compared to HCS queuing results. Queuing analysis will be performed to determine if projected queues will conflict with existing conditions and to recommend spacing for new intersections from existing signals.
8. Based upon the analysis performed, recommendations will be developed (if needed) to mitigate any traffic impacts that the Proposed Development may have on the adjacent street network. Recommendations will be presented to meet an intersection Level of Service D.
9. Prepare a report summarizing the study process, conclusions and recommendations and submit electronically to the Town of Plainfield for review.



## References

1. Highway Capacity Manual, 7th Edition, Transportation Research Board.
2. Trip Generation Manual, 11<sup>th</sup> Edition, Institute of Transportation Engineers' (ITE).
3. HCS 2023.
4. Traffic Access and Impact Studies for Site Development, Institute of Transportation Engineers' (ITE).
5. Indiana Manual on Uniform Traffic Control Devices (MUTCD), 2011 Edition Revision 1, 2, & 3
6. Indiana Design Manual 2013, January 1, 2013, Updated April 10, 2014 (INDOT)
7. Applicant's Guide to Traffic Impact Studies, May 2015 (INDOT)
8. Most recent concept plan prepared by Woolpert.

## SECTION 3 - EXISTING CONDITIONS

### Study Area

The Life Science Center Development site is located on the southeast corner of US 40 and S Ronald Reagan Pkwy in the Town of Plainfield, Hendricks County, Indiana. The Life Science Center Development study area includes five (5) existing intersections and eight (8) proposed internal intersections. The land use in the study area consists primarily of general light industrial development. The existing and proposed intersections are numerically identified throughout this study and shown in Figure 1 as:

1. S Ronald Reagan Pkwy and Airtech Rd
2. S Ronald Reagan Pkwy and Wamsley Way
3. Earlham Ln and US 40
4. Raceway Rd and US 40
5. S Ronald Reagan Pkwy and US 40
6. Raceway Rd and Internal Rd 1
7. Raceway Rd and Earlham Ln
8. Raceway Rd and Airtech Rd
9. Internal Rd 2 and Airtech Rd
10. Internal Rd 2 and Wamsley Way
11. Wamsley Way and Earlham Ln
12. Earlham Ln and Site Drive 1
13. Earlham Ln and Internal Rd 1

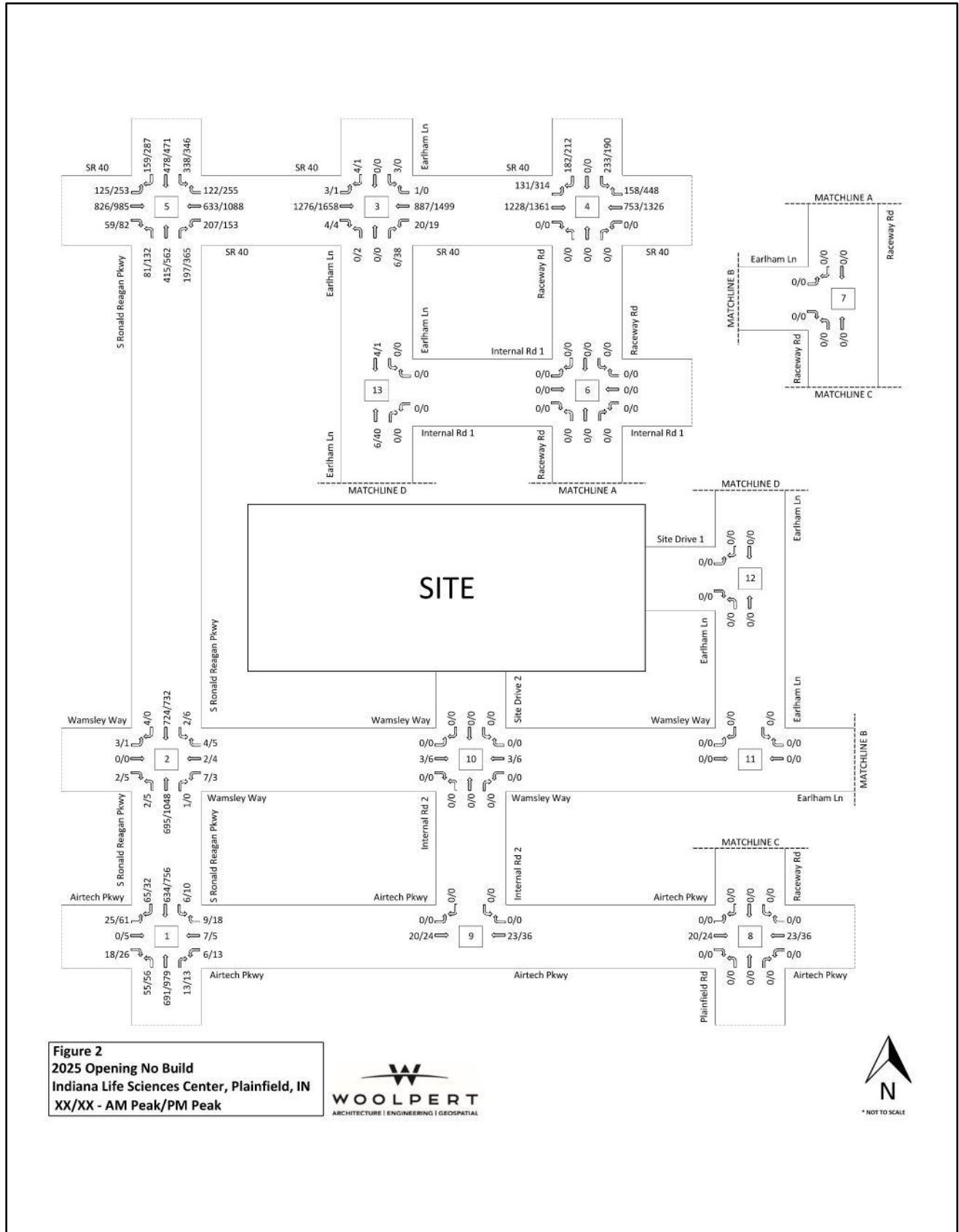
### Roadway Network

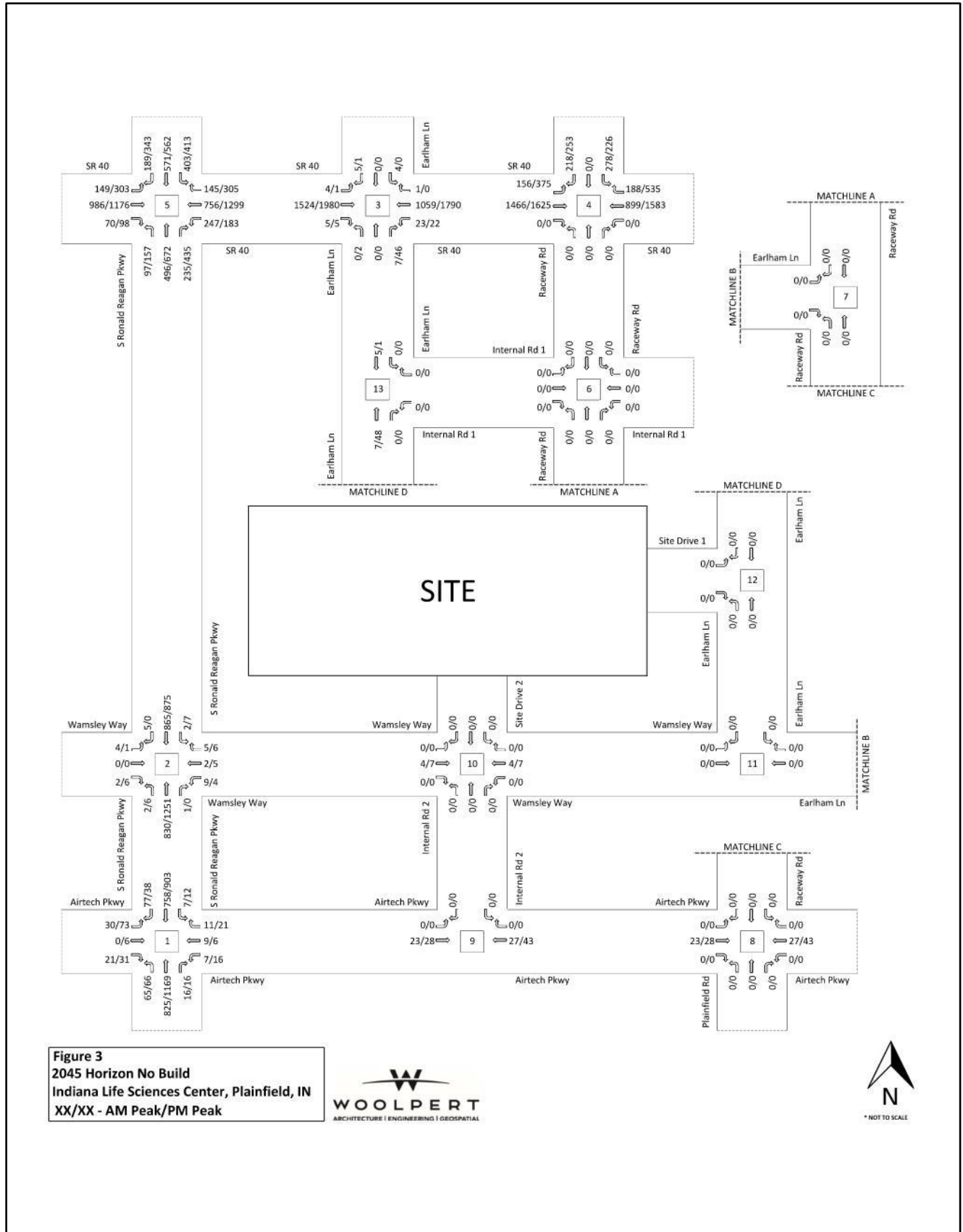
US 40 is a five-lane divided east/west INDOT-maintained roadway that bounds the site to the north. US 40 is labeled as an urban principal arterial with a posted speed limit of 45 mph and a 2023 AADT of 31,919 vpd per INDOT.

Ronald Reagan Parkway is a four-lane divided north/south Town-maintained roadway that intersects US 40 west of the site. Ronald Reagan Parkway is an urban principal arterial with a posted speed limit of 45 mph that connects the study area with I-70 to the south.

### Traffic Volumes

Traffic counts and turning movement counts were recorded for the purpose of traffic forecasting in this report, completed in August 2022. Intersections 1-5 have traffic counts and turning movement counts that were used to generate the proposed intersections. A sixth intersection at W Perimeter Rd and AAR Aircraft Services was also counted, but not included in the study as W Perimeter Rd is a limited access road used mainly for the airport. The turning movement counts are provided in **Appendix 1**.





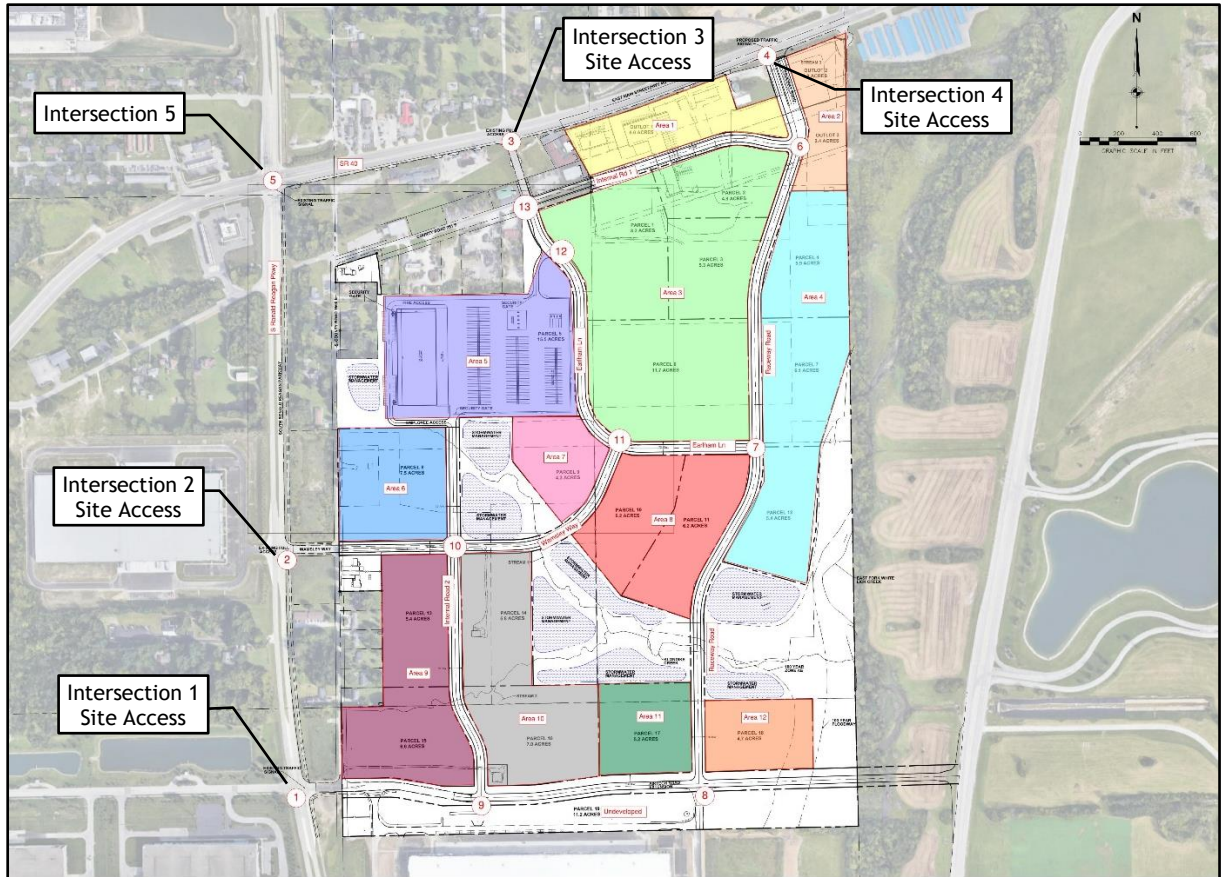
## SECTION 4 - PROPOSED DEVELOPMENT

### Development Description

The proposed Life Science Center Development consists of three (3) outlots, and eighteen (18) parcels which have been grouped into 12 areas. The areas listed below have been conservatively estimated.

Area 1	Outlot 1	Five (5) 10,000 square foot Strip Retail Plazas, five (5) 10,000 square foot High-Turnover (Sit-Down) Restaurants, and five (5) 6-unit Multi Family Housing (Low Rise).
Area 2	Outlot 2, Outlot 3	2,500 square foot Fast Food Restaurant with Drive-Through Window and 122 room Hotel.
Area 3	Parcel 1, Parcel 2, Parcel 3, Parcel 6	200,000 square foot General Light Industrial.
Area 4	Parcel 4, Parcel 7, Parcel 12	100,000 square foot General Light Industrial and 30,000 square foot General Office Building.
Area 5	Parcel 5	100,000 square foot Warehouse.
Area 6	Parcel 8	60,000 square foot Warehouse.
Area 7	Parcel 9	20,000 square foot General Office Building.
Area 8	Parcel 10, Parcel 11	80,000 square foot General Office Building.
Area 9	Parcel 13, Parcel 15	55,000 square foot General Light Industrial and 40,000 square foot Warehouse.
Area 10	Parcel 14, Parcel 16	55,000 square foot General Light Industrial and 45,000 square foot Warehouse.
Area 11	Parcel 17	30,000 square foot General Light Industrial.
Area 12	Parcel 18	15,000 square foot General Light Industrial.

The Life Science Center development is estimated to have an opening year of 2025. The proposed access scheme consists of two (2) access points along S Ronald Reagan Pkwy and two (2) access points along US 40. A site plan/conceptual layout is included in **Appendix 2** and below in Figure 4.



**Figure 4. Proposed Preliminary Life Science Center Development Site Plan. N.T.S.**

### Trip Generation

The ITE *Trip Generation Manual*, 11<sup>th</sup> edition was used to calculate the anticipated trips generated from the Life Science Center development. The trips and corresponding reduction rates are shown below in Table 1. Internal capture was analyzed for each applicable land use in the Life Science Center development due to the multiple types of users planned for this site. The NCHRP Internal Trip Capture Estimation Tool calculated internal capture rates for the AM and PM period for the site overall, per Table 5-A in the tool. Pass-by trip reduction was considered for the Life Science Center development for each applicable land use. Internal capture and pass-by reductions were applied to the raw trips separately. The traffic volume calculations are included in **Appendix 3**.

Table 1: ITE Trip Generation

Land Use Description	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Total	Entering	Exiting	Total	Entering	Exiting
<b>Area 1</b>									
Strip Retail Plaza (<40k)	822	5 Buildings x 10	1,000 SF	145	87	58	390	195	195
Internal Capture				35	19	16	230	113	117
High-Turnover (Sit-Down) Restaurant	932	5 Buildings x 10	1,000 SF	480	264	216	455	278	177
Internal Capture				80	50	30	187	75	112
Pass-By Reduction (43% AM, 43% PM)				172	86	86	115	58	57
Multi Family Housing (Low Rise)	220	5 Buildings x 6	Units	32	8	24	33	21	12
Internal Capture				7	1	6	15	9	6
<b>Area 1 Primary Trips</b>				<b>363</b>	<b>203</b>	<b>160</b>	<b>331</b>	<b>239</b>	<b>92</b>
<b>Area 2</b>									
Fast Food Restaurant with Drive-Through Window	934	2.5	1,000 SF	112	57	55	83	43	40
Internal Capture				19	11	8	37	12	25
Pass-By Reduction (50% AM, 55% PM)				47	24	23	25	13	12
Hotel	310	122	Rooms	54	30	24	62	32	30
Internal Capture				12	1	11	44	23	21
<b>Area 2 Primary Trips</b>				<b>88</b>	<b>51</b>	<b>37</b>	<b>39</b>	<b>27</b>	<b>12</b>
<b>Area 3</b>									
General Light Industrial	110	200	1,000 SF	140	123	17	66	9	57
<b>Area 3 Primary Trips</b>				<b>140</b>	<b>123</b>	<b>17</b>	<b>66</b>	<b>9</b>	<b>57</b>
<b>Area 4</b>									
General Light Industrial	110	100	1,000 SF	72	63	9	40	6	34
General Office Building	710	30	1,000 SF	59	52	7	61	9	52
Internal Capture				18	12	6	11	3	8
<b>Area 4 Primary Trips</b>				<b>113</b>	<b>103</b>	<b>10</b>	<b>90</b>	<b>12</b>	<b>78</b>
<b>Area 5</b>									
Warehousing	150	100	1,000 SF	36	28	8	38	11	27
<b>Area 5 Primary Trips</b>				<b>36</b>	<b>28</b>	<b>8</b>	<b>38</b>	<b>11</b>	<b>27</b>
<b>Area 6</b>									
Warehousing	150	60	1,000 SF	31	24	7	34	10	24
<b>Area 6 Primary Trips</b>				<b>31</b>	<b>24</b>	<b>7</b>	<b>34</b>	<b>10</b>	<b>24</b>

Table 1: ITE Trip Generation

Land Use Description	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Total	Entering	Exiting	Total	Entering	Exiting
<b>Area 7</b>									
General Office Building	710	20	1,000 SF	42	37	5	44	6	38
<i>Internal Capture</i>				14	9	5	8	2	6
<b>Area 7 Primary Trips</b>				<b>28</b>	<b>28</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>32</b>
<b>Area 8</b>									
General Office Building	710	80	1,000 SF	138	121	17	138	19	119
<i>Internal Capture</i>				44	28	16	26	7	19
<b>Area 8 Primary Trips</b>				<b>94</b>	<b>93</b>	<b>1</b>	<b>112</b>	<b>12</b>	<b>100</b>
<b>Area 9</b>									
General Light Industrial	110	55	1,000 SF	41	36	5	36	5	31
Warehousing	150	40	1,000 SF	28	22	6	31	9	22
<b>Area 9 Primary Trips</b>				<b>69</b>	<b>58</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>53</b>
<b>Area 10</b>									
General Light Industrial	110	55	1,000 SF	41	36	5	36	5	31
Warehousing	150	45	1,000 SF	29	22	7	32	9	23
<b>Area 10 Primary Trips</b>				<b>70</b>	<b>58</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>54</b>
<b>Area 11</b>									
General Light Industrial	110	30	1,000 SF	24	21	3	17	2	15
<b>Area 11 Primary Trips</b>				<b>24</b>	<b>21</b>	<b>3</b>	<b>17</b>	<b>2</b>	<b>15</b>
<b>Area 12</b>									
General Light Industrial	110	15	1,000 SF	14	12	2	10	1	9
<b>Area 12 Primary Trips</b>				<b>14</b>	<b>12</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>9</b>
<b>Total Trips</b>				<b>1,518</b>	<b>1,043</b>	<b>475</b>	<b>1,606</b>	<b>670</b>	<b>936</b>
<b>Total Internal Capture</b>				<b>229</b>	<b>131</b>	<b>98</b>	<b>558</b>	<b>244</b>	<b>314</b>
<b>Total Pass-By Reduction</b>				<b>219</b>	<b>110</b>	<b>109</b>	<b>140</b>	<b>71</b>	<b>69</b>
<b>Total Primary Trips</b>				<b>1,070</b>	<b>802</b>	<b>268</b>	<b>908</b>	<b>355</b>	<b>553</b>

**Trip Distribution**

The directional distribution is based on the existing traffic distribution in the collected traffic counts. Table 2 below shows the distribution of traffic expected to approach and depart from the Life Science Center site.

**Table 2. Directional Distribution**

Route	Approach/Departure
	Primary Trip Distribution
From/To the <b>NORTH</b> Ronald Reagan Pkwy	20%
From/To the <b>SOUTH</b> Ronald Reagan Pkwy	20%
From/To the <b>EAST</b> US 40	35%
From/To the <b>WEST</b> US 40	25%
<b>Total</b>	100%

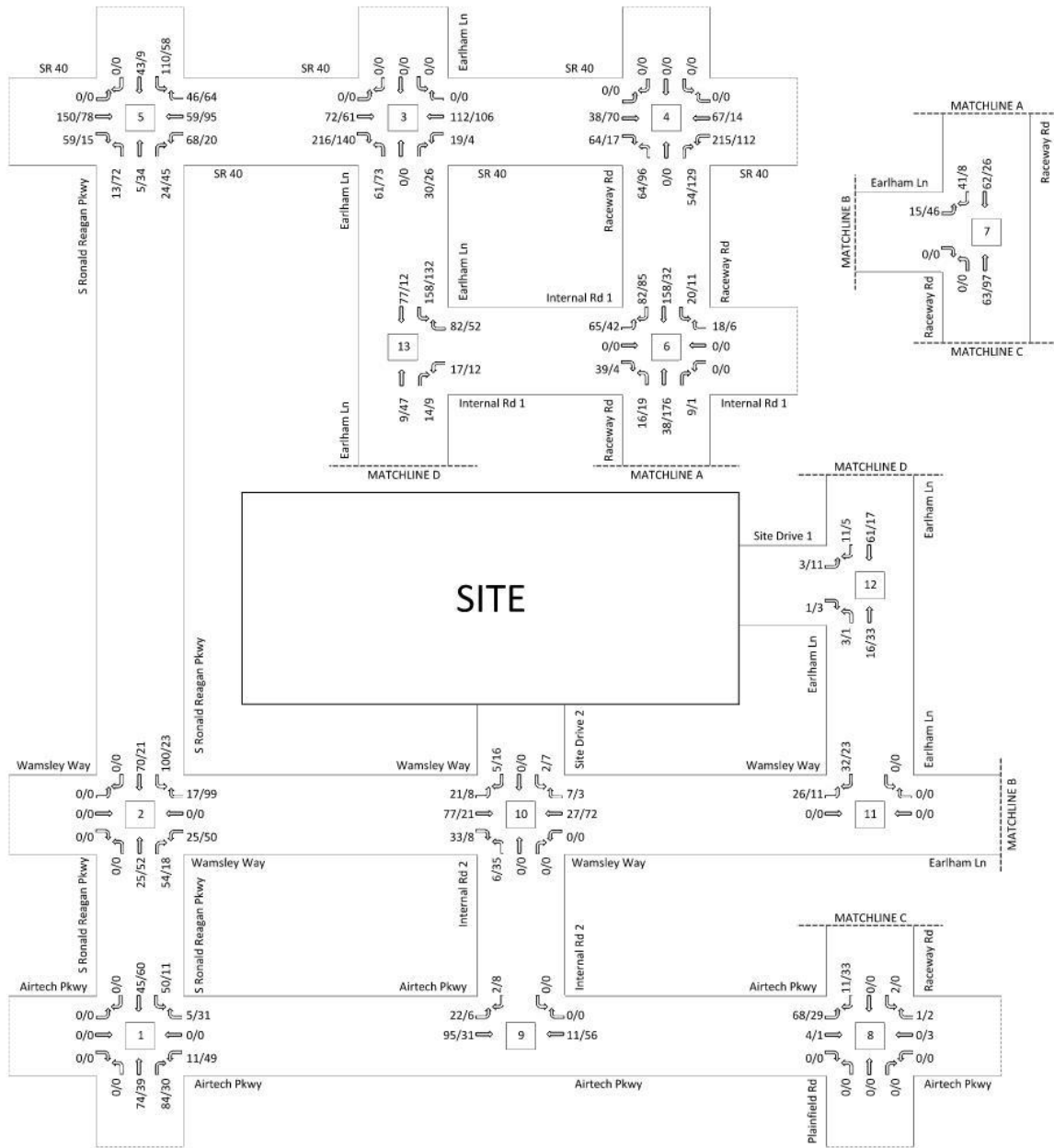
Based on the directional distribution shown in Table 2, the proposed development’s trip generation shown in Table 1 was distributed to the adjacent roadway network. The proposed development’s trip distribution and assignment are illustrated in Figures 5 and 6.

**Opening Year Traffic Volumes**

The proposed Life Science Center Development calculated trip generation traffic volumes shown in Figures 5 and 6 were added to the 2025 Opening Year No-build traffic volumes in Figure 2 to develop the 2025 Opening Year Life Science Center Build traffic volumes shown in Figure 7.

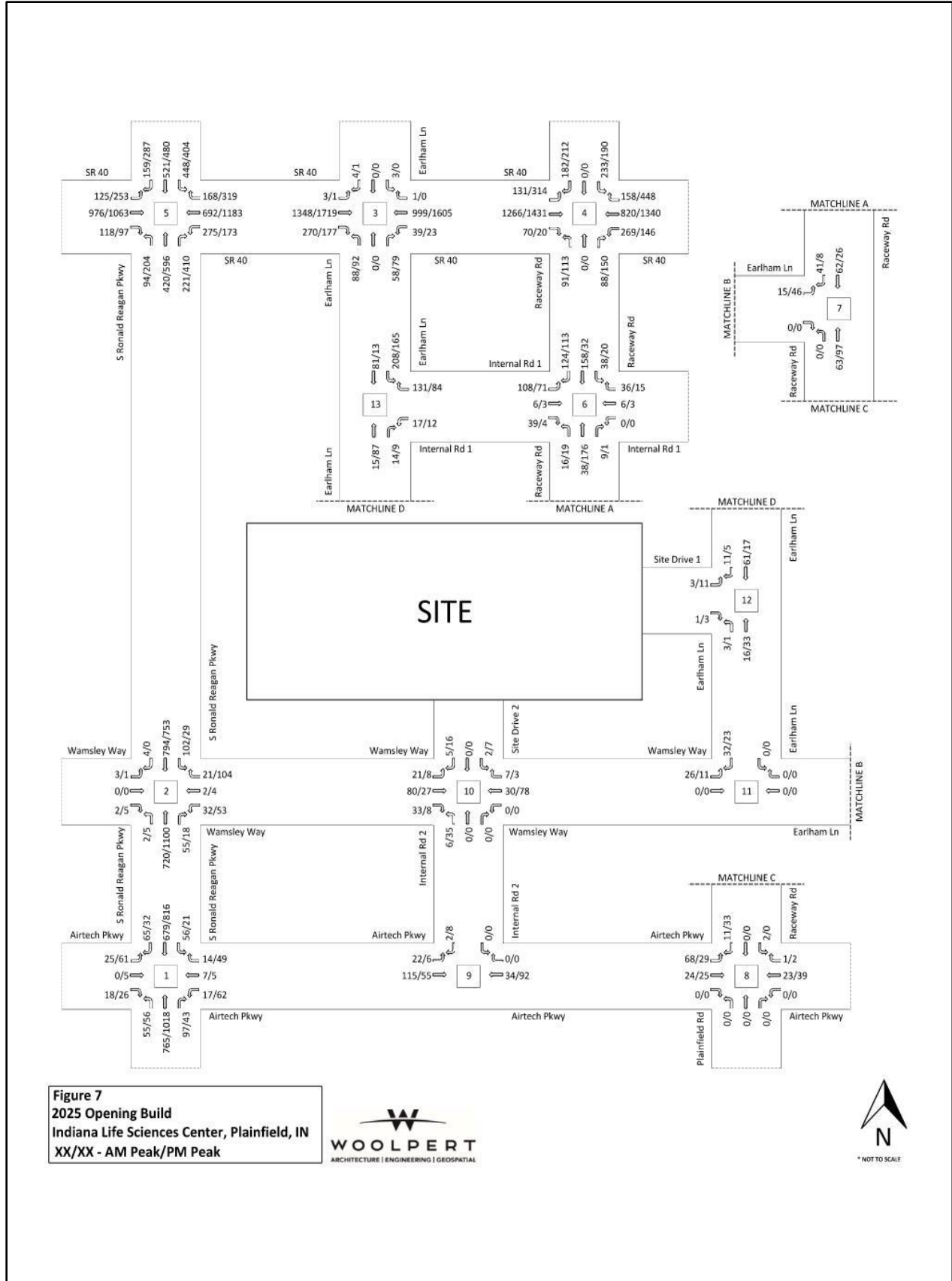
**Horizon Year Traffic Volumes**

The proposed Life Science Center Development calculated trip generation traffic volumes shown in Figures 5 and 6 were added to the 2045 Horizon Year No-build traffic volumes in Figure 3 to develop the 2045 Horizon Year Life Science Center Build traffic volumes shown in Figure 8.



**Figure 5**  
**Site Trips**  
**Indiana Life Sciences Center, Plainfield, IN**  
**XX/XX - AM Peak/PM Peak**







## SECTION 5 - TRAFFIC ANALYSES

### Analysis Parameters

Signal warrant, turn lane, and capacity analyses were conducted for two scenarios for the Existing Year, Opening Year, and Horizon Year in the AM and PM peak hours - no-build (without Life Science Center traffic) and build with development (with Life Science Center traffic). The no-build scenario consisted of the existing geometric conditions and optimized signal timings without the Life Science Center development. The build scenario consisted of recommended improvements required to mitigate the intersection levels of service back to the existing condition with the Life Science Center development.

### Signal Warrant Analysis

Intersection 3 was analyzed for a signal due to the delays for left turning vehicles exiting the site onto US 40. The intersection was evaluated against Warrant 1, Eight-Hour Vehicular Volume per the INDOT MUTCD. Using the previously completed turning movement counts, the PM Peak Hour volumes in the existing year were extrapolated for 24 hours of volumes based on the hourly vehicular breakdown US 40 in the 2022 AADT count. For 13 of the 24 hours, the intersection exceeded the volume thresholds for warranting a signal under Condition B; therefore, a signal is warranted at Intersection 3 with the addition of the Life Sciences traffic. This does not require a signal be constructed, but it is an option to mitigate the delays of the northbound left turning vehicles. To account for the impact of the signal along the US 40 corridor, a separate analysis was performed in the 2045 Horizon Year for the corridor with a signal at Intersection 3 as shown below in Table 3.

Table 3: US 40 Corridor with Signal at Earlham Lane					
Street	Approach	Horizon Year (2045) No Build		Horizon Year (2045) Build	
		AM	PM	AM	PM
<b>3. US 40 and Earlham Lane</b>					
US 40	EB	0.1-A	0.1-A	27.6-C	18.5-B
	WB	1.0-A	1.8-A	15.3-B	14.4-B
Earlham Lane	NB	0.0-A	24.9-C	28.4-C	34.9-C
	SB	18.0-C	17.7-C	34.1-C	60.6-E
<b>Intersection Total</b>		<b>0.0-A</b>	<b>1.2-A</b>	<b>23.1-C</b>	<b>17.3-B</b>
<b>4. US 40 and Raceway Road</b>					
US 40	EB	6.9-A	11.5-B	25.5-C	29.2-E
	WB	12.1-B	18.8-B	20.2-C	44.5-D
Raceway Road	NB			41.4-D	49.3-D
	SB	21.7-C	37.2-D	39.1-D	49.0-D
<b>Intersection Total</b>		<b>10.8-B</b>	<b>17.6-B</b>	<b>26.0-C</b>	<b>39.0-D</b>
<b>5. US 40 and Ronald Reagan Parkway</b>					
US 40	EB	44.7-D	50.8-D	72.1-E	59.5-E
	WB	33.6-C	71.9-E	42.5-D	105.0-F
Ronald Reagan Parkway	NB	43.5-D	68.8-E	65.6-E	87.1-F
	SB	38.1-D	47.5-D	53.4-D	49.3-D
<b>Intersection Total</b>		<b>39.9-D</b>	<b>60.4-E</b>	<b>58.3-E</b>	<b>77.7-E</b>

### Turn Lane Analysis

Storage turn lane lengths were determined by comparing the Highway Capacity Software 95<sup>th</sup> Percentile Queue Length and the Indiana Design Manual calculated turn lane length methods. The 95<sup>th</sup> percentile queue is the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The findings are shown in Tables 4 and 5 below. The turn lane lengths include a 100-foot taper for turn lanes on US 40 and Ronald Reagan Parkway and a 50-taper on internal site drives.

		Table 4: AM Peak Hour Turn Lane and Queuing Analysis								
Movement	Existing Turn Lane Length (Ft.)	Opening Year (2025)				Horizon Year (2045)				Recommended Length (Ft.) NC = No Change
		No Build		Build		No Build		Build		
		Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	
<b>1. Ronald Reagan Parkway and Airtech Road</b>										
EBLTR	-	-	28	-	31.5	-	38.4	-	42.1	-
WBL	270	104.2	3	111.9	9.3	104.9	4	112.6	11	NC
WBTR	-	-	10.4	-	15.2	-	15.3	-	20.8	-
NBL	315	138.5	32	138.5	36.4	145.5	44.1	145.5	48.9	NC
NBT	-	-	134.6	-	201.6	-	185.3	-	262	-
NBR	260	102.1	5.2	167.9	56.8	111.2	6.9	170	62.1	NC
SBL	320	104.2	3.1	139.2	28.5	104.9	3.9	139.9	31.4	NC
SBTR	-	-	169.7	-	200.6	-	233.1	-	270.9	-
<b>2. Ronald Reagan Parkway and Wamsley Way</b>										
EBLTR	-	-	0	-	2.5	-	2.5	-	2.5	-
WBL	200	150	2.5	150	12.5	150	2.5	150	15	NC
WBTR	-	-	2.5	-	7.5	-	2.5	-	10	-
NBL	200	150	0	150	0	150	0	150	0	NC
NBTR	-	-	0	-	0	-	0	-	0	-
SBL	200	150	0	200	20	150	0	200	25	NC
SBT	-	-	0	-	0	-	0	-	0	-
SBR	200	150	0	150	0	150	0	150	0	NC
<b>3. US 40 and Earlham Lane</b>										
EBL	TWLTL	150	0	150	0	150	0	150	2.1	NC
EBTR	-	-	0	-	0	-	0	-	453.9	-
WBL	TWLTL	150	2.5	150	7.5	150	5	150	20.1	NC
WBTR	-	-	0	-	0	-	0	-	241.5	-
NBL	130	150	0	200	105	150	0	200	74.6	NC
NBTR	-	-	2.5	-	20	-	2.5	-	45.2	-
SBLTR	-	-	2.5	-	2.5	-	2.5	-	8	-
<b>4. US 40 and Raceway Road</b>										
EBL	440	191.7	30.5	198	103.7	212	37.4	250.4	99.3	NC
EBTR	-	-	149.6	-	794.1	-	115.7	-	513.1	-
WBL	500			490	399.9			482.2	349.5	NC
WBT	-	-	164.3	-	337.9	-	125.8	-	2419.8	-
WBR	415	215.5	31.8	255.1	90.1	236.5	39.4	278.6	93.3	NC
NBL				198.7	135.5			194	120.9	250
NBT				-	0			-	0	-
NBR				192.12	118.5			189.3	95.9	250
SBL	380	261	58.4	320.9	174.6	277.5	77.9	392.5	188.7	NC
SBT	-	-		-	0			-	0	-
SBR	380	233	79	290	266.9	260.6	115.7	304.92	223.9	NC

Table 4: AM Peak Hour Turn Lane and Queuing Analysis										
Movement	Existing Turn Lane Length (Ft.)	Opening Year (2025)				Horizon Year (2045)				Recommended Length (Ft.) NC = No Change
		No Build		Build		No Build		Build		
		Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	
<b>5. US 40 and Ronald Reagan Parkway</b>										
EBL	415	230	88.5	236.25	128.6	263.5	106.3	287.2	147.2	NC
EBT	-	-	438.4	-	793.3	-	389.9	-	640.4	-
EBR	350	165.8	51.4	217.5	157.8	170.5	65.9	231.6	178.2	NC
WBL	350	427.6	276.4	635	492.1	602.9	160.2	536.8	257.7	NC
WBT	-	-	246.6	-	339.5	-	229.5	-	308.3	-
WBR	380	222.2	73.6	259.8	119.5	264.5	100.3	288	163.2	NC
NBL	550	184.6	55.4	203	95.2	206.09	67.4	345.3	107.2	NC
NBT	-	-	270.5	-	419.9	-	329.1	-	466.7	-
NBR	480	288.94	212.2	311.5	315.1	311.5	258.7	345	378.2	NC
SBL	380	453.7	252.3	575.8	437.7	568	294	752.7	491.5	NC
SBT	-	-	280.4	-	399.9	-	310.9	-	419.5	-
SBR	240	249.46	162.3	273.9	222.7	283.3	171.6	278.6	221.3	NC
<b>6. Raceway Road and Internal Road 1</b>										
EBL				150	22.5			150	22.5	150
EBTR				-	5			-	5	-
WBL				100	0			100	0	100
WBTR				-	5			-	5	-
NBL				100	0			100	0	100
NBTR				-	0			-	0	-
SBL				100	2.5			100	2.5	100
SBTR				-	0			-	0	-
<b>7. Raceway Road and Earlham Lane</b>										
EBLR				100	2.5			100	2.5	100
NBL				100	0			100	0	100
NBT				-	0			-	0	-
SBTR				-	0			-	0	-
<b>8. Airtech Road and Raceway Road</b>										
EBL				150	2.5			150	2.5	150
EBTR				-	0			-	0	-
WBL				100	0			100	0	100
WBTR				-	0			-	0	-
NBL				100	0			100	0	100
NBTR				-	0			-	0	-
SBL				100	0			100	0	100
SBTR				-	0			-	0	-

		Table 4: AM Peak Hour Turn Lane and Queuing Analysis								
Movement	Existing Turn Lane Length (Ft.)	Opening Year (2025)				Horizon Year (2045)				Recommended Length (Ft.) NC = No Change
		No Build		Build		No Build		Build		
		Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	
<b>9. Airtech Road and Internal Road 2</b>										
EBL				100	0			100	0	100
EBT				-	0			-	0	-
WBTR				-	0			-	0	-
SBLR				100	0			100	0	100
<b>10. Wamsley Way and Internal Road 2</b>										
EBL				100	0			100	0	100
EBTR				-	0			-	0	-
WBL				100	0			100	0	100
WBTR				-	0			-	0	-
NBL				100	0			100	0	100
NBTR				-	0			-	0	-
SBL				100	0			100	0	100
SBTR				-	0			-	0	-
<b>11. Earlham Lane and Wamsley Way</b>										
EBL				100	2.5			100	2.5	100
EBT				-	0			-	0	-
WBTR				-	0			-	0	-
SBLR				-	2.5			-	2.5	-
<b>12. Earlham Lane and Site Drive 1</b>										
EBLR				-	0			-	0	-
NBL				150	0			100	0	100
NBT				-	0			-	0	-
SBTR				-	0			-	0	-
<b>13. Earlham Lane and Internal Road 1</b>										
WBL				150	2.5			100	2.5	100
WBR				150	12.5			150	12.5	150
NBTR				-	0			-	0	-
SBL				150	12.5			150	12.5	150
SBT				-	0			-	0	-

		Table 5: PM Peak Hour Turn Lane and Queuing Analysis								
Movement	Existing Turn Lane Length (Ft.)	Opening Year (2025)				Horizon Year (2045)				Recommended Length (Ft.) NC = No Change
		No Build		Build		No Build		Build		
		Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	
<b>1. Ronald Reagan Parkway and Airtech Road</b>										
EBLTR	-	-	57.1	-	69.1	-	80.2	-	92.9	-
WBL	270	109.1	6.4	149	35.4	111.2	9.1	149.4	41.5	NC
WBTR	-	-	10.1	-	27.8	-	14	-	33.6	-
NBL	315	139.2	36.7	142.6	44.5	146.2	50	152.1	57.8	NC
NBT	-	-	233.7	-	303.6	-	327.9	-	430.7	-
NBR	260	109.1	4.3	135	18	111.2	5.6	117.5	20	NC
SBL	320	107	3.7	116	8.9	108.4	4.7	136.1	10.2	NC
SBTR	-	-	194.9	-	245.7	-	259.8	-	323.5	-
<b>2. Ronald Reagan Parkway and Wamsley Way</b>										
EBLTR	-	-	0	-	0	-	2.5	-	2.5	-
WBL	200	150	0	150	27.5	150	2.5	150	42.5	NC
WBTR	-	-	7.5	-	37.5	-	17.5	-	67.5	-
NBL	200	150	0	150	0	150	0	150	0	NC
NBTR	-	-	0	-	0	-	0	-	0	-
SBL	200	150	0	150	5	150	0	150	5	NC
SBT	-	-	0	-	0	-	0	-	0	-
SBR	200	150	0	150	0	150	0	150	0	NC
<b>3. US 40 and Earlham Lane</b>										
EBL	TWLTL	150	0	150	0	150	0	150	0	NC
EBTR	-	-	0	-	0	-	0	-	0	-
WBL	TWLTL	150	5	150	5	150	7.5	150	10	NC
WBTR	-	-	0	-	0	-	0	-	0	-
NBL	130	150	2.5	200	167.5	150	2.5	150	230	NC
NBTR	-	-	10	-	30	-	17.5	-	50	-
SBLTR	-	-	0	-	0	-	0	-	0	-
<b>4. US 40 and Raceway Road</b>										
EBL	440	490	287.5	699.2	436.3	913.2	345.2	913.2	416.5	NC
EBTR	-	-	216.2	-	671.6	-	156.2	-	418.5	-
WBL	500			268.95	131.8			250	126.4	NC
WBT	-	-	546.7	-	995	-	412.2	-	706.1	-
WBR	415	386.7	197	395.85	431.9	400.7	278.2	509.5	559.1	NC
NBL				212.8	180.3			212.8	156.4	250
NBT				-	0			-	0	-
NBR				255.2	240.7			250.4	216.3	250
SBL	380	288	101.1	334	180.3	290	129.8	364.4	184.8	NC
SBT	-	-		-	0			-	0	-
SBR	380	302.1	198.1	302.1	286.2	335	245.5	337.7	297.4	NC

		Table 5: PM Peak Hour Turn Lane and Queuing Analysis								
Movement	Existing Turn Lane Length (Ft.)	Opening Year (2025)				Horizon Year (2045)				Recommended Length (Ft.) NC = No Change
		No Build		Build		No Build		Build		
		Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	
<b>5. US 40 and Ronald Reagan Parkway</b>										
EBL	415	401.3	239.5	407.85	242.7	505.6	265.8	405.6	276.3	NC
EBT	-	-	725	-	863.3	-	470.5	-	534.9	-
EBR	350	189.3	98.1	195.88	105.9	195.88	99.1	212.8	111.5	NC
WBL	350	349.6	271.6	373	292.2	322.3	153.9	375.1	147.2	NC
WBT	-	-	815.5	-	832.3	-	646.5	-	723.2	-
WBR	380	320.9	262.2	344.4	282.3	342.25	310.9	388.4	337.8	NC
NBL	550	258.05	130.5	372.48	192	274.4	128	363.25	181.4	NC
NBT	-	-	458	-	535.7	-	494.9	-	566.5	-
NBR	480	405.2	527.9	575.8	651.4	656.98	696.2	763.4	868	NC
SBL	380	536.8	339	569.56	390.4	588	363.4	752.7	400	NC
SBT	-	-	333.6	-	341.9	-	329.1	-	336.4	-
SBR	240	335	339.5	337.5	345	353.8	326.4	371.6	332.7	NC
<b>6. Raceway Road and Internal Road 1</b>										
EBL				150	12.5			150	12.5	150
EBTR				-	0			-	0	-
WBL				100	0			100	0	100
WBTR				-	2.5			-	2.5	-
NBL				100	0			100	0	100
NBTR				-	0			-	0	-
SBL				100	0			100	0	100
SBTR				-	0			-	0	-
<b>7. Raceway Road and Earlham Lane</b>										
EBLR				100	5			100	5	100
NBL				100	0			100	0	100
NBT				-	0			-	0	-
SBTR				-	0			-	0	-
<b>8. Airtech Road and Raceway Road</b>										
EBL				100	2.5			100	2.5	150
EBTR				-	0			-	0	-
WBL				100	0			100	0	100
WBTR				-	0			-	0	-
NBL				100	0			100	0	100
NBTR				-	0			-	0	-
SBL				100	0			100	0	100
SBTR				-	2.5			-	2.5	-

		Table 5: PM Peak Hour Turn Lane and Queuing Analysis								
Movement	Existing Turn Lane Length (Ft.)	Opening Year (2025)				Horizon Year (2045)				Recommended Length (Ft.) NC = No Change
		No Build		Build		No Build		Build		
		Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	Minimum INDOT Length (Ft.)	HCS 95th %tile Queue Length (Ft.)	
<b>9. Airtech Road and Internal Road 2</b>										
EBL				100	0			100	0	100
EBT				-	0			-	0	-
WBTR				-	0			-	0	-
SBLR				100	0			100	0	100
<b>10. Wamsley Way and Internal Road 2</b>										
EBL				100	0			100	0	100
EBTR				-	0			-	0	-
WBL				100	0			100	0	100
WBTR				-	0			-	0	-
NBL				100	2.5			100	2.5	100
NBTR				-	0			-	0	-
SBL				100	0			100	0	100
SBTR				-	2.5			-	2.5	-
<b>11. Earlham Lane and Wamsley Way</b>										
EBL				100	0			100	0	100
EBT				-	0			-	0	-
WBTR				-	0			-	0	-
SBLR				-	2.5			-	2.5	-
<b>12. Earlham Lane and Site Drive 1</b>										
EBLR				-	0			-	0	-
NBL				100	0			100	0	100
NBT				-	0			-	0	-
SBTR				-	0			-	0	-
<b>13. Earlham Lane and Internal Road 1</b>										
WBL				100	2.5			100	2.5	100
WBR				100	7.5			100	7.5	150
NBTR				-	0			-	0	-
SBL				150	10			150	10	150
SBT				-	0			-	0	-

## Capacity Analysis

Capacity of an intersection is quantified by the Level of Service (LOS), which is based upon the amount of delay a vehicle experiences while at a particular intersection. The criterion for both signalized and unsignalized intersections is shown in Tables 6 and 7, respectively, and described within the Highway Capacity Manual (HCM 7).

**Table 6. Signalized Intersection LOS Criteria**

Level of Service	Control Delay (seconds/vehicle)
A	0-10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

**Table 7. Unsignalized Intersection LOS Criteria**

Level of Service	Control Delay (seconds/vehicle)
A	<10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Capacity analyses were performed for the 13 studied intersections within the study area during the AM and PM peak hours for all studied traffic scenarios utilizing the corresponding traffic volumes. The peak hour capacity analyses findings are shown in Tables 8 and 9. The capacity analysis summary sheets are contained in the following appendices: 2025 No-build Capacity Analysis Sheets (**Appendix 4**) and 2025 Build Capacity Analysis Sheets (**Appendix 5**), 2045 No-build Capacity Analysis Sheets (**Appendix 6**), and 2045 Build Capacity Analysis Sheets (**Appendix 7**).

The Indianapolis MPO anticipates widening US 40 to a 6-lane section in the future - this widening was applied in the capacity analysis for the no-build and build scenarios in the 2045 Horizon Year. Even with the widening, the results of the capacity analysis show that US 40 and Ronald Reagan Parkway intersection requires improvements before and after the addition of the Life Sciences traffic. In the 2025 Opening Year, multiple approaches operate at a LOS E and the intersection operates at a LOS E overall. This operation is in line with the Town's expectations for further improvements required in the future at the intersection beyond additional turn lanes or through lanes.

The intersection of US 40 and Raceway Road operates acceptably in all scenarios, including the 2045 Horizon Year following the widening to 3 lanes in each direction. The only other notable degradation to the network occurs at the northbound left turn lane on Earham Lane at US 40. With the additional exiting traffic from the site, the left turning traffic cannot find sufficient gaps in the mainline traffic to exit. Widening to 3 lanes in each direction exacerbates the issue and creates a potential safety concern at the intersection. As such, the intersection was also separately analyzed as a signal as part of the US 40 corridor to assess the corridor's performance. Alternatively, if future widening occurs, the intersection could be restricted to right-in, right-out, and left-in movements only. This configuration was not analyzed as part of this study but it can be assumed the left turning vehicles would be displaced to intersection 4 where there is additional unused capacity.

All internal intersections operate acceptably. Each internal road was assumed to be a three-lane section with left turns provided at the internal stop-controlled intersections.

Street	Approach	Table 8: AM Peak Hour Capacity Analysis			
		Opening Year (2025)		Horizon Year (2045)	
		No Build	Build	No Build	Build
<b>1. Ronald Reagan Parkway and Airtech Road</b>					
Airtech Road	EB	20.7-C	22.8-C	23.2-C	25.1-C
	WB	15.6-B	17.3-B	17.7-B	19.1-B
Ronald Reagan Parkway	NB	13.6-B	17.4-B	14.5-B	19.6-B
	SB	16.5-B	16.8-B	18.4-B	20.3-C
<b>Intersection Total</b>		<b>15.2-B</b>	<b>17.2-B</b>	<b>16.6-B</b>	<b>20.1-C</b>
<b>2. Ronald Reagan Parkway and Wamsley Way</b>					
Wamsley Way	EB	12.2-B	18.5-C	14.7-B	25.0-C
	WB	18.4-C	20.0-C	22.1-C	25.2-D
Ronald Reagan Parkway	NB	0.1-A	0.1-A	0.1-A	0.1-A
	SB	0.1-A	3.4-A	0.1-A	4.2-A
<b>Intersection Total</b>		<b>0.3-A</b>	<b>2.5-A</b>	<b>0.3-A</b>	<b>3.0-A</b>
<b>3. US 40 and Earlham Lane</b>					
US 40	EB	0.1-A	0.1-A	0.1-A	0.1-A
	WB	0.7-A	1.9-A	1.0-A	2.9-A
Earlham Lane	NB	0.0-A	63.2-F	0.0-A	136.5-F
	SB	15.2-C	18.0-C	18.0-C	22.4-C
<b>Intersection Total</b>		<b>0.0-A</b>	<b>4.1-A</b>	<b>0.0-A</b>	<b>7.4-A</b>
<b>4. US 40 and Raceway Road</b>					
US 40	EB	7.5-A	32.5-C	6.9-A	30.5-C
	WB	12.7-B	24.0-C	12.1-B	22.9-C
Raceway Road	NB		46.9-D		44.7-D
	SB	18.3-B	51.3-C	21.7-C	43.0-D
<b>Intersection Total</b>		<b>10.8-B</b>	<b>32.4-C</b>	<b>10.8-B</b>	<b>30.0-C</b>
<b>5. US 40 and Ronald Reagan Parkway</b>					
US 40	EB	38.4-D	65.3-E	44.7-D	70.0-E
	WB	31.0-C	40.6-D	33.6-C	42.0-D
Ronald Reagan Parkway	NB	40.4-D	67.7-E	43.5-D	65.1-E
	SB	41.1-D	57.9-E	38.1-D	52.8-D
<b>Intersection Total</b>		<b>37.7-D</b>	<b>57.5-E</b>	<b>39.9-D</b>	<b>57.5-E</b>
<b>6. Raceway Road and Internal Road 1</b>					
Internal Road 1	EB		13.3-B		13.3-B
	WB		9.3-A		9.3-A
Raceway Road	NB		2.1-A		2.1-A
	SB		1.0-A		1.0-A
<b>Intersection Total</b>			<b>5.0-A</b>		<b>5.0-A</b>
<b>7. Raceway Road and Earlham Lane</b>					
Earlham Lane	EB		9.0-A		9.0-A
Raceway Road	NB		0.0-A		0.0-A
	SB		0.0-A		0.0-A
<b>Intersection Total</b>			<b>2.0-A</b>		<b>2.0-A</b>
<b>8. Airtech Road and Raceway Road</b>					
Airtech Road	EB		5.5-A		5.3-A
	WB		0.0-A		0.0-A
Raceway Road	NB		0.0-A		0.0-A
	SB		8.7-A		8.7-A
<b>Intersection Total</b>			<b>0.0-A</b>		<b>0.0-A</b>

Street	Approach	Table 8: AM Peak Hour Capacity Analysis			
		Opening Year (2025)		Horizon Year (2045)	
		No Build	Build	No Build	Build
<b>9. Airtech Road and Internal Road 2</b>					
Airtech Road	EB		1.2-A		1.2-A
	WB		0.0-A		0.0-A
Internal Road 2	SB		8.5-A		8.5-A
<b>Intersection Total</b>			<b>1.0-A</b>		<b>1.2-A</b>
<b>10. Wamsley Way and Internal Road 2</b>					
Wamsley Way	EB		1.1-A		1.1-A
	WB		0.0-A		0.0-A
Internal Road 2	NB		0.0-A		0.0-A
	SB		8.9-A		8.9-A
<b>Intersection Total</b>			<b>0.0-A</b>		<b>0.0-A</b>
<b>11. Earlham Lane and Wamsley Way</b>					
Wamsley Way	EB		7.3-A		7.3-A
Earlham Lane	NB		0.0-A		0.0-A
	SB		8.4-A		8.4-A
<b>Intersection Total</b>			<b>0.0-A</b>		<b>0.0-A</b>
<b>12. Earlham Lane and Site Drive 1</b>					
Site Drive 1	EB		8.9-A		8.9-A
Earlham Lane	NB		1.2-A		1.2-A
	SB		0.0-A		0.0-A
<b>Intersection Total</b>			<b>0.6-A</b>		<b>0.6-A</b>
<b>13. Earlham Lane and Internal Road 1</b>					
Internal Road 1	WB		9.6-A		9.6-A
Earlham Lane	NB		0.0-A		0.0-A
	SB		5.5-A		5.5-A
<b>Intersection Total</b>			<b>6.4-A</b>		<b>6.4-A</b>

Street	Approach	Table 9: PM Peak Hour Capacity Analysis			
		Opening Year (2025)		Horizon Year (2045)	
		No Build	Build	No Build	Build
<b>1. Ronald Reagan Parkway and Airtech Road</b>					
Airtech Road	EB	22.2-C	26.3-C	25.7-C	29.4-C
	WB	16.2-B	18.2-B	18.6-B	20.4-C
Ronald Reagan Parkway	NB	17.7-B	22.5-C	22.2-C	30.7-C
	SB	17.6-B	20.4-C	20.0-C	24.4-C
<b>Intersection Total</b>		<b>17.8-B</b>	<b>21.6-C</b>	<b>21.4-C</b>	<b>27.6-C</b>
<b>2. Ronald Reagan Parkway and Wamsley Way</b>					
Wamsley Way	EB	12.6-B	12.8-B	14.1-B	14.3-B
	WB	38.0-E	24.3-C	66.8-F	40.0-E
Ronald Reagan Parkway	NB	0.2-A	0.2-A	0.2-A	0.2-A
	SB	0.2-A	0.9-A	0.3-A	1.1-A
<b>Intersection Total</b>		<b>0.5-A</b>	<b>2.4-A</b>	<b>0.7-A</b>	<b>3.3-A</b>
<b>3. US 40 and Earlham Lane</b>					
US 40	EB	0.0-A	0.0-A	0.1-A	0.1-A
	WB	1.0-A	1.5-A	1.8-A	2.7-A
Earlham Lane	NB	19.3-C	141.3-F	24.9-C	318.4-F
	SB	15.2-C	16.0-C	17.7-C	18.8-C
<b>Intersection Total</b>		<b>0.7-A</b>	<b>7.2-A</b>	<b>1.2-A</b>	<b>14.4-B</b>
<b>4. US 40 and Raceway Road</b>					
US 40	EB	12.5-B	33.2-C	11.5-B	39.7-C
	WB	21.4-C	46.6-D	18.8-B	47.0-D
Raceway Road	NB		57.1-E		50.8-D
	SB	34.1-C	57.5-E	37.2-D	49.7-D
<b>Intersection Total</b>		<b>18.9-B</b>	<b>42.6-D</b>	<b>17.6-B</b>	<b>39.7-D</b>
<b>5. US 40 and Ronald Reagan Parkway</b>					
US 40	EB	61.8-E	74.6-E	50.8-D	58.6-E
	WB	62.7-E	65.8-E	71.9-E	91.2-F
Ronald Reagan Parkway	NB	60.2-E	77.0-E	68.8-E	88.0-F
	SB	53.2-D	58.5-E	47.5-D	49.3-D
<b>Intersection Total</b>		<b>59.9-E</b>	<b>69.0-E</b>	<b>60.4-E</b>	<b>73.1-E</b>
<b>6. Raceway Road and Internal Road 1</b>					
Internal Road 1	EB		12.5-B		12.5-B
	WB		9.9-A		9.9-A
Raceway Road	NB		0.8-A		0.8-A
	SB		1.0-A		1.0-A
<b>Intersection Total</b>			<b>3.2-A</b>		<b>3.2-A</b>
<b>7. Raceway Road and Earlham Lane</b>					
Earlham Lane	EB		9.5-A		9.5-A
Raceway Road	NB		0.0-A		0.0-A
	SB		0.0-A		0.0-A
<b>Intersection Total</b>			<b>2.5-A</b>		<b>2.5-A</b>
<b>8. Airtech Road and Raceway Road</b>					
Airtech Road	EB		4.0-A		3.7-A
	WB		0.0-A		0.0-A
Raceway Road	NB		0.0-A		0.0-A
	SB		8.6-A		8.7-A
<b>Intersection Total</b>			<b>0.0-A</b>		<b>0.0-A</b>

Street	Approach	Table 9: PM Peak Hour Capacity Analysis			
		Opening Year (2025)		Horizon Year (2045)	
		No Build	Build	No Build	Build
<b>9. Airtech Road and Internal Road 2</b>					
Airtech Road	EB		0.7-A		0.7-A
	WB		0.0-A		0.0-A
Internal Road 2	SB		8.8-A		8.9-A
<b>Intersection Total</b>			<b>0.7-A</b>		<b>0.7-A</b>
<b>10. Wamsley Way and Internal Road 2</b>					
Wamsley Way	EB		1.3-A		1.3-A
	WB		0.0-A		0.0-A
Internal Road 2	NB		0.0-A		0.0-A
	SB		9.0-A		9.0-A
<b>Intersection Total</b>			<b>0.0-A</b>		<b>0.0-A</b>
<b>11. Earlham Lane and Wamsley Way</b>					
Wamsley Way	EB		7.2-A		7.2-A
Earlham Lane	NB		0.0-A		0.0-A
	SB		8.4-A		8.4-A
<b>Intersection Total</b>			<b>0.0-A</b>		<b>0.0-A</b>
<b>12. Earlham Lane and Site Drive 1</b>					
Site Drive 1	EB		8.8-A		8.8-A
Earlham Lane	NB		0.2-A		0.2-A
	SB		0.0-A		0.0-A
<b>Intersection Total</b>			<b>1.9-A</b>		<b>1.9-A</b>
<b>13. Earlham Lane and Internal Road 1</b>					
Internal Road 1	WB		9.7-A		9.7-A
Earlham Lane	NB		0.0-A		0.0-A
	SB		7.2-A		7.2-A
<b>Intersection Total</b>			<b>5.9-A</b>		<b>5.9-A</b>

## SECTION 6 - CONCLUSIONS

### Recommendations

Based on the results of the traffic analyses, included in Section 5, the following roadway improvements are recommended to address the impacts expected on the surrounding roadway network.

#### **2025 Build (With Life Science Center Traffic)**

##### Raceway Road

8. Build with a 3-lane section along the corridor from US 40 to Airtech Parkway with exclusive left turn lanes at unsignalized intersections.

##### Earlham Lane

9. Extend through the site as a 3-lane section from US 40 to Raceway Road with exclusive left turn lanes at internal intersections.

##### Wamsley Way

10. Extend through the site as a 3-lane section from Ronald Reagan Parkway to Earlham Lane with exclusive left turn lanes at internal intersections.

##### Internal Road 1

11. Construct a 3-lane section roadway from Earlham Lane to Raceway Road with exclusive left turn lanes at internal intersections.

##### Internal Road 2

12. Construct a 3-lane section roadway from Wamsley Way to Airtech Parkway with exclusive left turn lanes at internal intersections.

#### **2045 No-Build (Without Life Science Center Traffic)**

##### US 40

13. The Indianapolis MPO plans to widen US 40 to a 6-lane section in the future. The capacity analysis of this study with and without the Life Science Center confirms the widening requirement in the Horizon Year.

##### Intersection 3 - US 40 and Earlham Lane

14. With widening to a 6-lane section, Earlham Lane would either need to be restricted to a right-in, right-out, left-in (RIROLI) intersection or would require signalization. Capacity analysis shows that the delay along the US 40 corridor is minimally impacted with the addition of a signal at this intersection. Conversion to a RIROLI was not analyzed as part of this study, however it can be assumed that the exiting left turning vehicles would be displaced to Raceway Road where there is additional capacity.

##### Intersection 4 - US 40 and Raceway Road

3. INDOT has developed plans for the signalized intersection with the extension of Raceway Road to the south. With widening to a 6-lane section on US 40 in the future, the intersection operates acceptably in all scenarios.

##### Intersection 5 - US 50 and Ronald Reagan Parkway

4. Even with the widening, the results of the capacity analysis show that US 40 and Ronald Reagan Parkway intersection requires improvements before and after the addition of the Life Sciences traffic. This operation is in line with the Town's expectations for further improvements required in the future at the intersection beyond additional turn lanes or through lanes.

SECTION 7 - STATEMENT OF CERTIFICATION

I certify that this TRAFFIC IMPACT STUDY has been prepared under my supervision.

X   
\_\_\_\_\_

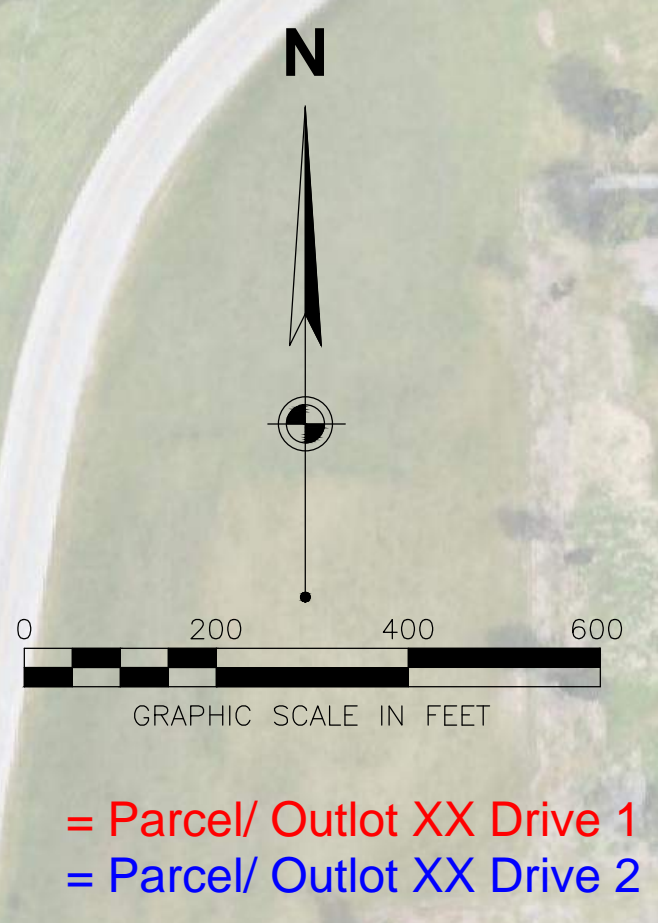
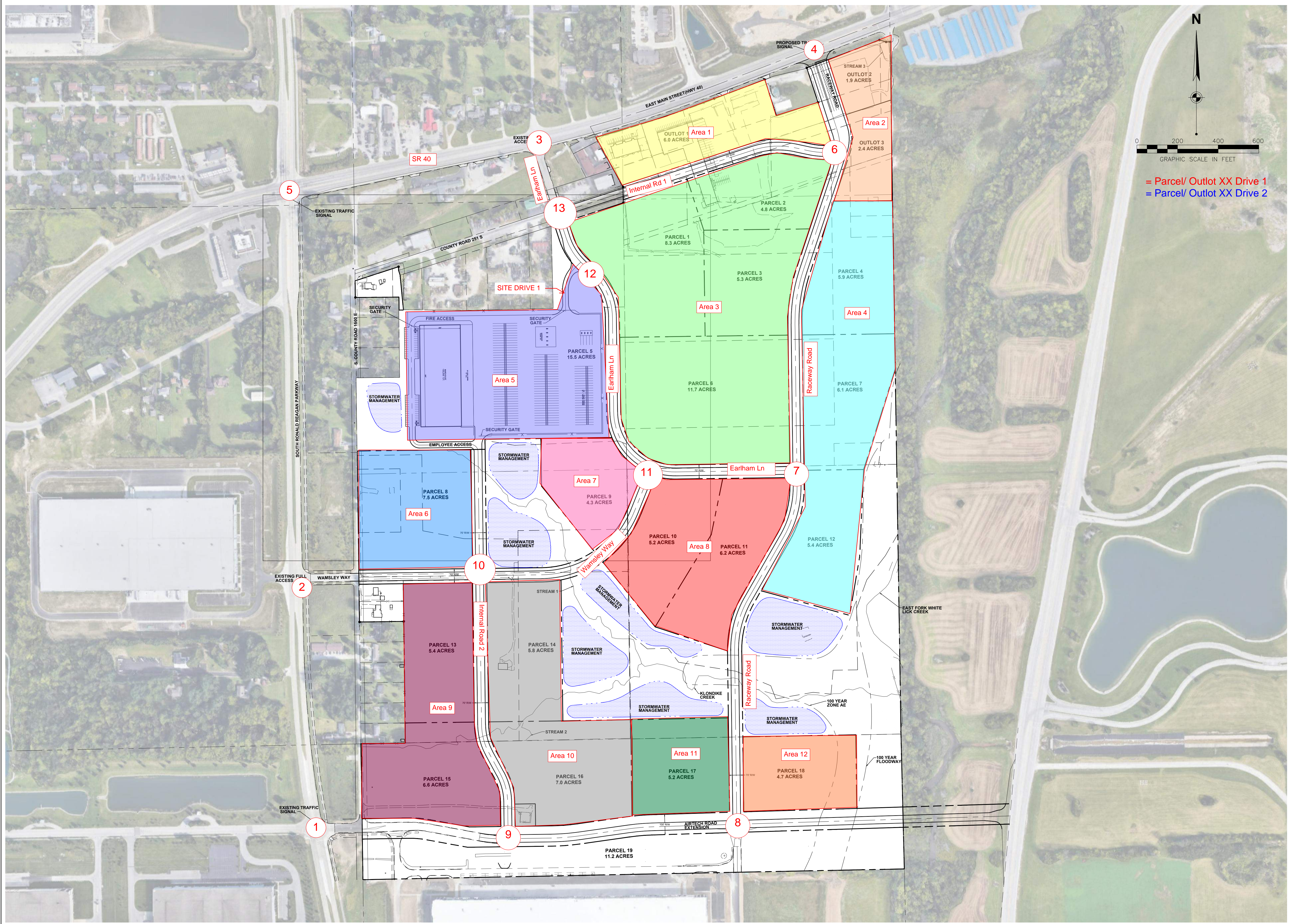
Keegan Anderson  
Indiana PE #  
Woolpert, Inc.



# **Appendix 1**

## **Data Collection**

Layout Tab Name: Overall, Images: Aerial.jpg; road.jpg; Road align1.jpg; Road align2.jpg; Road align3.jpg; Xrefs: 82429-x.dwg; 82429 - BndTopo-R1.dwg  
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<b>INDIANA LIFE SCIENCES PARK CONCEPT PLAN</b>		<b>OVERALL SITE PLAN</b>	
PLAINFIELD, INDIANA		SHEET NO. <b>EXH</b>	
333 North Alabama Street Suite 200 Indianapolis, IN 46204 <b>WOOLPERT</b> <small>ARCHITECTURAL ENGINEERING (CORPORATE)</small> DR. SMB 317.299.7500 CKD. CP FAX: 317.291.5805		PROJECT No: 082429 DATE: 07/17/23 DES. CP DR. SMB CKD. CP	
No.	DATE	REVISION	

# **Appendix 2**

## **Site Plan/Conceptual Layout**

# Cummins Consulting Services, LLC

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*"2022 ... Data Collection simplified"*

Mostly Sunny - 85 Degrees  
Schools in Session

File Name : Airtech\_at\_Ronald\_Reagan\_978898\_08-11-2022

Site Code : Site 1

Start Date : 8/11/2022

Page No : 1

### Groups Printed- Cars - Buses - Trucks

Start Time	Ronald Reagan Pkwy From North				Airtech Pkwy From East				Ronald Reagan Pkwy From South				Airtech Pkwy From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	129	8	138	2	1	2	5	15	177	5	197	8	0	2	10	350
07:15 AM	1	149	14	164	2	3	1	6	12	132	2	146	3	0	7	10	326
07:30 AM	2	158	12	172	1	1	3	5	7	179	1	187	3	0	3	6	370
07:45 AM	2	180	29	211	1	2	3	6	19	183	4	206	10	0	5	15	438
<b>Total</b>	<b>6</b>	<b>616</b>	<b>63</b>	<b>685</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>22</b>	<b>53</b>	<b>671</b>	<b>12</b>	<b>736</b>	<b>24</b>	<b>0</b>	<b>17</b>	<b>41</b>	<b>1484</b>
08:00 AM	4	129	11	144	3	1	1	5	8	114	3	125	5	1	7	13	287
08:15 AM	2	127	4	133	1	1	0	2	13	149	5	167	5	0	6	11	313
08:30 AM	1	109	9	119	1	1	0	2	9	148	0	157	9	1	6	16	294
08:45 AM	1	95	10	106	2	1	2	5	13	163	4	180	8	0	2	10	301
<b>Total</b>	<b>8</b>	<b>460</b>	<b>34</b>	<b>502</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>43</b>	<b>574</b>	<b>12</b>	<b>629</b>	<b>27</b>	<b>2</b>	<b>21</b>	<b>50</b>	<b>1195</b>
04:00 PM	0	171	9	180	7	6	5	18	12	187	5	204	20	1	11	32	434
04:15 PM	2	185	6	193	5	2	2	9	8	189	10	207	17	3	3	23	432
04:30 PM	2	156	12	170	3	3	7	13	12	215	2	229	28	5	7	40	452
04:45 PM	3	198	8	209	3	1	2	6	15	251	1	267	25	3	9	37	519
<b>Total</b>	<b>7</b>	<b>710</b>	<b>35</b>	<b>752</b>	<b>18</b>	<b>12</b>	<b>16</b>	<b>46</b>	<b>47</b>	<b>842</b>	<b>18</b>	<b>907</b>	<b>90</b>	<b>12</b>	<b>30</b>	<b>132</b>	<b>1837</b>
05:00 PM	4	176	6	186	4	0	5	9	17	217	6	240	15	1	7	23	458
05:15 PM	2	165	8	175	2	4	3	9	7	236	5	248	7	1	8	16	448
05:30 PM	1	195	9	205	4	0	7	11	15	246	1	262	12	0	1	13	491
05:45 PM	0	172	10	182	0	1	1	2	9	194	0	203	10	1	5	16	403
<b>Total</b>	<b>7</b>	<b>708</b>	<b>33</b>	<b>748</b>	<b>10</b>	<b>5</b>	<b>16</b>	<b>31</b>	<b>48</b>	<b>893</b>	<b>12</b>	<b>953</b>	<b>44</b>	<b>3</b>	<b>21</b>	<b>68</b>	<b>1800</b>
<b>Grand Total</b>	<b>28</b>	<b>2494</b>	<b>165</b>	<b>2687</b>	<b>41</b>	<b>28</b>	<b>44</b>	<b>113</b>	<b>191</b>	<b>2980</b>	<b>54</b>	<b>3225</b>	<b>185</b>	<b>17</b>	<b>89</b>	<b>291</b>	<b>6316</b>
Apprch %	1	92.8	6.1		36.3	24.8	38.9		5.9	92.4	1.7		63.6	5.8	30.6		
Total %	0.4	39.5	2.6	42.5	0.6	0.4	0.7	1.8	3	47.2	0.9	51.1	2.9	0.3	1.4	4.6	
Cars	22	2272	138	2432	39	21	37	97	173	2710	39	2922	154	17	72	243	5694
% Cars	78.6	91.1	83.6	90.5	95.1	75	84.1	85.8	90.6	90.9	72.2	90.6	83.2	100	80.9	83.5	90.2
Buses	1	6	3	10	0	1	2	3	0	2	6	8	0	0	0	0	21
% Buses	3.6	0.2	1.8	0.4	0	3.6	4.5	2.7	0	0.1	11.1	0.2	0	0	0	0	0.3
Trucks	5	216	24	245	2	6	5	13	18	268	9	295	31	0	17	48	601
% Trucks	17.9	8.7	14.5	9.1	4.9	21.4	11.4	11.5	9.4	9	16.7	9.1	16.8	0	19.1	16.5	9.5

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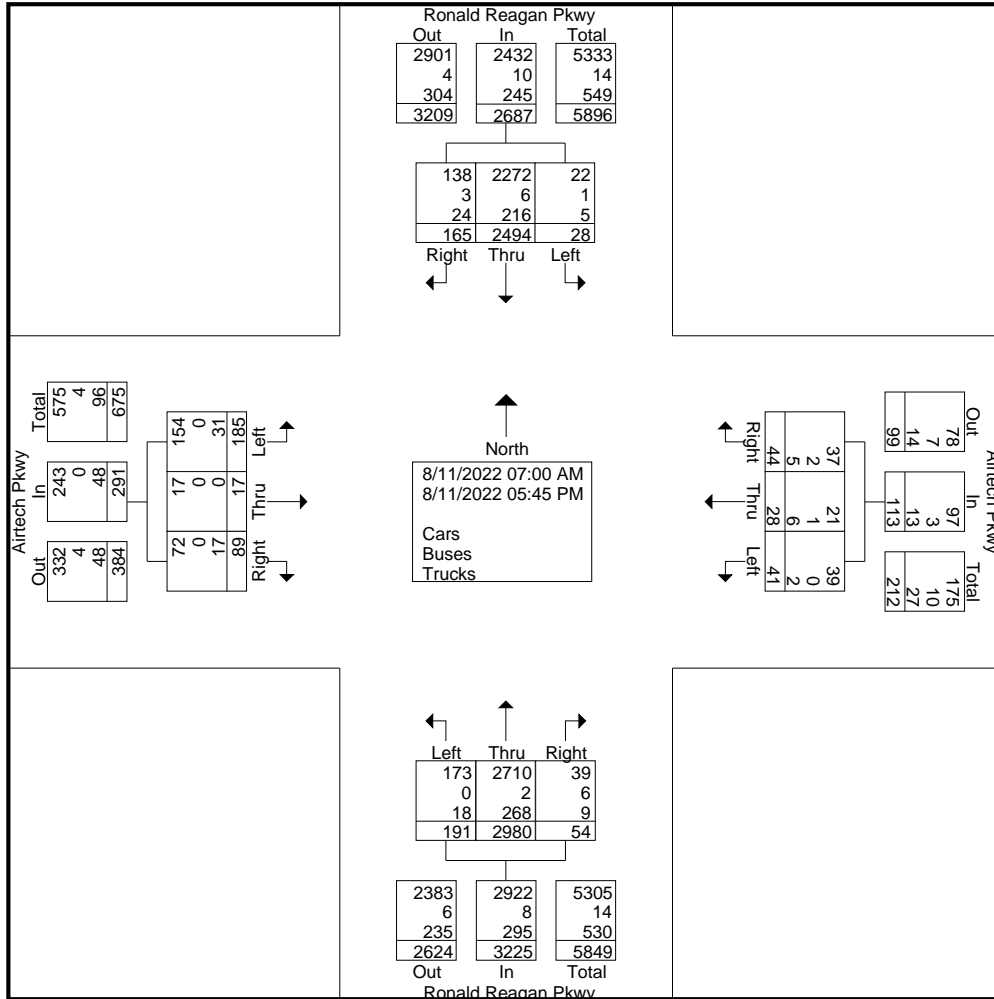
"2022 ... Data Collection simplified"

File Name : Airtech\_at\_Ronald\_Reagan\_978898\_08-11-2022

Site Code : Site 1

Start Date : 8/11/2022

Page No : 2



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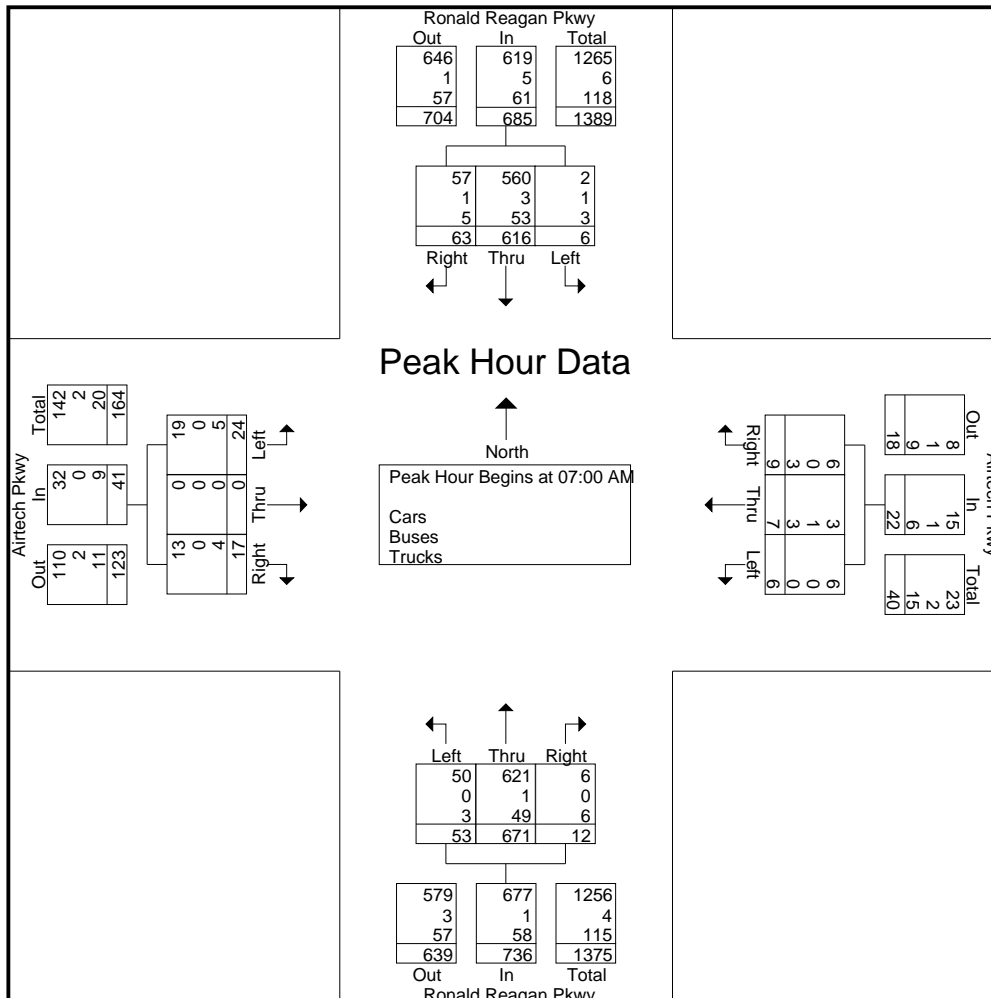
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Site Code : Site 1

Start Date : 8/11/2022

Page No : 3

Start Time	Ronald Reagan Pkwy From North				Airtech Pkwy From East				Ronald Reagan Pkwy From South				Airtech Pkwy From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	1	129	8	138	2	1	2	5	15	177	5	197	8	0	2	10	350
07:15 AM	1	149	14	164	2	3	1	6	12	132	2	146	3	0	7	10	326
07:30 AM	2	158	12	172	1	1	3	5	7	179	1	187	3	0	3	6	370
07:45 AM	2	180	29	211	1	2	3	6	19	183	4	206	10	0	5	15	438
Total Volume	6	616	63	685	6	7	9	22	53	671	12	736	24	0	17	41	1484
% App. Total	0.9	89.9	9.2		27.3	31.8	40.9		7.2	91.2	1.6		58.5	0	41.5		
PHF	.750	.856	.543	.812	.750	.583	.750	.917	.697	.917	.600	.893	.600	.000	.607	.683	.847
Cars	2	560	57	619	6	3	6	15	50	621	6	677	19	0	13	32	1343
% Cars	33.3	90.9	90.5	90.4	100	42.9	66.7	68.2	94.3	92.5	50.0	92.0	79.2	0	76.5	78.0	90.5
Buses	1	3	1	5	0	1	0	1	0	1	0	1	0	0	0	0	7
% Buses	16.7	0.5	1.6	0.7	0	14.3	0	4.5	0	0.1	0	0.1	0	0	0	0	0.5
Trucks	3	53	5	61	0	3	3	6	3	49	6	58	5	0	4	9	134
% Trucks	50.0	8.6	7.9	8.9	0	42.9	33.3	27.3	5.7	7.3	50.0	7.9	20.8	0	23.5	22.0	9.0



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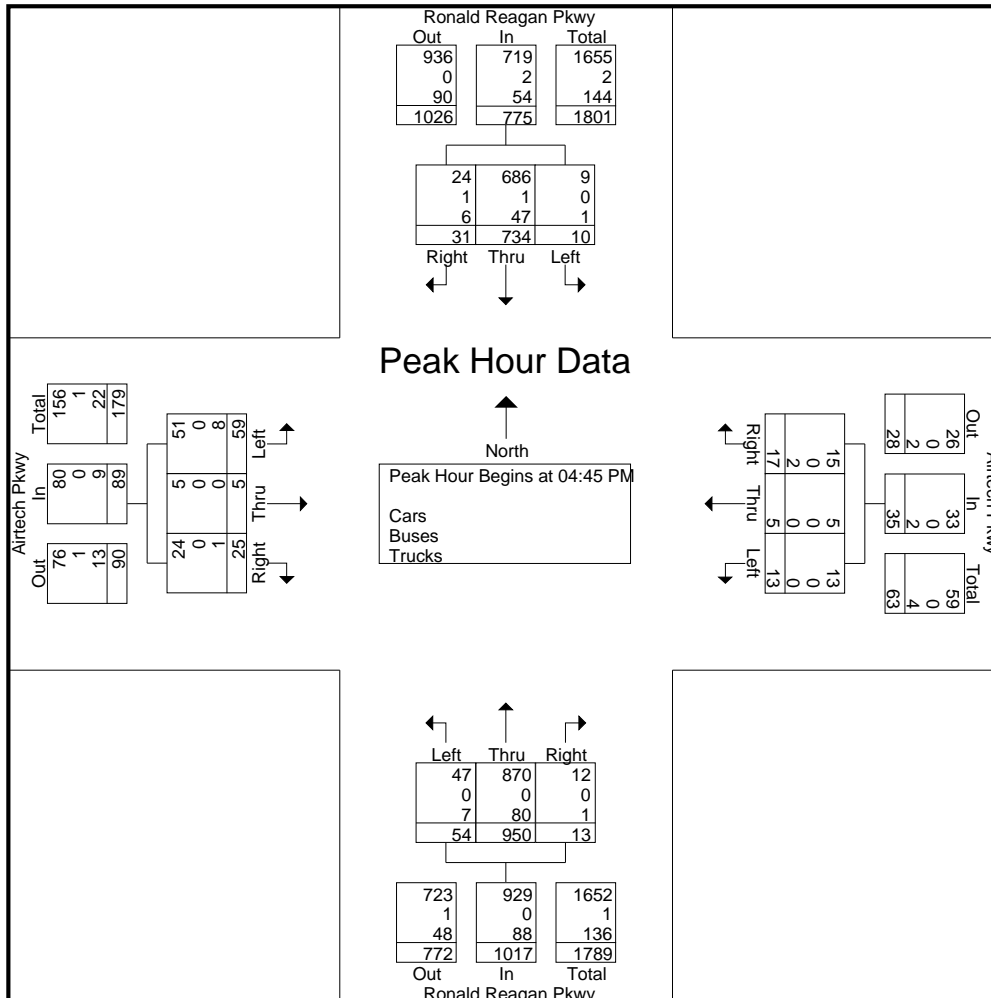
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Site Code : Site 1

Start Date : 8/11/2022

Page No : 4

Start Time	Ronald Reagan Pkwy From North				Airtech Pkwy From East				Ronald Reagan Pkwy From South				Airtech Pkwy From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	198	8	209	3	1	2	6	15	251	1	267	25	3	9	37	519
05:00 PM	4	176	6	186	4	0	5	9	17	217	6	240	15	1	7	23	458
05:15 PM	2	165	8	175	2	4	3	9	7	236	5	248	7	1	8	16	448
05:30 PM	1	195	9	205	4	0	7	11	15	246	1	262	12	0	1	13	491
Total Volume	10	734	31	775	13	5	17	35	54	950	13	1017	59	5	25	89	1916
% App. Total	1.3	94.7	4		37.1	14.3	48.6		5.3	93.4	1.3		66.3	5.6	28.1		
PHF	.625	.927	.861	.927	.813	.313	.607	.795	.794	.946	.542	.952	.590	.417	.694	.601	.923
Cars	9	686	24	719	13	5	15	33	47	870	12	929	51	5	24	80	1761
% Cars	90.0	93.5	77.4	92.8	100	100	88.2	94.3	87.0	91.6	92.3	91.3	86.4	100	96.0	89.9	91.9
Buses	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% Buses	0	0.1	3.2	0.3	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	1	47	6	54	0	0	2	2	7	80	1	88	8	0	1	9	153
% Trucks	10.0	6.4	19.4	7.0	0	0	11.8	5.7	13.0	8.4	7.7	8.7	13.6	0	4.0	10.1	8.0



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Schools in Session

File Name : Wamsley\_Way\_at\_Ronald\_Reagan\_Pkwy\_978901\_08-11-2022

Site Code : Site 2

Start Date : 8/11/2022

Page No : 1

### Groups Printed- Cars - Buses - Trucks

Start Time	Ronald Reagan Pkwy From North				Wamsley Way From East				Ronald Reagan Pkwy From South				Private Access From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	142	0	142	4	1	0	5	1	176	1	178	0	0	0	0	325
07:15 AM	2	167	2	171	1	1	2	4	1	142	0	143	1	0	0	1	319
07:30 AM	0	187	0	187	0	0	1	1	0	172	0	172	1	0	1	2	362
07:45 AM	0	207	2	209	2	0	1	3	0	185	0	185	1	0	1	2	399
Total	2	703	4	709	7	2	4	13	2	675	1	678	3	0	2	5	1405
08:00 AM	1	143	0	144	0	1	2	3	0	119	0	119	1	0	0	1	267
08:15 AM	0	133	0	133	2	2	1	5	1	145	0	146	1	0	0	1	285
08:30 AM	0	117	0	117	1	2	1	4	1	146	0	147	0	0	0	0	268
08:45 AM	3	110	1	114	0	2	0	2	1	162	0	163	0	1	0	1	280
Total	4	503	1	508	3	7	4	14	3	572	0	575	2	1	0	3	1100
04:00 PM	1	179	1	181	0	2	0	2	0	211	0	211	0	0	5	5	399
04:15 PM	2	180	1	183	4	0	3	7	0	212	0	212	0	0	1	1	403
04:30 PM	0	177	0	177	0	2	2	4	0	248	0	248	1	0	0	1	430
04:45 PM	0	190	0	190	0	0	2	2	0	270	0	270	0	0	0	0	462
Total	3	726	2	731	4	4	7	15	0	941	0	941	1	0	6	7	1694
05:00 PM	2	175	0	177	0	4	1	5	1	228	0	229	0	0	0	0	411
05:15 PM	1	155	0	156	1	0	1	2	4	257	0	261	1	0	2	3	422
05:30 PM	3	191	0	194	2	0	1	3	0	262	0	262	0	0	3	3	462
05:45 PM	1	165	0	166	0	0	2	2	0	197	0	197	2	0	2	4	369
Total	7	686	0	693	3	4	5	12	5	944	0	949	3	0	7	10	1664
Grand Total	16	2618	7	2641	17	17	20	54	10	3132	1	3143	9	1	15	25	5863
Apprch %	0.6	99.1	0.3		31.5	31.5	37		0.3	99.7	0		36	4	60		
Total %	0.3	44.7	0.1	45	0.3	0.3	0.3	0.9	0.2	53.4	0	53.6	0.2	0	0.3	0.4	
Cars	14	2368	7	2389	11	10	18	39	4	2835	1	2840	8	0	7	15	5283
% Cars	87.5	90.5	100	90.5	64.7	58.8	90	72.2	40	90.5	100	90.4	88.9	0	46.7	60	90.1
Buses	0	8	0	8	6	1	2	9	2	4	0	6	0	0	0	0	23
% Buses	0	0.3	0	0.3	35.3	5.9	10	16.7	20	0.1	0	0.2	0	0	0	0	0.4
Trucks	2	242	0	244	0	6	0	6	4	293	0	297	1	1	8	10	557
% Trucks	12.5	9.2	0	9.2	0	35.3	0	11.1	40	9.4	0	9.4	11.1	100	53.3	40	9.5

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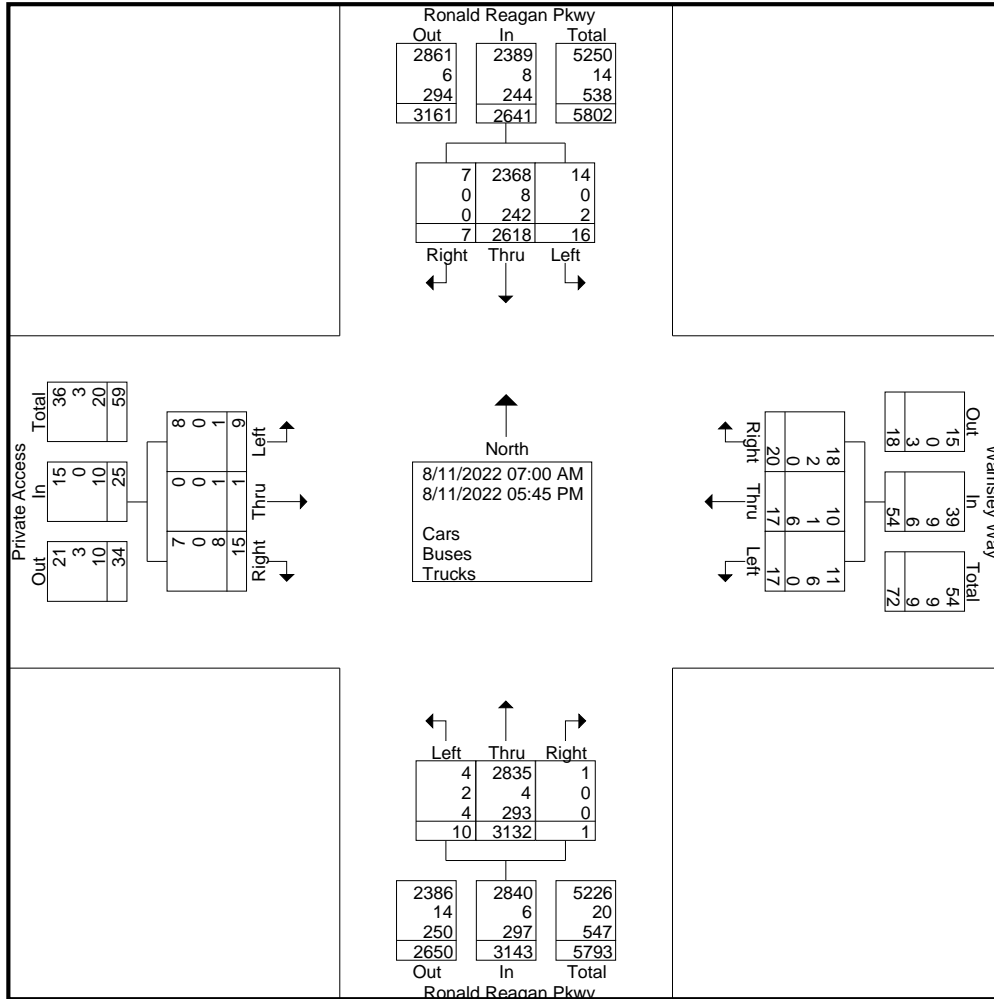
"2022 ... Data Collection simplified"

File Name : Wamsley\_Way\_at\_Ronald\_Reagan\_Pkwy\_978901\_08-11-2022

Site Code : Site 2

Start Date : 8/11/2022

Page No : 2



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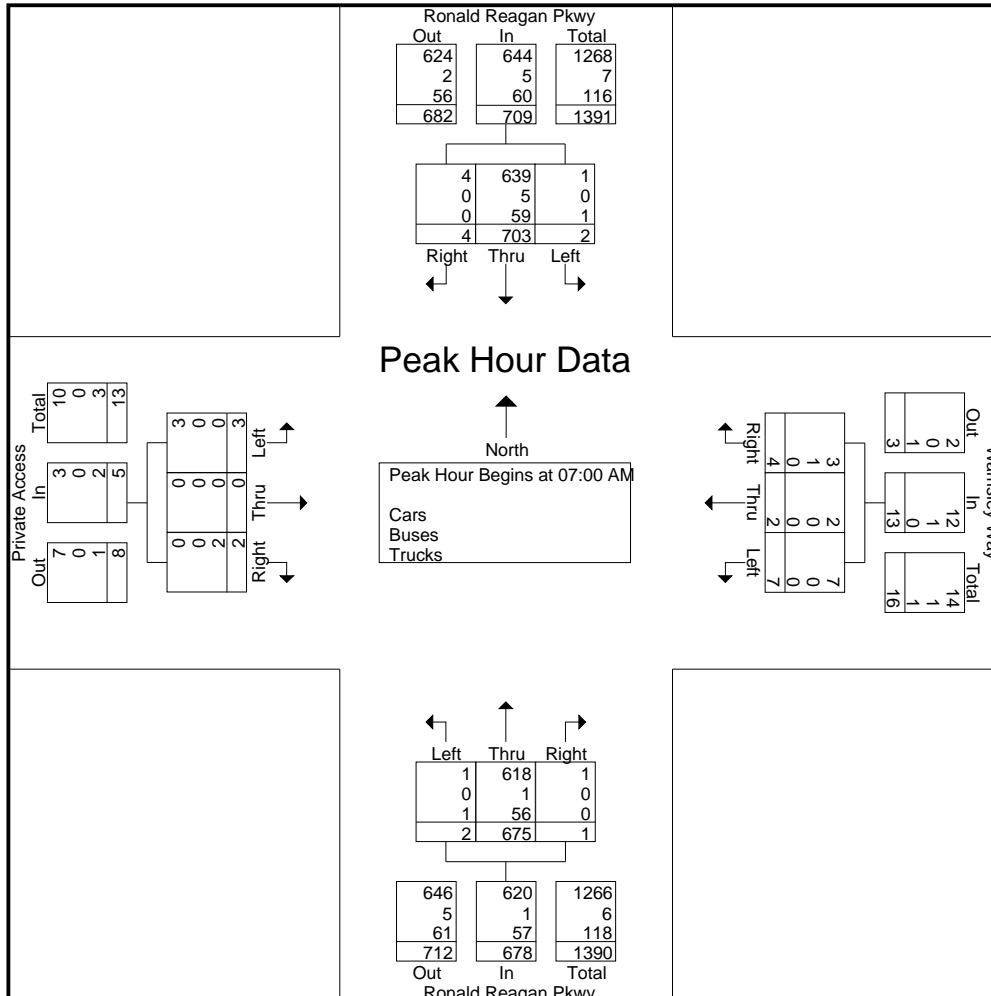
File Name : Wamsley\_Way\_at\_Ronald\_Reagan\_Pkwy\_978901\_08-11-2022

Site Code : Site 2

Start Date : 8/11/2022

Page No : 3

Start Time	Ronald Reagan Pkwy From North				Wamsley Way From East				Ronald Reagan Pkwy From South				Private Access From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	142	0	142	4	1	0	5	1	176	1	178	0	0	0	0	325
07:15 AM	2	167	2	171	1	1	2	4	1	142	0	143	1	0	0	1	319
07:30 AM	0	187	0	187	0	0	1	1	0	172	0	172	1	0	1	2	362
07:45 AM	0	207	2	209	2	0	1	3	0	185	0	185	1	0	1	2	399
Total Volume	2	703	4	709	7	2	4	13	2	675	1	678	3	0	2	5	1405
% App. Total	0.3	99.2	0.6		53.8	15.4	30.8		0.3	99.6	0.1		60	0	40		
PHF	.250	.849	.500	.848	.438	.500	.500	.650	.500	.912	.250	.916	.750	.000	.500	.625	.880
Cars	1	639	4	644	7	2	3	12	1	618	1	620	3	0	0	3	1279
% Cars	50.0	90.9	100	90.8	100	100	75.0	92.3	50.0	91.6	100	91.4	100	0	0	60.0	91.0
Buses	0	5	0	5	0	0	1	1	0	1	0	1	0	0	0	0	7
% Buses	0	0.7	0	0.7	0	0	25.0	7.7	0	0.1	0	0.1	0	0	0	0	0.5
Trucks	1	59	0	60	0	0	0	0	1	56	0	57	0	0	2	2	119
% Trucks	50.0	8.4	0	8.5	0	0	0	0	50.0	8.3	0	8.4	0	0	100	40.0	8.5



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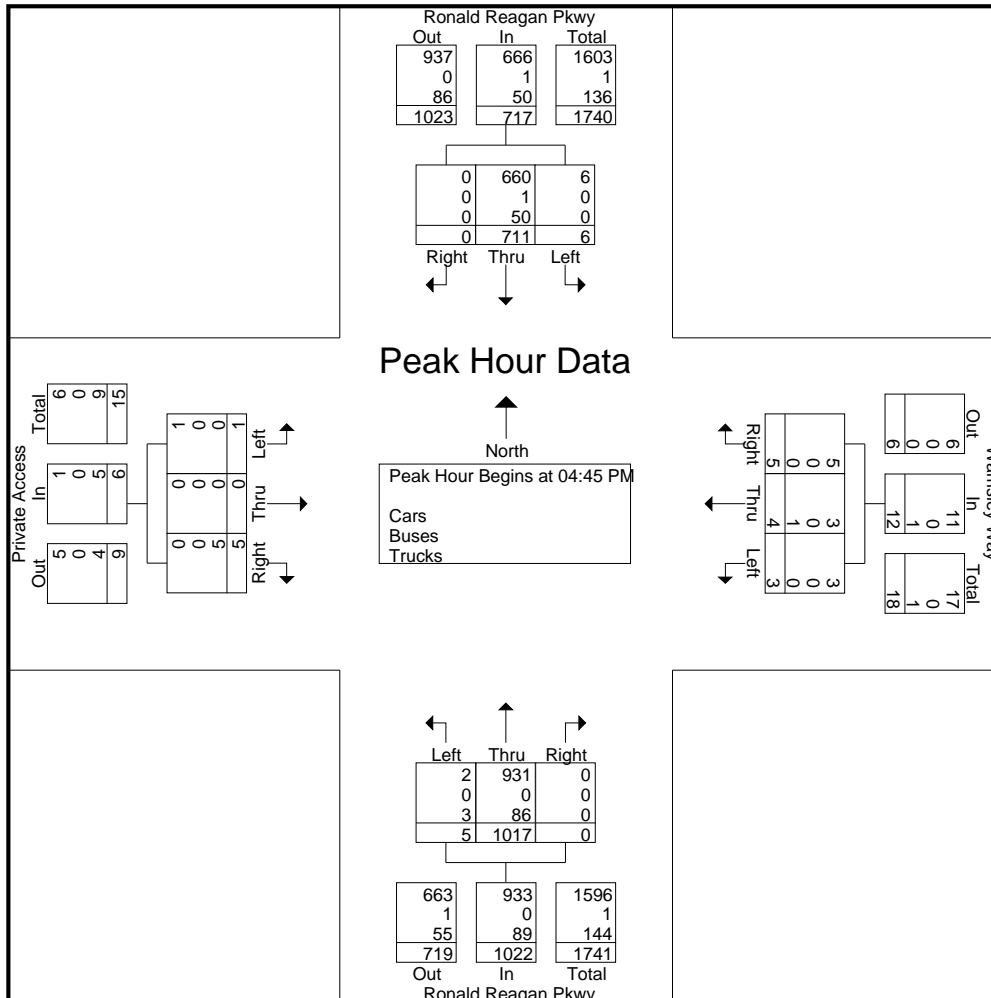
File Name : Wamsley\_Way\_at\_Ronald\_Reagan\_Pkwy\_978901\_08-11-2022

Site Code : Site 2

Start Date : 8/11/2022

Page No : 4

Start Time	Ronald Reagan Pkwy From North				Wamsley Way From East				Ronald Reagan Pkwy From South				Private Access From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	190	0	190	0	0	2	2	0	270	0	270	0	0	0	0	462
05:00 PM	2	175	0	177	0	4	1	5	1	228	0	229	0	0	0	0	411
05:15 PM	1	155	0	156	1	0	1	2	4	257	0	261	1	0	2	3	422
05:30 PM	3	191	0	194	2	0	1	3	0	262	0	262	0	0	3	3	462
Total Volume	6	711	0	717	3	4	5	12	5	1017	0	1022	1	0	5	6	1757
% App. Total	0.8	99.2	0		25	33.3	41.7		0.5	99.5	0		16.7	0	83.3		
PHF	.500	.931	.000	.924	.375	.250	.625	.600	.313	.942	.000	.946	.250	.000	.417	.500	.951
Cars	6	660	0	666	3	3	5	11	2	931	0	933	1	0	0	1	1611
% Cars	100	92.8	0	92.9	100	75.0	100	91.7	40.0	91.5	0	91.3	100	0	0	16.7	91.7
Buses	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0.1
Trucks	0	50	0	50	0	1	0	1	3	86	0	89	0	0	5	5	145
% Trucks	0	7.0	0	7.0	0	25.0	0	8.3	60.0	8.5	0	8.7	0	0	100	83.3	8.3



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Schools in Session

File Name : Earlham\_Lane\_at\_US40\_978904\_08-11-2022

Site Code : Site 4

Start Date : 8/11/2022

Page No : 1

### Groups Printed- Cars - Buses - Trucks

Start Time	Earlham Lane From North				US40 - E Main Street From East				Earlham Lane From South				US40 - E Main Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	6	175	0	181	0	0	3	3	1	317	0	318	503
07:15 AM	1	0	0	1	9	186	0	195	0	0	1	1	1	332	0	333	530
07:30 AM	1	0	0	1	0	244	1	245	0	0	1	1	0	304	2	306	553
07:45 AM	1	0	3	4	4	256	0	260	0	0	1	1	1	286	2	289	554
Total	3	0	4	7	19	861	1	881	0	0	6	6	3	1239	4	1246	2140
08:00 AM	0	0	0	0	3	210	0	213	0	0	0	0	0	281	3	284	497
08:15 AM	1	0	0	1	1	233	0	234	0	0	3	3	1	286	1	288	526
08:30 AM	0	0	2	2	1	202	1	204	0	0	2	2	0	261	0	261	469
08:45 AM	0	0	1	1	4	193	0	197	0	0	0	0	0	261	1	262	460
Total	1	0	3	4	9	838	1	848	0	0	5	5	1	1089	5	1095	1952
04:00 PM	0	0	2	2	3	338	2	343	0	0	10	10	1	348	1	350	705
04:15 PM	0	0	1	1	3	382	0	385	1	0	15	16	0	363	1	364	766
04:30 PM	0	0	0	0	7	347	0	354	0	0	13	13	0	421	2	423	790
04:45 PM	0	0	0	0	2	368	0	370	2	0	7	9	0	399	1	400	779
Total	0	0	3	3	15	1435	2	1452	3	0	45	48	1	1531	5	1537	3040
05:00 PM	0	0	1	1	1	344	0	345	0	0	11	11	1	423	0	424	781
05:15 PM	0	0	0	0	8	396	0	404	0	0	6	6	0	367	1	368	778
05:30 PM	0	0	1	1	3	332	3	338	0	0	9	9	1	389	0	390	738
05:45 PM	0	0	2	2	1	347	1	349	0	0	2	2	0	335	2	337	690
Total	0	0	4	4	13	1419	4	1436	0	0	28	28	2	1514	3	1519	2987
Grand Total	4	0	14	18	56	4553	8	4617	3	0	84	87	7	5373	17	5397	10119
Apprch %	22.2	0	77.8		1.2	98.6	0.2		3.4	0	96.6		0.1	99.6	0.3		
Total %	0	0	0.1	0.2	0.6	45	0.1	45.6	0	0	0.8	0.9	0.1	53.1	0.2	53.3	
Cars	4	0	13	17	53	4302	7	4362	3	0	82	85	7	5048	13	5068	9532
% Cars	100	0	92.9	94.4	94.6	94.5	87.5	94.5	100	0	97.6	97.7	100	94	76.5	93.9	94.2
Buses	0	0	0	0	2	14	0	16	0	0	0	0	0	8	2	10	26
% Buses	0	0	0	0	3.6	0.3	0	0.3	0	0	0	0	0	0.1	11.8	0.2	0.3
Trucks	0	0	1	1	1	237	1	239	0	0	2	2	0	317	2	319	561
% Trucks	0	0	7.1	5.6	1.8	5.2	12.5	5.2	0	0	2.4	2.3	0	5.9	11.8	5.9	5.5

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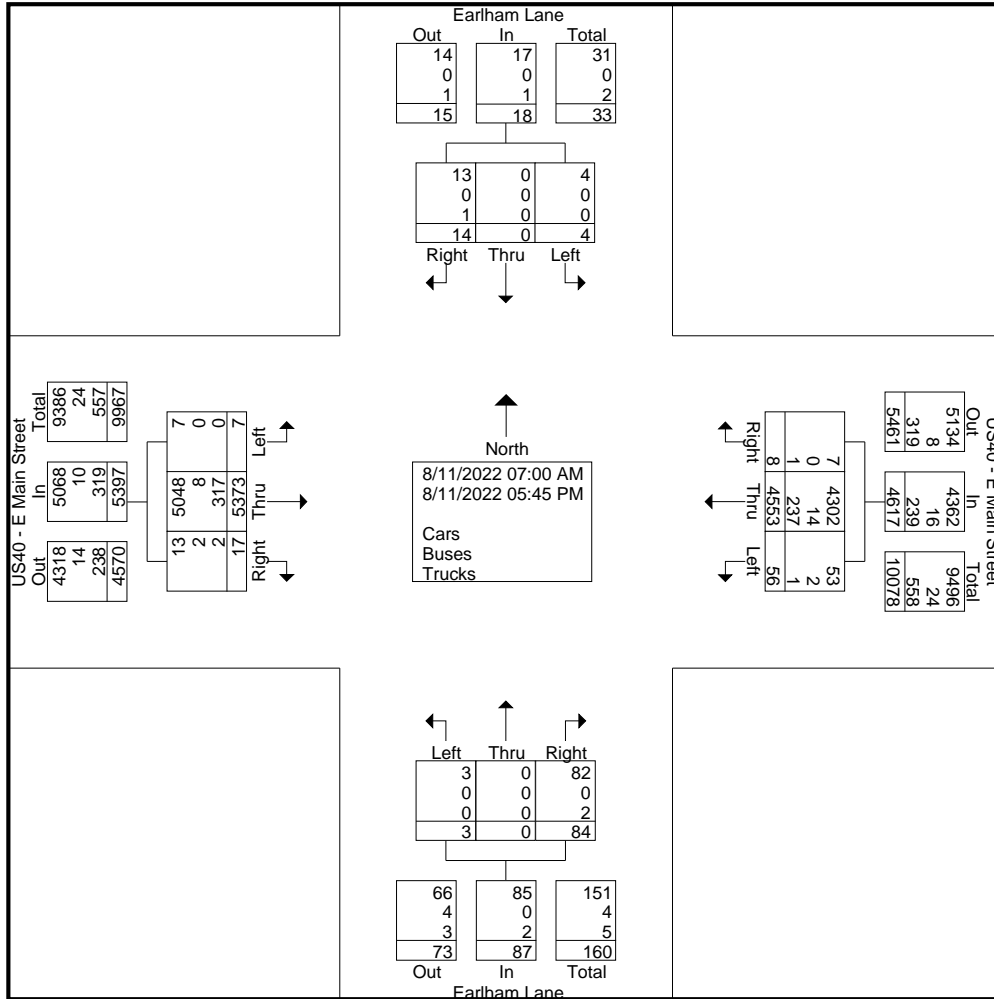
"2022 ... Data Collection simplified"

File Name : Earlham\_Lane\_at\_US40\_978904\_08-11-2022

Site Code : Site 4

Start Date : 8/11/2022

Page No : 2



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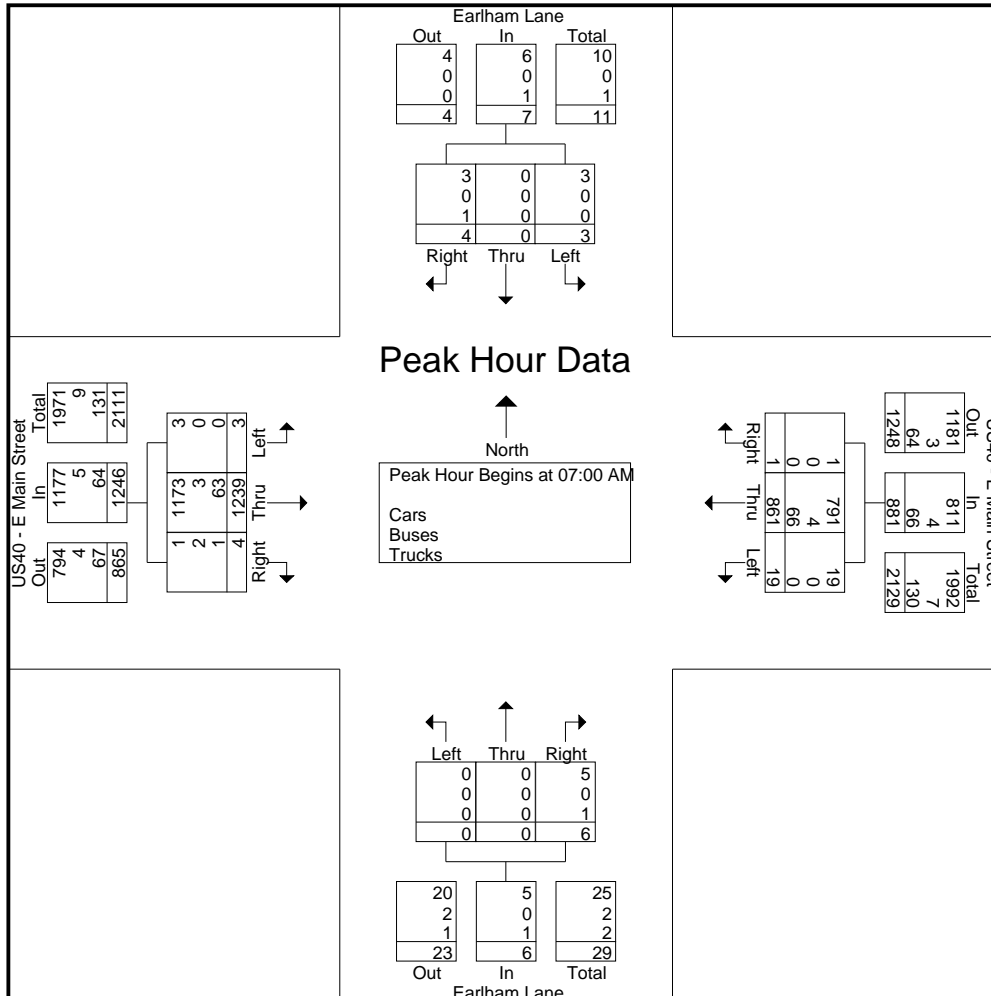
File Name : Earlham\_Lane\_at\_US40\_978904\_08-11-2022

Site Code : Site 4

Start Date : 8/11/2022

Page No : 3

Start Time	Earlham Lane From North				US40 - E Main Street From East				Earlham Lane From South				US40 - E Main Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	1	1	6	175	0	181	0	0	3	3	1	317	0	318	503
07:15 AM	1	0	0	1	9	186	0	195	0	0	1	1	1	332	0	333	530
07:30 AM	1	0	0	1	0	244	1	245	0	0	1	1	0	304	2	306	553
07:45 AM	1	0	3	4	4	256	0	260	0	0	1	1	1	286	2	289	554
Total Volume	3	0	4	7	19	861	1	881	0	0	6	6	3	1239	4	1246	2140
% App. Total	42.9	0	57.1		2.2	97.7	0.1		0	0	100		0.2	99.4	0.3		
PHF	.750	.000	.333	.438	.528	.841	.250	.847	.000	.000	.500	.500	.750	.933	.500	.935	.966
Cars	3	0	3	6	19	791	1	811	0	0	5	5	3	1173	1	1177	1999
% Cars	100	0	75.0	85.7	100	91.9	100	92.1	0	0	83.3	83.3	100	94.7	25.0	94.5	93.4
Buses	0	0	0	0	0	4	0	4	0	0	0	0	0	3	2	5	9
% Buses	0	0	0	0	0	0.5	0	0.5	0	0	0	0	0	0.2	50.0	0.4	0.4
Trucks	0	0	1	1	0	66	0	66	0	0	1	1	0	63	1	64	132
% Trucks	0	0	25.0	14.3	0	7.7	0	7.5	0	0	16.7	16.7	0	5.1	25.0	5.1	6.2



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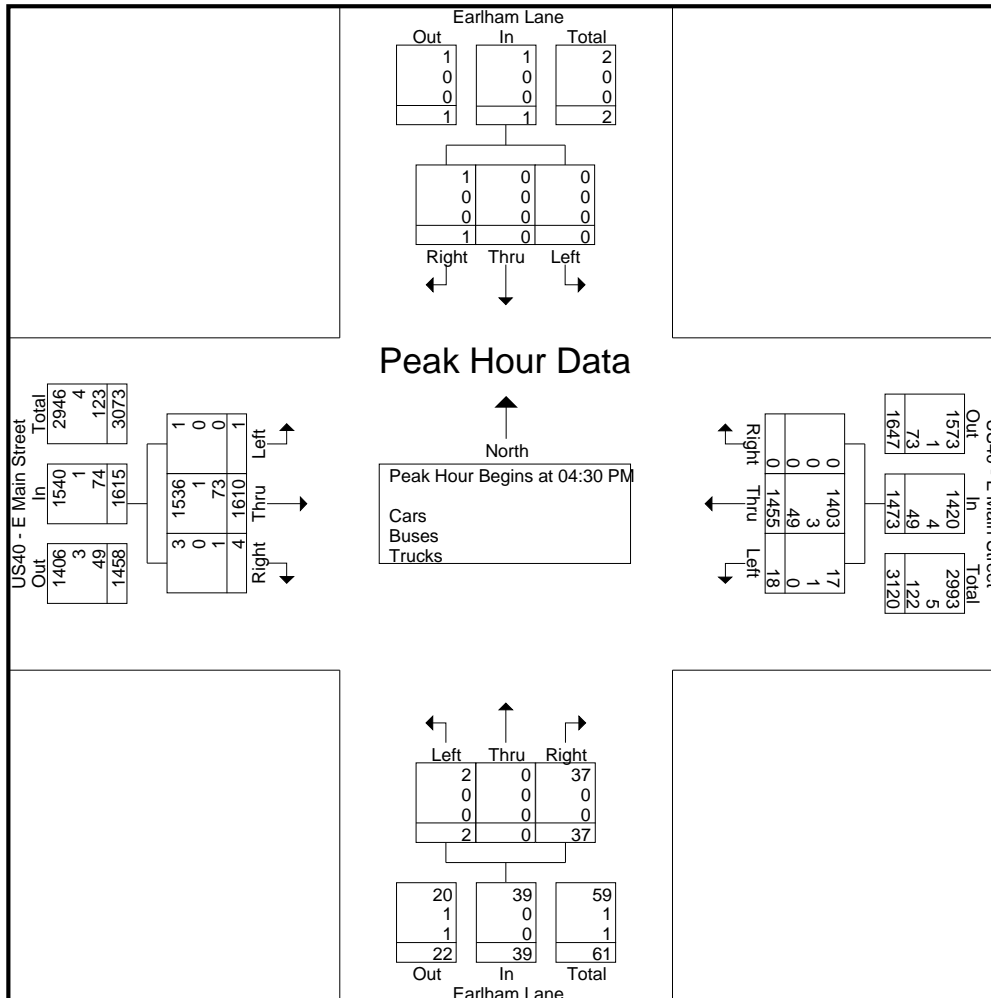
File Name : Earlham\_Lane\_at\_US40\_978904\_08-11-2022

Site Code : Site 4

Start Date : 8/11/2022

Page No : 4

Start Time	Earlham Lane From North				US40 - E Main Street From East				Earlham Lane From South				US40 - E Main Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	7	347	0	354	0	0	13	13	0	421	2	423	790
04:45 PM	0	0	0	0	2	368	0	370	2	0	7	9	0	399	1	400	779
05:00 PM	0	0	1	1	1	344	0	345	0	0	11	11	1	423	0	424	781
05:15 PM	0	0	0	0	8	396	0	404	0	0	6	6	0	367	1	368	778
Total Volume	0	0	1	1	18	1455	0	1473	2	0	37	39	1	1610	4	1615	3128
% App. Total	0	0	100		1.2	98.8	0		5.1	0	94.9		0.1	99.7	0.2		
PHF	.000	.000	.250	.250	.563	.919	.000	.912	.250	.000	.712	.750	.250	.952	.500	.952	.990
Cars	0	0	1	1	17	1403	0	1420	2	0	37	39	1	1536	3	1540	3000
% Cars	0	0	100	100	94.4	96.4	0	96.4	100	0	100	100	100	95.4	75.0	95.4	95.9
Buses	0	0	0	0	1	3	0	4	0	0	0	0	0	1	0	1	5
% Buses	0	0	0	0	5.6	0.2	0	0.3	0	0	0	0	0	0.1	0	0.1	0.2
Trucks	0	0	0	0	0	49	0	49	0	0	0	0	0	73	1	74	123
% Trucks	0	0	0	0	0	3.4	0	3.3	0	0	0	0	0	4.5	25.0	4.6	3.9



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"2022 ... Data Collection simplified"

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Schools in Session

File Name : Raceway\_Road\_at\_US40\_978905\_08-11-2022

Site Code : Site 5

Start Date : 8/11/2022

Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	E Raceway Road From North			US40 - E Main Street From East			US40 - E Main Street From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	50	38	88	153	37	190	35	292	327	605
07:15 AM	60	40	100	161	41	202	32	311	343	645
07:30 AM	47	54	101	200	26	226	34	302	336	663
07:45 AM	69	45	114	217	49	266	26	287	313	693
<b>Total</b>	<b>226</b>	<b>177</b>	<b>403</b>	<b>731</b>	<b>153</b>	<b>884</b>	<b>127</b>	<b>1192</b>	<b>1319</b>	<b>2606</b>
08:00 AM	37	51	88	170	22	192	31	253	284	564
08:15 AM	35	48	83	177	35	212	26	241	267	562
08:30 AM	27	39	66	175	26	201	29	241	270	537
08:45 AM	42	37	79	154	32	186	26	238	264	529
<b>Total</b>	<b>141</b>	<b>175</b>	<b>316</b>	<b>676</b>	<b>115</b>	<b>791</b>	<b>112</b>	<b>973</b>	<b>1085</b>	<b>2192</b>
04:00 PM	35	50	85	290	77	367	67	313	380	832
04:15 PM	28	57	85	336	110	446	75	307	382	913
04:30 PM	51	57	108	297	94	391	63	335	398	897
04:45 PM	42	56	98	322	121	443	70	335	405	946
<b>Total</b>	<b>156</b>	<b>220</b>	<b>376</b>	<b>1245</b>	<b>402</b>	<b>1647</b>	<b>275</b>	<b>1290</b>	<b>1565</b>	<b>3588</b>
05:00 PM	44	36	80	312	103	415	88	343	431	926
05:15 PM	47	57	104	356	117	473	84	308	392	969
05:30 PM	36	59	95	282	97	379	65	327	392	866
05:45 PM	31	53	84	301	92	393	54	282	336	813
<b>Total</b>	<b>158</b>	<b>205</b>	<b>363</b>	<b>1251</b>	<b>409</b>	<b>1660</b>	<b>291</b>	<b>1260</b>	<b>1551</b>	<b>3574</b>
<b>Grand Total</b>	<b>681</b>	<b>777</b>	<b>1458</b>	<b>3903</b>	<b>1079</b>	<b>4982</b>	<b>805</b>	<b>4715</b>	<b>5520</b>	<b>11960</b>
Apprch %	46.7	53.3		78.3	21.7		14.6	85.4		
Total %	5.7	6.5	12.2	32.6	9	41.7	6.7	39.4	46.2	
Cars	670	766	1436	3663	1061	4724	795	4407	5202	11362
% Cars	98.4	98.6	98.5	93.9	98.3	94.8	98.8	93.5	94.2	95
Buses	5	7	12	10	1	11	2	5	7	30
% Buses	0.7	0.9	0.8	0.3	0.1	0.2	0.2	0.1	0.1	0.3
Trucks	6	4	10	230	17	247	8	303	311	568
% Trucks	0.9	0.5	0.7	5.9	1.6	5	1	6.4	5.6	4.7

# Cummins Consulting Services, LLC

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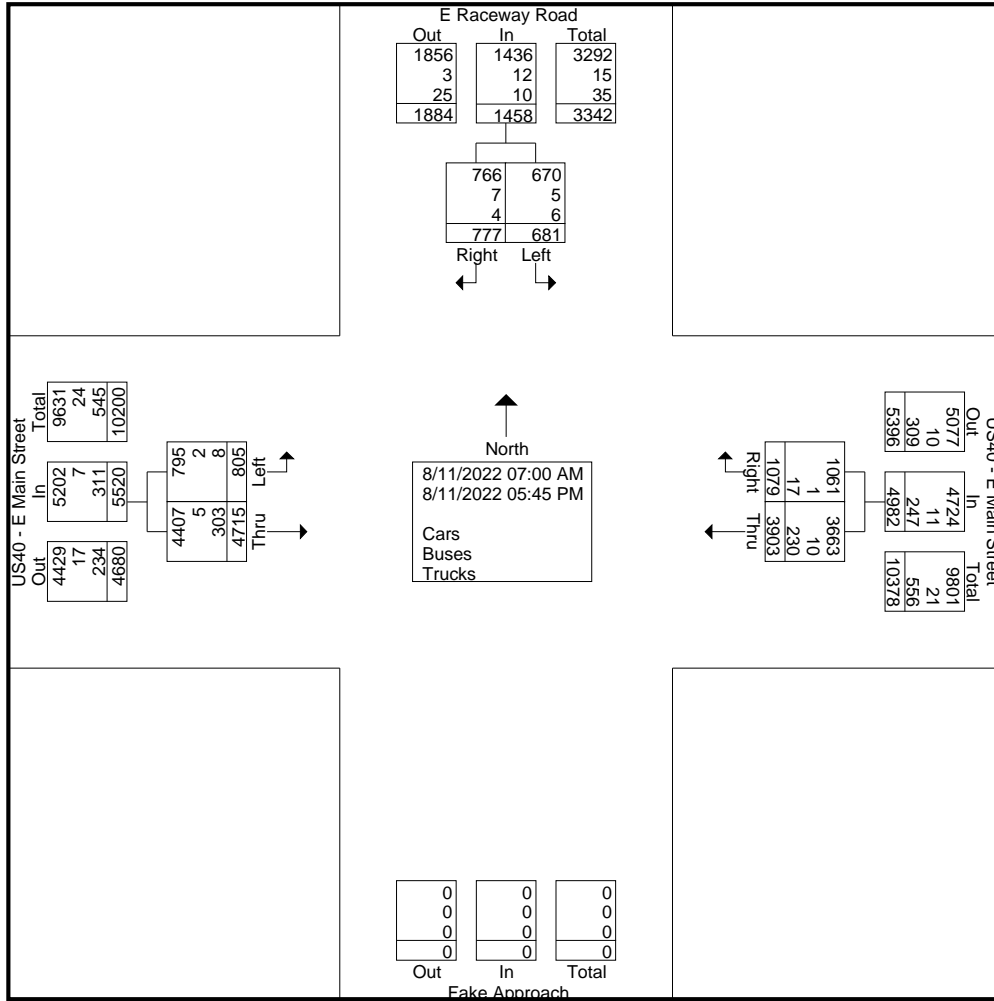
"2022 ... Data Collection simplified"

File Name : Raceway\_Road\_at\_US40\_978905\_08-11-2022

Site Code : Site 5

Start Date : 8/11/2022

Page No : 2



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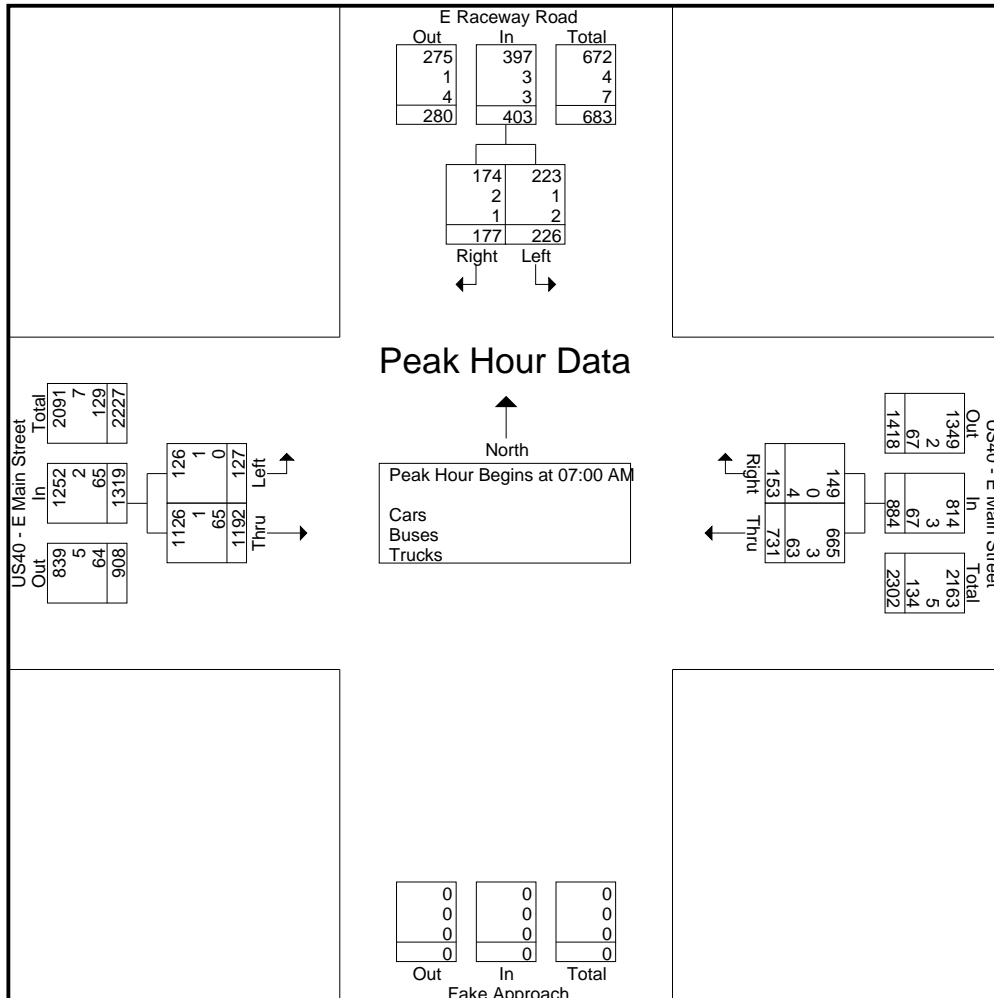
File Name : Raceway\_Road\_at\_US40\_978905\_08-11-2022

Site Code : Site 5

Start Date : 8/11/2022

Page No : 3

Start Time	E Raceway Road From North			US40 - E Main Street From East			US40 - E Main Street From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	50	38	88	153	37	190	35	292	327	605
07:15 AM	60	40	100	161	41	202	32	311	343	645
07:30 AM	47	54	101	200	26	226	34	302	336	663
07:45 AM	69	45	114	217	49	266	26	287	313	693
Total Volume	226	177	403	731	153	884	127	1192	1319	2606
% App. Total	56.1	43.9		82.7	17.3		9.6	90.4		
PHF	.819	.819	.884	.842	.781	.831	.907	.958	.961	.940
Cars	223	174	397	665	149	814	126	1126	1252	2463
% Cars	98.7	98.3	98.5	91.0	97.4	92.1	99.2	94.5	94.9	94.5
Buses	1	2	3	3	0	3	1	1	2	8
% Buses	0.4	1.1	0.7	0.4	0	0.3	0.8	0.1	0.2	0.3
Trucks	2	1	3	63	4	67	0	65	65	135
% Trucks	0.9	0.6	0.7	8.6	2.6	7.6	0	5.5	4.9	5.2



# Cummins Consulting Services, LLC

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"2022 ... Data Collection simplified"

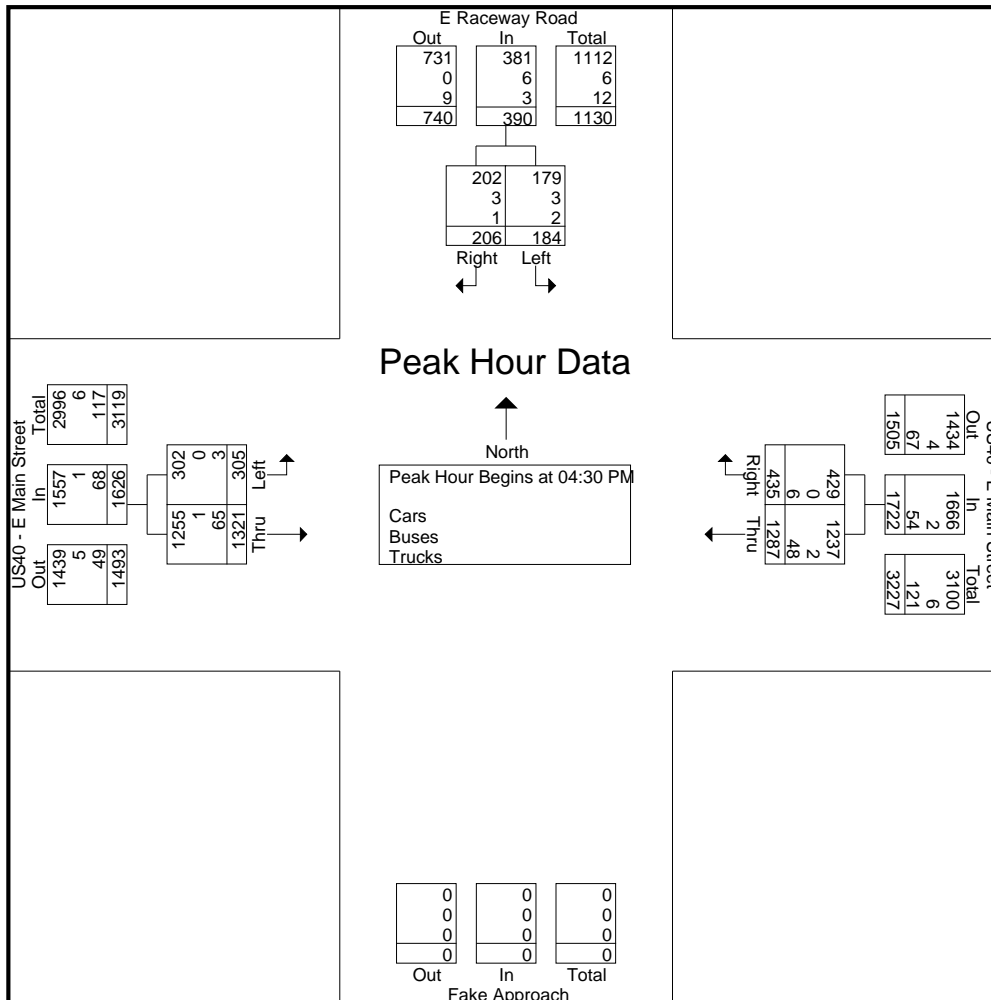
File Name : Raceway\_Road\_at\_US40\_978905\_08-11-2022

Site Code : Site 5

Start Date : 8/11/2022

Page No : 4

Start Time	E Raceway Road From North			US40 - E Main Street From East			US40 - E Main Street From West			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	51	57	108	297	94	391	63	335	398	897
04:45 PM	42	56	98	322	121	443	70	335	405	946
05:00 PM	44	36	80	312	103	415	88	343	431	926
05:15 PM	47	57	104	356	117	473	84	308	392	969
Total Volume	184	206	390	1287	435	1722	305	1321	1626	3738
% App. Total	47.2	52.8		74.7	25.3		18.8	81.2		
PHF	.902	.904	.903	.904	.899	.910	.866	.963	.943	.964
Cars	179	202	381	1237	429	1666	302	1255	1557	3604
% Cars	97.3	98.1	97.7	96.1	98.6	96.7	99.0	95.0	95.8	96.4
Buses	3	3	6	2	0	2	0	1	1	9
% Buses	1.6	1.5	1.5	0.2	0	0.1	0	0.1	0.1	0.2
Trucks	2	1	3	48	6	54	3	65	68	125
% Trucks	1.1	0.5	0.8	3.7	1.4	3.1	1.0	4.9	4.2	3.3



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"2022 ... Data Collection simplified"

Mostly Sunny - 85 Degrees  
Schools in Session

File Name : US40-E\_Main\_at\_Ronald\_Reagan\_Pkwy\_978903\_08-11-2022

Site Code : Site 3

Start Date : 8/11/2022

Page No : 1

## Groups Printed- Cars - Buses - Trucks

Start Time	Ronald Reagan Pkwy From North				US40 - E Main Street From East				Ronald Reagan Pkwy From South				US40 - E Main Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	58	75	38	171	41	122	24	187	19	112	50	181	31	212	12	255	794
07:15 AM	103	112	35	250	50	124	22	196	17	76	44	137	29	189	13	231	814
07:30 AM	82	124	35	241	53	159	33	245	25	115	47	187	29	210	14	253	926
07:45 AM	85	153	46	284	57	210	39	306	18	100	50	168	32	191	18	241	999
Total	328	464	154	946	201	615	118	934	79	403	191	673	121	802	57	980	3533
08:00 AM	71	79	29	179	33	167	17	217	34	76	37	147	23	178	19	220	763
08:15 AM	79	87	34	200	39	162	31	232	16	83	39	138	34	159	17	210	780
08:30 AM	73	68	46	187	27	137	29	193	31	100	28	159	23	163	22	208	747
08:45 AM	77	73	44	194	38	145	26	209	15	107	37	159	44	164	6	214	776
Total	300	307	153	760	137	611	103	851	96	366	141	603	124	664	64	852	3066
04:00 PM	68	114	55	237	44	253	47	344	28	128	52	208	50	238	23	311	1100
04:15 PM	74	98	54	226	49	273	49	371	36	121	64	221	61	245	24	330	1148
04:30 PM	85	116	67	268	36	288	43	367	32	133	93	258	52	229	20	301	1194
04:45 PM	80	131	71	282	39	251	73	363	30	146	91	267	66	246	9	321	1233
Total	307	459	247	1013	168	1065	212	1445	126	528	300	954	229	958	76	1263	4675
05:00 PM	95	123	78	296	34	240	69	343	30	131	87	248	61	237	29	327	1214
05:15 PM	76	87	63	226	40	277	63	380	36	136	83	255	67	244	22	333	1194
05:30 PM	69	107	32	208	58	281	60	399	23	154	75	252	47	252	25	324	1183
05:45 PM	63	102	61	226	39	227	59	325	39	129	61	229	55	228	14	297	1077
Total	303	419	234	956	171	1025	251	1447	128	550	306	984	230	961	90	1281	4668
Grand Total	1238	1649	788	3675	677	3316	684	4677	429	1847	938	3214	704	3385	287	4376	15942
Apprch %	33.7	44.9	21.4		14.5	70.9	14.6		13.3	57.5	29.2		16.1	77.4	6.6		
Total %	7.8	10.3	4.9	23.1	4.2	20.8	4.3	29.3	2.7	11.6	5.9	20.2	4.4	21.2	1.8	27.4	
Cars	1097	1473	756	3326	614	3206	582	4402	412	1641	858	2911	661	3270	271	4202	14841
% Cars	88.6	89.3	95.9	90.5	90.7	96.7	85.1	94.1	96	88.8	91.5	90.6	93.9	96.6	94.4	96	93.1
Buses	6	4	1	11	5	10	2	17	1	4	1	6	1	3	0	4	38
% Buses	0.5	0.2	0.1	0.3	0.7	0.3	0.3	0.4	0.2	0.2	0.1	0.2	0.1	0.1	0	0.1	0.2
Trucks	135	172	31	338	58	100	100	258	16	202	79	297	42	112	16	170	1063
% Trucks	10.9	10.4	3.9	9.2	8.6	3	14.6	5.5	3.7	10.9	8.4	9.2	6	3.3	5.6	3.9	6.7

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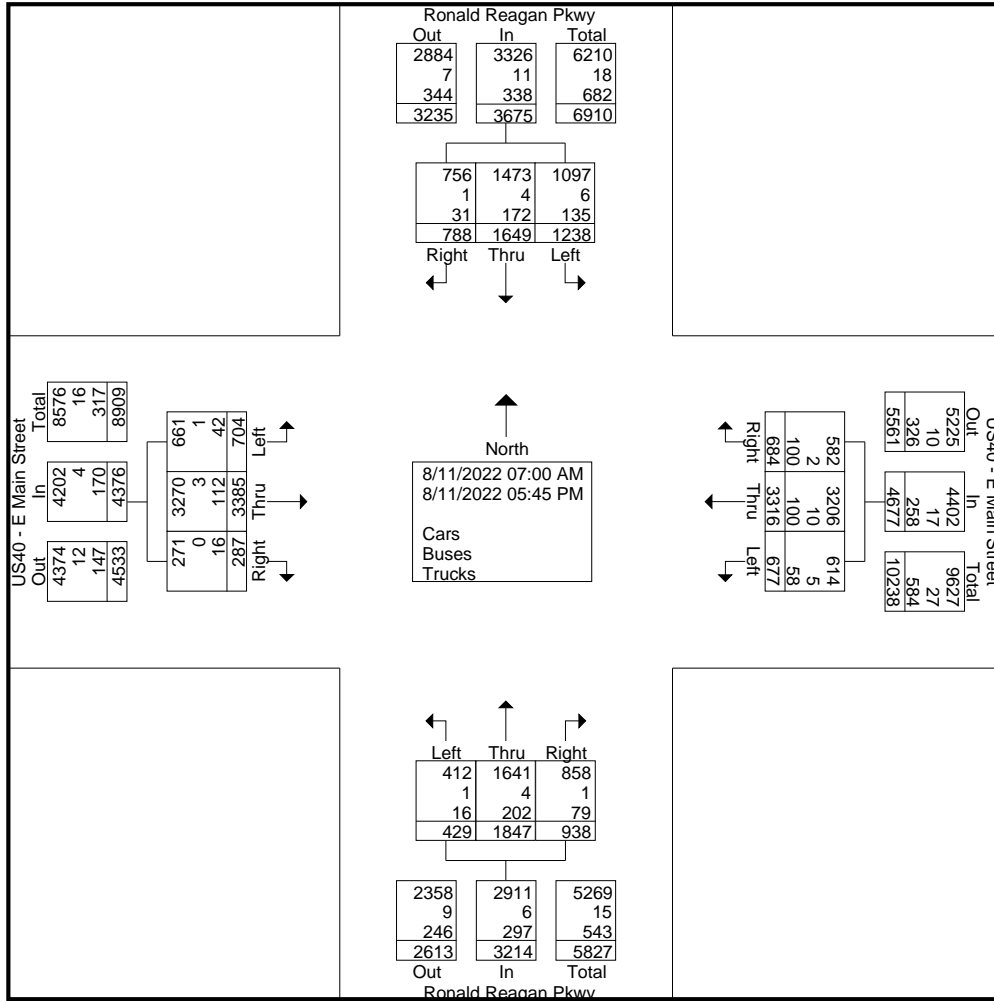
"2022 ... Data Collection simplified"

File Name : US40-E\_Main\_at\_Ronald\_Reagan\_Pkwy\_978903\_08-11-2022

Site Code : Site 3

Start Date : 8/11/2022

Page No : 2



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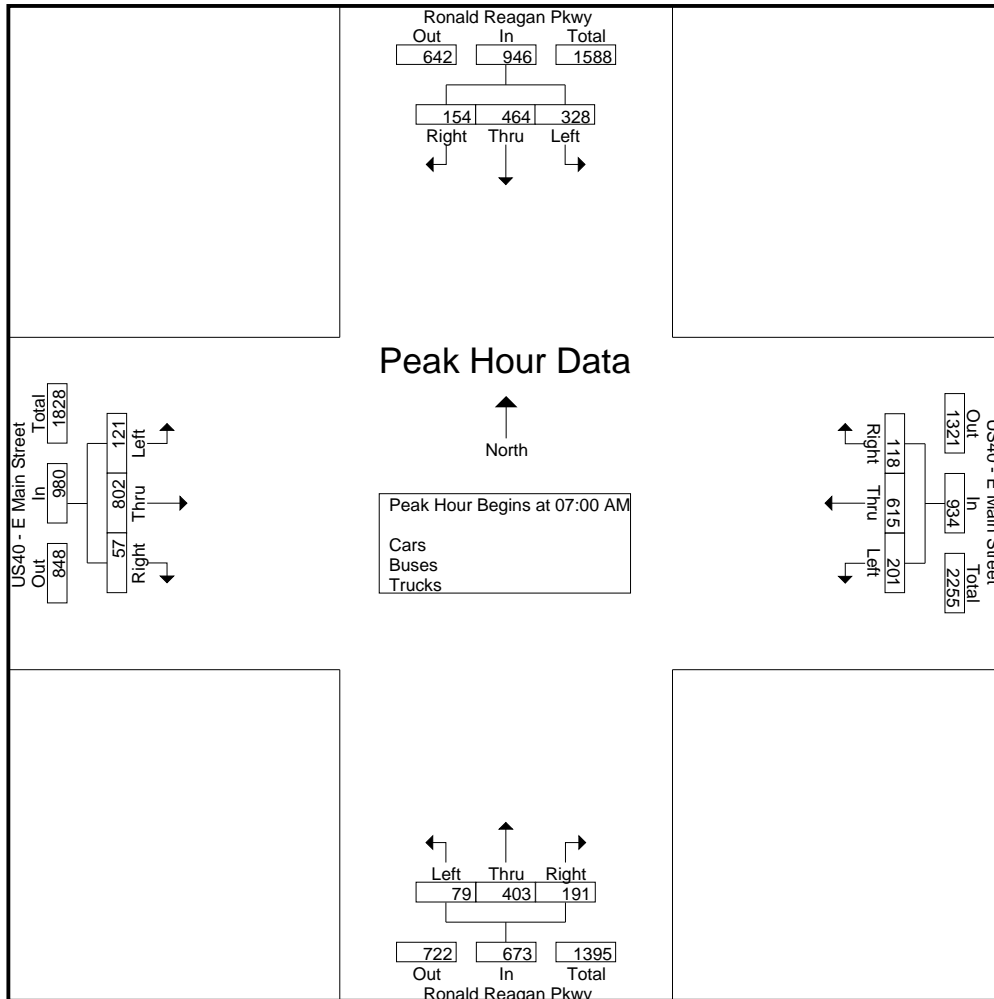
File Name : US40-E\_Main\_at\_Ronald\_Reagan\_Pkwy\_978903\_08-11-2022

Site Code : Site 3

Start Date : 8/11/2022

Page No : 3

Start Time	Ronald Reagan Pkwy From North				US40 - E Main Street From East				Ronald Reagan Pkwy From South				US40 - E Main Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	58	75	38	171	41	122	24	187	19	112	50	181	31	212	12	255	794
07:15 AM	103	112	35	250	50	124	22	196	17	76	44	137	29	189	13	231	814
07:30 AM	82	124	35	241	53	159	33	245	25	115	47	187	29	210	14	253	926
07:45 AM	85	153	46	284	57	210	39	306	18	100	50	168	32	191	18	241	999
Total Volume	328	464	154	946	201	615	118	934	79	403	191	673	121	802	57	980	3533
% App. Total	34.7	49	16.3		21.5	65.8	12.6		11.7	59.9	28.4		12.3	81.8	5.8		
PHF	.796	.758	.837	.833	.882	.732	.756	.763	.790	.876	.955	.900	.945	.946	.792	.961	.884



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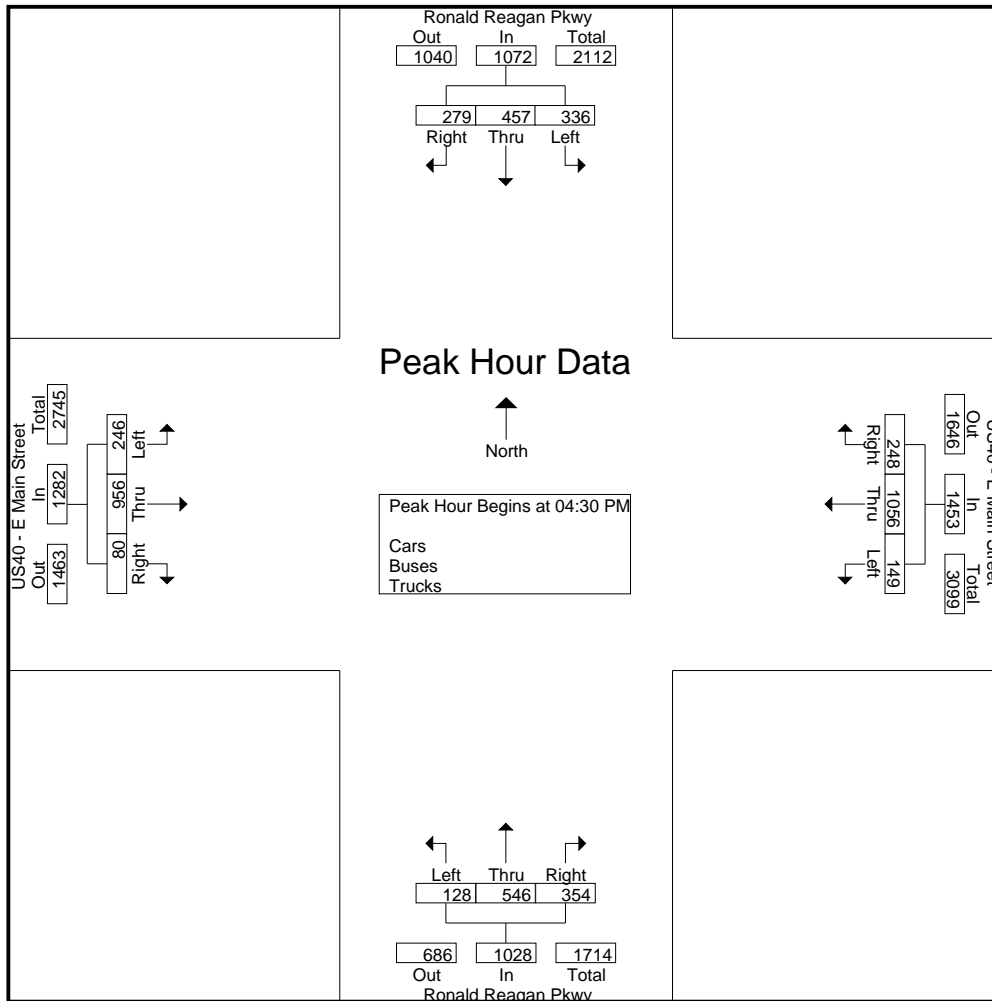
File Name : US40-E\_Main\_at\_Ronald\_Reagan\_Pkwy\_978903\_08-11-2022

Site Code : Site 3

Start Date : 8/11/2022

Page No : 4

Start Time	Ronald Reagan Pkwy From North				US40 - E Main Street From East				Ronald Reagan Pkwy From South				US40 - E Main Street From West				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	85	116	67	268	36	<b>288</b>	43	367	32	133	<b>93</b>	258	52	229	20	301	1194
04:45 PM	80	<b>131</b>	71	282	39	251	<b>73</b>	363	30	<b>146</b>	91	<b>267</b>	66	<b>246</b>	9	321	<b>1233</b>
05:00 PM	<b>95</b>	123	<b>78</b>	<b>296</b>	34	240	69	343	30	131	87	248	61	237	<b>29</b>	327	1214
05:15 PM	76	87	63	226	<b>40</b>	277	63	<b>380</b>	<b>36</b>	136	83	255	<b>67</b>	244	22	<b>333</b>	1194
Total Volume	336	457	279	1072	149	1056	248	1453	128	546	354	1028	246	956	80	1282	4835
% App. Total	31.3	42.6	26		10.3	72.7	17.1		12.5	53.1	34.4		19.2	74.6	6.2		
PHF	.884	.872	.894	.905	.931	.917	.849	.956	.889	.935	.952	.963	.918	.972	.690	.962	.980



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swcummins@ccsdata.com 859-361-2589

"2022 ... Data Collection simplified"

File Name : AAR\_Aircraft\_Services\_at\_W\_Perimeter\_Road\_978907\_08-11-2022  
 Mostly Sunny - 85 Degrees Site Code : Site 6  
 Schools in Session Start Date : 8/11/2022  
 Page No : 1

Groups Printed- Cars - Buses - Trucks

Start Time	W Perimeter Road From North			IMC Road - AAR Aircraft From East			W Perimeter Road From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	4	24	28	0	1	1	12	0	12	41
07:15 AM	6	29	35	0	1	1	34	0	34	70
07:30 AM	7	32	39	0	4	4	37	0	37	80
07:45 AM	7	19	26	0	0	0	28	0	28	54
Total	24	104	128	0	6	6	111	0	111	245
08:00 AM	5	19	24	0	12	12	23	1	24	60
08:15 AM	3	29	32	0	1	1	20	0	20	53
08:30 AM	4	16	20	0	2	2	19	1	20	42
08:45 AM	4	25	29	0	0	0	27	0	27	56
Total	16	89	105	0	15	15	89	2	91	211
04:00 PM	0	49	49	0	7	7	36	0	36	92
04:15 PM	1	37	38	0	6	6	44	0	44	88
04:30 PM	0	65	65	0	7	7	50	0	50	122
04:45 PM	1	35	36	0	9	9	44	0	44	89
Total	2	186	188	0	29	29	174	0	174	391
05:00 PM	1	53	54	1	1	2	48	0	48	104
05:15 PM	1	43	44	0	4	4	42	0	42	90
05:30 PM	1	41	42	1	4	5	64	0	64	111
05:45 PM	0	37	37	0	2	2	41	0	41	80
Total	3	174	177	2	11	13	195	0	195	385
Grand Total	45	553	598	2	61	63	569	2	571	1232
Apprch %	7.5	92.5		3.2	96.8		99.6	0.4		
Total %	3.7	44.9	48.5	0.2	5	5.1	46.2	0.2	46.3	
Cars	44	526	570	2	60	62	548	2	550	1182
% Cars	97.8	95.1	95.3	100	98.4	98.4	96.3	100	96.3	95.9
Buses	0	8	8	0	0	0	8	0	8	16
% Buses	0	1.4	1.3	0	0	0	1.4	0	1.4	1.3
Trucks	1	19	20	0	1	1	13	0	13	34
% Trucks	2.2	3.4	3.3	0	1.6	1.6	2.3	0	2.3	2.8

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swcummins@ccsdata.com 859-361-2589

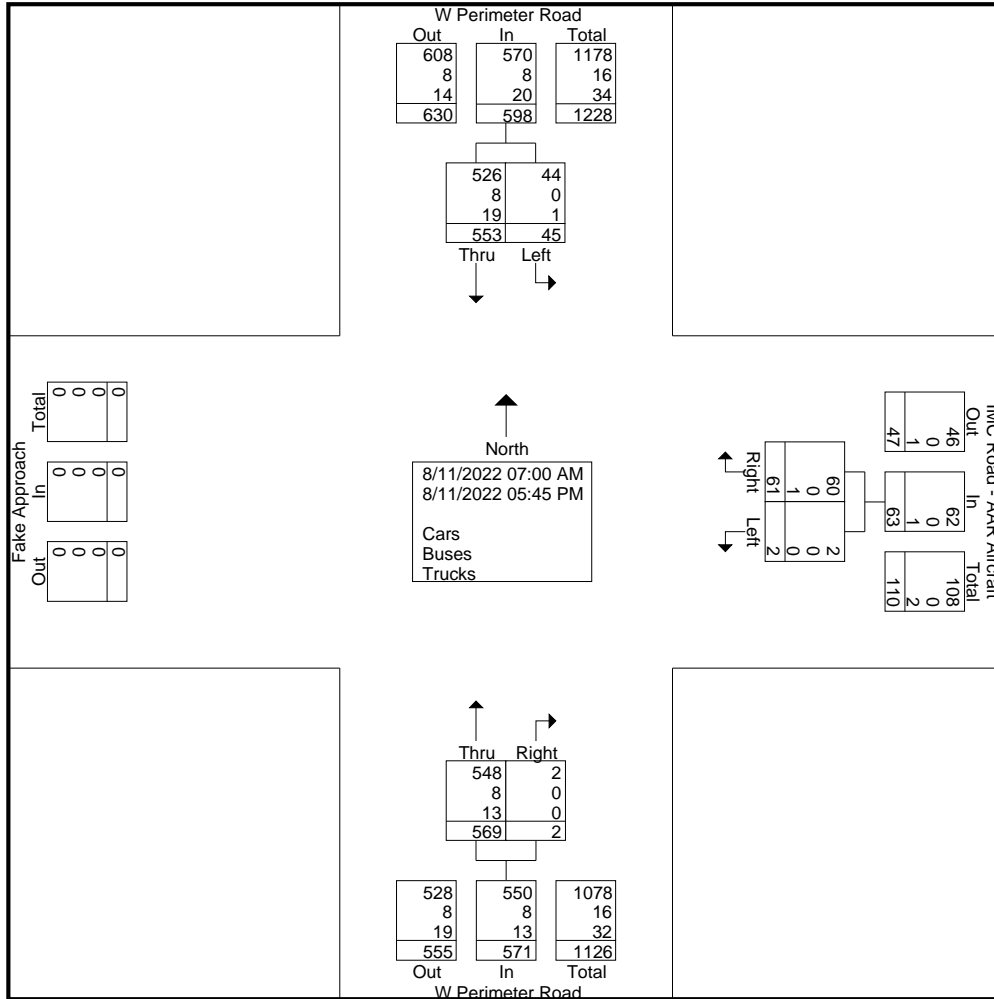
"2022 ... Data Collection simplified"

File Name : AAR\_Aircraft\_Services\_at\_W\_Perimeter\_Road\_978907\_08-11-2022

Site Code : Site 6

Start Date : 8/11/2022

Page No : 2



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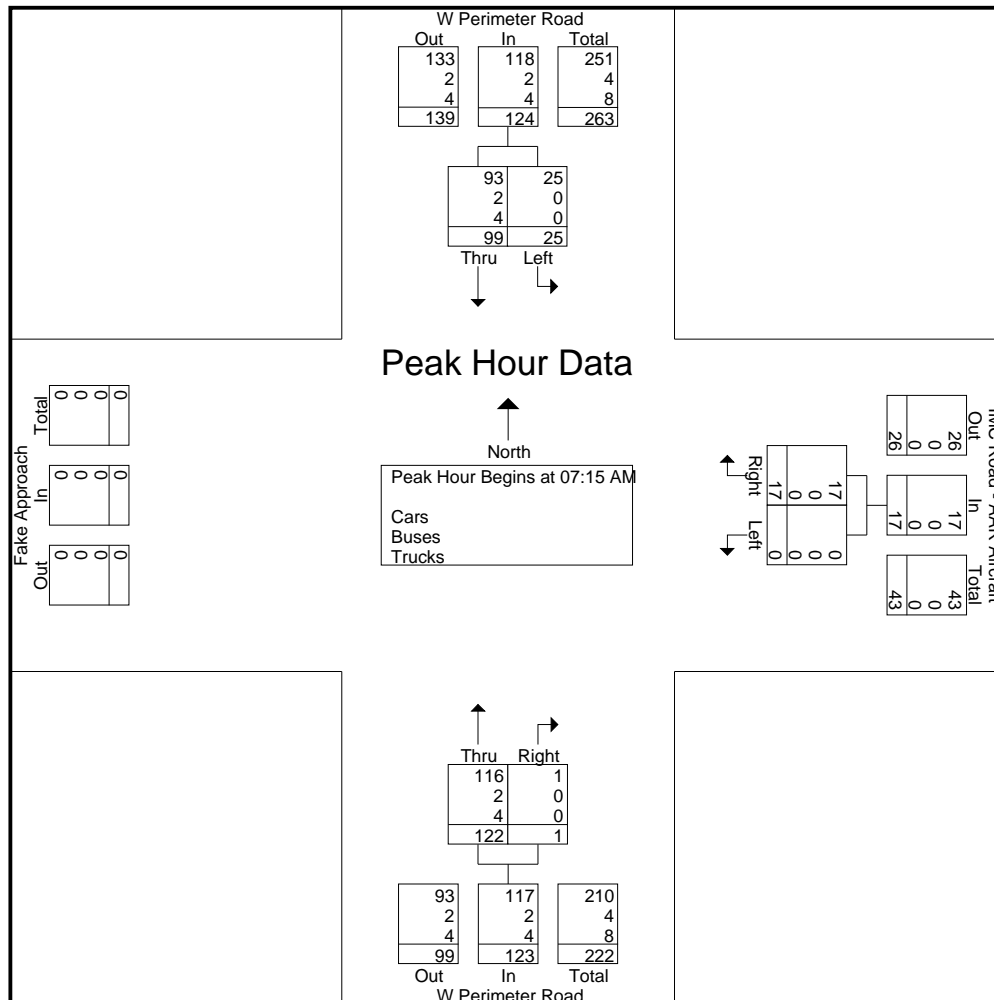
File Name : AAR\_Aircraft\_Services\_at\_W\_Perimeter\_Road\_978907\_08-11-2022

Site Code : Site 6

Start Date : 8/11/2022

Page No : 3

Start Time	W Perimeter Road From North			IMC Road - AAR Aircraft From East			W Perimeter Road From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	6	29	35	0	1	1	34	0	34	70
07:30 AM	7	32	39	0	4	4	37	0	37	80
07:45 AM	7	19	26	0	0	0	28	0	28	54
08:00 AM	5	19	24	0	12	12	23	1	24	60
Total Volume	25	99	124	0	17	17	122	1	123	264
% App. Total	20.2	79.8		0	100		99.2	0.8		
PHF	.893	.773	.795	.000	.354	.354	.824	.250	.831	.825
Cars	25	93	118	0	17	17	116	1	117	252
% Cars	100	93.9	95.2	0	100	100	95.1	100	95.1	95.5
Buses	0	2	2	0	0	0	2	0	2	4
% Buses	0	2.0	1.6	0	0	0	1.6	0	1.6	1.5
Trucks	0	4	4	0	0	0	4	0	4	8
% Trucks	0	4.0	3.2	0	0	0	3.3	0	3.3	3.0



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"2022 ... Data Collection simplified"

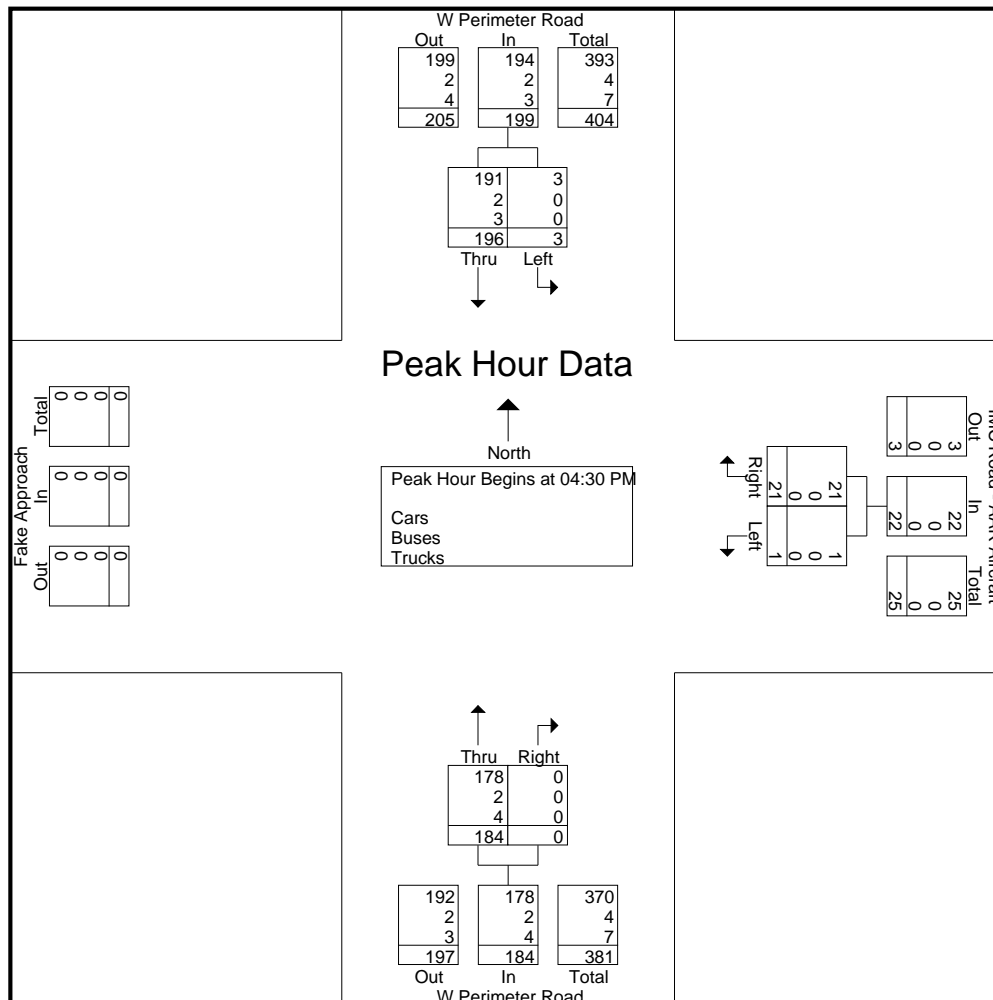
File Name : AAR\_Aircraft\_Services\_at\_W\_Perimeter\_Road\_978907\_08-11-2022

Site Code : Site 6

Start Date : 8/11/2022

Page No : 4

Start Time	W Perimeter Road From North			IMC Road - AAR Aircraft From East			W Perimeter Road From South			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	65	65	0	7	7	50	0	50	122
04:45 PM	1	35	36	0	9	9	44	0	44	89
05:00 PM	1	53	54	1	1	2	48	0	48	104
05:15 PM	1	43	44	0	4	4	42	0	42	90
Total Volume	3	196	199	1	21	22	184	0	184	405
% App. Total	1.5	98.5	97.5	4.5	95.5	100	96.7	0	96.7	97.3
PHF	.750	.754	.765	.250	.583	.611	.920	.000	.920	.830
Cars	3	191	194	1	21	22	178	0	178	394
% Cars	100	97.4	97.5	100	100	100	96.7	0	96.7	97.3
Buses	0	2	2	0	0	0	2	0	2	4
% Buses	0	1.0	1.0	0	0	0	1.1	0	1.1	1.0
Trucks	0	3	3	0	0	0	4	0	4	7
% Trucks	0	1.5	1.5	0	0	0	2.2	0	2.2	1.7



**Life Science Center**  
City of Plainfield, IN

ITE Trip Generation									
Land Use Description	ITE Code	Size	Unit	AM Peak Hour			PM Peak Hour		
				Total	Entering	Exiting	Total	Entering	Exiting
<b>Area 1</b>									
Strip Retail Plaza (<40k)	822	5 Buildings x 10	1,000 SF	145	87	58	390	195	195
<i>Internal Capture</i>				35	19	16	230	113	117
High-Turnover (Sit-Down) Restaurant	932	5 Buildings x 10	1,000 SF	480	264	216	455	278	177
<i>Internal Capture</i>				80	50	30	187	75	112
<i>Pass-By Reduction (43% AM, 43% PM)</i>				172	86	86	115	58	57
Multi Family Housing (Low Rise)	220	5 Buildings x 6	Units	32	8	24	33	21	12
<i>Internal Capture</i>				7	1	6	15	9	6
<b>Area 1 Primary Trips</b>				<b>363</b>	<b>203</b>	<b>160</b>	<b>331</b>	<b>239</b>	<b>92</b>
<b>Area 2</b>									
Fast Food Restaurant with Drive-Trough Window	934	2.5	1,000 SF	112	57	55	83	43	40
<i>Internal Capture</i>				19	11	8	37	12	25
<i>Pass-By Reduction (50% AM, 55% PM)</i>				47	24	23	25	13	12
Hotel	310	122	Rooms	54	30	24	62	32	30
<i>Internal Capture</i>				12	1	11	44	23	21
<b>Area 2 Primary Trips</b>				<b>88</b>	<b>51</b>	<b>37</b>	<b>39</b>	<b>27</b>	<b>12</b>
<b>Area 3</b>									
General Light Industrial	110	200	1,000 SF	140	123	17	66	9	57
<b>Area 3 Primary Trips</b>				<b>140</b>	<b>123</b>	<b>17</b>	<b>66</b>	<b>9</b>	<b>57</b>
<b>Area 4</b>									
General Light Industrial	110	100	1,000 SF	72	63	9	40	6	34
General Office Building	710	30	1,000 SF	59	52	7	61	9	52
<i>Internal Capture</i>				18	12	6	11	3	8
<b>Area 4 Primary Trips</b>				<b>113</b>	<b>103</b>	<b>10</b>	<b>90</b>	<b>12</b>	<b>78</b>
<b>Area 5</b>									
Warehousing	150	100	1,000 SF	36	28	8	38	11	27
<b>Area 5 Primary Trips</b>				<b>36</b>	<b>28</b>	<b>8</b>	<b>38</b>	<b>11</b>	<b>27</b>
<b>Area 6</b>									
Warehousing	150	60	1,000 SF	31	24	7	34	10	24
<b>Area 6 Primary Trips</b>				<b>31</b>	<b>24</b>	<b>7</b>	<b>34</b>	<b>10</b>	<b>24</b>
<b>Area 7</b>									
General Office Building	710	20	1,000 SF	42	37	5	44	6	38
<i>Internal Capture</i>				14	9	5	8	2	6
<b>Area 7 Primary Trips</b>				<b>28</b>	<b>28</b>	<b>0</b>	<b>36</b>	<b>4</b>	<b>32</b>
<b>Area 8</b>									
General Office Building	710	80	1,000 SF	138	121	17	138	19	119
<i>Internal Capture</i>				44	28	16	26	7	19
<b>Area 8 Primary Trips</b>				<b>94</b>	<b>93</b>	<b>1</b>	<b>112</b>	<b>12</b>	<b>100</b>
<b>Area 9</b>									
General Light Industrial	110	55	1,000 SF	41	36	5	36	5	31
Warehousing	150	40	1,000 SF	28	22	6	31	9	22
<b>Area 9 Primary Trips</b>				<b>69</b>	<b>58</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>53</b>
<b>Area 10</b>									
General Light Industrial	110	55	1,000 SF	41	36	5	36	5	31
Warehousing	150	45	1,000 SF	29	22	7	32	9	23
<b>Area 10 Primary Trips</b>				<b>70</b>	<b>58</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>54</b>
<b>Area 11</b>									
General Light Industrial	110	30	1,000 SF	24	21	3	17	2	15
<b>Area 11 Primary Trips</b>				<b>24</b>	<b>21</b>	<b>3</b>	<b>17</b>	<b>2</b>	<b>15</b>
<b>Area 12</b>									
General Light Industrial	110	15	1,000 SF	14	12	2	10	1	9
<b>Area 12 Primary Trips</b>				<b>14</b>	<b>12</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>9</b>
<b>Total Trips</b>				<b>1,518</b>	<b>1,043</b>	<b>475</b>	<b>1,606</b>	<b>670</b>	<b>936</b>
<b>Total Internal Capture</b>				<b>229</b>	<b>131</b>	<b>98</b>	<b>558</b>	<b>244</b>	<b>314</b>
<b>Total Pass-By Reduction</b>				<b>219</b>	<b>110</b>	<b>109</b>	<b>140</b>	<b>71</b>	<b>69</b>
<b>Total Primary Trips</b>				<b>1,070</b>	<b>802</b>	<b>268</b>	<b>908</b>	<b>355</b>	<b>553</b>

**Life Science Center**  
City of Plainfield, IN

TRIP ASSIGNMENT ROUTINGS												
ORIGIN	DESTINATION	TRIP ROUTINGS		AFFECTED MOVEMENTS BY TRIPS						AM TRIPS	PM TRIPS	
		O-D PERCENT	ROUTE SPLIT									
<b>Area 1</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 13	25%	100%	5EBT	3EBR	13SBL				51	60	
SR 40 (East)	Intersection 6	35%	100%	4WBL	6SBR					71	84	
S Ronald Reagan Pkwy (South)	Intersection 13	20%	40%	1NBT	2NBT	5NBR	3EBR	13SBL		16	19	
S Ronald Reagan Pkwy (South)	Intersection 13	20%	20%	1NBT	2NBR	10EBT	11EBL	12NBT	13NBR	8	9	
S Ronald Reagan Pkwy (South)	Intersection 6	20%	40%	1NBR	9EBT	8EBL	7NBT	6NBL		16	19	
S Ronald Reagan Pkwy (North)	Intersection 13	20%	100%	5SBL	3EBR	13SBL				41	48	
<b>Total Entering Trips</b>										<b>203</b>	<b>239</b>	
<b>Exiting Trips</b>												
Intersection 13	SR 40 (West)	25%	50%	13WBR	3NBL	5WBT				20	12	
Intersection 6	SR 40 (West)	25%	50%	6EBL	4NBL	3WBT	5WBT			20	12	
Intersection 6	SR 40 (East)	35%	50%	6EBL	4NBR					28	16	
Intersection 13	SR 40 (East)	35%	50%	13WBR	3NBR	4EBT				28	16	
Intersection 13	S Ronald Reagan Pkwy (South)	20%	50%	13WBL	12SBT	11SBR	10WBT	2WBL	1SBT	16	9	
Intersection 13	S Ronald Reagan Pkwy (South)	20%	50%	13WBR	3NBL	5WBL	2SBT	1SBT		16	9	
Intersection 13	S Ronald Reagan Pkwy (North)	20%	50%	13WBR	3NBL	5WBR				16	9	
Intersection 6	S Ronald Reagan Pkwy (North)	20%	50%	6EBL	4NBL	3WBT	5WBR			16	9	
<b>Total Exiting Trips</b>										<b>160</b>	<b>92</b>	
<b>Pass-By Trips</b>												
SR 40 (WEST)	SR 40 (EAST)	50%	50%	-3EBT	3EBR	13SBL	13WBR	3NBR		22	15	
SR 40 (WEST)	SR 40 (EAST)	50%	50%	-3EBT	3EBR	13SBL	6EBL	4NBR	-4EBT	22	15	
SR 40 (EAST)	SR 40 (WEST)	50%	50%	-4WBT	4WBL	6SBR	6EBL	4NBL		21	14	
SR 40 (EAST)	SR 40 (WEST)	50%	50%	-4WBT	4WBL	6SBR	13WBR	3NBL	-3WBT	21	14	
<b>Total Pass-By Trips</b>										<b>86</b>	<b>58</b>	
<b>Area 2</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 4	25%	50%	5EBT	3EBT	4EBR				6	3	
SR 40 (West)	Intersection 6	25%	50%	5EBT	3EBT	4EBR	6SBL			6	3	
SR 40 (East)	Intersection 4	35%	50%	4WBL						9	5	
SR 40 (East)	Intersection 6	35%	50%	4WBL	6SBL					9	5	
S Ronald Reagan Pkwy (South)	Intersection 6	20%	40%	1NBR	9EBT	8EBL	7NBT	6NBT		4	2	
S Ronald Reagan Pkwy (South)	Intersection 6	20%	20%	1NBR	9EBT	8EBL	7NBT	6NBR		3	1	
S Ronald Reagan Pkwy (South)	Intersection 4	20%	40%	1NBT	2NBT	5NBR	3EBT	4EBR		4	2	
S Ronald Reagan Pkwy (North)	Intersection 4	20%	50%	5SBL	3EBT	4EBR				5	3	
S Ronald Reagan Pkwy (North)	Intersection 6	20%	50%	5SBL	3EBT	4EBR	6SBL			5	3	
<b>Total Entering Trips</b>										<b>51</b>	<b>27</b>	
<b>Exiting Trips</b>												
Intersection 4	SR 40 (West)	25%	50%	4NBL	3WBT	5WBT				5	2	
Intersection 6	SR 40 (West)	25%	50%	6WBR	4NBL	3WBT	5WBT			5	2	
Intersection 4	SR 40 (East)	35%	50%	4NBR						6	2	
Intersection 6	SR 40 (East)	35%	50%	6WBR	4NBR					6	2	
Intersection 6	S Ronald Reagan Pkwy (South)	20%	50%	6SBT	7SBT	8SBR	9WBT	1WBL		4	1	
Intersection 6	S Ronald Reagan Pkwy (South)	20%	50%	6WBR	4NBL	3WBT	5WBL	2SBT	1SBT	4	1	
Intersection 4	S Ronald Reagan Pkwy (North)	20%	50%	4NBL	3WBT	5WBR				4	1	
Intersection 6	S Ronald Reagan Pkwy (North)	20%	50%	6WBR	4NBL	3WBT	5WBR			3	1	
<b>Total Exiting Trips</b>										<b>37</b>	<b>12</b>	
<b>Pass-By Trips</b>												
SR 40 (WEST)	SR 40 (EAST)	50%	50%	-4EBT	4EBR	6SBL	6WBR	4NBR		6	3	
SR 40 (WEST)	SR 40 (EAST)	50%	50%	-3EBT	3EBR	13SBL	6EBT	6WBR	4NBR	-4EBT	6	3
SR 40 (EAST)	SR 40 (WEST)	50%	50%	-4WBT	4WBL	6SBL	6WBR	4NBL		6	3	
SR 40 (EAST)	SR 40 (WEST)	50%	50%	-4WBT	4WBL	6SBL	6WBT	13WBR	3NBL	-3WBT	6	3
<b>Total Pass-By Trips</b>										<b>24</b>	<b>12</b>	
<b>Area 3</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 12	25%	20%	5EBT	3EBR	13SBT	12SBL			7	1	
SR 40 (West)	Intersection 13	25%	20%	5EBT	3EBR	13SBL				7	1	
SR 40 (West)	Intersection 6	25%	20%	5EBT	3EBT	4EBR	6SBT			7	1	
SR 40 (West)	Intersection 6	25%	20%	5EBT	3EBR	13SBL	6EBR			7	1	
SR 40 (West)	Intersection 7	25%	20%	5EBT	3EBR	13SBT	12SBT	11SBT	7EBL	7	1	
SR 40 (East)	Intersection 12	35%	25%	4WBT	3WBL	13SBT	12SBL			11	1	
SR 40 (East)	Intersection 6	35%	25%	4WBL	6SBR					11	1	
SR 40 (East)	Intersection 6	35%	25%	4WBL	6SBT					11	1	
SR 40 (East)	Intersection 7	35%	25%	4WBL	6SBT	7SBR				11	1	
S Ronald Reagan Pkwy (South)	Intersection 12	20%	25%	1NBT	2NBR	10EBT	11EBL	12NBR		6	0	
S Ronald Reagan Pkwy (South)	Intersection 13	20%	25%	1NBT	2NBR	10EBT	11EBL	12NBT	13NBR	6	0	
S Ronald Reagan Pkwy (South)	Intersection 6	20%	25%	1NBR	9EBT	8EBL	7NBT	6NBR		6	0	
S Ronald Reagan Pkwy (South)	Intersection 7	20%	25%	1NBR	9EBT	8EBL	7NBT			6	0	

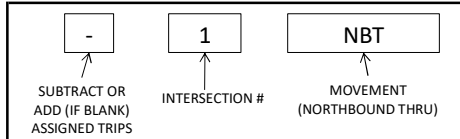
TRIP ASSIGNMENT ROUTINGS												
ORIGIN	DESTINATION	TRIP ROUTINGS		AFFECTED MOVEMENTS BY TRIPS							AM TRIPS	PM TRIPS
		O-D PERCENT	ROUTE SPLIT									
S Ronald Reagan Pkwy (North)	Intersection 12	20%	20%	5SBL	3EBR	13SBT	12SBL				4	0
S Ronald Reagan Pkwy (North)	Intersection 13	20%	20%	5SBL	3EBR	13SBL					4	0
S Ronald Reagan Pkwy (North)	Intersection 6	20%	20%	5SBL	3EBT	4EBR	6SBT				4	0
S Ronald Reagan Pkwy (North)	Intersection 6	20%	20%	5SBL	3EBR	13SBL	6EBR				4	0
S Ronald Reagan Pkwy (North)	Intersection 7	20%	20%	5SBL	3EBR	13SBT	12SBT	11SBT	7EBL		4	0
<b>Total Entering Trips</b>											<b>123</b>	<b>9</b>
<b>Exiting Trips</b>												
Intersection 12	SR 40 (West)	25%	25%	12WBR	13NBT	3NBL	5WBT				2	4
Intersection 13	SR 40 (West)	25%	25%	13WBR	3NBL	5WBT					1	4
Intersection 6	SR 40 (West)	25%	25%	6NBT	4NBL	3WBT	5WBT				1	4
Intersection 11	SR 40 (West)	25%	25%	11NBT	12NBT	13NBT	3NBL	5WBT			1	4
Intersection 12	SR 40 (East)	35%	25%	13NBT	3NBR	4EBT					1	5
Intersection 6	SR 40 (East)	35%	25%	6EBL	4NBR						1	5
Intersection 6	SR 40 (East)	35%	25%	6NBT	4NBR						1	5
Intersection 11	SR 40 (East)	35%	25%	7EBL	6NBT	4NBR					1	5
Intersection 12	S Ronald Reagan Pkwy (South)	20%	25%	12WBL	11SBR	10WBT	2WBL	1SBT			1	3
Intersection 13	S Ronald Reagan Pkwy (South)	20%	25%	13WBL	12SBT	11SBR	10WBT	2WBL	1SBT		1	3
Intersection 6	S Ronald Reagan Pkwy (South)	20%	25%	7SBT	8SBR	9WBT	1WBL				1	3
Intersection 11	S Ronald Reagan Pkwy (South)	20%	25%	11NBL	10WBT	2WBL	1SBT				1	3
Intersection 12	S Ronald Reagan Pkwy (North)	20%	25%	12WBR	13NBT	3NBL	5WBR				1	3
Intersection 13	S Ronald Reagan Pkwy (North)	20%	25%	13WBR	3NBL	5WBR					1	2
Intersection 6	S Ronald Reagan Pkwy (North)	20%	25%	6NBT	4NBL	3WBT	5WBR				1	2
Intersection 11	S Ronald Reagan Pkwy (North)	20%	25%	11NBT	12NBT	13NBT	3NBL	5WBR			1	2
<b>Total Exiting Trips</b>											<b>17</b>	<b>57</b>
<b>Area 4</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 6	25%	40%	5EBT	3EBT	4EBR	6SBT				11	1
SR 40 (West)	Intersection 6	25%	40%	5EBT	3EBR	13SBL	6EBR				11	1
SR 40 (West)	Intersection 7	25%	20%	5EBT	3EBR	13SBL	6EBR	7SBT			5	1
SR 40 (East)	Intersection 6	35%	70%	4WBL	6SBT						25	3
SR 40 (East)	Intersection 7	35%	30%	4WBL	6SBT	7SBT					11	1
S Ronald Reagan Pkwy (South)	Intersection 6	20%	70%	1NBR	9EBT	8EBL	7NBT	6NBT			14	2
S Ronald Reagan Pkwy (South)	Intersection 7	20%	30%	1NBR	9EBT	8EBL	7NBT				6	1
S Ronald Reagan Pkwy (North)	Intersection 6	20%	40%	5SBL	3EBT	4EBR	6SBT				8	1
S Ronald Reagan Pkwy (North)	Intersection 6	20%	40%	5SBL	3EBR	13SBL	6EBR				8	1
S Ronald Reagan Pkwy (North)	Intersection 7	20%	20%	5SBL	3EBR	13SBL	6EBR	7SBT			4	0
<b>Total Entering Trips</b>											<b>103</b>	<b>12</b>
<b>Exiting Trips</b>												
Intersection 6	SR 40 (West)	25%	70%	6NBT	4NBL	3WBT	5WBT				2	14
Intersection 7	SR 40 (West)	25%	30%	7NBT	6NBT	4NBL	3WBT	5WBT			1	5
Intersection 6	SR 40 (East)	35%	70%	6NBT	4NBR						2	19
Intersection 7	SR 40 (East)	35%	30%	7NBT	6NBT	4NBR					1	8
Intersection 6	S Ronald Reagan Pkwy (South)	20%	70%	6SBT	7SBT	8SBR	9WBT	1WBL			1	11
Intersection 7	S Ronald Reagan Pkwy (South)	20%	30%	7SBT	8SBR	9WBT	1WBL				1	5
Intersection 6	S Ronald Reagan Pkwy (North)	20%	70%	6NBT	4NBL	3WBT	5WBR				1	11
Intersection 7	S Ronald Reagan Pkwy (North)	20%	30%	7NBT	6NBT	4NBL	3WBT	5WBR			1	5
<b>Total Exiting Trips</b>											<b>10</b>	<b>78</b>
<b>Area 5</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 12	25%	50%	5EBT	3EBR	13SBT	12SBR				4	2
SR 40 (West)	Intersection 10	25%	50%	5EBR	2SBL	10EBL					4	1
SR 40 (East)	Intersection 12	35%	50%	4WBT	3WBL	13SBT	12SBR				4	2
SR 40 (East)	Intersection 10	35%	50%	4WBL	6SBT	7SBR	11NBL	10WBR			4	2
S Ronald Reagan Pkwy (South)	Intersection 12	20%	50%	1NBT	2NBR	10EBT	11EBL	12NBL			3	1
S Ronald Reagan Pkwy (South)	Intersection 10	20%	50%	1NBT	2NBR	10EBL					3	1
S Ronald Reagan Pkwy (North)	Intersection 12	20%	50%	5SBL	3EBR	13SBT	12SBR				3	1
S Ronald Reagan Pkwy (North)	Intersection 10	20%	50%	5SBT	2SBL	10EBL					3	1
<b>Total Entering Trips</b>											<b>28</b>	<b>11</b>
<b>Exiting Trips</b>												
Intersection 12	SR 40 (West)	25%	50%	12EBL	13NBT	3NBL	5WBT				1	3
Intersection 10	SR 40 (West)	25%	50%	10SBR	2WBR	5NBL					1	3
Intersection 12	SR 40 (East)	35%	50%	12EBL	13NBT	3NBR	4EBT				1	5
Intersection 10	SR 40 (East)	35%	50%	10SBL	11EBR	7EBL	6NBT	4NBR			1	4
Intersection 12	S Ronald Reagan Pkwy (South)	20%	50%	12EBR	11SBR	10WBT	2WBL	1SBT			1	3
Intersection 10	S Ronald Reagan Pkwy (South)	20%	50%	10SBR	2WBL	1SBT					1	3
Intersection 12	S Ronald Reagan Pkwy (North)	20%	50%	12EBL	13NBT	3NBL	5WBR				1	3
Intersection 10	S Ronald Reagan Pkwy (North)	20%	50%	10SBR	2WBR	5NBT					1	3
<b>Total Exiting Trips</b>											<b>8</b>	<b>27</b>

TRIP ASSIGNMENT ROUTINGS											
ORIGIN	DESTINATION	TRIP ROUTINGS		AFFECTED MOVEMENTS BY TRIPS						AM TRIPS	PM TRIPS
		O-D PERCENT	ROUTE SPLIT								
<b>Area 6</b>											
<b>Entering Trips</b>											
SR 40 (West)	Intersection 10	25%	50%	5EBR	2SBL	10EBL				3	1
SR 40 (West)	Intersection 2	25%	50%	5EBR	2SBL					3	1
SR 40 (East)	Intersection 10	35%	50%	4WBT	3WBT	5WBL	2SBL	10EBL		4	2
SR 40 (East)	Intersection 10	35%	25%	4WBL	6SBT	7SBR	11NBL	10WBR		3	1
SR 40 (East)	Intersection 10	35%	25%	4WBL	6SBT	7SBR	11NBL	10WBT		3	1
S Ronald Reagan Pkwy (South)	Intersection 10	20%	50%	1NBT	2NBR	10EBL				2	1
S Ronald Reagan Pkwy (South)	Intersection 2	20%	50%	1NBT	2NBR					2	1
S Ronald Reagan Pkwy (North)	Intersection 10	20%	50%	5SBT	2SBL	10EBL				2	1
S Ronald Reagan Pkwy (North)	Intersection 2	20%	50%	5SBT	2SBL					2	1
<b>Total Entering Trips</b>										<b>24</b>	<b>10</b>
<b>Exiting Trips</b>											
Intersection 10	SR 40 (West)	25%	50%	10SBR	2WBR	5NBL				1	3
Intersection 2	SR 40 (West)	25%	50%	2WBR	5NBL					1	3
Intersection 10	SR 40 (East)	35%	50%	2WBR	5NBR	3EBT	4EBT			1	4
Intersection 10	SR 40 (East)	35%	25%	10SBL	11EBR	7EBL	6NBT	4NBR		1	3
Intersection 2	SR 40 (East)	35%	25%	10EBT	11EBR	7EBL	6NBT	4NBR		1	3
Intersection 10	S Ronald Reagan Pkwy (South)	20%	50%	10SBR	2WBL	1SBT				1	2
Intersection 2	S Ronald Reagan Pkwy (South)	20%	50%	2WBL	1SBT					1	2
Intersection 10	S Ronald Reagan Pkwy (North)	20%	50%	10SBR	2WBR	5NBT				0	2
Intersection 2	S Ronald Reagan Pkwy (North)	20%	50%	2WBR	5NBT					0	2
<b>Total Exiting Trips</b>										<b>7</b>	<b>24</b>
<b>Area 7</b>											
<b>Entering Trips</b>											
SR 40 (West)	Intersection 10	25%	50%	5EBR	2SBL	10EBT				4	1
SR 40 (West)	Intersection 11	25%	25%	5EBT	3EBR	13SBT	12SBT			2	0
SR 40 (West)	Intersection 11	25%	25%	5EBT	3EBR	13SBT	12SBT	11SBR		2	0
SR 40 (East)	Intersection 11	35%	50%	4WBT	3WBL	13SBT	12SBT			4	1
SR 40 (East)	Intersection 11	35%	50%	4WBL	6SBT	7SBR	11NBL			4	1
S Ronald Reagan Pkwy (South)	Intersection 11	20%	50%	1NBT	2NBR	10EBT	11EBL			3	1
S Ronald Reagan Pkwy (South)	Intersection 11	20%	50%	1NBT	2NBR	10EBT				3	0
S Ronald Reagan Pkwy (North)	Intersection 12	20%	50%	5SBL	3EBR	13SBT	12SBT			3	0
S Ronald Reagan Pkwy (North)	Intersection 11	20%	50%	5SBT	2SBL	10EBT				3	0
<b>Total Entering Trips</b>										<b>28</b>	<b>4</b>
<b>Exiting Trips</b>											
Intersection 12	SR 40 (West)	25%	50%	12NBT	13NBT	3NBL	5WBT			0	4
Intersection 10	SR 40 (West)	25%	50%	10WBT	2WBR	5NBL				0	4
Intersection 11	SR 40 (East)	35%	50%	11SBT	7EBL	6NBT	4NBR			0	6
Intersection 11	SR 40 (East)	35%	50%	11EBR	7EBL	6NBT	4NBR			0	6
Intersection 11	S Ronald Reagan Pkwy (South)	20%	50%	11SBR	10WBT	2WBL	1SBT			0	3
Intersection 11	S Ronald Reagan Pkwy (South)	20%	50%	10WBT	2WBL	1SBT				0	3
Intersection 11	S Ronald Reagan Pkwy (North)	20%	50%	12NBT	13NBT	3NBL	5WBT			0	3
Intersection 11	S Ronald Reagan Pkwy (North)	20%	50%	10WBT	2WBR	5NBL				0	3
<b>Total Exiting Trips</b>										<b>0</b>	<b>32</b>
<b>Area 8</b>											
<b>Entering Trips</b>											
SR 40 (West)	Intersection 11	25%	25%	5EBT	3EBR	13SBT	12SBT	11SBR		6	1
SR 40 (West)	Intersection 11	25%	25%	5EBT	3EBR	13SBT	12SBT	11SBT		6	1
SR 40 (West)	Intersection 7	25%	25%	5EBR	2SBL	10EBT				6	1
SR 40 (West)	Intersection 7	25%	25%	5EBR	2SBL	10EBT	11EBR			6	1
SR 40 (East)	Intersection 11	35%	25%	4WBL	6SBT	7SBR	11NBL			8	1
SR 40 (East)	Intersection 11	35%	25%	4WBL	6SBT	7SBR				8	1
SR 40 (East)	Intersection 7	35%	50%	4WBL	6SBT	7SBT				16	2
S Ronald Reagan Pkwy (South)	Intersection 11	20%	25%	1NBT	2NBR	10EBT				5	1
S Ronald Reagan Pkwy (South)	Intersection 11	20%	25%	1NBT	2NBR	10EBT	11EBR			5	1
S Ronald Reagan Pkwy (South)	Intersection 7	20%	50%	1NBR	9EBT	8EBL				9	1
S Ronald Reagan Pkwy (North)	Intersection 11	20%	25%	5SBL	3EBR	13SBT	12SBT	11SBR		5	1
S Ronald Reagan Pkwy (North)	Intersection 11	20%	25%	5SBL	3EBR	13SBT	12SBT	11SBT		5	0
S Ronald Reagan Pkwy (North)	Intersection 7	20%	25%	5SBT	2SBL	10EBT				4	0
S Ronald Reagan Pkwy (North)	Intersection 7	20%	25%	5SBT	2SBL	10EBT	11EBR			4	0

TRIP ASSIGNMENT ROUTINGS												
ORIGIN	DESTINATION	TRIP ROUTINGS		AFFECTED MOVEMENTS BY TRIPS							AM TRIPS	PM TRIPS
		O-D PERCENT	ROUTE SPLIT									
<b>Total Entering Trips</b>											93	12
<b>Exiting Trips</b>												
Intersection 11	SR 40 (West)	25%	25%	10WBT	2WBR	5NBL					0	6
Intersection 11	SR 40 (West)	25%	25%	11NBT	12NBT	13NBT	3NBL	5WBT			0	6
Intersection 7	SR 40 (West)	25%	50%	7NBT	6NBT	4NBL	3WBT	5WBT			0	13
Intersection 11	SR 40 (East)	35%	25%	11EBR	7EBL	6NBT	4NBR				0	9
Intersection 11	SR 40 (East)	35%	25%	7EBL	6NBT	4NBR					0	9
Intersection 7	SR 40 (East)	35%	50%	7NBT	6NBT	4NBR					1	17
Intersection 11	S Ronald Reagan Pkwy (South)	20%	25%	10WBT	2WBL	1SBT					0	5
Intersection 11	S Ronald Reagan Pkwy (South)	20%	25%	11NBL	10WBT	2WBL	1SBT				0	5
Intersection 7	S Ronald Reagan Pkwy (South)	20%	50%	8SBR	9WBT	1WBL					0	10
Intersection 11	S Ronald Reagan Pkwy (North)	20%	25%	10WBT	2WBR	5NBT					0	5
Intersection 11	S Ronald Reagan Pkwy (North)	20%	25%	11NBT	12NBT	13NBT	3NBL	5WBR			0	5
Intersection 7	S Ronald Reagan Pkwy (North)	20%	50%	7NBT	6NBT	4NBL	3WBT	5WBR			0	10
<b>Total Exiting Trips</b>											1	100
<b>Area 9</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 10	25%	30%	5EBR	2SBL						4	1
SR 40 (West)	Intersection 10	25%	40%	5EBR	2SBL	10EBR					6	2
SR 40 (West)	Intersection 1	25%	30%	5EBR	2SBT	1SBL					4	1
SR 40 (East)	Intersection 10	35%	30%	4WBT	3WBT	5WBL	2SBL				7	1
SR 40 (East)	Intersection 10	35%	40%	4WBT	3WBT	5WBL	2SBL	10EBR			8	2
SR 40 (East)	Intersection 1	35%	30%	4WBT	3WBT	5WBL	2SBT	1SBL			7	1
S Ronald Reagan Pkwy (South)	Intersection 10	20%	30%	1NBT	2NBR						3	1
S Ronald Reagan Pkwy (South)	Intersection 10	20%	40%	1NBR	9EBL						5	1
S Ronald Reagan Pkwy (South)	Intersection 1	20%	30%	1NBR							3	1
S Ronald Reagan Pkwy (North)	Intersection 10	20%	30%	5SBT	2SBL						3	1
S Ronald Reagan Pkwy (North)	Intersection 10	20%	40%	5SBT	2SBL	10EBR					5	1
S Ronald Reagan Pkwy (North)	Intersection 1	20%	30%	5SBT	2SBT	1SBL					3	1
<b>Total Entering Trips</b>											58	14
<b>Exiting Trips</b>												
Intersection 10	SR 40 (West)	25%	30%	2WBR	5NBL						1	4
Intersection 10	SR 40 (West)	25%	40%	10NBL	2WBR	5NBL					1	5
Intersection 1	SR 40 (West)	25%	30%	1WBR	2NBT	5NBL					1	4
Intersection 10	SR 40 (East)	35%	30%	2WBR	5NBL	3EBT	4EBT				1	6
Intersection 10	SR 40 (East)	35%	40%	10NBL	2WBR	5NBL	3EBT	4EBT			2	8
Intersection 1	SR 40 (East)	35%	30%	1WBR	2NBT	5NBL	3EBT	4EBT			1	6
Intersection 10	S Ronald Reagan Pkwy (South)	20%	30%	2WBL	1SBT						1	3
Intersection 10	S Ronald Reagan Pkwy (South)	20%	40%	9SBR	1WBL						1	4
Intersection 1	S Ronald Reagan Pkwy (South)	20%	30%	1WBL							1	3
Intersection 10	S Ronald Reagan Pkwy (North)	20%	30%	2WBR	5NBT						1	3
Intersection 10	S Ronald Reagan Pkwy (North)	20%	40%	10NBL	2WBR	5NBT					0	4
Intersection 1	S Ronald Reagan Pkwy (North)	20%	30%	1WBR	2NBT	5NBT					0	3
<b>Total Exiting Trips</b>											11	53
<b>Area 10</b>												
<b>Entering Trips</b>												
SR 40 (West)	Intersection 10	25%	30%	5EBR	2SBL	10EBR					4	1
SR 40 (West)	Intersection 10	25%	40%	5EBR	2SBT	1SBL	9EBL				6	2
SR 40 (West)	Intersection 9	25%	30%	5EBR	2SBT	1SBL	9EBT				4	1
SR 40 (East)	Intersection 10	35%	30%	4WBT	3WBT	5WBL	2SBL	10EBR			7	1
SR 40 (East)	Intersection 10	35%	40%	4WBT	3WBT	5WBL	2SBT	1SBL	9EBL		8	2
SR 40 (East)	Intersection 9	35%	30%	4WBT	3WBT	5WBL	2SBT	1SBL	9EBT		7	1
S Ronald Reagan Pkwy (South)	Intersection 10	20%	30%	1NBR	9EBL						3	1
S Ronald Reagan Pkwy (South)	Intersection 10	20%	40%	1NBT	2NBR	10EBT					5	1
S Ronald Reagan Pkwy (South)	Intersection 9	20%	30%	1NBR	9EBT						3	1
S Ronald Reagan Pkwy (North)	Intersection 10	20%	30%	5SBT	2SBL	10EBR					3	1
S Ronald Reagan Pkwy (North)	Intersection 10	20%	40%	5SBT	2SBL	10EBT					5	1
S Ronald Reagan Pkwy (North)	Intersection 9	20%	30%	5SBT	2SBT	1SBL	9EBT				3	1
<b>Total Entering Trips</b>											58	14
<b>Exiting Trips</b>												
Intersection 10	SR 40 (West)	25%	40%	10NBL	2WBR	5NBL					1	6
Intersection 10	SR 40 (West)	25%	30%	10WBT	2WBR	5NBL					1	4
Intersection 9	SR 40 (West)	25%	30%	9WBT	1WBR	2NBT	5NBL				1	4
Intersection 10	SR 40 (East)	35%	40%	10NBL	2WBR	5NBR	3EBT	4EBT			1	8
Intersection 10	SR 40 (East)	35%	30%	10WBT	2WBR	5NBR	3EBT	4EBT			1	6
Intersection 9	SR 40 (East)	35%	30%	9WBT	1WBR	2NBT	5NBR	3EBT	4EBT		1	6
Intersection 10	S Ronald Reagan Pkwy (South)	20%	40%	9SBR	1WBL						1	4
Intersection 10	S Ronald Reagan Pkwy (South)	20%	30%	10WBT	2WBL	1SBT					1	3
Intersection 9	S Ronald Reagan Pkwy (South)	20%	30%	9WBT	1WBL						1	3
Intersection 10	S Ronald Reagan Pkwy (North)	20%	40%	10NBL	2WBR	5NBT					1	4
Intersection 10	S Ronald Reagan Pkwy (North)	20%	30%	10WBT	2WBR	5NBT					1	3
Intersection 9	S Ronald Reagan Pkwy (North)	20%	30%	9WBT	1WBR	2NBT	5NBT				1	3
<b>Total Exiting Trips</b>											12	54

TRIP ASSIGNMENT ROUTINGS													
ORIGIN	DESTINATION	TRIP ROUTINGS		AFFECTED MOVEMENTS BY TRIPS							AM TRIPS	PM TRIPS	
		O-D PERCENT	ROUTE SPLIT										
<b>Area 11</b>													
<b>Entering Trips</b>													
SR 40 (West)	Intersection 8	25%	50%	5EBR	2SBT	1SBL	9EBT				3	0	
SR 40 (West)	Intersection 8	25%	50%	5EBT	3EBT	4EBR	6SBT	7SBT				3	0
SR 40 (East)	Intersection 8	35%	50%	4WBL	6SBT	7SBT	8SBR				4	1	
SR 40 (East)	Intersection 8	35%	50%	4WBL	6SBT	7SBT				3	1		
S Ronald Reagan Pkwy (South)	Intersection 8	20%	50%	1NBR	9EBT							2	0
S Ronald Reagan Pkwy (South)	Intersection 8	20%	50%	1NBR	9EBT	8EBL				2	0		
S Ronald Reagan Pkwy (North)	Intersection 8	20%	50%	5SBT	2SBT	1SBL	9EBT				2	0	
S Ronald Reagan Pkwy (North)	Intersection 8	20%	50%	5SBL	3EBT	4EBR	6SBT	7SBT				2	0
<b>Total Entering Trips</b>										<b>21</b>	<b>2</b>		
<b>Exiting Trips</b>													
Intersection 8	SR 40 (West)	25%	50%	9WBT	1WBR	2NBT	5NBL				0	2	
Intersection 8	SR 40 (West)	25%	50%	7NBT	6NBT	4NBL	3WBT	5WBT				0	2
Intersection 8	SR 40 (East)	35%	50%	8EBL	7NBT	6NBT	4NBR				1	3	
Intersection 8	SR 40 (East)	35%	50%	7NBT	6NBT	4NBR				1	3		
Intersection 8	S Ronald Reagan Pkwy (South)	20%	50%	9WBT	1WBL							0	2
Intersection 8	S Ronald Reagan Pkwy (South)	20%	50%	8SBR	9WBT	1WBL				0	1		
Intersection 8	S Ronald Reagan Pkwy (North)	20%	50%	9WBT	1WBR	2NBT	5NBT				0	1	
Intersection 8	S Ronald Reagan Pkwy (North)	20%	50%	7NBT	6NBT	4NBL	3WBT	5WBR				0	1
<b>Total Exiting Trips</b>										<b>2</b>	<b>15</b>		
<b>Area 12</b>													
<b>Entering Trips</b>													
SR 40 (West)	Intersection 8	25%	50%	5EBR	2SBT	1SBL	9EBT	8EBT				2	1
SR 40 (West)	Intersection 8	25%	50%	5EBT	3EBT	4EBR	6SBT	7SBT				2	0
SR 40 (East)	Intersection 8	35%	50%	4WBL	6SBT	7SBT	8SBL				2	0	
SR 40 (East)	Intersection 8	35%	50%	4WBL	6SBT	7SBT				2	0		
S Ronald Reagan Pkwy (South)	Intersection 8	20%	50%	1NBR	9EBT	8EBT				1	0		
S Ronald Reagan Pkwy (South)	Intersection 8	20%	50%	1NBR	9EBT	8EBL				1	0		
S Ronald Reagan Pkwy (North)	Intersection 8	20%	50%	5SBT	2SBT	1SBL	9EBT	8EBT				1	0
S Ronald Reagan Pkwy (North)	Intersection 8	20%	50%	5SBL	3EBT	4EBR	6SBT	7SBT				1	0
<b>Total Entering Trips</b>										<b>12</b>	<b>1</b>		
<b>Exiting Trips</b>													
Intersection 8	SR 40 (West)	25%	50%	8WBT	9WBT	1WBR	2NBT	5NBL				0	1
Intersection 8	SR 40 (West)	25%	50%	7NBT	6NBT	4NBL	3WBT	5WBT				0	1
Intersection 8	SR 40 (East)	35%	50%	8WBR	7NBT	6NBT	4NBR				1	2	
Intersection 8	SR 40 (East)	35%	50%	7NBT	6NBT	4NBR				1	2		
Intersection 8	S Ronald Reagan Pkwy (South)	20%	50%	8WBT	9WBT	1WBL				0	1		
Intersection 8	S Ronald Reagan Pkwy (South)	20%	50%	8SBR	9WBT	1WBL				0	1		
Intersection 8	S Ronald Reagan Pkwy (North)	20%	50%	8WBT	9WBT	1WBR	2NBT	5NBT				0	1
Intersection 8	S Ronald Reagan Pkwy (North)	20%	50%	7NBT	6NBT	4NBL	3WBT	5WBR				0	0
<b>Total Exiting Trips</b>										<b>2</b>	<b>9</b>		

Intersection Legend	
1. S Ronald Reagan Pkwy and Airtech Rd 8. Raceway Rd and Airtech Rd	
2. S Ronald Reagan Pkwy and Wamsley Way 9. Internal Rd 2 and Airtech Rd	
3. Earham Ln and US 40	10. Internal Rd 2 and Wamsley Way
4. Raceway Rd and US 40	11. Wamsley Way and Earham Ln
5. S Ronald Reagan Pkwy and US 40	12. Earham Ln and Site Drive 1
6. Raceway Rd and Internal Rd 1	13. Earham Ln and Internal Rd 1
7. Raceway Rd and Earham Ln	



## TRAFFIC PROJECTIONS - AM PEAK HOUR

Life Science Center Plainfield, IN

Int. #	Movement	2022	2025	Life Science Site Trips			2025	2045	2045	Int. #	Movement
		Traffic Counts	No Build Peak Hour Volumes	Primary Trips IN	Primary Trips OUT	Pass-By Trips	Life Science Build Volumes	No Build Peak Hour Volumes	Life Science Build Volumes		
1	EBL	24	25				25	30	30	1	EBL
1	EBT	0	0				0	0	0	1	EBT
1	EBR	17	18				18	21	21	1	EBR
1	WBL	6	6		11		17	7	18	1	WBL
1	WBT	7	7				7	9	9	1	WBT
1	WBR	9	9		5		14	11	16	1	WBR
1	NBL	53	55				55	65	65	1	NBL
1	NBT	671	691	74			765	825	899	1	NBT
1	NBR	13	13	84			97	16	100	1	NBR
1	SBL	6	6	50			56	7	57	1	SBL
1	SBT	616	634		45		679	758	803	1	SBT
1	SBR	63	65				65	77	77	1	SBR
2	EBL	3	3				3	4	4	2	EBL
2	EBT	0	0				0	0	0	2	EBT
2	EBR	2	2				2	2	2	2	EBR
2	WBL	7	7		25		32	9	34	2	WBL
2	WBT	2	2				2	2	2	2	WBT
2	WBR	4	4		17		21	5	22	2	WBR
2	NBL	2	2				2	2	2	2	NBL
2	NBT	675	695	20	5		720	830	855	2	NBT
2	NBR	1	1	54			55	1	55	2	NBR
2	SBL	2	2	100			102	2	102	2	SBL
2	SBT	703	724	50	20		794	865	935	2	SBT
2	SBR	4	4				4	5	5	2	SBR
3	EBL	3	3				3	4	4	3	EBL
3	EBT	1239	1276	64	8		1348	1524	1596	3	EBT
3	EBR	4	4	216		50	270	5	271	3	EBR
3	WBL	19	20	19			39	23	42	3	WBL
3	WBT	861	887	48	64		999	1059	1171	3	WBT
3	WBR	1	1				1	1	1	3	WBR
3	NBL	0	0		61	27	88	0	88	3	NBL
3	NBT	0	0				0	0	0	3	NBT
3	NBR	6	6		30	22	58	7	59	3	NBR
3	SBL	3	3				3	4	4	3	SBL
3	SBT	0	0				0	0	0	3	SBT
3	SBR	4	4				4	5	5	3	SBR
4	EBL	127	131				131	156	156	4	EBL
4	EBT	1192	1228		38		1266	1466	1504	4	EBT
4	EBR	0	0	64		6	70	0	70	4	EBR
4	WBL	0	0	215		54	269	0	269	4	WBL
4	WBT	731	753	67			820	899	966	4	WBT
4	WBR	153	158				158	188	188	4	WBR
4	NBL	0	0		64	27	91	0	91	4	NBL
4	NBT	0	0				0	0	0	4	NBT
4	NBR	0	0		54	34	88	0	88	4	NBR
4	SBL	226	233				233	278	278	4	SBL
4	SBT	0	0				0	0	0	4	SBT
4	SBR	177	182				182	218	218	4	SBR
5	EBL	121	125				125	149	149	5	EBL
5	EBT	802	826	150			976	986	1136	5	EBT
5	EBR	57	59	59			118	70	129	5	EBR
5	WBL	201	207	48	20		275	247	315	5	WBL
5	WBT	615	633		59		692	756	815	5	WBT
5	WBR	118	122		46		168	145	191	5	WBR
5	NBL	79	81		13		94	97	110	5	NBL
5	NBT	403	415		5		420	496	501	5	NBT
5	NBR	191	197	20	4		221	235	259	5	NBR
5	SBL	328	338	110			448	403	513	5	SBL
5	SBT	464	478	#NAME?	#NAME?	#####	#NAME?	571	#NAME?	5	SBT
5	SBR	154	159	#NAME?	#NAME?	#####	#NAME?	189	#NAME?	5	SBR

## TRAFFIC PROJECTIONS - AM PEAK HOUR

Life Science Center Plainfield, IN

Int. #	Movement	2022	2025	Life Science Site Trips			2025	2045	2045	Int. #	Movement
		Traffic Counts	No Build Peak Hour Volumes	Primary Trips IN	Primary Trips OUT	Pass-By Trips	Life Science Build Volumes	No Build Peak Hour Volumes	Life Science Build Volumes		
6	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	EBL
6	EBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	EBT
6	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	EBR
6	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	WBL
6	WBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	WBT
6	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	WBR
6	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	NBL
6	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	NBT
6	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	NBR
6	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	SBL
6	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	SBT
6	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	6	SBR
7	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	EBL
7	EBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	EBT
7	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	EBR
7	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	WBL
7	WBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	WBT
7	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	WBR
7	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	NBL
7	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	NBT
7	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	NBR
7	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	SBL
7	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	SBT
7	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	7	SBR
8	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	EBL
8	EBT	19	20	#NAME?	#NAME?	#####	#NAME?	23	#NAME?	8	EBT
8	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	EBR
8	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	WBL
8	WBT	22	23	#NAME?	#NAME?	#####	#NAME?	27	#NAME?	8	WBT
8	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	WBR
8	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	NBL
8	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	NBT
8	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	NBR
8	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	SBL
8	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	SBT
8	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	8	SBR
9	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	EBL
9	EBT	19	20	#NAME?	#NAME?	#####	#NAME?	23	#NAME?	9	EBT
9	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	EBR
9	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	WBL
9	WBT	22	23	#NAME?	#NAME?	#####	#NAME?	27	#NAME?	9	WBT
9	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	WBR
9	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	NBL
9	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	NBT
9	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	NBR
9	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	SBL
9	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	SBT
9	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	9	SBR
10	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	EBL
10	EBT	3	3	#NAME?	#NAME?	#####	#NAME?	4	#NAME?	10	EBT
10	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	EBR
10	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	WBL
10	WBT	3	3	#NAME?	#NAME?	#####	#NAME?	4	#NAME?	10	WBT
10	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	WBR
10	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	NBL
10	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	NBT
10	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	NBR
10	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	SBL
10	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	SBT
10	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	10	SBR

## TRAFFIC PROJECTIONS - AM PEAK HOUR

Life Science Center Plainfield, IN

Int. #	Movement	2022	2025	Life Science Site Trips			2025	2045	2045	Int. #	Movement
		Traffic Counts	No Build Peak Hour Volumes	Primary Trips IN	Primary Trips OUT	Pass-By Trips	Life Science Build Volumes	No Build Peak Hour Volumes	Life Science Build Volumes		
11	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	EBL
11	EBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	EBT
11	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	EBR
11	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	WBL
11	WBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	WBT
11	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	WBR
11	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	NBL
11	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	NBT
11	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	NBR
11	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	SBL
11	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	SBT
11	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	11	SBR
12	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	EBL
12	EBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	EBT
12	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	EBR
12	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	WBL
12	WBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	WBT
12	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	WBR
12	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	NBL
12	NBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	NBT
12	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	NBR
12	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	SBL
12	SBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	SBT
12	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	12	SBR
13	EBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	EBL
13	EBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	EBT
13	EBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	EBR
13	WBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	WBL
13	WBT	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	WBT
13	WBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	WBR
13	NBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	NBL
13	NBT	6	6	#NAME?	#NAME?	#####	#NAME?	7	#NAME?	13	NBT
13	NBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	NBR
13	SBL	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	SBL
13	SBT	4	4	#NAME?	#NAME?	#####	#NAME?	5	#NAME?	13	SBT
13	SBR	0	0	#NAME?	#NAME?	#####	#NAME?	0	#NAME?	13	SBR

### Intersection Legend

- |   |                                   |
|---|-----------------------------------|
| 1. S Ronald Reagan Pkwy and Airtech Rd  | 8. Raceway Rd and Airtech Rd      |
| 2. S Ronald Reagan Pkwy and Wamsley Way | 9. Internal Rd 2 and Airtech Rd   |
| 3. Earlham Ln and SR 40                 | 10. Internal Rd 2 and Wamsley Way |
| 4. Raceway Rd and SR 40                 | 11. Wamsely Way and Earlham Ln    |
| 5. S Ronald Reagan Pkwy and SR 40       | 12. Earlham Ln and Site Drive 1   |
| 6. Raceway Rd and Internal Rd 1         | 13. Earlham Ln and Internal Rd 1  |
| 7. Raceway Rd and Earlham Ln            |                                   |

Linear Growth Rate 1.00%
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## TRAFFIC PROJECTIONS - PM PEAK HOUR

Life Science Center Plainfield, IN

Int. #	Movement	2022	2025	Life Science Site Trips			2025	2045	2045	Int. #	Movement
		Traffic Counts	No Build Peak Hour Volumes	Primary Trips IN	Primary Trips OUT	Pass-By Trips	Life Science Build Volumes	No Build Peak Hour Volumes	Life Science Build Volumes		
1	EBL	59	61				61	73	73	1	EBL
1	EBT	5	5				5	6	6	1	EBT
1	EBR	25	26				26	31	31	1	EBR
1	WBL	13	13		49		62	16	65	1	WBL
1	WBT	5	5				5	6	6	1	WBT
1	WBR	17	18		31		49	21	52	1	WBR
1	NBL	54	56				56	66	66	1	NBL
1	NBT	950	979	39			1018	1169	1208	1	NBT
1	NBR	13	13	30			43	16	46	1	NBR
1	SBL	10	10	11			21	12	23	1	SBL
1	SBT	734	756		60		816	903	963	1	SBT
1	SBR	31	32				32	38	38	1	SBR
2	EBL	1	1				1	1	1	2	EBL
2	EBT	0	0				0	0	0	2	EBT
2	EBR	5	5				5	6	6	2	EBR
2	WBL	3	3		50		53	4	54	2	WBL
2	WBT	4	4				4	5	5	2	WBT
2	WBR	5	5		99		104	6	105	2	WBR
2	NBL	5	5				5	6	6	2	NBL
2	NBT	1017	1048	21	31		1100	1251	1303	2	NBT
2	NBR	0	0	18			18	0	18	2	NBR
2	SBL	6	6	23			29	7	30	2	SBL
2	SBT	711	732	11	10		753	875	896	2	SBT
2	SBR	0	0				0	0	0	2	SBR
3	EBL	1	1				1	1	1	3	EBL
3	EBT	1610	1658	17	44		1719	1980	2041	3	EBT
3	EBR	4	4	140		33	177	5	178	3	EBR
3	WBL	18	19	4			23	22	26	3	WBL
3	WBT	1455	1499	10	96		1605	1790	1896	3	WBT
3	WBR	0	0				0	0	0	3	WBR
3	NBL	2	2		73	17	92	2	92	3	NBL
3	NBT	0	0				0	0	0	3	NBT
3	NBR	37	38		26	15	79	46	87	3	NBR
3	SBL	0	0				0	0	0	3	SBL
3	SBT	0	0				0	0	0	3	SBT
3	SBR	1	1				1	1	1	3	SBR
4	EBL	305	314				314	375	375	4	EBL
4	EBT	1321	1361		70		1431	1625	1695	4	EBT
4	EBR	0	0	17		3	20	0	20	4	EBR
4	WBL	0	0	112		34	146	0	146	4	WBL
4	WBT	1287	1326	14			1340	1583	1597	4	WBT
4	WBR	435	448				448	535	535	4	WBR
4	NBL	0	0		96	17	113	0	113	4	NBL
4	NBT	0	0				0	0	0	4	NBT
4	NBR	0	0		129	21	150	0	150	4	NBR
4	SBL	184	190				190	226	226	4	SBL
4	SBT	0	0				0	0	0	4	SBT
4	SBR	206	212				212	253	253	4	SBR
5	EBL	246	253				253	303	303	5	EBL
5	EBT	956	985	78			1063	1176	1254	5	EBT
5	EBR	80	82	15			97	98	113	5	EBR
5	WBL	149	153	10	10		173	183	203	5	WBL
5	WBT	1056	1088		95		1183	1299	1394	5	WBT
5	WBR	248	255		64		319	305	369	5	WBR
5	NBL	128	132		72		204	157	229	5	NBL
5	NBT	546	562		34		596	672	706	5	NBT
5	NBR	354	365	21	24		410	435	480	5	NBR
5	SBL	336	346	58			404	413	471	5	SBL
5	SBT	457	471	9			480	562	571	5	SBT
5	SBR	279	287				287	343	343	5	SBR

## TRAFFIC PROJECTIONS - PM PEAK HOUR

Life Science Center Plainfield, IN

Int. #	Movement	2022	2025		Life Science Site Trips			2025	2045		Int. #	Movement
		Traffic Counts	No Build Peak Hour Volumes	Primary Trips IN	Primary Trips OUT	Pass-By Trips	Life Science Build Volumes	No Build Peak Hour Volumes	Life Science Build Volumes			
6	EBL	0	0		42	29	71	0	71	6	EBL	
6	EBT	0	0			3	3	0	3	6	EBT	
6	EBR	0	0	4			4	0	4	6	EBR	
6	WBL	0	0				0	0	0	6	WBL	
6	WBT	0	0			3	3	0	3	6	WBT	
6	WBR	0	0		6	9	15	0	15	6	WBR	
6	NBL	0	0	19			19	0	19	6	NBL	
6	NBT	0	0	4	172		176	0	176	6	NBT	
6	NBR	0	0	1			1	0	1	6	NBR	
6	SBL	0	0	11		9	20	0	20	6	SBL	
6	SBT	0	0	20	12		32	0	32	6	SBT	
6	SBR	0	0	85		28	113	0	113	6	SBR	
7	EBL	0	0	1	45		46	0	46	7	EBL	
7	EBT	0	0				0	0	0	7	EBT	
7	EBR	0	0				0	0	0	7	EBR	
7	WBL	0	0				0	0	0	7	WBL	
7	WBT	0	0				0	0	0	7	WBT	
7	WBR	0	0				0	0	0	7	WBR	
7	NBL	0	0				0	0	0	7	NBL	
7	NBT	0	0	25	72		97	0	97	7	NBT	
7	NBR	0	0				0	0	0	7	NBR	
7	SBL	0	0				0	0	0	7	SBL	
7	SBT	0	0	6	20		26	0	26	7	SBT	
7	SBR	0	0	8			8	0	8	7	SBR	
8	EBL	0	0	26	3		29	0	29	8	EBL	
8	EBT	23	24	1			25	28	29	8	EBT	
8	EBR	0	0				0	0	0	8	EBR	
8	WBL	0	0				0	0	0	8	WBL	
8	WBT	35	36		3		39	43	46	8	WBT	
8	WBR	0	0		2		2	0	2	8	WBR	
8	NBL	0	0				0	0	0	8	NBL	
8	NBT	0	0				0	0	0	8	NBT	
8	NBR	0	0				0	0	0	8	NBR	
8	SBL	0	0				0	0	0	8	SBL	
8	SBT	0	0				0	0	0	8	SBT	
8	SBR	0	0	1	32		33	0	33	8	SBR	
9	EBL	0	0	6			6	0	6	9	EBL	
9	EBT	23	24	31			55	28	59	9	EBT	
9	EBR	0	0				0	0	0	9	EBR	
9	WBL	0	0				0	0	0	9	WBL	
9	WBT	35	36		56		92	43	99	9	WBT	
9	WBR	0	0				0	0	0	9	WBR	
9	NBL	0	0				0	0	0	9	NBL	
9	NBT	0	0				0	0	0	9	NBT	
9	NBR	0	0				0	0	0	9	NBR	
9	SBL	0	0				0	0	0	9	SBL	
9	SBT	0	0				0	0	0	9	SBT	
9	SBR	0	0		8		8	0	8	9	SBR	
10	EBL	0	0	8			8	0	8	10	EBL	
10	EBT	6	6	18	3		27	7	28	10	EBT	
10	EBR	0	0	8			8	0	8	10	EBR	
10	WBL	0	0				0	0	0	10	WBL	
10	WBT	6	6	1	71		78	7	79	10	WBT	
10	WBR	0	0	3			3	0	3	10	WBR	
10	NBL	0	0		35		35	0	35	10	NBL	
10	NBT	0	0				0	0	0	10	NBT	
10	NBR	0	0				0	0	0	10	NBR	
10	SBL	0	0		7		7	0	7	10	SBL	
10	SBT	0	0				0	0	0	10	SBT	
10	SBR	0	0		16		16	0	16	10	SBR	

## TRAFFIC PROJECTIONS - PM PEAK HOUR

Life Science Center Plainfield, IN

Int. #	Movement	2022	2025	Life Science Site Trips			2025	2045	2045	Int. #	Movement
		Traffic Counts	No Build Peak Hour Volumes	Primary Trips IN	Primary Trips OUT	Pass-By Trips	Life Science Build Volumes	No Build Peak Hour Volumes	Life Science Build Volumes		
11	EBL	0	0	11			11	0	11	11	EBL
11	EBT	0	0				0	0	0	11	EBT
11	EBR	0	0	2	25		27	0	27	11	EBR
11	WBL	0	0				0	0	0	11	WBL
11	WBT	0	0				0	0	0	11	WBT
11	WBR	0	0				0	0	0	11	WBR
11	NBL	0	0	6	8		14	0	14	11	NBL
11	NBT	0	0		17		17	0	17	11	NBT
11	NBR	0	0				0	0	0	11	NBR
11	SBL	0	0				0	0	0	11	SBL
11	SBT	0	0	2	6		8	0	8	11	SBT
11	SBR	0	0	2	21		23	0	23	11	SBR
12	EBL	0	0		11		11	0	11	12	EBL
12	EBT	0	0				0	0	0	12	EBT
12	EBR	0	0		3		3	0	3	12	EBR
12	WBL	0	0		3		3	0	3	12	WBL
12	WBT	0	0				0	0	0	12	WBT
12	WBR	0	0		7		7	0	7	12	WBR
12	NBL	0	0	1			1	0	1	12	NBL
12	NBT	0	0	9	24		33	0	33	12	NBT
12	NBR	0	0				0	0	0	12	NBR
12	SBL	0	0	2			2	0	2	12	SBL
12	SBT	0	0	5	12		17	0	17	12	SBT
12	SBR	0	0	5			5	0	5	12	SBR
13	EBL	0	0				0	0	0	13	EBL
13	EBT	0	0				0	0	0	13	EBT
13	EBR	0	0				0	0	0	13	EBR
13	WBL	0	0		12		12	0	12	13	WBL
13	WBT	0	0				0	0	0	13	WBT
13	WBR	0	0		52	32	84	0	84	13	WBR
13	NBL	0	0				0	0	0	13	NBL
13	NBT	39	40		47		87	48	95	13	NBT
13	NBR	0	0	9			9	0	9	13	NBR
13	SBL	0	0	132		33	165	0	165	13	SBL
13	SBT	1	1	12			13	1	13	13	SBT
13	SBR	0	0				0	0	0	13	SBR

### Intersection Legend

- |   |                                   |
|---|-----------------------------------|
| 1. S Ronald Reagan Pkwy and Airtech Rd  | 8. Raceway Rd and Airtech Rd      |
| 2. S Ronald Reagan Pkwy and Wamsley Way | 9. Internal Rd 2 and Airtech Rd   |
| 3. Earlham Ln and SR 40                 | 10. Internal Rd 2 and Wamsley Way |
| 4. Raceway Rd and SR 40                 | 11. Wamsely Way and Earlham Ln    |
| 5. S Ronald Reagan Pkwy and SR 40       | 12. Earlham Ln and Site Drive 1   |
| 6. Raceway Rd and Internal Rd 1         | 13. Earlham Ln and Internal Rd 1  |
| 7. Raceway Rd and Earlham Ln            |                                   |

Linear Growth Rate  
1.00%

**LOCATION:** Indiana Life Science Center - SR 40 and Earham Ln  
**Major Street # of Lanes:** 2 OR MORE  
**Minor Street # of Lanes:** 1  
**Major Street Speed Limit:** 45  
**Population < 10,000?** No  
**Scenario:** Horizon Year Build

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Movement Volume	1	2041	178	26	1896	0	92	0	87	0	0	1

Direction	Major Street	Minor Street	
	East/Westbound	North/Southbound	
Approach(es) Volume	4142	179	1
Functional Classification	US 40	Earham Ln	
0	280	12	#N/A
1	93	4	#N/A
2	93	4	#N/A
3	93	4	#N/A
4	233	10	#N/A
5	698	30	#N/A
6	1722	74	#N/A
7	2653	115	#N/A
8	2606	113	#N/A
9	2467	107	#N/A
10	2699	117	#N/A
11	3118	135	#N/A
12	3490	151	#N/A
13	3397	147	#N/A
14	3677	159	#N/A
15	4142	179	#N/A
16	4049	175	#N/A
17	3677	159	#N/A
18	2560	111	#N/A
19	1862	80	#N/A
20	1303	56	#N/A
21	884	38	#N/A
22	558	24	#N/A
23	326	14	#N/A

SUMMARY

TIME	HOURLY DATA		Warrant #1	Warrant #1	Warrant #2
	MAJOR	MINOR	Condition A	Condition B	
12 AM-1 AM	280	12	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
1 AM-2 AM	93	4	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
2 AM-3 AM	93	4	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
3 AM-4 AM	93	4	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
4 AM-5 AM	233	10	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
5 AM-6 AM	698	30	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
6 AM-7 AM	1722	74	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
7 AM-8 AM	2653	115	NOT SATISFIED	SATISFIED	NOT SATISFIED
8 AM-9 AM	2606	113	NOT SATISFIED	SATISFIED	NOT SATISFIED
9 AM-10 AM	2467	107	NOT SATISFIED	SATISFIED	NOT SATISFIED
10 AM-11 AM	2699	117	NOT SATISFIED	SATISFIED	NOT SATISFIED
11 AM-12 PM	3118	135	NOT SATISFIED	SATISFIED	NOT SATISFIED
12 PM-1 PM	3490	151	SATISFIED	SATISFIED	NOT SATISFIED
1 PM-2 PM	3397	147	NOT SATISFIED	SATISFIED	NOT SATISFIED
2 PM-3 PM	3677	159	SATISFIED	SATISFIED	NOT SATISFIED
3 PM-4 PM	4142	179	SATISFIED	SATISFIED	NOT SATISFIED
4 PM-5 PM	4049	175	SATISFIED	SATISFIED	NOT SATISFIED
5 PM-6 PM	3677	159	SATISFIED	SATISFIED	NOT SATISFIED
6 PM-7 PM	2560	111	NOT SATISFIED	SATISFIED	NOT SATISFIED
7 PM-8 PM	1862	80	NOT SATISFIED	SATISFIED	NOT SATISFIED
8 PM-9 PM	1303	56	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
9 PM-10 PM	884	38	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
10 PM-11 PM	558	24	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
11 PM-12 AM	326	14	NOT SATISFIED	NOT SATISFIED	NOT SATISFIED
TOTAL MET			5	13	0

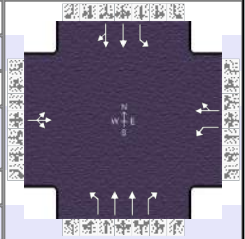
# **Appendix 4**

## **2025 No-Build Capacity Analysis Sheets**

**AM Peak Hour**

## HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Woolpert, Inc.			Duration, h	0.250		
Analyst	KWA	Analysis Date	8/29/2023	Area Type	Other		
Jurisdiction	City of Plainfield	Time Period	Opening No Build AM	PHF	0.85		
Urban Street	Ronald Regan Pkwy	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	Airtech Rd	File Name	Opening No Build AM.xus				
Project Description	Life Science Center						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( $v$ ), veh/h	25	0	18	6	7	9	55	691	13	6	634	65

Signal Information				Signal Phases								
Cycle, s	51.6	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	Yes	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	On									
Green	0.7	6.3	0.7	3.6	16.4	0.0						
Yellow	4.0	4.0	4.0	0.0	4.0	0.0						
Red	2.0	2.0	2.0	0.0	2.0	0.0						

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6	3	8	7	4
Case Number		8.3	1.0	4.0	2.0	3.0	1.1	4.0
Phase Duration, s		12.3	6.7	19.0	10.2	26.0	6.7	22.4
Change Period, ( $Y+R_c$ ), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( $MAH$ ), s		3.3	3.3	3.3	3.0	2.9	3.0	2.9
Queue Clearance Time ( $g_s$ ), s		3.7	2.2	2.8	3.8	11.9	2.3	12.9
Green Extension Time ( $g_e$ ), s		0.1	0.0	0.1	0.1	3.5	0.0	3.4
Phase Call Probability		0.63	0.10	0.67	0.61	1.00	0.10	1.00
Max Out Probability		0.00	0.00	0.00	0.00	0.03	0.00	0.04

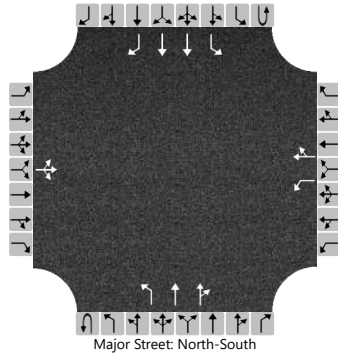
Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( $v$ ), veh/h	51			7	19		65	813	15	7	418	404
Adjusted Saturation Flow Rate ( $s$ ), veh/h/ln	1284			1810	958		1725	1710	982	864	1767	1708
Queue Service Time ( $g_s$ ), s	0.3			0.2	0.8		1.8	9.9	0.5	0.3	10.9	10.9
Cycle Queue Clearance Time ( $g_c$ ), s	1.7			0.2	0.8		1.8	9.9	0.5	0.3	10.9	10.9
Green Ratio ( $g/C$ )	0.12			0.17	0.25		0.08	0.39	0.39	0.33	0.32	0.32
Capacity ( $c$ ), veh/h	268			291	241		142	1323	380	202	561	543
Volume-to-Capacity Ratio ( $X$ )	0.189			0.024	0.078		0.456	0.614	0.040	0.035	0.745	0.745
Back of Queue ( $Q$ ), ft/ln ( 95 th percentile)	28			3	10.4		32	134.6	5.2	3.1	169.7	159.5
Back of Queue ( $Q$ ), veh/ln ( 95 th percentile)	1.0			0.1	0.3		1.2	5.1	0.1	0.1	6.3	6.1
Queue Storage Ratio ( $RQ$ ) ( 95 th percentile)	0.03			0.02	0.01		0.12	0.08	0.02	0.01	0.14	0.14
Uniform Delay ( $d_1$ ), s/veh	20.6			17.8	14.8		22.6	12.7	9.9	12.3	15.8	15.8
Incremental Delay ( $d_2$ ), s/veh	0.1			0.0	0.1		0.8	0.2	0.0	0.0	0.7	0.8
Initial Queue Delay ( $d_3$ ), s/veh	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( $d$ ), s/veh	20.7			17.8	14.8		23.5	12.9	9.9	12.4	16.5	16.5
Level of Service ( LOS )	C			B	B		C	B	A	B	B	B
Approach Delay, s/veh / LOS	20.7	C		15.6	B		13.6	B		16.5	B	
Intersection Delay, s/veh / LOS	15.2						B					

Multimodal Results	EB		WB		NB		SB	
	Pedestrian LOS Score / LOS	2.43	B	2.26	B	1.89	B	1.67
Bicycle LOS Score / LOS	0.57	A	0.53	A	1.22	A	1.17	A

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	KWA			Intersection	S Ronald Reagan Pkwy and Wamsley Way		
Agency/Co.	Woolpert, Inc.			Jurisdiction	City of Plainfield		
Date Performed	8/18/2023			East/West Street	Wamsley Way		
Analysis Year	2025			North/South Street	S Ronald Reagan Pkwy		
Time Analyzed	Opening AM No Build			Peak Hour Factor	0.88		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Life Science Center						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	1	
Configuration			LTR			L		TR		L	T	TR		L	T	R	
Volume (veh/h)		3	0	2		7	2	4	0	2	695	1	0	2	724	4	
Percent Heavy Vehicles (%)		0	0	100		0	0	0	0	50			0	50			
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000	0.000		0.000				0.000			
Percent Grade (%)		0				0											
Right Turn Channelized																	No
Median Type   Storage		Left Only								4							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	8.90		7.50	6.50	6.90		5.10				5.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	4.30		3.50	4.00	3.30		2.70				2.70		

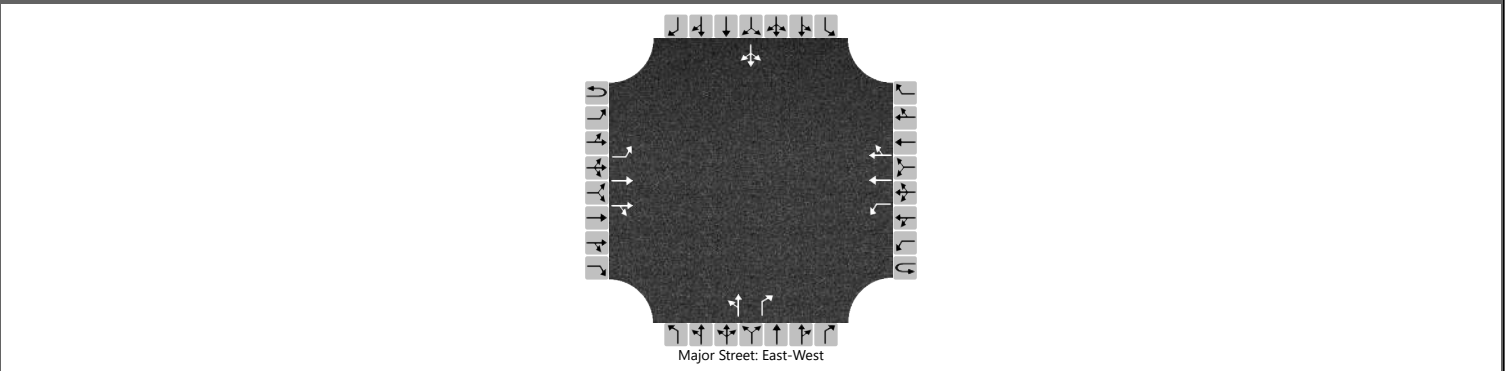
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6			8		7		2				2			
Capacity, c (veh/h)			509			336		230		554				576			
v/c Ratio			0.01			0.02		0.03		0.00				0.00			
95% Queue Length, Q <sub>95</sub> (veh)			0.0			0.1		0.1		0.0				0.0			
Control Delay (s/veh)			12.2			16.0		21.1		11.5	0.0			11.3	0.0		
Level of Service (LOS)			B			C		C		B	A			B	A		
Approach Delay (s/veh)		12.2				18.4				0.1				0.1			
Approach LOS		B				C				A				A			

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	KWA			Intersection	Earlham Ln and US 40		
Agency/Co.	Woolpert, Inc.			Jurisdiction	City of Plainfield		
Date Performed	8/18/2023			East/West Street	US 40		
Analysis Year	2025			North/South Street	Earlham Ln		
Time Analyzed	Opening AM No Build			Peak Hour Factor	0.97		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Life Science Center						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	3	1276	4	0	20	887	1		0	0	6		3	0	4
Percent Heavy Vehicles (%)	0	0			0	0				0	0	17		0	0	25
Proportion Time Blocked		0.000				0.000					0.000	0.000		0.000	0.000	0.000
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type   Storage	Left Only								9							

## Critical and Follow-up Headways

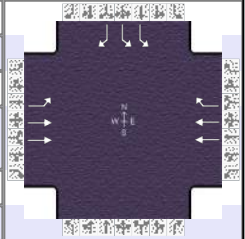
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.10				7.50	6.50	7.24		7.50	6.50	7.40
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.47		3.50	4.00	3.55

## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		3				21				0		6				7
Capacity, c (veh/h)		753				530				0		372				362
v/c Ratio		0.00				0.04						0.02				0.02
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.1						0.1				0.1
Control Delay (s/veh)		9.8	0.0			12.1	0.4					14.8				15.2
Level of Service (LOS)		A	A			B	A					B				C
Approach Delay (s/veh)		0.1				0.7						15.2				
Approach LOS		A				A						C				

## HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Woolpert, Inc.			Duration, h	0.250
Analyst	KWA	Analysis Date	8/29/2023	Area Type	Other
Jurisdiction	City of Plainfield	Time Period	Opening No Build AM	PHF	0.94
Urban Street	US 40	Analysis Year	2025	Analysis Period	1 > 7:00
Intersection	Raceway Rd	File Name	Opening No Build AM.xus		
Project Description	Life Science Center				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand ( v ), veh/h	131	1228			753	158					233	182

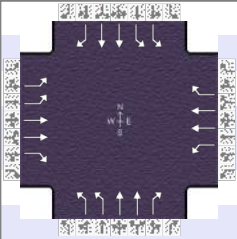
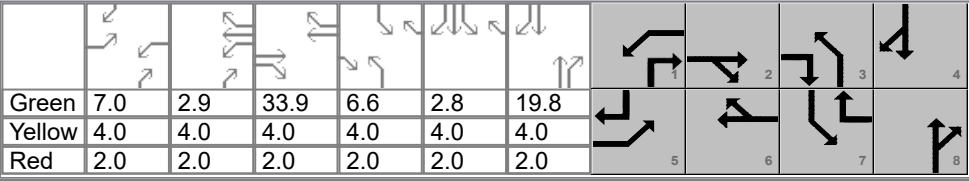
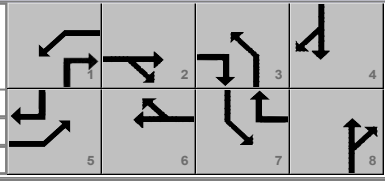
Signal Information				Signal Timing (s)									
Cycle, s	55.2	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	6.3	21.0	10.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0		
				Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2		6				4
Case Number	1.0	4.0		7.3				9.0
Phase Duration, s	12.3	39.3		27.0				16.0
Change Period, ( Y+R <sub>c</sub> ), s	6.0	6.0		6.0				6.0
Max Allow Headway ( MAH ), s	3.1	3.0		3.0				3.2
Queue Clearance Time ( g <sub>s</sub> ), s	4.4	17.0		12.7				7.4
Green Extension Time ( g <sub>e</sub> ), s	0.2	8.3		8.2				1.0
Phase Call Probability	0.90	1.00		1.00				1.00
Max Out Probability	0.00	0.00		0.00				0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2			6	16				7		14
Adjusted Flow Rate ( v ), veh/h	149	1398			801	168				248		194
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1795	1724			1682	1572				1730		1585
Queue Service Time ( g <sub>s</sub> ), s	2.4	15.0			10.7	2.9				3.5		5.4
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	2.4	15.0			10.7	2.9				3.5		5.4
Green Ratio ( g/C )	0.53	0.60			0.38	0.56				0.18		0.29
Capacity ( c ), veh/h	462	2076			1277	881				625		467
Volume-to-Capacity Ratio ( X )	0.322	0.673			0.627	0.191				0.396		0.414
Back of Queue ( Q ), ft/ln ( 95 th percentile)	30.5	149.6			164.3	31.8				58.4		79
Back of Queue ( Q ), veh/ln ( 95 th percentile)	1.2	5.7			6.1	1.2				2.3		3.1
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.08	0.33			0.31	0.09				0.15		0.21
Uniform Delay ( d <sub>1</sub> ), s/veh	8.5	7.4			14.0	6.0				20.0		15.7
Incremental Delay ( d <sub>2</sub> ), s/veh	0.1	0.1			0.2	0.0				0.2		0.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0			0.0	0.0				0.0		0.0
Control Delay ( d ), s/veh	8.6	7.4			14.2	6.0				20.1		15.9
Level of Service ( LOS )	A	A			B	A				C		B
Approach Delay, s/veh / LOS	7.5	A		12.7	B		0.0			18.3		B
Intersection Delay, s/veh / LOS	10.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	0.66	A	2.08	B	2.29	B	2.29	B
Bicycle LOS Score / LOS	1.68	B	1.29	A				F

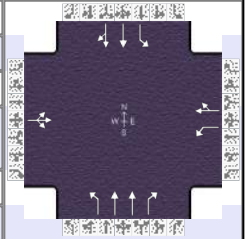
## HCS Signalized Intersection Results Summary

General Information					Intersection Information										
Agency	Woolpert, Inc.				Duration, h	0.250									
Analyst	KWA	Analysis Date	8/29/2023		Area Type	Other									
Jurisdiction	City of Plainfield		Time Period	Opening No Build AM	PHF	0.88									
Urban Street	US 40		Analysis Year	2025	Analysis Period	1 > 7:00									
Intersection	Ronald Reagan Pkwy		File Name	Opening No Build AM.xus											
Project Description	Life Science Center														
Demand Information				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h				125	826	59	207	633	122	81	415	197	338	478	159
Signal Information															
Cycle, s	109.0	Reference Phase	2												
Offset, s	0	Reference Point	End												
Uncoordinated	Yes	Simult. Gap E/W	On												
Force Mode	Fixed	Simult. Gap N/S	On												
				Green	7.0	2.9	33.9	6.6	2.8	19.8					
				Yellow	4.0	4.0	4.0	4.0	4.0	4.0					
				Red	2.0	2.0	2.0	2.0	2.0	2.0					
Timer Results				EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT				
Assigned Phase				5	2	1	6	3	8	7	4				
Case Number				2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0				
Phase Duration, s				13.0	39.9	21.9	48.8	12.6	25.8	21.3	34.6				
Change Period, ( Y+R <sub>c</sub> ), s				6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Allow Headway ( MAH ), s				3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0				
Queue Clearance Time ( g <sub>s</sub> ), s				6.5	29.5	15.7	17.2	4.9	16.9	14.9	17.8				
Green Extension Time ( g <sub>e</sub> ), s				0.2	4.4	0.1	4.6	0.1	2.9	0.5	2.8				
Phase Call Probability				1.00	1.00	1.00	1.00	0.94	1.00	1.00	1.00				
Max Out Probability				0.00	0.03	0.28	0.00	0.00	0.06	0.16	0.08				
Movement Group Results				EB			WB			NB			SB		
Approach Movement				L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h				142	939	67	214	655	126	92	472	224	384	543	181
Adjusted Saturation Flow Rate ( s ), veh/h/ln				1675	1752	1535	1668	1752	1422	1702	1654	1497	1593	1654	1547
Queue Service Time ( g <sub>s</sub> ), s				4.5	27.5	3.1	13.7	15.2	5.0	2.9	14.9	12.9	12.9	15.8	9.7
Cycle Queue Clearance Time ( g <sub>c</sub> ), s				4.5	27.5	3.1	13.7	15.2	5.0	2.9	14.9	12.9	12.9	15.8	9.7
Green Ratio ( g/C )				0.06	0.31	0.37	0.15	0.39	0.53	0.06	0.18	0.33	0.14	0.26	0.33
Capacity ( c ), veh/h				215	1092	571	243	1378	759	205	601	491	449	868	505
Volume-to-Capacity Ratio ( X )				0.661	0.860	0.117	0.880	0.475	0.166	0.449	0.784	0.456	0.856	0.626	0.358
Back of Queue ( Q ), ft/ln ( 95 th percentile)				88.5	438.4	51.4	276.4	246.6	73.6	55.4	270.5	212.2	252.3	280.4	162.3
Back of Queue ( Q ), veh/ln ( 95 th percentile)				3.4	17.0	2.0	10.2	9.6	2.6	2.1	9.9	7.9	9.2	10.3	6.2
Queue Storage Ratio ( RQ ) ( 95 th percentile)				0.26	0.24	0.11	0.97	0.21	0.32	0.14	0.15	0.54	0.84	0.22	1.08
Uniform Delay ( d <sub>1</sub> ), s/veh				49.9	35.3	22.5	45.7	24.7	13.0	49.5	42.6	29.0	45.8	35.5	28.0
Incremental Delay ( d <sub>2</sub> ), s/veh				1.3	2.3	0.0	15.1	0.1	0.0	0.6	1.2	0.2	7.9	0.9	0.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh				51.2	37.6	22.6	60.8	24.8	13.0	50.1	43.8	29.3	53.7	36.4	28.2
Level of Service ( LOS )				D	D	C	E	C	B	D	D	C	D	D	C
Approach Delay, s/veh / LOS				38.4	D		31.0	C		40.4	D		41.1	D	
Intersection Delay, s/veh / LOS				37.7					D						
Multimodal Results				EB			WB			NB			SB		
Pedestrian LOS Score / LOS				2.58	C		2.57	C		2.45	B		2.59	C	
Bicycle LOS Score / LOS				1.43	A		1.39	A		1.14	A		1.40	A	

**PM Peak Hour**

## HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Woolpert, Inc.			Duration, h	0.250		
Analyst	KWA	Analysis Date	8/29/2023	Area Type	Other		
Jurisdiction	City of Plainfield	Time Period	Opening No Build PM	PHF	0.92		
Urban Street	Ronald Regan Pkwy	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	Airtech Rd	File Name	Opening No Build PM.xus				
Project Description	Life Science Center						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	61	5	26	13	5	18	56	979	13	10	756	32

Signal Information													
Cycle, s	57.1	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	Yes	Simult. Gap E/W	On	Green	1.4	8.6	1.1	3.2	18.7	0.0			
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.0	4.0	4.0	0.0	4.0	0.0			
				Red	2.0	2.0	2.0	0.0	2.0	0.0			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		2	1	6	3	8	7	4
Case Number		8.3	1.0	4.0	2.0	3.0	1.1	4.0
Phase Duration, s		14.6	7.4	22.0	10.3	27.9	7.1	24.7
Change Period, ( Y+R <sub>c</sub> ), s		6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s		3.3	3.3	3.3	3.0	2.9	3.0	2.9
Queue Clearance Time ( g <sub>s</sub> ), s		5.6	2.4	2.6	4.1	18.1	2.2	14.0
Green Extension Time ( g <sub>e</sub> ), s		0.3	0.0	0.3	0.1	3.8	0.0	4.2
Phase Call Probability		0.86	0.20	0.89	0.62	1.00	0.16	1.00
Max Out Probability		0.00	0.00	0.00	0.00	0.20	0.00	0.10

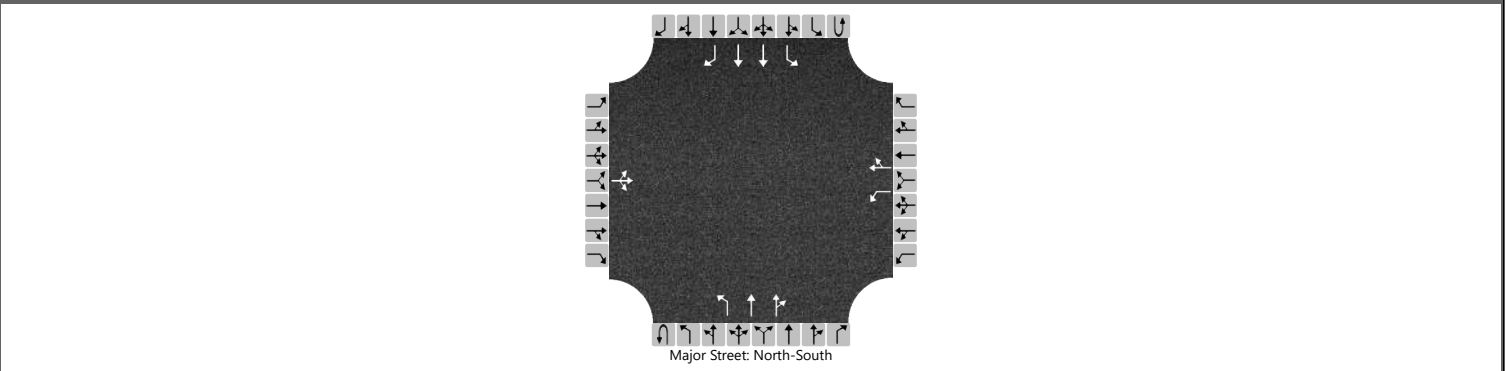
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	100			14	25		61	1064	14	11	431	425
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1401			1810	1665		1626	1696	1510	1668	1811	1785
Queue Service Time ( g <sub>s</sub> ), s	2.6			0.4	0.6		2.1	16.1	0.3	0.2	12.0	12.0
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	3.6			0.4	0.6		2.1	16.1	0.3	0.2	12.0	12.0
Green Ratio ( g/C )	0.15			0.21	0.28		0.08	0.38	0.38	0.35	0.33	0.33
Capacity ( c ), veh/h	317			294	468		124	1304	580	193	594	585
Volume-to-Capacity Ratio ( X )	0.316			0.048	0.053		0.491	0.816	0.024	0.056	0.727	0.727
Back of Queue ( Q ), ft/ln ( 95 th percentile)	57.1			6.4	10.1		36.7	233.7	4.3	3.7	194.9	190.7
Back of Queue ( Q ), veh/ln ( 95 th percentile)	2.1			0.3	0.4		1.3	8.8	0.2	0.1	7.4	7.3
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.06			0.04	0.01		0.14	0.13	0.02	0.01	0.17	0.16
Uniform Delay ( d <sub>1</sub> ), s/veh	22.0			18.2	15.0		25.3	15.8	10.9	14.2	16.9	16.9
Incremental Delay ( d <sub>2</sub> ), s/veh	0.2			0.0	0.0		1.1	1.6	0.0	0.0	0.6	0.7
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0			0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	22.2			18.2	15.0		26.5	17.3	10.9	14.3	17.6	17.6
Level of Service ( LOS )	C			B	B		C	B	B	B	B	B
Approach Delay, s/veh / LOS	22.2	C		16.2	B		17.7	B		17.6	B	
Intersection Delay, s/veh / LOS	17.8						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.43	B	2.27	B	1.89	B	1.67	B
Bicycle LOS Score / LOS	0.65	A	0.55	A	1.43	A	1.20	A

# HCS Two-Way Stop-Control Report

General Information				Site Information			
Analyst	KWA			Intersection	S Ronald Reagan Pkwy and Wamsley Way		
Agency/Co.	Woolpert, Inc.			Jurisdiction	City of Plainfield		
Date Performed	8/18/2023			East/West Street	Wamsley Way		
Analysis Year	2025			North/South Street	S Ronald Reagan Pkwy		
Time Analyzed	Opening PM No Build			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Life Science Center						

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		1	1	0	0	1	2	0	0	1	2	1	
Configuration			LTR			L		TR		L	T	TR		L	T	R	
Volume (veh/h)		1	0	5		3	4	5	0	5	1048	0	0	6	732	0	
Percent Heavy Vehicles (%)		0	0	100		0	25	0	0	60			0	0			
Proportion Time Blocked		0.000	0.000	0.000		0.000	0.000	0.000		0.000				0.000			
Percent Grade (%)		0				0											
Right Turn Channelized																	No
Median Type   Storage		Left Only								4							

## Critical and Follow-up Headways

Base Critical Headway (sec)		7.5	6.5	6.9		7.5	6.5	6.9		4.1				4.1		
Critical Headway (sec)		7.50	6.50	8.90		7.50	7.00	6.90		5.30				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	4.30		3.50	4.25	3.30		2.80				2.20		

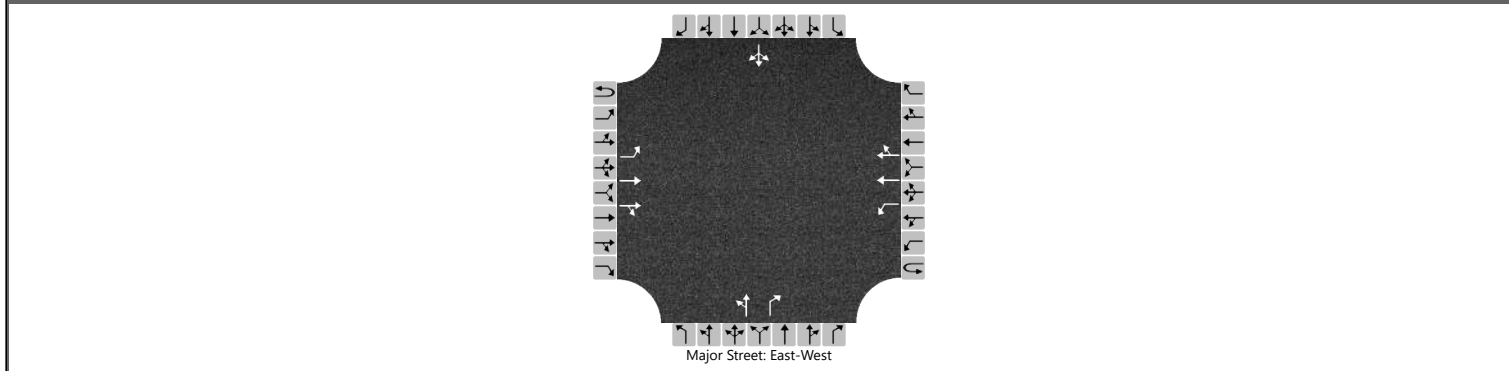
## Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			6			3		9			5				6		
Capacity, c (veh/h)			481			217		103			550				640		
v/c Ratio			0.01			0.01		0.09			0.01				0.01		
95% Queue Length, Q <sub>95</sub> (veh)			0.0			0.0		0.3			0.0				0.0		
Control Delay (s/veh)			12.6			21.8		43.4		11.6	0.1			10.7	0.1		
Level of Service (LOS)			B			C		E		B	A			B	A		
Approach Delay (s/veh)		12.6				38.0				0.2				0.2			
Approach LOS		B				E				A				A			

# HCS Two-Way Stop-Control Report

* H Q H U D O , Q I R U P D W L R Q		6 L W H , Q I R U P D W L R Q	
Analyst	KWA	Intersection	Earlham Ln and US 40
Agency/Co.	Woolpert, Inc.	Jurisdiction	City of Plainfield
Date Performed	8/18/2023	East/West Street	US 40
Analysis Year	2025	North/South Street	Earlham Ln
Time Analyzed	Opening PM No Build	Peak Hour Factor	0.99
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Life Science Center		

## / D Q H V



## 9 H K L F O H 9 R O X P H V D Q G \$ G M X V W P H Q W V

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	1		0	1	0
Configuration		L	T	TR		L	T	TR		LT		R			LTR	
Volume (veh/h)	0	1	1658	4	0	19	1499	0		2	0	38		0	0	1
Percent Heavy Vehicles (%)	0	0			0	6				0	0	0		0	0	0
Proportion Time Blocked		0.000				0.000				0.000	0.000	0.000			0.000	0.000
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type   Storage	Left Only								9							

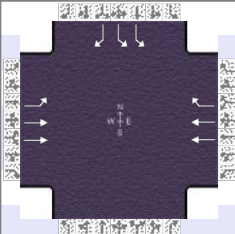
## & U L W L F D O D X S + I R D G R Z \ V

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.22				7.50	6.50	6.90		7.50	6.50	6.90
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.26				3.50	4.00	3.30		3.50	4.00	3.30

## ' H O D \ 4 X H X H / H Q J W K D Q G / H Y H O R I 6 H U Y L F H

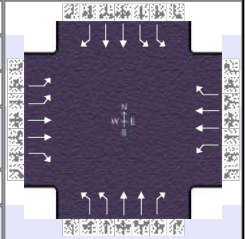
Flow Rate, v (veh/h)		1				19				2		38			1	
Capacity, c (veh/h)		447				360				100		313			355	
v/c Ratio		0.00				0.05				0.02		0.12			0.00	
95% Queue Length, Q <sub>95</sub> (veh)		0.0				0.2				0.1		0.4			0.0	
Control Delay (s/veh)		13.1	0.0			15.6	0.8			41.8		18.1			15.2	
Level of Service (LOS)		B	A			C	A			E		C			C	
Approach Delay (s/veh)	0.0				1.0				19.3				15.2			
Approach LOS	A				A				C				C			

## HCS Signalized Intersection Results Summary

General Information					Intersection Information													
Agency	Woolpert, Inc.				Duration, h	0.250												
Analyst	KWA	Analysis Date	8/29/2023		Area Type	CBD												
Jurisdiction	City of Plainfield		Time Period	Opening No Build PM	PHF	0.96												
Urban Street	US 40		Analysis Year	2025	Analysis Period	1 > 7:00												
Intersection	Raceway Rd		File Name	Opening No Build PM.xus														
Project Description	Life Science Center																	
Demand Information					EB			WB			NB			SB				
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R		
Demand ( v ), veh/h					314	1361			1326	448				190		212		
Signal Information																		
Cycle, s	101.5	Reference Phase	2															
Offset, s	0	Reference Point	End															
Uncoordinated	Yes	Simult. Gap E/W	On		Green	15.2	52.8	15.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On		Yellow	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
					Red	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Timer Results					EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT						
Assigned Phase					5	2		6				4						
Case Number					1.0	4.0		7.3				9.0						
Phase Duration, s					21.2	80.0		58.8				21.5						
Change Period, ( Y+R <sub>c</sub> ), s					6.0	6.0		6.0				6.0						
Max Allow Headway ( MAH ), s					3.1	3.1		3.1				3.3						
Queue Clearance Time ( g <sub>s</sub> ), s					14.8	24.8		42.9				15.0						
Green Extension Time ( g <sub>e</sub> ), s					0.3	15.0		9.9				0.5						
Phase Call Probability					1.00	1.00		1.00				1.00						
Max Out Probability					0.20	0.06		0.47				0.30						
Movement Group Results					EB			WB			NB			SB				
Approach Movement					L	T	R	L	T	R	L	T	R	L	T	R		
Assigned Movement					5	2			6	16				7		14		
Adjusted Flow Rate ( v ), veh/h					324	1406			1381	467				198		221		
Adjusted Saturation Flow Rate ( s ), veh/h/ln					1616	1552			1514	1415				1557		1427		
Queue Service Time ( g <sub>s</sub> ), s					12.8	22.8			40.9	16.3				5.8		13.0		
Cycle Queue Clearance Time ( g <sub>c</sub> ), s					12.8	22.8			40.9	16.3				5.8		13.0		
Green Ratio ( g/C )					0.69	0.73			0.52	0.67				0.15		0.30		
Capacity ( c ), veh/h					355	2263			1575	952				475		432		
Volume-to-Capacity Ratio ( X )					0.915	0.621			0.877	0.490				0.416		0.512		
Back of Queue ( Q ), ft/ln ( 95 th percentile)					287.5	216.2			546.7	197				101.1		198.1		
Back of Queue ( Q ), veh/ln ( 95 th percentile)					11.4	8.3			20.4	7.7				4.0		7.8		
Queue Storage Ratio ( RQ ) ( 95 th percentile)					0.72	0.48			1.03	0.53				0.27		0.52		
Uniform Delay ( d <sub>1</sub> ), s/veh					28.2	6.8			21.5	8.1				38.9		29.2		
Incremental Delay ( d <sub>2</sub> ), s/veh					8.7	0.1			4.4	0.1				0.2		0.4		
Initial Queue Delay ( d <sub>3</sub> ), s/veh					0.0	0.0			0.0	0.0				0.0		0.0		
Control Delay ( d ), s/veh					36.9	6.9			25.9	8.3				39.2		29.6		
Level of Service ( LOS)					D	A			C	A				D		C		
Approach Delay, s/veh / LOS					12.5	B			21.4	C			0.0		34.1		C	
Intersection Delay, s/veh / LOS					18.9					B								
Multimodal Results					EB			WB			NB			SB				
Pedestrian LOS Score / LOS					0.65	A			2.09	B			2.31	B			2.31	B
Bicycle LOS Score / LOS					1.93	B			2.01	B							F	

## HCS Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	Woolpert, Inc.			Duration, h	0.250		
Analyst	KWA	Analysis Date	8/29/2023	Area Type	CBD		
Jurisdiction	City of Plainfield	Time Period	Opening No Build PM	PHF	0.98		
Urban Street	US 40	Analysis Year	2025	Analysis Period	1 > 7:00		
Intersection	Ronald Reagan Pkwy	File Name	Opening No Build PM.xus				
Project Description	Life Science Center						



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand ( v ), veh/h	253	985	82	153	1088	255	132	562	365	346	471	287

Signal Information				Signal Timing (s)									
Cycle, s	162.4	Reference Phase	2	Green	16.2	3.5	56.5	9.3	7.0	40.0	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.0	0.0	4.0	4.0	4.0	4.0	5	6	7
Uncoordinated	Yes	Simult. Gap E/W	On	Red	2.0	0.0	2.0	2.0	2.0	2.0	8		
Force Mode	Fixed	Simult. Gap N/S	On										

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6	3	8	7	4
Case Number	2.0	3.0	2.0	3.0	2.0	3.0	2.0	3.0
Phase Duration, s	22.2	62.5	25.7	66.0	15.3	46.0	28.2	59.0
Change Period, ( Y+R <sub>c</sub> ), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Allow Headway ( MAH ), s	3.0	3.0	3.0	3.0	3.0	3.1	3.0	3.1
Queue Clearance Time ( g <sub>s</sub> ), s	15.7	51.5	19.5	62.0	9.0	41.3	21.7	26.8
Green Extension Time ( g <sub>e</sub> ), s	0.5	4.6	0.2	0.0	0.2	0.0	0.5	3.6
Phase Call Probability	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Max Out Probability	0.00	0.54	0.00	1.00	0.00	1.00	0.01	0.13

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate ( v ), veh/h	258	1005	84	164	1165	273	135	573	372	353	481	293
Adjusted Saturation Flow Rate ( s ), veh/h/ln	1507	1577	1381	1502	1577	1280	1532	1488	1347	1433	1488	1393
Queue Service Time ( g <sub>s</sub> ), s	13.7	49.5	6.2	17.5	60.0	21.8	7.0	29.2	39.3	19.7	21.1	24.8
Cycle Queue Clearance Time ( g <sub>c</sub> ), s	13.7	49.5	6.2	17.5	60.0	21.8	7.0	29.2	39.3	19.7	21.1	24.8
Green Ratio ( g/C )	0.10	0.35	0.41	0.12	0.37	0.51	0.06	0.25	0.37	0.14	0.33	0.43
Capacity ( c ), veh/h	300	1098	559	182	1165	648	175	733	495	392	971	593
Volume-to-Capacity Ratio ( X )	0.860	0.916	0.150	0.901	1.000	0.421	0.770	0.782	0.752	0.900	0.495	0.494
Back of Queue ( Q ), ft/ln ( 95 th percentile)	239.5	725	98.1	271.6	815.5	262.2	130.5	458	527.9	339	333.6	339.5
Back of Queue ( Q ), veh/ln ( 95 th percentile)	9.1	28.1	3.7	10.1	31.6	9.4	5.1	16.8	19.7	12.4	12.3	13.1
Queue Storage Ratio ( RQ ) ( 95 th percentile)	0.70	0.40	0.21	0.95	0.70	1.14	0.33	0.25	1.35	1.13	0.26	2.26
Uniform Delay ( d <sub>1</sub> ), s/veh	72.0	50.7	30.6	70.4	51.2	25.2	75.5	57.1	44.9	69.0	44.0	33.9
Incremental Delay ( d <sub>2</sub> ), s/veh	2.8	10.4	0.0	8.7	18.0	0.1	2.7	5.0	5.7	12.5	0.1	0.2
Initial Queue Delay ( d <sub>3</sub> ), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay ( d ), s/veh	74.8	61.1	30.6	79.2	69.2	25.2	78.2	62.2	50.6	81.4	44.1	34.2
Level of Service ( LOS )	E	E	C	E	E	C	E	E	D	F	D	C
Approach Delay, s/veh / LOS	61.8	E		62.7	E		60.2	E		53.2	D	
Intersection Delay, s/veh / LOS	59.9						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.59	C	2.59	C	2.46	B	2.60	C
Bicycle LOS Score / LOS	1.60	B	1.75	B	1.38	A	1.42	A