

# Traffic



**TRAFFICENGINEERING.com**  
BY CHET SKWARCAN

## Traffic Engineering Analysis

**Drees Homes**  
**Plainfield, Indiana**


### Submitted by:

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**December 29, 2020 (Revised July 7, 2021\*)**

*\*Note: recommendations/findings unchanged*

## Certification

I certify this Traffic Analysis has been prepared by me or under my immediate supervision and that I have experience and training in the field of traffic and transportation engineering.



Chet M. Skwarcan, PE, President  
Traffic Engineering, Inc.  
12/29/2020 (Revised 07/07/2021)



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## Executive Summary

The proposed development is situated on the south side of Hadley Road between Moon Road and Hall Road (CR 675E) in Plainfield, Indiana. This revised analysis includes 382 single-family houses (an additional 63 houses compared to the Traffic Engineering Analysis submitted on December 29, 2020) and the adjacent development of 200 storage units. The horizon year for this analysis is 2030. Should the absorption rate be less than 10 years, the recommendations herein are not impacted.

Note the Town of Plainfield is anticipating the development of a future collector road in this area (i.e., Hackamore Road) that runs parallel to and south of Hadley Road. Hackamore Road connects Miles Road to CR 725 E, bisecting the proposed development (refer to Town Thoroughfare Plan, page 98)

### Moon Road (S 600 E) at Hadley

The future maximum vehicle queue expected at the intersection of Moon Road (S 600 E) and Hadley Road is 17 vehicles for the AM peak hour and 32 vehicles for the PM peak hour as a result of normal background growth (i.e., does not include projected site traffic). Maximum vehicle queues increase to 20 vehicles (AM peak hour) and 38 (PM peak hour) at full build-out of the proposed development. A future roundabout would provide the best overall improvement at this intersection, significantly decreasing the maximum vehicle queues to four (4) vehicles during the AM peak hour and six (6) vehicles during the PM peak hour.

### Glen Haven at Hadley Road

There are currently dual exiting lanes for the existing north approach of Glen Haven at Hadley Road. At full build-out, vehicles exiting Glen Haven Boulevard making a southbound left turn onto Hadley Road at full build-out are expected to experience a 125 second delay; however, the maximum vehicle queueing does not exceed seven (7 vehicles). No mitigation is recommended at this time but this situation should be monitored. The proposed south approach should include two exit lanes (so exiting vehicles turning left do not impede exiting vehicles turning right). A center left turn lane already exists on Hadley Road. An eastbound right turn lane is not warranted.

### Hall Road (S 675 E) at Hadley Road

Traffic signal (see pages 44-47) and multi-way stop control warrants (see page 48) were analyzed using projected traffic volumes at full build-out, these warrants are not satisfied.

As this area develops, the timing of a roundabout should be closely monitored for this intersection. The southbound approach has a maximum vehicle queue of nine (9) vehicles at full build-out during the AM peak hour, the existing maximum vehicle queue is two (2) vehicles. A roundabout significantly improves the southbound maximum vehicle queue from nine (9) vehicles down to one (1) vehicle.

### S 700 E at Hadley Road - Roundabout

There is a projected queue of 23 vehicles for the eastbound approach of CR 700 E and Hadley Road at full build-out, compared to 10 vehicles as a result of normal background growth. This intersection should be monitored for a dual lane roundabout project.

### Gateway Drive at Hadley Road

The existing southbound approach of Gateway Drive at Hadley Road (i.e., the BP station) has a LOS of F with a maximum vehicle queue of three (3) vehicles. Maximum vehicle queue increases to six (6) vehicles at full build-out. Future mitigation may include a roundabout, signalization, or restriction of certain movements.

### SR 267 at Hadley Road

The intersection of SR 267 at Hadley Road has an existing LOS of E. At full build-out this intersection operates at a LOS of F. The addition of a second northbound left-turn lane at full build-out would improve the overall LOS to an E.

### Turn Lanes

Analysis herein has determined left or right turn lanes are not warranted for the proposed site driveways. Note that local ordinances may require minimum tapers or deceleration lanes for proposed driveways (regardless of projected turning movement volumes). As mentioned above, the north/main entrance onto Hadley Road requires two exit lanes (i.e., separate lanes for vehicles exiting left or right onto Hadley). Again, there is an existing left turn lane along Hadley Road suitable for accommodating left turners entering the proposed development.

### Pedestrian Crossings

When appropriate, pedestrian crossings should be considered at the north main entrance onto Hadley Road to connect with an existing trail along the north side of Hadley Road. Additionally, a pedestrian crossing should be anticipated at the proposed east entrance crossing Hall Road (C.R. 675) to the trail constructed with Bridlewood along the East side of Hall Road. Any signage or pedestrian signalization associated with these potential crossings should be consistent with similar crossings in this area (such as the Bridlewood pedestrian crossing its north entrance onto Hadley).

*Note: Existing traffic volumes are not yet "normal" due to the impacts of COVID 19. Adjustment factors were applied where appropriate to account for current traffic anomalies.*



## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Hall Road (S 675 E) at E 675 S

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
675 E at 675 S													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	0	0	0	0	0	2	0	0	0	0	2
1-2	0	0	0	0	0	0	0	0	0	0	0	0	0
2-3	0	0	0	0	0	0	0	0	0	0	0	0	0
3-4	0	0	1	0	0	0	0	1	0	0	0	0	2
4-5	0	1	0	0	0	0	0	2	0	0	0	0	3
5-6	0	2	1	2	0	0	1	5	0	0	0	0	11
6-7	0	6	0	0	0	4	3	11	0	0	0	0	24
7-8	0	6	4	5	0	2	8	28	0	0	0	0	53
8-9	0	6	1	6	0	0	1	13	0	0	0	0	27
9-10	0	14	1	3	0	4	2	11	0	0	0	0	35
10-11	0	12	6	3	0	0	3	15	0	0	0	0	39
11-12	0	11	2	5	0	1	4	13	0	0	0	0	36
12-13	0	11	2	0	0	0	0	12	0	0	0	0	25
13-14	0	10	3	4	0	3	2	8	0	0	0	0	30
14-15	0	28	5	2	0	2	4	11	0	0	0	0	52
15-16	0	28	9	5	0	5	5	23	0	0	0	0	75
16-17	0	39	7	5	0	5	5	19	0	0	0	0	80
17-18	0	36	7	3	0	3	3	19	0	0	0	0	71
18-19	0	19	5	6	0	1	1	8	0	0	0	0	40
19-20	0	8	4	2	0	1	5	6	0	0	0	0	26
20-21	0	6	2	1	0	2	1	3	0	0	0	0	15
21-22	0	6	0	1	0	0	1	3	0	0	0	0	11
22-23	0	3	1	0	0	1	0	4	0	0	0	0	9
23-24	0	2	0	0	0	1	0	2	0	0	0	0	5
<b>Totals</b>	<b>0</b>	<b>254</b>	<b>61</b>	<b>53</b>	<b>0</b>	<b>35</b>	<b>49</b>	<b>219</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>671</b>
<b>% Trucks</b>	<b>0%</b>	<b>4%</b>	<b>7%</b>	<b>4%</b>	<b>0%</b>	<b>3%</b>	<b>2%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>4%</b>

AM & PM Peak Hours													
675 E at 675 S													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	0	0	0	2	0	1	2	5	0	0	0	0	10
0715-0730	0	1	0	1	0	0	2	10	0	0	0	0	14
0730-0745	0	1	2	1	0	0	2	5	0	0	0	0	11
0745-0800	0	4	2	1	0	1	2	8	0	0	0	0	18
<b>Totals</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>53</b>
<b>PHF</b>	<b>0.00</b>	<b>0.38</b>	<b>0.50</b>	<b>0.63</b>	<b>0.00</b>	<b>0.50</b>	<b>1.00</b>	<b>0.70</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.74</b>
<b>% Trucks</b>	<b>0%</b>	<b>17%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1600-1615	0	11	1	2	0	2	1	4	0	0	0	0	21
1615-1630	0	8	2	0	0	2	2	5	0	0	0	0	19
1630-1645	0	12	1	1	0	0	1	5	0	0	0	0	20
1645-1700	0	8	3	2	0	1	1	5	0	0	0	0	20
<b>Totals</b>	<b>0</b>	<b>39</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>
<b>PHF</b>	<b>0.00</b>	<b>0.81</b>	<b>0.58</b>	<b>0.63</b>	<b>0.00</b>	<b>0.63</b>	<b>0.63</b>	<b>0.95</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.95</b>
<b>% Trucks</b>	<b>0%</b>	<b>5%</b>	<b>14%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) S 650 E at E 700 S

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly 650 E at 700 S Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	0	0	0	0	1	0	0	0	1	0	2
1-2	0	0	0	0	0	0	0	0	0	0	0	0	0
2-3	0	0	0	0	0	0	0	0	0	0	0	0	0
3-4	0	0	0	0	0	0	1	0	0	1	0	0	2
4-5	0	0	0	0	0	1	2	0	0	1	0	0	4
5-6	0	0	0	0	1	0	5	0	1	0	1	0	8
6-7	0	0	0	0	5	5	8	0	0	0	7	0	25
7-8	0	0	0	0	4	4	17	0	3	1	12	0	41
8-9	0	0	0	0	2	7	5	0	4	1	9	0	28
9-10	0	0	0	0	6	10	7	0	1	4	6	0	34
10-11	0	0	0	0	7	6	7	0	1	3	8	0	32
11-12	0	0	0	0	10	6	9	0	3	2	13	0	43
12-13	0	0	0	0	4	7	9	0	1	1	6	0	28
13-14	0	0	0	0	8	8	10	0	5	4	8	0	43
14-15	0	0	0	0	16	15	10	0	3	1	10	0	55
15-16	0	0	0	0	18	15	15	0	4	1	8	0	61
16-17	0	0	0	0	14	25	15	0	5	3	8	0	70
17-18	0	0	0	0	19	21	13	0	6	4	7	0	70
18-19	0	0	0	0	5	12	7	0	2	5	3	0	34
19-20	0	0	0	0	5	4	6	0	4	3	3	0	25
20-21	0	0	0	0	4	6	3	0	0	3	1	0	17
21-22	0	0	0	0	2	3	2	0	0	1	1	0	9
22-23	0	0	0	0	0	4	3	0	2	0	1	0	10
23-24	0	0	0	0	1	2	2	0	0	0	0	0	5
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>131</b>	<b>161</b>	<b>157</b>	<b>0</b>	<b>45</b>	<b>39</b>	<b>113</b>	<b>0</b>	<b>646</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>7%</b>	<b>6%</b>	<b>0%</b>	<b>4%</b>	<b>5%</b>	<b>4%</b>	<b>0%</b>	<b>5%</b>

AM & PM Peak Hours 650 E at 700 S													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0715-0730	0	0	0	0	0	1	5	0	1	0	4	0	11
0730-0745	0	0	0	0	1	0	5	0	0	1	2	0	9
0745-0800	0	0	0	0	2	3	4	0	1	0	3	0	13
0800-0815	0	0	0	0	1	2	1	0	1	0	4	0	9
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>42</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.50</b>	<b>0.50</b>	<b>0.75</b>	<b>0.00</b>	<b>0.75</b>	<b>0.25</b>	<b>0.81</b>	<b>0.00</b>	<b>0.81</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>17%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>5%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1545-1600	0	0	0	0	4	4	3	0	2	1	2	0	16
1600-1615	0	0	0	0	5	7	5	0	1	1	1	0	20
1615-1630	0	0	0	0	3	8	3	0	1	1	3	0	19
1630-1645	0	0	0	0	3	6	3	0	2	0	3	0	17
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>25</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>72</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.75</b>	<b>0.78</b>	<b>0.70</b>	<b>0.00</b>	<b>0.75</b>	<b>0.75</b>	<b>0.75</b>	<b>0.00</b>	<b>0.90</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>7%</b>	<b>4%</b>	<b>14%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>6%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Moon Road (S 600 E) at E 700 S

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
Moon Road (S 600 E) at 700 S													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	3	0	0	0	0	0	3	0	0	0	0	6
1-2	0	4	1	0	0	0	0	4	0	0	0	0	9
2-3	0	3	0	0	0	0	0	7	0	0	0	0	10
3-4	0	1	0	0	0	0	1	3	0	0	0	0	5
4-5	0	5	1	2	0	1	1	6	0	0	0	0	16
5-6	0	11	0	3	0	1	0	27	0	0	0	0	42
6-7	0	19	1	3	0	2	1	70	0	0	0	0	96
7-8	0	48	2	3	0	4	10	121	0	0	0	0	188
8-9	0	46	2	4	0	0	6	60	0	0	0	0	118
9-10	0	51	3	4	0	4	4	41	0	0	0	0	107
10-11	0	45	5	1	0	4	7	50	0	0	0	0	112
11-12	0	52	7	4	0	7	5	39	0	0	0	0	114
12-13	0	55	3	2	0	3	6	56	0	0	0	0	125
13-14	0	55	5	9	0	4	6	51	0	0	0	0	130
14-15	0	68	7	5	0	12	5	62	0	0	0	0	159
15-16	0	112	4	6	0	11	7	74	0	0	0	0	214
16-17	0	117	2	3	0	13	3	75	0	0	0	0	213
17-18	0	100	6	7	0	8	2	81	0	0	0	0	204
18-19	0	81	5	5	0	4	2	52	0	0	0	0	149
19-20	0	43	4	3	0	2	1	29	0	0	0	0	82
20-21	0	47	4	0	0	2	1	18	0	0	0	0	72
21-22	0	25	0	0	0	1	0	7	0	0	0	0	33
22-23	0	10	0	1	0	0	0	2	0	0	0	0	13
23-24	0	6	1	2	0	0	0	0	0	0	0	0	9
<b>Totals</b>	<b>0</b>	<b>1007</b>	<b>63</b>	<b>67</b>	<b>0</b>	<b>83</b>	<b>68</b>	<b>938</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2226</b>
<b>% Trucks</b>	<b>0%</b>	<b>3%</b>	<b>10%</b>	<b>1%</b>	<b>0%</b>	<b>6%</b>	<b>1%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>

AM & PM Peak Hours													
Moon Road (S 600 E) at 700 S													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	0	10	0	0	0	2	2	27	0	0	0	0	41
0715-0730	0	5	1	1	0	0	2	28	0	0	0	0	37
0730-0745	0	16	0	0	0	1	4	34	0	0	0	0	55
0745-0800	0	17	1	2	0	1	2	32	0	0	0	0	55
<b>Totals</b>	<b>0</b>	<b>48</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>188</b>
<b>PHF</b>	<b>0.00</b>	<b>0.71</b>	<b>0.50</b>	<b>0.38</b>	<b>0.00</b>	<b>0.50</b>	<b>0.63</b>	<b>0.89</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.85</b>
<b>% Trucks</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>25%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645-1700	0	35	1	0	0	2	1	22	0	0	0	0	61
1700-1715	0	31	2	2	0	3	0	21	0	0	0	0	59
1715-1730	0	24	2	2	0	2	0	20	0	0	0	0	50
1730-1745	0	28	1	1	0	2	2	20	0	0	0	0	54
<b>Totals</b>	<b>0</b>	<b>118</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>83</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>224</b>
<b>PHF</b>	<b>0.00</b>	<b>0.84</b>	<b>0.75</b>	<b>0.63</b>	<b>0.00</b>	<b>0.75</b>	<b>0.38</b>	<b>0.94</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.92</b>
<b>% Trucks</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Moon Road (S 600 E) at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly Moon Road (S 600 E) at Hadley Road Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	1	1	8	18	6	3	1	2	0	0	3	0	43
1-2	1	3	8	8	8	1	4	1	0	0	6	0	40
2-3	0	3	9	11	6	0	6	3	0	0	9	0	47
3-4	1	1	12	18	5	0	2	1	1	0	8	0	49
4-5	0	4	41	28	9	2	5	4	0	1	26	0	120
5-6	0	10	121	85	23	19	22	10	5	6	35	1	337
6-7	0	28	256	107	47	47	52	30	2	4	101	1	675
7-8	3	37	386	178	70	43	85	65	4	6	108	2	987
8-9	6	34	168	158	58	24	37	52	1	4	72	8	622
9-10	3	39	125	122	42	32	25	34	4	5	46	4	481
10-11	9	36	98	104	53	23	25	34	3	4	40	5	434
11-12	9	44	112	131	48	31	30	33	3	2	37	9	489
12-13	7	44	148	140	49	39	39	41	7	3	42	9	568
13-14	11	40	126	139	54	32	25	36	8	5	46	6	528
14-15	6	48	166	188	86	37	64	45	14	7	58	8	727
15-16	12	57	227	304	125	64	50	63	14	7	82	6	1011
16-17	4	87	210	326	199	65	64	60	9	9	101	9	1143
17-18	4	74	236	415	184	60	43	51	8	7	81	12	1175
18-19	6	52	159	218	87	38	20	43	2	5	40	5	675
19-20	4	36	110	160	46	23	15	22	2	4	29	4	455
20-21	6	39	79	114	31	27	17	20	1	3	25	3	365
21-22	4	23	46	71	21	16	11	6	0	4	20	2	224
22-23	4	9	26	27	10	5	2	2	0	1	16	0	102
23-24	3	6	21	19	8	1	2	1	1	1	11	0	74
<b>Totals</b>	<b>104</b>	<b>755</b>	<b>2898</b>	<b>3089</b>	<b>1275</b>	<b>632</b>	<b>646</b>	<b>659</b>	<b>89</b>	<b>88</b>	<b>1042</b>	<b>94</b>	<b>11371</b>
<b>% Trucks</b>	<b>7%</b>	<b>5%</b>	<b>5%</b>	<b>6%</b>	<b>5%</b>	<b>5%</b>	<b>4%</b>	<b>5%</b>	<b>12%</b>	<b>10%</b>	<b>4%</b>	<b>10%</b>	<b>5%</b>

AM & PM Peak Hours Moon Road (S 600 E) at Hadley Road													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0715-0730	1	5	76	39	19	15	19	21	0	2	32	0	229
0730-0745	1	13	126	44	21	8	28	15	2	1	31	2	292
0745-0800	1	11	116	57	23	12	23	17	0	3	24	0	287
0800-0815	4	4	54	53	19	6	13	19	0	3	21	3	199
<b>Totals</b>	<b>7</b>	<b>33</b>	<b>372</b>	<b>193</b>	<b>82</b>	<b>41</b>	<b>83</b>	<b>72</b>	<b>2</b>	<b>9</b>	<b>108</b>	<b>5</b>	<b>1007</b>
<b>PHF</b>	<b>0.44</b>	<b>0.63</b>	<b>0.74</b>	<b>0.85</b>	<b>0.89</b>	<b>0.68</b>	<b>0.74</b>	<b>0.86</b>	<b>0.25</b>	<b>0.75</b>	<b>0.84</b>	<b>0.42</b>	<b>0.86</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>7%</b>	<b>9%</b>	<b>7%</b>	<b>4%</b>	<b>1%</b>	<b>0%</b>	<b>33%</b>	<b>6%</b>	<b>20%</b>	<b>5%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645-1700	1	25	50	96	51	18	14	19	1	1	31	4	311
1700-1715	0	21	64	100	48	14	8	15	2	2	20	4	298
1715-1730	2	19	57	119	47	18	12	13	1	2	23	1	314
1730-1745	2	20	63	101	40	15	8	9	3	1	17	2	281
<b>Totals</b>	<b>5</b>	<b>85</b>	<b>234</b>	<b>416</b>	<b>186</b>	<b>65</b>	<b>42</b>	<b>56</b>	<b>7</b>	<b>6</b>	<b>91</b>	<b>11</b>	<b>1204</b>
<b>PHF</b>	<b>0.63</b>	<b>0.85</b>	<b>0.91</b>	<b>0.87</b>	<b>0.91</b>	<b>0.90</b>	<b>0.75</b>	<b>0.74</b>	<b>0.58</b>	<b>0.75</b>	<b>0.73</b>	<b>0.69</b>	<b>0.96</b>
<b>% Trucks</b>	<b>0%</b>	<b>1%</b>	<b>1%</b>	<b>3%</b>	<b>3%</b>	<b>2%</b>	<b>0%</b>	<b>5%</b>	<b>14%</b>	<b>17%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Byscane Boulevard at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
Byscane Blvd at Hadley Road													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	1	5	23	0	0	0	0	0	10	1	40
1-2	0	0	2	2	12	0	0	0	0	0	14	1	31
2-3	0	0	2	3	12	0	0	0	0	0	19	1	37
3-4	0	0	4	3	19	0	0	0	0	0	17	1	44
4-5	1	0	6	1	33	0	0	0	0	0	64	0	105
5-6	3	0	14	3	137	0	0	0	0	0	158	1	316
6-7	4	0	26	1	175	0	0	0	0	0	367	1	574
7-8	7	0	39	12	256	0	0	0	0	0	530	3	847
8-9	10	0	37	10	205	0	0	0	0	0	243	5	510
9-10	5	0	13	11	167	0	0	0	0	0	175	4	375
10-11	7	0	18	13	163	0	0	0	0	0	142	3	346
11-12	5	0	17	16	178	0	0	0	0	0	156	5	377
12-13	4	0	18	18	195	0	0	0	0	0	199	10	444
13-14	7	0	16	15	191	0	0	0	0	0	174	8	411
14-15	6	0	19	18	277	0	0	0	0	0	258	6	584
15-16	12	0	27	46	448	0	0	0	0	0	322	8	863
16-17	9	0	33	45	530	0	0	0	0	0	338	12	967
17-18	9	0	20	51	594	0	0	0	0	0	331	8	1013
18-19	7	0	16	36	308	0	0	0	0	0	193	7	567
19-20	4	0	10	23	209	0	0	0	0	0	132	8	386
20-21	6	0	13	18	153	0	0	0	0	0	98	9	297
21-22	3	0	10	16	88	0	0	0	0	0	63	4	184
22-23	1	0	7	6	37	0	0	0	0	0	37	2	90
23-24	0	0	2	4	26	0	0	0	0	0	27	3	62
<b>Totals</b>	<b>110</b>	<b>0</b>	<b>370</b>	<b>376</b>	<b>4436</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4067</b>	<b>111</b>	<b>9470</b>
<b>% Trucks</b>	<b>5%</b>	<b>0%</b>	<b>4%</b>	<b>3%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>	<b>7%</b>	<b>5%</b>

AM & PM Peak Hours													
Byscane Blvd at Hadley Road													
<b>Total Vehicles - AM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	3	0	12	3	49	0	0	0	0	0	96	1	164
0715-0730	2	0	9	1	57	0	0	0	0	0	113	1	183
0730-0745	1	0	10	3	66	0	0	0	0	0	168	0	248
0745-0800	1	0	8	5	84	0	0	0	0	0	153	1	252
<b>Totals</b>	<b>7</b>	<b>0</b>	<b>39</b>	<b>12</b>	<b>256</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>530</b>	<b>3</b>	<b>847</b>
<b>PHF</b>	<b>0.58</b>	<b>0.00</b>	<b>0.81</b>	<b>0.60</b>	<b>0.76</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.79</b>	<b>0.75</b>	<b>0.84</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>8%</b>	<b>5%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>4%</b>	<b>33%</b>	<b>4%</b>
<b>Total Vehicles - PM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645-1700	2	0	10	8	149	0	0	0	0	0	83	3	255
1700-1715	3	0	3	15	151	0	0	0	0	0	87	2	261
1715-1730	2	0	5	12	162	0	0	0	0	0	79	2	262
1730-1745	2	0	4	13	143	0	0	0	0	0	82	2	246
<b>Totals</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>48</b>	<b>605</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>331</b>	<b>9</b>	<b>1024</b>
<b>PHF</b>	<b>0.75</b>	<b>0.00</b>	<b>0.55</b>	<b>0.80</b>	<b>0.93</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.95</b>	<b>0.75</b>	<b>0.98</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>	<b>2%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>11%</b>	<b>3%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Glen Haven Boulevard at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly Glen Haven Boulevard at Hadley Road Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	3	4	30	0	0	0	0	0	10	0	47
1-2	0	0	3	3	12	0	0	0	0	0	13	2	33
2-3	0	0	3	3	14	0	0	0	0	0	19	1	40
3-4	1	0	3	4	21	0	0	0	0	0	21	2	52
4-5	3	0	11	6	29	0	0	0	0	0	71	1	121
5-6	3	0	37	5	114	0	0	0	0	0	171	1	331
6-7	9	0	47	11	164	0	0	0	0	0	393	1	625
7-8	13	0	96	27	258	0	0	0	0	0	561	6	961
8-9	7	0	62	28	206	0	0	0	0	0	273	8	584
9-10	4	0	30	18	175	0	0	0	0	0	184	4	415
10-11	11	0	28	24	167	0	0	0	0	0	152	7	389
11-12	12	0	38	33	183	0	0	0	0	0	166	10	442
12-13	12	0	32	34	202	0	0	0	0	0	210	12	502
13-14	12	0	40	32	197	0	0	0	0	0	177	15	473
14-15	16	0	39	48	282	0	0	0	0	0	259	15	659
15-16	12	0	50	59	479	0	0	0	0	0	336	16	952
16-17	18	0	48	83	554	0	0	0	0	0	350	21	1074
17-18	16	0	54	92	630	0	0	0	0	0	319	29	1140
18-19	12	0	34	56	325	0	0	0	0	0	197	10	634
19-20	12	0	31	46	221	0	0	0	0	0	135	11	456
20-21	8	0	17	38	166	0	0	0	0	0	96	16	341
21-22	6	0	10	28	100	0	0	0	0	0	66	6	216
22-23	4	0	13	13	39	0	0	0	0	0	38	6	113
23-24	3	0	9	9	26	0	0	0	0	0	25	6	78
<b>Totals</b>	<b>194</b>	<b>0</b>	<b>738</b>	<b>704</b>	<b>4594</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4242</b>	<b>206</b>	<b>10678</b>
<b>% Trucks</b>	<b>8%</b>	<b>0%</b>	<b>2%</b>	<b>3%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>4%</b>	<b>4%</b>

AM & PM Peak Hours Glen Haven Boulevard at Hadley Road													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	3	0	24	7	50	0	0	0	0	0	106	0	190
0715-0730	2	0	21	2	55	0	0	0	0	0	120	2	202
0730-0745	4	0	25	11	67	0	0	0	0	0	176	2	285
0745-0800	4	0	26	7	86	0	0	0	0	0	159	2	284
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>96</b>	<b>27</b>	<b>258</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>561</b>	<b>6</b>	<b>961</b>
<b>PHF</b>	<b>0.81</b>	<b>0.00</b>	<b>0.92</b>	<b>0.61</b>	<b>0.75</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.80</b>	<b>0.75</b>	<b>0.84</b>
<b>% Trucks</b>	<b>23%</b>	<b>0%</b>	<b>3%</b>	<b>15%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>4%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645-1700	4	0	9	24	152	0	0	0	0	0	87	5	281
1700-1715	4	0	15	21	159	0	0	0	0	0	80	9	288
1715-1730	4	0	15	23	174	0	0	0	0	0	73	10	299
1730-1745	1	0	14	26	155	0	0	0	0	0	81	5	282
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>53</b>	<b>94</b>	<b>640</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>321</b>	<b>29</b>	<b>1150</b>
<b>PHF</b>	<b>0.81</b>	<b>0.00</b>	<b>0.88</b>	<b>0.90</b>	<b>0.92</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.92</b>	<b>0.73</b>	<b>0.96</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Hall Road (S 675 E) at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
Hall Road (S 675 E) at Hadley Road													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	3	3	33	0	2	0	0	0	11	1	53
1-2	0	0	0	1	14	0	0	0	0	0	17	0	32
2-3	0	0	3	1	15	0	0	0	0	0	21	1	41
3-4	0	1	2	1	23	0	0	0	0	0	23	0	50
4-5	0	0	6	4	34	2	3	0	0	0	81	0	130
5-6	3	0	17	8	116	3	11	0	0	2	204	0	364
6-7	5	0	28	7	174	15	24	0	0	7	427	3	690
7-8	5	0	35	10	277	22	50	0	6	6	654	0	1065
8-9	3	1	41	10	229	21	35	0	6	6	330	2	684
9-10	5	0	20	11	187	22	28	1	5	5	206	3	493
10-11	3	0	24	13	180	30	31	0	7	7	171	2	468
11-12	2	0	23	22	205	30	34	1	8	3	199	3	530
12-13	2	1	33	30	228	23	27	1	4	10	230	6	595
13-14	4	2	24	29	221	32	28	0	5	9	204	4	562
14-15	6	3	19	20	322	47	27	1	5	3	289	4	746
15-16	4	0	22	43	529	49	44	0	11	5	378	3	1088
16-17	6	4	24	45	628	49	37	1	5	7	389	5	1200
17-18	6	2	26	49	712	56	37	1	7	6	357	11	1270
18-19	8	1	19	37	368	27	15	1	6	3	226	5	716
19-20	2	0	7	27	263	18	14	1	1	4	158	4	499
20-21	1	0	8	12	198	12	5	1	2	3	112	2	356
21-22	1	1	5	11	123	5	4	0	4	2	73	2	231
22-23	2	0	8	7	48	5	3	1	0	2	48	1	125
23-24	0	0	0	5	35	2	2	1	0	1	31	1	78
<b>Totals</b>	<b>68</b>	<b>16</b>	<b>397</b>	<b>406</b>	<b>5162</b>	<b>470</b>	<b>461</b>	<b>11</b>	<b>82</b>	<b>91</b>	<b>4839</b>	<b>63</b>	<b>12066</b>
<b>% Trucks</b>	<b>4%</b>	<b>0%</b>	<b>4%</b>	<b>3%</b>	<b>5%</b>	<b>12%</b>	<b>14%</b>	<b>9%</b>	<b>26%</b>	<b>30%</b>	<b>4%</b>	<b>6%</b>	<b>5%</b>

AM & PM Peak Hours													
Hall Road (S 675 E) at Hadley Road													
<b>Total Vehicles - AM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	2	0	3	1	53	2	11	0	2	1	128	0	203
0715-0730	1	0	11	3	58	3	12	0	3	1	140	0	232
0730-0745	1	0	10	2	77	7	14	0	1	1	198	0	311
0745-0800	1	0	11	4	89	10	13	0	0	3	188	0	319
<b>Totals</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>10</b>	<b>277</b>	<b>22</b>	<b>50</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>654</b>	<b>0</b>	<b>1065</b>
<b>PHF</b>	<b>0.63</b>	<b>0.00</b>	<b>0.80</b>	<b>0.63</b>	<b>0.78</b>	<b>0.55</b>	<b>0.89</b>	<b>0.00</b>	<b>0.50</b>	<b>0.50</b>	<b>0.83</b>	<b>0.00</b>	<b>0.83</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>10%</b>	<b>5%</b>	<b>0%</b>	<b>8%</b>	<b>0%</b>	<b>50%</b>	<b>33%</b>	<b>5%</b>	<b>0%</b>	<b>5%</b>
<b>Total Vehicles - PM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645-1700	3	1	5	10	174	13	11	0	1	1	92	2	313
1700-1715	0	0	7	12	180	14	9	0	1	1	91	3	318
1715-1730	3	1	5	10	193	13	11	0	2	1	87	2	328
1730-1745	1	0	4	14	177	16	6	0	2	1	90	2	313
<b>Totals</b>	<b>7</b>	<b>2</b>	<b>21</b>	<b>46</b>	<b>724</b>	<b>56</b>	<b>37</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>360</b>	<b>9</b>	<b>1272</b>
<b>PHF</b>	<b>0.58</b>	<b>0.50</b>	<b>0.75</b>	<b>0.82</b>	<b>0.94</b>	<b>0.88</b>	<b>0.84</b>	<b>0.00</b>	<b>0.75</b>	<b>1.00</b>	<b>0.98</b>	<b>0.75</b>	<b>0.97</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>10%</b>	<b>0%</b>	<b>2%</b>	<b>4%</b>	<b>5%</b>	<b>0%</b>	<b>17%</b>	<b>25%</b>	<b>3%</b>	<b>0%</b>	<b>3%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) S 700 E at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
700 E at Hadley Road													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0 - 1	3	0	1	1	33	0	0	0	0	0	12	2	52
1 - 2	0	0	0	0	14	0	0	0	0	0	16	1	31
2 - 3	3	0	1	0	13	0	0	0	0	0	22	3	42
3 - 4	2	0	0	3	22	0	0	0	0	0	25	1	53
4 - 5	2	0	1	3	38	0	0	0	0	0	85	4	133
5 - 6	2	0	4	18	126	0	0	0	0	0	222	8	380
6 - 7	8	0	17	30	189	0	0	0	0	0	456	18	718
7 - 8	31	0	30	84	280	0	0	0	0	0	667	75	1167
8 - 9	34	0	16	41	222	0	0	0	0	0	352	56	721
9 - 10	27	0	14	25	201	0	0	0	0	0	232	32	531
10 - 11	30	0	21	19	193	0	0	0	0	0	201	23	487
11 - 12	38	0	50	25	229	0	0	0	0	0	232	32	606
12 - 13	32	0	24	41	260	0	0	0	0	0	256	32	645
13 - 14	35	0	14	23	232	0	0	0	0	0	215	21	540
14 - 15	47	0	26	14	335	0	0	0	0	0	279	41	742
15 - 16	88	0	69	29	559	0	0	0	0	0	389	43	1177
16 - 17	107	0	56	37	622	0	0	0	0	0	412	38	1272
17 - 18	77	0	29	39	748	0	0	0	0	0	394	37	1324
18 - 19	45	0	29	24	382	0	0	0	0	0	247	14	741
19 - 20	37	0	9	15	277	0	0	0	0	0	160	17	515
20 - 21	34	0	8	14	189	0	0	0	0	0	112	10	367
21 - 22	13	0	5	10	125	0	0	0	0	0	71	7	231
22 - 23	8	0	5	2	51	0	0	0	0	0	49	10	125
23 - 24	6	0	1	3	36	0	0	0	0	0	31	1	78
<b>Totals</b>	<b>709</b>	<b>0</b>	<b>430</b>	<b>500</b>	<b>5376</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5137</b>	<b>526</b>	<b>12678</b>
<b>% Trucks</b>	<b>4%</b>	<b>0%</b>	<b>4%</b>	<b>2%</b>	<b>4%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>4%</b>	<b>4%</b>

AM & PM Peak Hours													
700 E at Hadley Road													
<b>Total Vehicles - AM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700 - 0715	1	0	4	15	54	0	0	0	0	0	128	16	218
0715 - 0730	4	0	7	21	65	0	0	0	0	0	139	23	259
0730 - 0745	15	0	14	24	64	0	0	0	0	0	203	21	341
0745 - 0800	11	0	5	24	97	0	0	0	0	0	197	15	349
<b>Totals</b>	<b>31</b>	<b>0</b>	<b>30</b>	<b>84</b>	<b>280</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>667</b>	<b>75</b>	<b>1167</b>
<b>PHF</b>	<b>0.52</b>	<b>0.00</b>	<b>0.54</b>	<b>0.88</b>	<b>0.72</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.82</b>	<b>0.82</b>	<b>0.84</b>
<b>% Trucks</b>	<b>16%</b>	<b>0%</b>	<b>0%</b>	<b>1%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>1%</b>	<b>3%</b>
<b>Total Vehicles - PM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645 - 1700	22	0	12	8	170	0	0	0	0	0	94	11	317
1700 - 1715	19	0	8	8	195	0	0	0	0	0	99	9	338
1715 - 1730	19	0	9	8	200	0	0	0	0	0	93	10	339
1730 - 1745	24	0	5	14	183	0	0	0	0	0	95	10	331
<b>Totals</b>	<b>84</b>	<b>0</b>	<b>34</b>	<b>38</b>	<b>748</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>381</b>	<b>40</b>	<b>1325</b>
<b>PHF</b>	<b>0.88</b>	<b>0.00</b>	<b>0.71</b>	<b>0.68</b>	<b>0.94</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.96</b>	<b>0.91</b>	<b>0.98</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>3%</b>	<b>2%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) S 725 E at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly 725 E at Hadley Road Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	0	0	0	0	33	1	1	0	0	2	12	0	49
1-2	0	0	0	0	13	0	0	0	0	0	17	0	30
2-3	0	0	0	0	14	0	0	0	0	0	25	0	39
3-4	0	0	0	0	25	1	0	0	0	0	26	0	52
4-5	0	0	0	0	39	2	1	0	0	0	83	0	125
5-6	0	0	0	0	141	3	3	0	0	0	228	0	375
6-7	0	0	0	0	218	1	5	0	0	1	473	0	698
7-8	0	0	0	0	360	6	11	0	1	1	697	0	1076
8-9	0	0	0	0	262	3	4	0	0	2	372	0	643
9-10	0	0	0	0	219	3	4	0	3	1	244	0	474
10-11	0	0	0	0	215	3	5	0	2	0	221	0	446
11-12	0	0	0	0	245	3	6	0	0	1	264	0	519
12-13	0	0	0	0	267	1	1	0	1	1	255	0	526
13-14	0	0	0	0	267	3	5	0	1	2	254	0	532
14-15	0	0	0	0	366	10	8	0	2	2	309	0	697
15-16	0	0	0	0	586	13	9	0	1	4	460	0	1073
16-17	0	0	0	0	666	8	8	0	3	4	464	0	1153
17-18	0	0	0	0	789	9	9	0	2	1	431	0	1241
18-19	0	0	0	0	403	5	2	0	0	1	280	0	691
19-20	0	0	0	0	294	3	3	0	1	2	172	0	475
20-21	0	0	0	0	207	6	4	0	0	1	121	0	339
21-22	0	0	0	0	131	1	1	0	0	1	78	0	212
22-23	0	0	0	0	54	2	1	0	0	0	52	0	109
23-24	0	0	0	0	36	1	3	0	0	1	29	0	70
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5850</b>	<b>88</b>	<b>94</b>	<b>0</b>	<b>17</b>	<b>28</b>	<b>5567</b>	<b>0</b>	<b>11644</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>	<b>1%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>4%</b>	<b>0%</b>	<b>4%</b>

AM & PM Peak Hours 725 E at Hadley Road													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	0	0	0	0	69	1	1	0	1	1	133	0	206
0715-0730	0	0	0	0	83	2	4	0	0	0	147	0	236
0730-0745	0	0	0	0	88	3	3	0	0	0	213	0	307
0745-0800	0	0	0	0	120	0	3	0	0	0	204	0	327
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>360</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>697</b>	<b>0</b>	<b>1076</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.75</b>	<b>0.50</b>	<b>0.69</b>	<b>0.00</b>	<b>0.25</b>	<b>0.25</b>	<b>0.82</b>	<b>0.00</b>	<b>0.82</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>3%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1700-1715	0	0	0	0	206	2	2	0	1	0	110	0	321
1715-1730	0	0	0	0	208	2	2	0	0	1	104	0	317
1730-1745	0	0	0	0	199	2	2	0	1	0	103	0	307
1745-1800	0	0	0	0	176	3	3	0	0	0	114	0	296
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>789</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>431</b>	<b>0</b>	<b>1241</b>
<b>PHF</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.95</b>	<b>0.75</b>	<b>0.75</b>	<b>0.00</b>	<b>0.50</b>	<b>0.25</b>	<b>0.95</b>	<b>0.00</b>	<b>0.97</b>
<b>% Trucks</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>0%</b>	<b>2%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks)

#### Center Street at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
Center Street at Hadley Road													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	1	7	4	5	25	5	4	7	5	3	10	1	77
1-2	1	3	2	4	12	3	3	3	2	4	13	3	53
2-3	1	1	4	3	15	2	0	4	2	4	20	1	57
3-4	2	5	4	2	19	2	3	4	6	2	22	0	71
4-5	1	20	6	7	30	3	16	6	11	6	69	1	176
5-6	5	33	36	18	98	9	20	44	32	26	188	1	510
6-7	9	72	55	27	146	10	41	99	53	59	376	13	960
7-8	23	116	74	62	258	26	59	225	58	88	497	85	1571
8-9	24	131	52	62	169	22	27	168	53	57	255	40	1060
9-10	17	103	51	40	138	17	20	116	58	43	172	19	794
10-11	20	91	47	45	147	25	23	95	42	43	152	22	752
11-12	18	106	50	53	176	28	31	121	39	41	209	17	889
12-13	21	119	54	57	195	43	23	108	44	54	191	22	931
13-14	19	108	51	62	190	39	21	105	46	44	178	17	880
14-15	34	132	54	77	263	49	29	136	55	72	217	29	1147
15-16	51	216	66	89	384	96	35	180	74	109	287	41	1628
16-17	35	236	65	99	500	101	35	195	85	108	315	29	1803
17-18	43	221	70	101	570	87	30	181	104	102	279	32	1820
18-19	22	110	42	82	301	45	33	127	55	56	186	19	1078
19-20	21	99	32	47	207	32	16	81	40	39	115	13	742
20-21	11	60	22	42	147	23	17	48	34	27	78	12	521
21-22	5	44	17	18	93	9	5	37	19	19	47	7	320
22-23	3	19	9	11	42	4	4	18	9	14	39	2	174
23-24	2	13	8	11	30	4	2	13	3	5	24	3	118
<b>Totals</b>	<b>389</b>	<b>2065</b>	<b>875</b>	<b>1024</b>	<b>4155</b>	<b>684</b>	<b>497</b>	<b>2121</b>	<b>929</b>	<b>1025</b>	<b>3939</b>	<b>429</b>	<b>18132</b>
<b>% Trucks</b>	<b>9%</b>	<b>3%</b>	<b>3%</b>	<b>4%</b>	<b>4%</b>	<b>3%</b>	<b>4%</b>	<b>3%</b>	<b>5%</b>	<b>4%</b>	<b>4%</b>	<b>7%</b>	<b>4%</b>

AM & PM Peak Hours													
Center Street at Hadley Road													
<b>Total Vehicles - AM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	3	24	15	17	57	4	7	56	10	23	88	7	311
0715-0730	4	35	16	12	52	6	7	58	18	17	115	16	356
0730-0745	8	25	22	14	64	6	24	61	16	24	146	23	433
0745-0800	8	32	21	19	85	10	21	50	14	24	148	39	471
<b>Totals</b>	<b>23</b>	<b>116</b>	<b>74</b>	<b>62</b>	<b>258</b>	<b>26</b>	<b>59</b>	<b>225</b>	<b>58</b>	<b>88</b>	<b>497</b>	<b>85</b>	<b>1571</b>
<b>PHF</b>	<b>0.72</b>	<b>0.83</b>	<b>0.84</b>	<b>0.82</b>	<b>0.76</b>	<b>0.65</b>	<b>0.61</b>	<b>0.92</b>	<b>0.81</b>	<b>0.92</b>	<b>0.84</b>	<b>0.54</b>	<b>0.83</b>
<b>% Trucks</b>	<b>9%</b>	<b>4%</b>	<b>0%</b>	<b>8%</b>	<b>4%</b>	<b>4%</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>7%</b>	<b>3%</b>	<b>6%</b>	<b>4%</b>
<b>Total Vehicles - PM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1645-1700	9	60	15	24	138	27	10	43	21	26	71	7	451
1700-1715	10	65	15	25	147	29	6	56	29	24	69	9	484
1715-1730	7	60	20	21	149	25	9	39	33	24	69	5	461
1730-1745	11	55	20	30	148	20	6	47	23	29	60	12	461
<b>Totals</b>	<b>37</b>	<b>240</b>	<b>70</b>	<b>100</b>	<b>582</b>	<b>101</b>	<b>31</b>	<b>185</b>	<b>106</b>	<b>103</b>	<b>269</b>	<b>33</b>	<b>1857</b>
<b>PHF</b>	<b>0.84</b>	<b>0.92</b>	<b>0.88</b>	<b>0.83</b>	<b>0.98</b>	<b>0.87</b>	<b>0.78</b>	<b>0.83</b>	<b>0.80</b>	<b>0.89</b>	<b>0.95</b>	<b>0.69</b>	<b>0.96</b>
<b>% Trucks</b>	<b>0%</b>	<b>3%</b>	<b>0%</b>	<b>0%</b>	<b>2%</b>	<b>2%</b>	<b>6%</b>	<b>0%</b>	<b>3%</b>	<b>2%</b>	<b>3%</b>	<b>0%</b>	<b>2%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) Gateway Drive at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly													
Gateway Drive at Hadley Road													
Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0-1	1	2	4	2	36	23	17	4	5	1	17	1	113
1-2	2	2	1	1	15	23	19	2	5	5	12	1	88
2-3	2	2	0	2	16	19	16	2	2	1	24	0	86
3-4	1	1	2	1	22	23	14	1	2	2	30	1	100
4-5	1	0	2	1	42	39	33	1	7	6	94	2	228
5-6	5	5	8	3	120	59	37	7	11	9	273	3	540
6-7	11	4	28	1	196	78	88	6	12	25	517	13	979
7-8	21	5	23	4	334	74	63	5	16	32	571	13	1161
8-9	19	4	15	1	247	66	71	9	13	21	376	15	857
9-10	13	4	20	2	195	62	68	5	12	14	273	14	682
10-11	12	4	15	8	240	83	64	8	14	12	247	12	719
11-12	17	4	28	1	268	129	123	8	38	42	297	16	971
12-13	11	5	18	3	310	152	154	6	51	41	281	9	1041
13-14	19	6	24	4	301	139	115	8	37	25	268	9	955
14-15	16	3	24	3	408	97	109	7	28	18	300	9	1022
15-16	35	3	34	7	590	88	90	6	32	22	403	14	1324
16-17	34	7	24	6	753	80	101	3	31	25	444	11	1519
17-18	32	8	27	8	818	104	104	4	36	28	366	14	1549
18-19	25	5	9	14	454	97	91	4	32	26	279	6	1042
19-20	14	6	16	8	305	82	62	4	28	14	161	8	708
20-21	10	4	8	4	215	62	46	4	18	8	99	6	484
21-22	8	5	5	5	116	56	41	6	15	11	59	1	328
22-23	3	1	4	4	67	41	58	5	8	6	52	2	251
23-24	5	2	3	3	38	38	40	3	7	5	30	2	176
<b>Totals</b>	<b>317</b>	<b>92</b>	<b>342</b>	<b>96</b>	<b>6106</b>	<b>1714</b>	<b>1624</b>	<b>118</b>	<b>460</b>	<b>399</b>	<b>5473</b>	<b>182</b>	<b>16923</b>
<b>% Trucks</b>	<b>3%</b>	<b>4%</b>	<b>8%</b>	<b>8%</b>	<b>5%</b>	<b>8%</b>	<b>7%</b>	<b>5%</b>	<b>4%</b>	<b>4%</b>	<b>4%</b>	<b>5%</b>	<b>5%</b>

AM & PM Peak Hours													
Gateway Drive at Hadley Road													
<b>Total Vehicles - AM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	5	2	10	1	75	22	15	2	4	5	124	5	270
0715-0730	8	1	5	1	67	24	16	1	5	7	145	4	284
0730-0745	3	1	4	1	87	11	15	1	3	9	153	2	290
0745-0800	5	1	4	1	105	17	17	1	4	11	149	2	317
<b>Totals</b>	<b>21</b>	<b>5</b>	<b>23</b>	<b>4</b>	<b>334</b>	<b>74</b>	<b>63</b>	<b>5</b>	<b>16</b>	<b>32</b>	<b>571</b>	<b>13</b>	<b>1161</b>
<b>PHF</b>	<b>0.66</b>	<b>0.63</b>	<b>0.58</b>	<b>1.00</b>	<b>0.80</b>	<b>0.77</b>	<b>0.93</b>	<b>0.63</b>	<b>0.80</b>	<b>0.73</b>	<b>0.93</b>	<b>0.65</b>	<b>0.92</b>
<b>% Trucks</b>	<b>5%</b>	<b>0%</b>	<b>9%</b>	<b>0%</b>	<b>6%</b>	<b>9%</b>	<b>10%</b>	<b>0%</b>	<b>6%</b>	<b>9%</b>	<b>3%</b>	<b>0%</b>	<b>5%</b>
<b>Total Vehicles - PM Peak Hour</b>													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1630-1645	5	1	5	1	213	25	21	1	5	7	97	1	382
1645-1700	9	3	10	2	209	26	22	1	8	5	93	3	391
1700-1715	8	3	9	4	237	25	37	1	14	5	91	2	436
1715-1730	14	1	8	1	211	24	21	1	4	9	94	6	394
<b>Totals</b>	<b>36</b>	<b>8</b>	<b>32</b>	<b>8</b>	<b>870</b>	<b>100</b>	<b>101</b>	<b>4</b>	<b>31</b>	<b>26</b>	<b>375</b>	<b>12</b>	<b>1603</b>
<b>PHF</b>	<b>0.64</b>	<b>0.67</b>	<b>0.80</b>	<b>0.50</b>	<b>0.92</b>	<b>0.96</b>	<b>0.68</b>	<b>1.00</b>	<b>0.55</b>	<b>0.72</b>	<b>0.97</b>	<b>0.50</b>	<b>0.92</b>
<b>% Trucks</b>	<b>3%</b>	<b>0%</b>	<b>9%</b>	<b>13%</b>	<b>3%</b>	<b>4%</b>	<b>3%</b>	<b>0%</b>	<b>3%</b>	<b>4%</b>	<b>4%</b>	<b>8%</b>	<b>3%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Existing Traffic Information (continued)

### Turning Movements for All Vehicles (Non-trucks plus Trucks) SR 267 at Hadley Road

The following traffic data was collected the week of November 16, 2020:

24 Hour Traffic Data - Hourly SR 267 at Hadley Road Week of November 16, 2020													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0 - 1	21	45	5	8	21	38	29	35	23	19	13	12	269
1 - 2	10	29	6	2	16	17	19	26	17	18	14	7	181
2 - 3	10	29	5	3	18	29	16	36	13	19	18	4	200
3 - 4	18	36	3	5	11	34	30	49	18	23	16	10	253
4 - 5	23	62	11	9	15	40	174	151	48	59	55	16	663
5 - 6	27	123	12	30	33	57	253	351	129	202	68	56	1341
6 - 7	53	233	29	51	55	131	425	466	200	419	124	88	2274
7 - 8	74	347	57	53	77	152	383	673	282	421	130	122	2771
8 - 9	86	334	61	52	69	157	250	519	186	265	109	110	2198
9 - 10	83	338	70	50	61	153	215	471	149	191	95	92	1968
10 - 11	112	331	68	50	85	146	201	429	158	167	86	97	1930
11 - 12	145	387	102	62	134	178	268	398	158	183	148	125	2288
12 - 13	161	393	98	79	181	234	233	420	155	176	162	136	2428
13 - 14	141	425	90	73	142	253	255	471	195	185	116	122	2468
14 - 15	161	565	68	61	143	266	259	523	255	232	104	119	2756
15 - 16	228	708	80	54	144	366	276	585	378	305	107	138	3369
16 - 17	236	713	69	48	193	355	282	610	498	310	141	124	3579
17 - 18	241	681	85	64	222	339	287	633	525	243	128	154	3602
18 - 19	176	439	81	73	145	247	200	397	282	169	104	122	2435
19 - 20	126	273	59	43	121	183	139	271	180	104	70	78	1647
20 - 21	76	230	45	36	91	124	100	162	143	80	38	51	1176
21 - 22	56	129	25	23	56	84	65	114	80	54	37	28	751
22 - 23	37	87	22	23	34	55	45	87	55	59	34	26	564
23 - 24	28	76	20	21	32	51	37	54	26	28	22	30	425
<b>Totals</b>	<b>2329</b>	<b>7013</b>	<b>1171</b>	<b>973</b>	<b>2099</b>	<b>3689</b>	<b>4441</b>	<b>7931</b>	<b>4153</b>	<b>3931</b>	<b>1939</b>	<b>1867</b>	<b>41536</b>
<b>% Trucks</b>	<b>2%</b>	<b>10%</b>	<b>4%</b>	<b>4%</b>	<b>4%</b>	<b>9%</b>	<b>8%</b>	<b>11%</b>	<b>5%</b>	<b>5%</b>	<b>4%</b>	<b>3%</b>	<b>7%</b>

AM & PM Peak Hours SR 267 at Hadley Road													
Total Vehicles - AM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0700-0715	18	82	10	9	22	42	77	131	66	102	32	23	614
0715-0730	16	75	8	15	17	32	105	153	63	108	28	33	653
0730-0745	16	89	19	18	17	41	103	181	71	114	33	28	730
0745-0800	24	101	20	11	21	37	98	208	82	97	37	38	774
<b>Totals</b>	<b>74</b>	<b>347</b>	<b>57</b>	<b>53</b>	<b>77</b>	<b>152</b>	<b>383</b>	<b>673</b>	<b>282</b>	<b>421</b>	<b>130</b>	<b>122</b>	<b>2771</b>
<b>PHF</b>	<b>0.77</b>	<b>0.86</b>	<b>0.71</b>	<b>0.74</b>	<b>0.88</b>	<b>0.90</b>	<b>0.91</b>	<b>0.81</b>	<b>0.86</b>	<b>0.92</b>	<b>0.88</b>	<b>0.80</b>	<b>0.90</b>
<b>% Trucks</b>	<b>4%</b>	<b>9%</b>	<b>5%</b>	<b>6%</b>	<b>9%</b>	<b>14%</b>	<b>7%</b>	<b>10%</b>	<b>4%</b>	<b>4%</b>	<b>6%</b>	<b>1%</b>	<b>7%</b>
Total Vehicles - PM Peak Hour													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
1630-1645	64	183	16	11	51	98	74	168	137	63	31	32	928
1645-1700	64	192	22	14	58	90	83	164	130	70	35	28	950
1700-1715	78	191	15	19	59	101	67	170	147	70	32	39	988
1715-1730	65	198	24	15	47	83	75	167	135	55	37	34	935
<b>Totals</b>	<b>271</b>	<b>764</b>	<b>77</b>	<b>59</b>	<b>215</b>	<b>372</b>	<b>299</b>	<b>669</b>	<b>549</b>	<b>258</b>	<b>135</b>	<b>133</b>	<b>3801</b>
<b>PHF</b>	<b>0.87</b>	<b>0.96</b>	<b>0.80</b>	<b>0.78</b>	<b>0.91</b>	<b>0.92</b>	<b>0.90</b>	<b>0.98</b>	<b>0.93</b>	<b>0.92</b>	<b>0.91</b>	<b>0.85</b>	<b>0.96</b>
<b>% Trucks</b>	<b>1%</b>	<b>4%</b>	<b>4%</b>	<b>5%</b>	<b>2%</b>	<b>4%</b>	<b>7%</b>	<b>6%</b>	<b>3%</b>	<b>2%</b>	<b>5%</b>	<b>2%</b>	<b>4%</b>

Note: An adjustment factor of 1.09 was applied to account for the COVID-19 anomaly. This factor is based on data collected by A&F Engineering in 2019 with two years of background growth at an annual rate of 1.5%

## Proposed Development Location and Land Use with Site Traffic

The site is situated on the south side of Hadley Road between Moon Road (S 600 E) and Hall Road (S 675 E) in Plainfield, IN as depicted below:



Based on the proposed land use<sup>2</sup>, the following AM and PM peak hour trips<sup>3</sup> are projected as a result of the full build-out:

Drees Homes - Trip Generation - Land Use Information					
Land Use	Size	AM Peak Hour		PM Peak Hour	
		Entry	Exit	Entry	Exit
Single Family Housing	382	71	212	238	140
Storage Units	200 Units	1	2	2	2
<b>TOTALS</b>		<b>72</b>	<b>214</b>	<b>240</b>	<b>142</b>

The projected site traffic for the adjacent Bridlewood<sup>4</sup> development is included in net traffic volumes for purposes of this study:

Site Traffic	AM Peak Hour Entering	AM Peak Hour Exiting	PM Peak Hour Entering	PM Peak Hour Exiting
North Phase	14	41	45	26
South Phase	19	57	63	37

<sup>2</sup> Land Use #210 – Single-Family Detached Housing & Land Use #151 – Mini-Warehouse

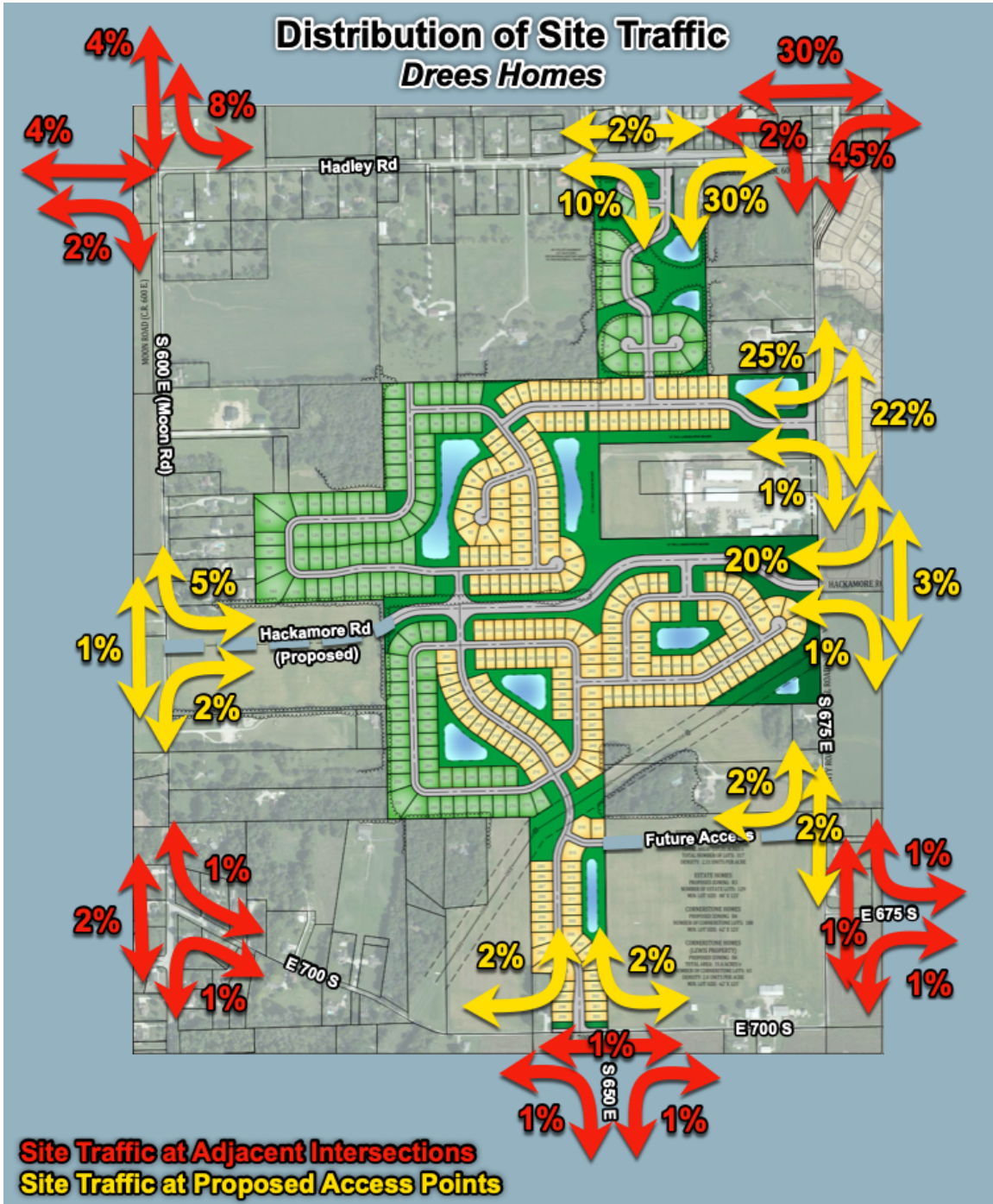
<sup>3</sup> Institute of Transportation Engineers, Trip Generation Manual, 10<sup>th</sup> Edition

<sup>4</sup> Located on the southeast quadrant of Hadley Road and Hall Road (S 675 E) and consists of 160 single family homes (source: Traffic Engineering, Inc., April 4, 2017)

## Distribution of Site Traffic

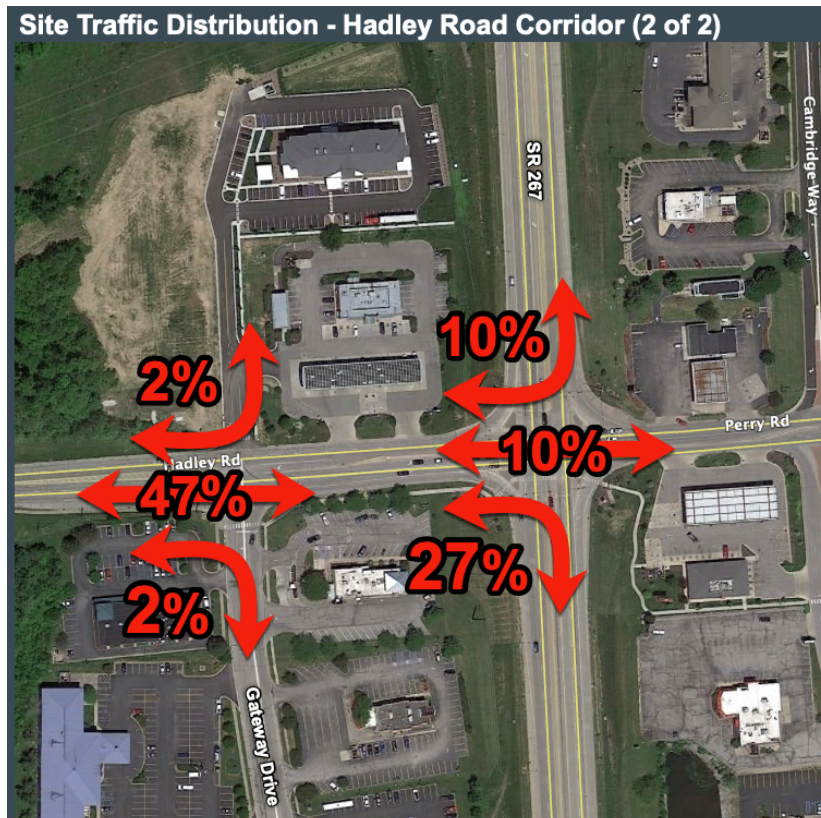
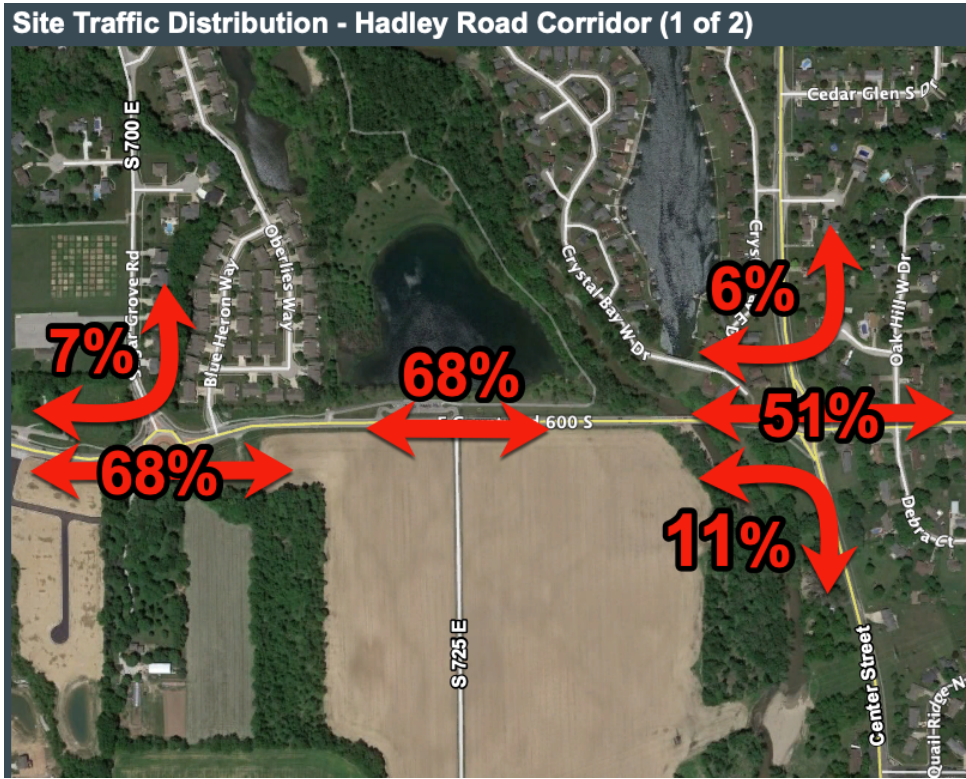
### Adjacent Intersections and Site Driveways

The distribution of site traffic is based on the nature of the proposed development and existing traffic patterns in this area. The following graphics depict the projected distribution of site traffic<sup>5</sup> for the proposed development:

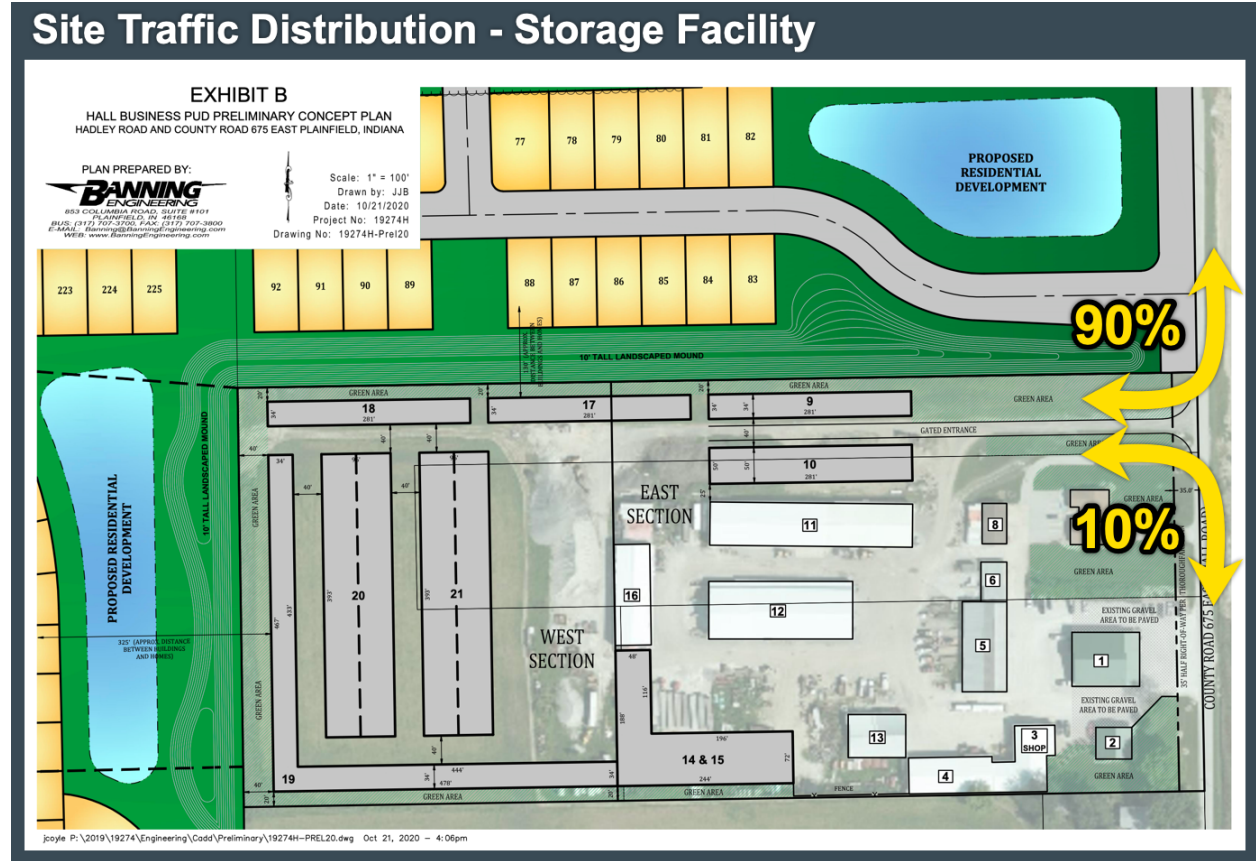


<sup>5</sup> Same distribution percentages applied to Bridlewood site traffic

**Distribution of Site Traffic (continued)**  
Hadley Road Corridor Intersections



**Distribution of Site Traffic (continued)**  
Storage Facility



## Turning Movements at Full Build-out

AM and PM Peak Hour

### *Northernmost Drees Homes Driveway at Hall Road (S 675 E)*

The following pages summarize the derivation of AM and PM peak hour turning movements (existing traffic<sup>6</sup>, existing directional distribution, background growth<sup>7</sup>, site traffic, existing traffic plus background growth plus site traffic):

<b>Northernmost Drees Homes Driveway at Hall Road</b>													
<b>Existing</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	28	0	0	0	0	0	56	0	0	0	0	<b>84</b>
PHF	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	<b>0.75</b>
% Trucks	0%	7%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%	<b>11%</b>
PM PH	0	62	0	0	0	0	0	43	0	0	0	0	<b>105</b>
PHF	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	<b>0.85</b>
% Trucks	0%	5%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	<b>6%</b>
<b>Background Growth</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	4	0	0	0	0	0	9	0	0	0	0	<b>13</b>
# Trucks	0	0	0	0	0	0	0	1	0	0	0	0	<b>1</b>
PM PH	0	10	0	0	0	0	0	7	0	0	0	0	<b>17</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>
<b>Site Traffic - Brindlewood</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	12	0	0	0	0	0	27	0	0	0	0	<b>39</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PM PH	0	30	0	0	0	0	0	20	0	0	0	0	<b>50</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Site Traffic - Drees Homes and Storage Facility</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	21	18	0	0	0	0	0	54	1	2	0	62	<b>158</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PM PH	68	60	0	0	0	0	0	35	2	1	0	41	<b>207</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
<b>Net Traffic</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	21	62	0	0	0	0	0	146	1	2	0	62	<b>294</b>
# Trucks	0	2	0	0	0	0	0	8	0	0	0	0	<b>10</b>
% Trucks	0%	3%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	<b>3%</b>
PM PH	68	162	0	0	0	0	0	105	2	1	0	41	<b>379</b>
# Trucks	0	3	0	0	0	0	0	3	0	0	0	0	<b>6</b>
% Trucks	0%	2%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	<b>2%</b>

<sup>6</sup> Existing traffic includes an adjustment factor of 1.09

<sup>7</sup> Horizon year of 2030, ten (10) years of background growth at an annual growth rate of 1.5%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Storage Facility Driveway at Hall Road (S 675 E)*

### Site Driveway (Storage Facility) at Hall Road (S 675 E)

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	28	0	0	0	0	0	56	0	0	0	0	84
PHF	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.75
% Trucks	0%	7%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%	11%
PM PH	0	62	0	0	0	0	0	43	0	0	0	0	105
PHF	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.85
% Trucks	0%	5%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	6%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	4	0	0	0	0	0	9	0	0	0	0	13
# Trucks	0	0	0	0	0	0	0	1	0	0	0	0	1
PM PH	0	10	0	0	0	0	0	7	0	0	0	0	17
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	12	0	0	0	0	0	27	0	0	0	0	39
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	30	0	0	0	0	0	20	0	0	0	0	50
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	20	0	0	0	0	0	55	0	0	0	2	78
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	1	61	0	0	0	0	0	37	0	0	0	2	101
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	64	0	0	0	0	0	147	0	0	0	2	214
# Trucks	0	2	0	0	0	0	0	8	0	0	0	0	10
% Trucks	0%	3%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
PM PH	1	163	0	0	0	0	0	107	0	0	0	2	273
# Trucks	0	3	0	0	0	0	0	3	0	0	0	0	6
% Trucks	0%	2%	0%	0%	0%	0%	0%	3%	0%	0%	0%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Middle Drees Homes Driveway at Hall Road (S 675 E)*

### Middle Drees Homes Driveway at Hall Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	28	0	0	0	0	0	56	0	0	0	0	84
PHF	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.75
% Trucks	0%	7%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%	11%
PM PH	0	62	0	0	0	0	0	43	0	0	0	0	105
PHF	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	0.85
% Trucks	0%	5%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	6%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	4	0	0	0	0	0	9	0	0	0	0	13
# Trucks	0	0	0	0	0	0	0	1	0	0	0	0	1
PM PH	0	10	0	0	0	0	0	7	0	0	0	0	17
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	5	0	0	0	0	0	2	0	0	0	0	7
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	3	0	0	0	0	0	5	0	0	0	0	8
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	16	3	0	0	0	0	0	5	1	2	0	48	75
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	54	6	0	0	0	0	0	5	2	1	0	30	98
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	16	40	0	0	0	0	0	72	1	2	0	48	179
# Trucks	0	2	0	0	0	0	0	8	0	0	0	0	10
% Trucks	0%	5%	0%	0%	0%	0%	0%	11%	0%	0%	0%	0%	6%
PM PH	54	81	0	0	0	0	0	60	2	1	0	30	228
# Trucks	0	3	0	0	0	0	0	3	0	0	0	0	6
% Trucks	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	3%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Southernmost Drees Homes Driveway at Hall Road (S 675 E)*

### Southernmost Drees Homes Driveway at Hall Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	28	0	0	0	0	0	56	0	0	0	0	<b>84</b>
PHF	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	<b>0.75</b>
% Trucks	0%	7%	0%	0%	0%	0%	0%	13%	0%	0%	0%	0%	<b>11%</b>
PM PH	0	62	0	0	0	0	0	43	0	0	0	0	<b>105</b>
PHF	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00	<b>0.85</b>
% Trucks	0%	5%	0%	0%	0%	0%	0%	7%	0%	0%	0%	0%	<b>6%</b>

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	4	0	0	0	0	0	9	0	0	0	0	<b>13</b>
# Trucks	0	0	0	0	0	0	0	1	0	0	0	0	<b>1</b>
PM PH	0	10	0	0	0	0	0	7	0	0	0	0	<b>17</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>1</b>

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	5	0	0	0	0	0	2	0	0	0	0	<b>7</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PM PH	0	3	0	0	0	0	0	5	0	0	0	0	<b>8</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	4	0	0	0	0	0	2	0	0	0	4	<b>11</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>
PM PH	5	2	0	0	0	0	0	4	0	0	0	3	<b>14</b>
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	<b>0</b>

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	41	0	0	0	0	0	69	0	0	0	4	<b>115</b>
# Trucks	0	2	0	0	0	0	0	8	0	0	0	0	<b>10</b>
% Trucks	0%	5%	0%	0%	0%	0%	0%	12%	0%	0%	0%	0%	<b>9%</b>
PM PH	5	77	0	0	0	0	0	59	0	0	0	3	<b>144</b>
# Trucks	0	3	0	0	0	0	0	3	0	0	0	0	<b>6</b>
% Trucks	0%	4%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	<b>4%</b>

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

Hall Road (S 675 E) at E 675 S

Hall Road (S 675 E) at E 675 S													
Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	6	4	5	0	2	8	28	0	0	0	0	53
PHF	0.00	0.38	0.50	0.63	0.00	0.50	1.00	0.70	0.00	0.00	0.00	0.00	0.74
% Trucks	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
PM PH	0	39	7	5	0	5	5	19	0	0	0	0	80
PHF	0.00	0.81	0.58	0.63	0.00	0.63	0.63	0.95	0.00	0.00	0.00	0.00	0.95
% Trucks	0%	5%	14%	0%	0%	0%	0%	5%	0%	0%	0%	0%	5%
Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	1	1	1	0	0	1	4	0	0	0	0	8
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	6	1	1	0	1	1	3	0	0	0	0	13
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1
Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	4	1	0	0	0	0	2	0	0	0	0	7
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	3	0	1	0	0	0	4	0	0	0	0	8
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	2	2	1	0	1	2	1	0	0	0	0	9
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	1	1	2	0	2	1	2	0	0	0	0	9
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	13	8	7	0	3	11	35	0	0	0	0	77
# Trucks	0	1	0	0	0	0	0	0	0	0	0	0	1
% Trucks	0%	8%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
PM PH	0	49	9	9	0	8	7	28	0	0	0	0	110
# Trucks	0	2	1	0	0	0	0	1	0	0	0	0	4
% Trucks	0%	4%	11%	0%	0%	0%	0%	4%	0%	0%	0%	0%	4%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*S 650 E at E 700 S*

### S 650 E AT E 700 S

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	4	6	15	0	3	1	13	0	42
PHF	0.00	0.00	0.00	0.00	0.50	0.50	0.75	0.00	0.75	0.25	0.81	0.00	0.81
% Trucks	0%	0%	0%	0%	0%	17%	0%	0%	0%	0%	8%	0%	5%
PM PH	0	0	0	0	15	25	14	0	6	3	9	0	72
PHF	0.00	0.00	0.00	0.00	0.75	0.78	0.70	0.00	0.75	0.75	0.75	0.00	0.90
% Trucks	0%	0%	0%	0%	7%	4%	14%	0%	0%	0%	0%	0%	6%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	1	1	2	0	0	0	2	0	6
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	2	4	2	0	1	0	1	0	10
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	1

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	3	1	0	0	0	0	2	0	6
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	2	1	1	0	0	0	3	0	7
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	1	2	1	0	1	2	2	0	9
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	2	1	2	0	2	1	1	0	9
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	9	10	18	0	4	3	19	0	63
# Trucks	0	0	0	0	0	1	0	0	0	0	1	0	2
% Trucks	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%	5%	0%	3%
PM PH	0	0	0	0	21	31	19	0	9	4	14	0	98
# Trucks	0	0	0	0	1	1	2	0	0	0	0	0	4
% Trucks	0%	0%	0%	0%	5%	3%	11%	0%	0%	0%	0%	0%	4%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Drees Homes Driveway at E 700 S*

### Drees Homes Driveway at E 700 S

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	7	0	0	0	0	0	14	0	21
PHF	0.00	0.00	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.72
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	5%
PM PH	0	0	0	0	21	0	0	0	0	0	12	0	33
PHF	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.75
% Trucks	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	0%	3%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	1	0	0	0	0	0	2	0	3
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	3	0	0	0	0	0	2	0	5
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	3	0	0	0	0	0	2	0	5
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	2	0	0	0	0	0	3	0	5
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	4	0	4	2	0	0	0	0	0	0	0	2	12
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	2	0	2	4	0	0	0	0	0	0	0	4	12
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	4	0	4	2	11	0	0	0	0	0	18	2	41
# Trucks	0	0	0	0	0	0	0	0	0	0	1	0	1
% Trucks	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	2%
PM PH	2	0	2	4	26	0	0	0	0	0	17	4	55
# Trucks	0	0	0	0	1	0	0	0	0	0	0	0	1
% Trucks	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Moon Road (S 600 E) at E 700 S*

### Moon Road (S 600 E) AT E 700 S

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	48	2	3	0	4	10	121	0	0	0	0	188
PHF	0.00	0.71	0.50	0.38	0.00	0.50	0.63	0.89	0.00	0.00	0.00	0.00	0.85
% Trucks	0%	2%	0%	0%	0%	25%	0%	1%	0%	0%	0%	0%	2%
PM PH	0	118	6	5	0	9	3	83	0	0	0	0	224
PHF	0.00	0.84	0.75	0.63	0.00	0.75	0.38	0.94	0.00	0.00	0.00	0.00	0.92
% Trucks	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	8	0	0	0	1	2	19	0	0	0	0	30
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	19	1	1	0	1	0	13	0	0	0	0	35
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	0	3	2	0	0	0	0	0	5
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	0	2	3	0	0	0	0	0	5
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	4	1	2	0	2	1	1	0	0	0	0	11
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	2	2	1	0	1	2	4	0	0	0	0	12
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	60	3	5	0	10	15	141	0	0	0	0	234
# Trucks	0	1	0	0	0	1	0	1	0	0	0	0	3
% Trucks	0%	2%	0%	0%	0%	10%	0%	1%	0%	0%	0%	0%	1%
PM PH	0	139	9	7	0	13	8	100	0	0	0	0	276
# Trucks	0	1	0	0	0	0	0	1	0	0	0	0	2
% Trucks	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Drees Homes Driveway at Moon Road (S 600 E)*

Drees Homes Driveway at Moon Road (S 600 E)													
Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	50	0	0	0	0	0	124	0	0	0	0	174
PHF	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.00	0.00	0.83
% Trucks	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%
PM PH	0	124	0	0	0	0	0	88	0	0	0	0	212
PHF	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.87
% Trucks	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%
Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	8	0	0	0	0	0	20	0	0	0	0	28
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	20	0	0	0	0	0	14	0	0	0	0	34
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	0	0	0	0	0	0	0	0	0
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	0	0	0	0	0	0	0	0	0
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	1	3	9	0	4	1	2	0	0	0	0	20
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	2	10	6	0	2	4	1	0	0	0	0	25
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	59	3	9	0	4	1	146	0	0	0	0	222
# Trucks	0	1	0	0	0	0	0	1	0	0	0	0	2
% Trucks	0%	2%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%
PM PH	0	146	10	6	0	2	4	103	0	0	0	0	271
# Trucks	0	1	0	0	0	0	0	1	0	0	0	0	2
% Trucks	0%	1%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Moon Road (S 600 E) at Hadley Road*

### Moon Road (S 600 E) at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	7	33	372	193	82	41	83	72	2	9	108	5	1007
PHF	0.44	0.63	0.74	0.85	0.89	0.68	0.74	0.86	0.25	0.75	0.84	0.42	0.86
% Trucks	0%	0%	3%	7%	9%	7%	4%	1%	0%	33%	6%	20%	5%
PM PH	5	85	234	416	186	65	42	56	7	6	91	11	1204
PHF	0.63	0.85	0.91	0.87	0.91	0.90	0.75	0.74	0.58	0.75	0.73	0.69	0.96
% Trucks	0%	1%	1%	3%	3%	2%	0%	5%	14%	17%	2%	0%	2%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	5	60	31	13	7	13	12	0	1	17	1	161
# Trucks	0	0	2	2	1	1	0	0	0	0	1	0	8
PM PH	1	14	38	67	30	10	7	9	1	1	15	2	195
# Trucks	0	0	0	2	1	0	0	0	0	0	0	0	5

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	4	13	6	0	0	0	0	0	2	0	25
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	12	9	4	0	0	0	0	0	6	0	31
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	3	6	17	9	0	0	7	4	1	2	0	49
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	8	20	11	6	0	0	5	2	4	10	0	66
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	8	41	442	254	110	48	96	91	6	11	129	6	1242
# Trucks	0	0	15	16	8	4	3	1	0	3	7	1	58
% Trucks	0%	0%	3%	6%	7%	8%	3%	1%	0%	27%	5%	17%	5%
PM PH	6	107	304	503	226	75	49	70	10	11	122	13	1496
# Trucks	0	1	3	14	6	1	0	3	1	1	2	0	32
% Trucks	0%	1%	1%	3%	3%	1%	0%	4%	10%	9%	2%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Byscane Boulevard at Hadley Road*

### Byscane Boulevard at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	7	0	39	12	256	0	0	0	0	0	530	3	847
PHF	0.58	0.00	0.81	0.60	0.76	0.00	0.00	0.00	0.00	0.00	0.79	0.75	0.84
% Trucks	0%	0%	3%	8%	5%	0%	0%	0%	0%	0%	4%	33%	4%
PM PH	9	0	22	48	605	0	0	0	0	0	331	9	1024
PHF	0.75	0.00	0.55	0.80	0.93	0.00	0.00	0.00	0.00	0.00	0.95	0.75	0.98
% Trucks	0%	0%	5%	2%	2%	0%	0%	0%	0%	0%	3%	11%	3%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	41	0	0	0	0	0	85	0	126
# Trucks	0	0	0	0	2	0	0	0	0	0	4	0	6
PM PH	0	0	0	0	97	0	0	0	0	0	53	0	150
# Trucks	0	0	0	0	2	0	0	0	0	0	2	0	4

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	19	0	0	0	0	0	6	0	25
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	13	0	0	0	0	0	23	0	36
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	26	0	0	0	0	0	9	0	35
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	17	0	0	0	0	0	29	0	46
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	7	0	39	12	342	0	0	0	0	0	630	3	1033
# Trucks	0	0	1	1	14	0	0	0	0	0	27	1	44
% Trucks	0%	0%	3%	8%	4%	0%	0%	0%	0%	0%	4%	33%	4%
PM PH	9	0	22	48	732	0	0	0	0	0	436	9	1256
# Trucks	0	0	1	1	15	0	0	0	0	0	12	1	30
% Trucks	0%	0%	5%	2%	2%	0%	0%	0%	0%	0%	3%	11%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road*

### Drees Homes Driveway at Hadley Rd

<b>Existing</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	13	0	96	27	258	0	0	0	0	0	561	6	961
PHF	0.81	0.00	0.92	0.61	0.75	0.00	0.00	0.00	0.00	0.00	0.80	0.75	0.84
% Trucks	23%	0%	3%	15%	4%	0%	0%	0%	0%	0%	3%	0%	4%
PM PH	13	0	53	94	640	0	0	0	0	0	321	29	1150
PHF	0.81	0.00	0.88	0.90	0.92	0.00	0.00	0.00	0.00	0.00	0.92	0.73	0.96
% Trucks	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%	0%	2%

<b>Background Growth</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	41	0	0	0	0	0	90	0	131
# Trucks	0	0	0	0	2	0	0	0	0	0	3	0	5
PM PH	0	0	0	0	103	0	0	0	0	0	52	0	155
# Trucks	0	0	0	0	2	0	0	0	0	0	1	0	3

<b>Site Traffic - Brindlewood</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	19	0	0	0	0	0	6	0	25
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	13	0	0	0	0	0	23	0	36
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>Site Traffic - Drees Homes and Storage Facility</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	5	18	54	0	21	7	2	0	107
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	3	60	36	0	14	24	5	0	142
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>Net Traffic</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	13	0	96	27	323	18	54	0	21	7	659	6	1224
# Trucks	3	0	3	4	13	0	0	0	0	0	21	0	44
% Trucks	23%	0%	3%	15%	4%	0%	0%	0%	0%	0%	3%	0%	4%
PM PH	13	0	53	94	759	60	36	0	14	24	401	29	1483
# Trucks	0	0	0	0	16	0	0	0	0	0	7	0	23
% Trucks	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*Hall Road (S 675 E) at Hadley Road*

### Hall Road (S 675 E) at Hadley Rd

<b>Existing</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	5	0	35	10	277	22	50	0	6	6	654	0	1065
PHF	0.63	0.00	0.80	0.63	0.78	0.55	0.89	0.00	0.50	0.50	0.83	0.00	0.83
% Trucks	0%	0%	0%	10%	5%	0%	8%	0%	50%	33%	5%	0%	5%
PM PH	7	2	21	46	724	56	37	0	6	4	360	9	1272
PHF	0.58	0.50	0.75	0.82	0.94	0.88	0.84	0.00	0.75	1.00	0.98	0.75	0.97
% Trucks	0%	0%	10%	0%	2%	4%	5%	0%	17%	25%	3%	0%	3%

<b>Background Growth</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	0	6	2	44	4	8	0	1	1	105	0	172
# Trucks	0	0	0	0	2	0	1	0	1	0	5	0	9
PM PH	1	0	3	7	116	9	6	0	1	1	58	1	203
# Trucks	0	0	0	0	3	0	0	0	0	0	1	0	5

<b>Site Traffic - Brindlewood</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	4	17	51	0	15	5	1	0	93
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	3	56	33	0	10	18	5	0	125
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>Site Traffic - Drees Homes and Storage Facility</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	18	37	111	0	5	2	54	0	227
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	60	123	73	0	3	5	36	0	300
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>Net Traffic</b>													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	6	0	41	12	343	80	220	0	27	14	814	0	1557
# Trucks	0	0	0	1	15	0	5	0	4	2	35	0	62
% Trucks	0%	0%	0%	8%	4%	0%	2%	0%	15%	14%	4%	0%	4%
PM PH	8	2	24	53	903	244	149	0	20	28	459	10	1900
# Trucks	0	0	2	0	19	2	2	0	1	1	10	0	37
% Trucks	0%	0%	8%	0%	2%	1%	1%	0%	5%	4%	2%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour

*S 700 E at Hadley Road*

### S 700 E at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	31	0	30	84	280	0	0	0	0	0	667	75	1167
PHF	0.52	0.00	0.54	0.88	0.72	0.00	0.00	0.00	0.00	0.00	0.82	0.82	0.84
% Trucks	16%	0%	0%	1%	3%	0%	0%	0%	0%	0%	3%	1%	3%
PM PH	84	0	34	38	748	0	0	0	0	0	381	40	1325
PHF	0.88	0.00	0.71	0.68	0.94	0.00	0.00	0.00	0.00	0.00	0.96	0.91	0.98
% Trucks	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	2%	3%	2%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	5	0	5	13	45	0	0	0	0	0	107	12	187
# Trucks	1	0	0	0	1	0	0	0	0	0	3	0	6
PM PH	13	0	5	6	120	0	0	0	0	0	61	6	211
# Trucks	0	0	0	0	2	0	0	0	0	0	1	0	4

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	2	0	0	0	22	0	0	0	0	0	67	7	98
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	8	0	0	0	73	0	0	0	0	0	43	4	128
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	5	0	0	0	50	0	0	0	0	0	149	16	220
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	17	0	0	0	167	0	0	0	0	0	98	11	293
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	43	0	35	97	397	0	0	0	0	0	990	110	1672
# Trucks	6	0	0	1	10	0	0	0	0	0	23	1	41
% Trucks	14%	0%	0%	1%	3%	0%	0%	0%	0%	0%	2%	1%	2%
PM PH	122	0	39	44	1108	0	0	0	0	0	583	61	1957
# Trucks	0	0	1	0	17	0	0	0	0	0	7	1	26
% Trucks	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	1%	2%	1%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour  
*S 725 E at Hadley Road*

### S 725 E at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	360	6	11	0	1	1	697	0	1076
PHF	0.00	0.00	0.00	0.00	0.75	0.50	0.69	0.00	0.25	0.25	0.82	0.00	0.82
% Trucks	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	3%	0%	3%
PM PH	0	0	0	0	789	9	9	0	2	1	431	0	1241
PHF	0.00	0.00	0.00	0.00	0.95	0.75	0.75	0.00	0.50	0.25	0.95	0.00	0.97
% Trucks	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%	0%	2%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	58	1	2	0	0	0	112	0	173
# Trucks	0	0	0	0	2	0	0	0	0	0	3	0	5
PM PH	0	0	0	0	127	1	1	0	0	0	69	0	198
# Trucks	0	0	0	0	3	0	0	0	0	0	1	0	4

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	22	0	0	0	0	0	67	0	89
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	73	0	0	0	0	0	43	0	116
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	50	0	0	0	0	0	149	0	199
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	0	0	0	0	167	0	0	0	0	0	98	0	265
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	0	0	0	0	490	7	13	0	1	1	1025	0	1537
# Trucks	0	0	0	0	14	0	0	0	0	0	24	0	38
% Trucks	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	2%	0%	2%
PM PH	0	0	0	0	1156	10	10	0	2	1	641	0	1820
# Trucks	0	0	0	0	19	0	0	0	0	0	10	0	29
% Trucks	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	2%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour  
 Center Street at Hadley Road

### Center Street at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	23	116	74	62	258	26	59	225	58	88	497	85	1571
PHF	0.72	0.83	0.84	0.82	0.76	0.65	0.61	0.92	0.81	0.92	0.84	0.54	0.83
% Trucks	9%	4%	0%	8%	4%	4%	0%	3%	0%	7%	3%	6%	4%
PM PH	37	240	70	100	582	101	31	185	106	103	269	33	1857
PHF	0.84	0.92	0.88	0.83	0.98	0.87	0.78	0.83	0.80	0.89	0.95	0.69	0.96
% Trucks	0%	3%	0%	0%	2%	2%	6%	0%	3%	2%	3%	0%	2%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	4	19	12	10	41	4	9	36	9	14	80	14	252
# Trucks	0	1	0	1	2	0	0	1	0	1	2	1	9
PM PH	6	39	11	16	93	16	5	30	17	17	43	5	298
# Trucks	0	1	0	0	2	0	0	0	0	0	1	0	6

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	2	0	0	0	17	0	0	0	3	11	50	6	89
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	6	0	0	0	55	0	0	0	12	7	32	4	116
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	5	0	0	0	36	0	0	0	8	25	112	13	199
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	14	0	0	0	124	0	0	0	27	16	73	8	262
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	34	135	86	72	352	30	68	261	78	138	739	118	2111
# Trucks	2	6	0	6	12	1	0	8	0	7	16	6	64
% Trucks	6%	4%	0%	8%	3%	3%	0%	3%	0%	5%	2%	5%	3%
PM PH	63	279	81	116	854	117	36	215	162	143	417	50	2533
# Trucks	0	8	0	0	14	2	2	0	3	2	9	0	40
% Trucks	0%	3%	0%	0%	2%	2%	6%	0%	2%	1%	2%	0%	2%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour  
 Gateway Drive at Hadley Road

### Gateway Drive at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	21	5	23	4	334	74	63	5	16	32	571	13	1161
PHF	0.66	0.63	0.58	1.00	0.80	0.77	0.93	0.63	0.80	0.73	0.93	0.65	0.92
% Trucks	5%	0%	9%	0%	6%	9%	10%	0%	6%	9%	3%	0%	5%
PM PH	36	8	32	8	870	100	101	4	31	26	375	12	1603
PHF	0.64	0.67	0.80	0.50	0.92	0.96	0.68	1.00	0.55	0.72	0.97	0.50	0.92
% Trucks	3%	0%	9%	13%	3%	4%	3%	0%	3%	4%	4%	8%	3%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	3	1	4	1	54	12	10	1	3	5	92	2	188
# Trucks	0	0	0	0	3	1	1	0	0	0	3	0	9
PM PH	6	1	5	1	140	16	16	1	5	4	60	2	257
# Trucks	0	0	0	0	4	1	0	0	0	0	2	0	8

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	0	0	0	15	0	0	0	1	2	46	2	67
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	2	0	0	0	51	0	0	0	2	1	30	1	87
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	1	0	0	0	34	0	0	0	1	4	103	5	148
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	5	0	0	0	116	0	0	0	5	2	68	3	199
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	26	6	27	5	437	86	73	6	21	43	812	22	1564
# Trucks	1	0	2	0	23	8	7	0	1	3	19	0	64
% Trucks	4%	0%	7%	0%	5%	9%	10%	0%	5%	7%	2%	0%	4%
PM PH	49	9	37	9	1177	116	117	5	43	33	533	18	2146
# Trucks	1	0	3	1	27	5	3	0	1	1	16	1	59
% Trucks	2%	0%	8%	11%	2%	4%	3%	0%	2%	3%	3%	6%	3%

## Turning Movements at Full Build-out (continued)

AM and PM Peak Hour  
 SR 267 at Hadley Road

### SR 267 at Hadley Road

Existing													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	74	347	57	53	77	152	383	673	282	421	130	122	2771
PHF	0.77	0.86	0.71	0.74	0.88	0.90	0.91	0.81	0.86	0.92	0.88	0.80	0.90
% Trucks	4%	9%	5%	6%	9%	14%	7%	10%	4%	4%	6%	1%	7%
PM PH	271	764	77	59	215	372	299	669	549	258	135	133	3801
PHF	0.87	0.96	0.80	0.78	0.91	0.92	0.90	0.98	0.93	0.92	0.91	0.85	0.96
% Trucks	1%	4%	4%	5%	2%	4%	7%	6%	3%	2%	5%	2%	4%

Background Growth													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	12	56	9	9	12	24	61	108	45	68	21	20	445
# Trucks	0	5	0	1	1	3	4	11	2	2	1	0	31
PM PH	44	123	12	9	35	60	48	107	88	41	22	21	610
# Trucks	0	5	0	0	1	2	4	7	3	1	1	0	25

Site Traffic - Brindlewood													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	3	0	0	0	3	0	0	0	9	26	10	10	61
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	11	0	0	0	11	0	0	0	29	18	6	6	81
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Site Traffic - Drees Homes and Storage Facility													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	7	0	0	0	7	0	0	0	19	59	22	22	136
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PH	25	0	0	0	25	0	0	0	62	39	15	15	181
# Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Net Traffic													
	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
AM PH	96	403	66	62	99	176	444	781	355	574	183	174	3413
# Trucks	3	36	3	4	8	24	30	79	12	17	9	1	226
% Trucks	3%	9%	5%	6%	8%	14%	7%	10%	3%	3%	5%	1%	7%
PM PH	351	887	89	68	286	432	347	776	728	356	178	175	4673
# Trucks	2	39	3	3	5	16	26	50	19	7	8	2	180
% Trucks	1%	4%	3%	4%	2%	4%	7%	6%	3%	2%	4%	1%	4%

## Traffic Signal Warrant – Summary

### Hall Road (S 675 E) at Hadley Road

A traffic signal is *not warranted* for the Hall Road at Hadley Road intersection based on existing traffic plus background growth plus projected site traffic for the Drees Homes and Bridlewood developments.

Based on: Table 4C-1 of the MUTCD<sup>8</sup>, posted speed limit<sup>9</sup> > 40 mph, two lanes on the major street approaches, and two lanes on the minor street approach, the projected volumes warrant consideration of a future traffic signal were satisfied for only two hours of a typical day (eight hours required).

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume**

**Condition A—Minimum Vehicular Volume**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

**Condition B—Interruption of Continuous Traffic**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

<sup>a</sup> Basic minimum hourly volume  
<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures  
<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000  
<sup>d</sup> May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

1. Table 4C-1, Condition “A” at the “100%” threshold – signal is warranted when Hadley Road exceeds 600 vehicles and either the north or south approach of Hall Road exceeds 200 vehicles per hour for the same eight (8) hours of a typical day – this threshold is satisfied for one (1) of the required eight (8) hours needed to warrant a traffic signal
2. Table 4C-1, Condition “B” at the “100%” threshold – signal is warranted when Hadley Road exceeds 900 vehicles and either the north or south approach of Hall Road exceeds 100 vehicles per hour for the same eight (8) hours of a typical day – this threshold is satisfied for six (6) of the required eight (8) hours needed to warrant a traffic signal

<sup>8</sup> Manual on Uniform Traffic Control Devices (MUTCD)

<sup>9</sup> Posted speed limit along Hadley Road is 35 MPH

## Traffic Signal Warrant – Analysis

### Hall Road (S 675 E) at Hadley Road

#### Results

Full Build-out - Signal Warrant Analysis - Condition "A"											
Hall Road at Hadley Road											
Time	Major-street (Hadley Road)				Minor-street (Hall Road)				BOTH Major-street & Minor-street Thresholds Met		Total Vehicles
	Eastbound	Westbound	Total	Threshold 600 Vehicles (100%)	Northbound	Southbound	Greatest Hourly Minor Approach Total	Threshold 200 Vehicles (100%)	100% Threshold		
0 - 1	16	50	66	Unsatisfied	5	3	5	Unsatisfied	Unsatisfied	74	
1 - 2	21	21	42	Unsatisfied	3	0	3	Unsatisfied	Unsatisfied	45	
2 - 3	25	22	47	Unsatisfied	0	3	3	Unsatisfied	Unsatisfied	50	
3 - 4	28	32	60	Unsatisfied	3	3	3	Unsatisfied	Unsatisfied	66	
4 - 5	98	51	149	Unsatisfied	14	7	14	Unsatisfied	Unsatisfied	170	
5 - 6	251	156	407	Unsatisfied	40	23	40	Unsatisfied	Unsatisfied	470	
6 - 7	541	257	798	SATISFIED	108	38	108	Unsatisfied	Unsatisfied	944	
7 - 8	827	419	1246	SATISFIED	205	47	205	SATISFIED	SATISFIED	1498	
8 - 9	446	370	816	Unsatisfied	166	52	166	Unsatisfied	Unsatisfied	1034	
9 - 10	283	314	597	Unsatisfied	112	29	112	Unsatisfied	Unsatisfied	738	
10 - 11	245	335	580	Unsatisfied	117	31	117	Unsatisfied	Unsatisfied	728	
11 - 12	274	395	669	SATISFIED	119	29	119	Unsatisfied	Unsatisfied	817	
12 - 13	327	425	752	SATISFIED	114	41	114	Unsatisfied	Unsatisfied	907	
13 - 14	295	433	728	SATISFIED	118	35	118	Unsatisfied	Unsatisfied	881	
14 - 15	390	576	966	SATISFIED	123	32	123	Unsatisfied	Unsatisfied	1121	
15 - 16	496	872	1368	SATISFIED	145	31	145	Unsatisfied	Unsatisfied	1544	
16 - 17	525	1024	1549	SATISFIED	153	40	153	Unsatisfied	Unsatisfied	1742	
17 - 18	493	1131	1624	SATISFIED	153	39	153	Unsatisfied	Unsatisfied	1816	
18 - 19	319	653	972	SATISFIED	105	32	105	Unsatisfied	Unsatisfied	1109	
19 - 20	228	467	695	SATISFIED	77	10	77	Unsatisfied	Unsatisfied	782	
20 - 21	164	369	533	Unsatisfied	52	10	52	Unsatisfied	Unsatisfied	595	
21 - 22	110	241	351	Unsatisfied	43	8	43	Unsatisfied	Unsatisfied	402	
22 - 23	70	109	179	Unsatisfied	19	11	19	Unsatisfied	Unsatisfied	209	
23 - 24	44	72	116	Unsatisfied	13	0	13	Unsatisfied	Unsatisfied	129	
<b>Totals</b>	<b>6516</b>	<b>8794</b>	<b>15310</b>	<b>12</b>	<b>2007</b>	<b>554</b>	<b>2010</b>	<b>1</b>	<b>1</b>	<b>17871</b>	

Full Build-out - Signal Warrant Analysis - Condition "B"											
Hall Road at Hadley Road											
Time	Major-street (Hadley Road)				Minor-street (Hall Road)				BOTH Major-street & Minor-street Thresholds Met		Total Vehicles
	Westbound	Eastbound	Total	Threshold 900 Vehicles (100%)	Northbound	Southbound	Greatest Hourly Minor Approach Total	Threshold 100 Vehicles (100%)	100% Threshold		
0 - 1	16	50	66	Unsatisfied	5	3	5	Unsatisfied	Unsatisfied	74	
1 - 2	21	21	42	Unsatisfied	3	0	3	Unsatisfied	Unsatisfied	45	
2 - 3	25	22	47	Unsatisfied	0	3	3	Unsatisfied	Unsatisfied	50	
3 - 4	28	32	60	Unsatisfied	3	3	3	Unsatisfied	Unsatisfied	66	
4 - 5	98	51	149	Unsatisfied	14	7	14	Unsatisfied	Unsatisfied	170	
5 - 6	251	156	407	Unsatisfied	40	23	40	Unsatisfied	Unsatisfied	470	
6 - 7	541	257	798	Unsatisfied	108	38	108	SATISFIED	Unsatisfied	944	
7 - 8	827	419	1246	SATISFIED	205	47	205	SATISFIED	SATISFIED	1498	
8 - 9	446	370	816	Unsatisfied	166	52	166	SATISFIED	Unsatisfied	1034	
9 - 10	283	314	597	Unsatisfied	112	29	112	SATISFIED	Unsatisfied	738	
10 - 11	245	335	580	Unsatisfied	117	31	117	SATISFIED	Unsatisfied	728	
11 - 12	274	395	669	Unsatisfied	119	29	119	SATISFIED	Unsatisfied	817	
12 - 13	327	425	752	Unsatisfied	114	41	114	SATISFIED	Unsatisfied	907	
13 - 14	295	433	728	Unsatisfied	118	35	118	SATISFIED	Unsatisfied	881	
14 - 15	390	576	966	SATISFIED	123	32	123	SATISFIED	SATISFIED	1121	
15 - 16	496	872	1368	SATISFIED	145	31	145	SATISFIED	SATISFIED	1544	
16 - 17	525	1024	1549	SATISFIED	153	40	153	SATISFIED	SATISFIED	1742	
17 - 18	493	1131	1624	SATISFIED	153	39	153	SATISFIED	SATISFIED	1816	
18 - 19	319	653	972	SATISFIED	105	32	105	SATISFIED	SATISFIED	1109	
19 - 20	228	467	695	Unsatisfied	77	10	77	Unsatisfied	Unsatisfied	782	
20 - 21	164	369	533	Unsatisfied	52	10	52	Unsatisfied	Unsatisfied	595	
21 - 22	110	241	351	Unsatisfied	43	8	43	Unsatisfied	Unsatisfied	402	
22 - 23	70	109	179	Unsatisfied	19	11	19	Unsatisfied	Unsatisfied	209	
23 - 24	44	72	116	Unsatisfied	13	0	13	Unsatisfied	Unsatisfied	129	
<b>Totals</b>	<b>6516</b>	<b>8794</b>	<b>15310</b>	<b>6</b>	<b>2007</b>	<b>554</b>	<b>2010</b>	<b>13</b>	<b>6</b>	<b>17871</b>	

## Traffic Signal Warrant – Analysis (continued)

Hall Road (S 675 E) at Hadley Road

*Hourly Turning Movements – Existing plus Background Growth*

<b>24 Hour Traffic Data - Existing plus Background Growth<sup>^</sup></b>													
<b>Hall Road at Hadley Road</b>													
<b>Time</b>	<b>SBR</b>	<b>SBT</b>	<b>SBL</b>	<b>WBR</b>	<b>WBT</b>	<b>WBL</b>	<b>NBR</b>	<b>NBT</b>	<b>NBL</b>	<b>EBR</b>	<b>EBT</b>	<b>EBL</b>	<b>Total</b>
0 - 1	0	0	3	3	38	0	2	0	0	0	13	1	60
1 - 2	0	0	0	1	16	0	0	0	0	0	20	0	37
2 - 3	0	0	3	1	17	0	0	0	0	0	24	1	46
3 - 4	0	1	2	1	27	0	0	0	0	0	27	0	58
4 - 5	0	0	7	5	39	2	3	0	0	0	94	0	150
5 - 6	3	0	20	9	135	3	13	0	0	2	237	0	422
6 - 7	6	0	32	8	202	17	28	0	0	8	496	3	800
7 - 8	6	0	41	12	321	26	58	0	7	7	759	0	1237
8 - 9	3	1	48	12	266	24	41	0	7	7	383	2	794
9 - 10	6	0	23	13	217	26	32	1	6	6	239	3	572
10 - 11	3	0	28	15	209	35	36	0	8	8	198	2	542
11 - 12	2	0	27	26	238	35	39	1	9	3	231	3	614
12 - 13	2	1	38	35	265	27	31	1	5	12	267	7	691
13 - 14	5	2	28	34	256	37	32	0	6	10	237	5	652
14 - 15	7	3	22	23	374	55	31	1	6	3	335	5	865
15 - 16	5	0	26	50	614	57	51	0	13	6	439	3	1264
16 - 17	7	5	28	52	729	57	43	1	6	8	451	6	1393
17 - 18	7	2	30	57	826	65	43	1	8	7	414	13	1473
18 - 19	9	1	22	43	427	31	17	1	7	3	262	6	829
19 - 20	2	0	8	31	305	21	16	1	1	5	183	5	578
20 - 21	1	0	9	14	230	14	6	1	2	3	130	2	412
21 - 22	1	1	6	13	143	6	5	0	5	2	85	2	269
22 - 23	2	0	9	8	56	6	3	1	0	2	56	1	144
23 - 24	0	0	0	6	41	2	2	1	0	1	36	1	90
<b>Totals</b>	<b>77</b>	<b>17</b>	<b>460</b>	<b>472</b>	<b>5991</b>	<b>546</b>	<b>532</b>	<b>11</b>	<b>96</b>	<b>103</b>	<b>5616</b>	<b>71</b>	<b>13992</b>

<sup>^</sup>Years till Horizon: 10

<sup>^</sup>Annual Growth Rate: 1.5%

## Traffic Signal Warrant – Analysis (continued)

Hall Road (S 675 E) at Hadley Road

*Hourly Turning Movements – Existing plus Background Growth plus Site Traffic*

24 Hour Traffic Data - Site Traffic													
Hall Road at Hadley Road													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0 - 1	0	0	0	0	3	6	3	0	0	1	1	0	14
1 - 2	0	0	0	0	1	3	3	0	0	0	1	0	8
2 - 3	0	0	0	0	1	3	0	0	0	0	0	0	4
3 - 4	0	0	0	0	1	3	3	0	0	0	1	0	8
4 - 5	0	0	0	0	2	3	10	0	1	0	4	0	20
5 - 6	0	0	0	0	3	6	24	0	3	1	11	0	48
6 - 7	0	0	0	0	11	19	71	0	9	2	32	0	144
7 - 8	0	0	0	0	21	39	124	0	16	5	56	0	261
8 - 9	0	0	0	0	23	45	104	0	14	6	48	0	240
9 - 10	0	0	0	0	19	39	65	0	8	5	30	0	166
10 - 11	0	0	0	0	25	51	65	0	8	7	30	0	186
11 - 12	0	0	0	0	31	65	62	0	8	8	29	0	203
12 - 13	0	0	0	0	31	67	68	0	9	9	32	0	216
13 - 14	0	0	0	0	34	72	71	0	9	9	34	0	229
14 - 15	0	0	0	0	40	84	75	0	10	11	36	0	256
15 - 16	0	0	0	0	48	103	72	0	9	13	35	0	280
16 - 17	0	0	0	0	59	127	91	0	12	16	44	0	349
17 - 18	0	0	0	0	58	125	89	0	12	16	43	0	343
18 - 19	0	0	0	0	48	104	71	0	9	14	34	0	280
19 - 20	0	0	0	0	35	75	52	0	7	10	25	0	204
20 - 21	0	0	0	0	35	76	38	0	5	10	19	0	183
21 - 22	0	0	0	0	25	54	29	0	4	7	14	0	133
22 - 23	0	0	0	0	12	27	13	0	2	4	7	0	65
23 - 24	0	0	0	0	7	16	9	0	1	2	4	0	39
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>573</b>	<b>1212</b>	<b>1212</b>	<b>0</b>	<b>156</b>	<b>156</b>	<b>570</b>	<b>0</b>	<b>3879</b>

### *Hourly Turning Movements – Total Site Traffic for Drees Homes and Bridlewood*

Bridlewood Site Traffic North Portion - 65 Lots Hourly Volumes			Bridlewood Site Traffic South Portion - 95 Lots Hourly Volumes			Drees Homes Site Traffic 382 Lots Hourly Volumes		
Time	Entering	Exiting	Time	Entering	Exiting	Time	Entering	Exiting
0 - 1	2	1	0 - 1	2	1	0 - 1	9	4
1 - 2	1	1	1 - 2	1	1	1 - 2	4	4
2 - 3	1	0	2 - 3	1	0	2 - 3	4	0
3 - 4	1	1	3 - 4	1	1	3 - 4	4	4
4 - 5	1	2	4 - 5	1	4	4 - 5	5	14
5 - 6	2	6	5 - 6	2	9	5 - 6	9	36
6 - 7	5	18	6 - 7	7	26	6 - 7	29	106
7 - 8	10	31	7 - 8	14	46	7 - 8	58	184
8 - 9	11	26	8 - 9	17	39	8 - 9	67	155
9 - 10	10	17	9 - 10	14	24	9 - 10	58	97
10 - 11	13	17	10 - 11	19	24	10 - 11	76	97
11 - 12	17	16	11 - 12	24	23	11 - 12	97	92
12 - 13	17	17	12 - 13	25	25	12 - 13	99	101
13 - 14	18	18	13 - 14	27	26	13 - 14	108	106
14 - 15	21	19	14 - 15	31	28	14 - 15	126	112
15 - 16	26	18	15 - 16	38	27	15 - 16	153	108
16 - 17	32	23	16 - 17	47	34	16 - 17	189	135
17 - 18	32	23	17 - 18	46	33	17 - 18	186	133
18 - 19	26	18	18 - 19	39	26	18 - 19	155	106
19 - 20	19	13	19 - 20	28	19	19 - 20	112	78
20 - 21	19	10	20 - 21	28	14	20 - 21	114	56
21 - 22	14	7	21 - 22	20	11	21 - 22	81	43
22 - 23	7	3	22 - 23	10	5	22 - 23	40	20
23 - 24	4	2	23 - 24	6	3	23 - 24	23	13
<b>Totals</b>	<b>309</b>	<b>307</b>	<b>Totals</b>	<b>448</b>	<b>449</b>	<b>Totals</b>	<b>1806</b>	<b>1804</b>

## Traffic Signal Warrant – Analysis

Hall Road (S 675 E) at Hadley Road

*Hourly Turning Movements – Existing plus Background Growth plus Site Traffic*

24 Hour Traffic Data - Full Build-out^													
Hall Road at Hadley Road													
Time	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL	Total
0 - 1	0	0	3	3	41	6	5	0	0	1	14	1	74
1 - 2	0	0	0	1	17	3	3	0	0	0	21	0	45
2 - 3	0	0	3	1	18	3	0	0	0	0	24	1	50
3 - 4	0	1	2	1	28	3	3	0	0	0	28	0	66
4 - 5	0	0	7	5	41	5	13	0	1	0	98	0	170
5 - 6	3	0	20	9	138	9	37	0	3	3	248	0	470
6 - 7	6	0	32	8	213	36	99	0	9	10	528	3	944
7 - 8	6	0	41	12	342	65	182	0	23	12	815	0	1498
8 - 9	3	1	48	12	289	69	145	0	21	13	431	2	1034
9 - 10	6	0	23	13	236	65	97	1	14	11	269	3	738
10 - 11	3	0	28	15	234	86	101	0	16	15	228	2	728
11 - 12	2	0	27	26	269	100	101	1	17	11	260	3	817
12 - 13	2	1	38	35	296	94	99	1	14	21	299	7	907
13 - 14	5	2	28	34	290	109	103	0	15	19	271	5	881
14 - 15	7	3	22	23	414	139	106	1	16	14	371	5	1121
15 - 16	5	0	26	50	662	160	123	0	22	19	474	3	1544
16 - 17	7	5	28	52	788	184	134	1	18	24	495	6	1742
17 - 18	7	2	30	57	884	190	132	1	20	23	457	13	1816
18 - 19	9	1	22	43	475	135	88	1	16	17	296	6	1109
19 - 20	2	0	8	31	340	96	68	1	8	15	208	5	782
20 - 21	1	0	9	14	265	90	44	1	7	13	149	2	595
21 - 22	1	1	6	13	168	60	34	0	9	9	99	2	402
22 - 23	2	0	9	8	68	33	16	1	2	6	63	1	209
23 - 24	0	0	0	6	48	18	11	1	1	3	40	1	129
<b>Totals</b>	<b>77</b>	<b>17</b>	<b>460</b>	<b>472</b>	<b>6564</b>	<b>1758</b>	<b>1744</b>	<b>11</b>	<b>252</b>	<b>259</b>	<b>6186</b>	<b>71</b>	<b>17871</b>

^Years till Horizon: 10

^Annual Growth Rate: 1.5%

## Multi-way STOP Sign Installation

### Hall Road (S 675 E) at Hadley Road

A multi-way stop control is not warranted based on traffic volumes<sup>10</sup> at full build-out (existing traffic plus background growth plus site traffic from Drees Homes and Bridlewood). A multi-way stop control is warranted when the Major-street average volume of at least 300 vehicles per hour for any eight hours of an average day and minor street average volumes of at least 200 vehicles per hour for the same eight hours.

Multi-way STOP Sign Analysis - Full Build-out Hall Road at Hadley Road										
Time	Major-street (Hadley Road)				Minor-street (Hall Road)				BOTH Major-street & Minor-street Thresholds Met	Total Vehicles
	Eastbound	Westbound	Total	Threshold	Northbound	Southbound	Total	Threshold		
				300 Vehicles				200 Vehicles		
0 - 1	16	50	66	Unsatisfied	5	3	8	Unsatisfied	Unsatisfied	74
1 - 2	21	21	42	Unsatisfied	3	0	3	Unsatisfied	Unsatisfied	45
2 - 3	25	22	47	Unsatisfied	0	3	3	Unsatisfied	Unsatisfied	50
3 - 4	28	32	60	Unsatisfied	3	3	6	Unsatisfied	Unsatisfied	66
4 - 5	98	51	149	Unsatisfied	14	7	21	Unsatisfied	Unsatisfied	170
5 - 6	251	156	407	SATISFIED	40	23	63	Unsatisfied	Unsatisfied	470
6 - 7	541	257	798	SATISFIED	108	38	146	Unsatisfied	Unsatisfied	944
7 - 8	827	419	1246	SATISFIED	205	47	252	SATISFIED	SATISFIED	1498
8 - 9	446	370	816	SATISFIED	166	52	218	SATISFIED	SATISFIED	1034
9 - 10	283	314	597	SATISFIED	112	29	141	Unsatisfied	Unsatisfied	738
10 - 11	245	335	580	SATISFIED	117	31	148	Unsatisfied	Unsatisfied	728
11 - 12	274	395	669	SATISFIED	119	29	148	Unsatisfied	Unsatisfied	817
12 - 13	327	425	752	SATISFIED	114	41	155	Unsatisfied	Unsatisfied	907
13 - 14	295	433	728	SATISFIED	118	35	153	Unsatisfied	Unsatisfied	881
14 - 15	390	576	966	SATISFIED	123	32	155	Unsatisfied	Unsatisfied	1121
15 - 16	496	872	1368	SATISFIED	145	31	176	Unsatisfied	Unsatisfied	1544
16 - 17	525	1024	1549	SATISFIED	153	40	193	Unsatisfied	Unsatisfied	1742
17 - 18	493	1131	1624	SATISFIED	153	39	192	Unsatisfied	Unsatisfied	1816
18 - 19	319	653	972	SATISFIED	105	32	137	Unsatisfied	Unsatisfied	1109
19 - 20	228	467	695	SATISFIED	77	10	87	Unsatisfied	Unsatisfied	782
20 - 21	164	369	533	SATISFIED	52	10	62	Unsatisfied	Unsatisfied	595
21 - 22	110	241	351	SATISFIED	43	8	51	Unsatisfied	Unsatisfied	402
22 - 23	70	109	179	Unsatisfied	19	11	30	Unsatisfied	Unsatisfied	209
23 - 24	44	72	116	Unsatisfied	13	0	13	Unsatisfied	Unsatisfied	129
<b>Totals</b>	<b>6516</b>	<b>8794</b>	<b>15310</b>	<b>17</b>	<b>2007</b>	<b>554</b>	<b>2561</b>	<b>2</b>	<b>2</b>	<b>17871</b>

There were 17 hours where the major street (Hadley Road) exceeded 300 vehicles and two (2) hours where the minor street (Hall Road) exceeded 200.

<sup>10</sup> Criteria set forth by the current Indiana Manual on Uniform Traffic Control Devices

## Turn Lane Analysis Summary (pages 50-75)

Left-turn and right-turn lane warrants were checked for all site driveways. Please note that left-turn lane warrants were not conducted for the site driveway onto Hadley Road due to the presence of an existing left turn lane.

The table below summarizes turn lane data for these developments:

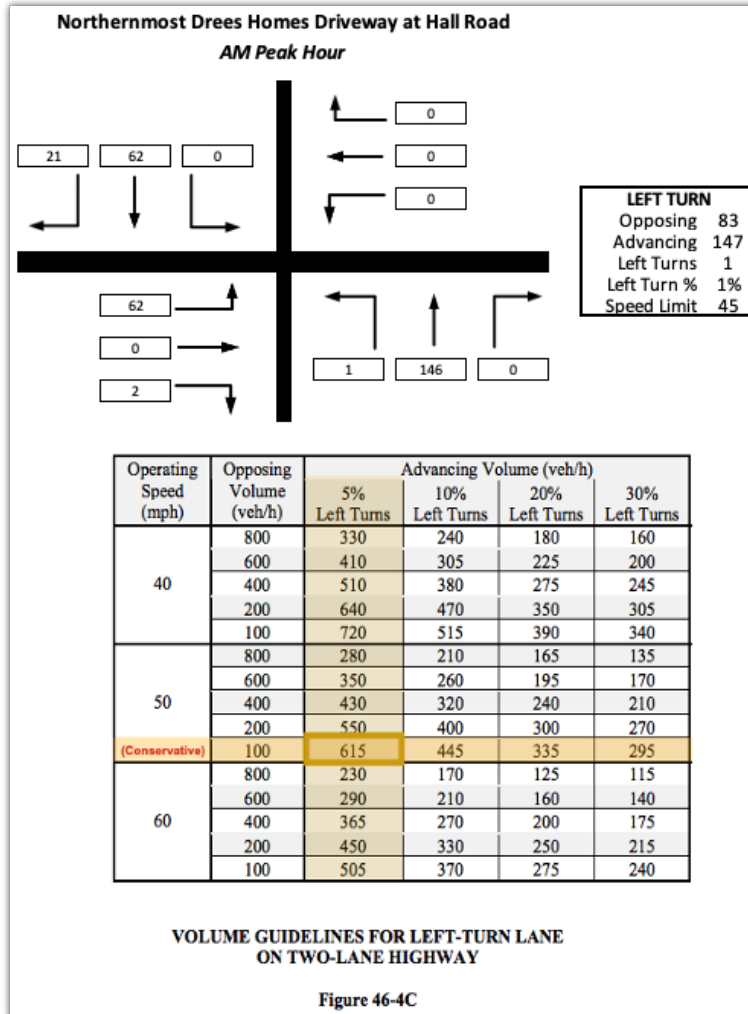
<b>Turn Lanes Analysis Summary</b> <i>Drees Homes</i> <i>Plainfield, IN</i>							
Intersection Location	Peak Hour	Right-Turn Lanes			Left-Turn Lanes		
		Existing	Warranted	Not Warranted	Existing	Warranted	Not Warranted
Northernmost Drees Homes Driveway at Hall Road (S 675 E)	AM			X			X
	PM			X			X
Storage Facility Driveway at Hall Road (S 675 E)	AM			X			X
	PM			X			X
Middle Drees Homes Driveway at Hall Road (S 675 E)	AM			X			X
	PM			X			X
Southernmost Drees Homes Driveway at Hall Road (S 675 E)	AM			X			X
	PM			X			X
Drees Homes Driveway at E 700 S Driveway	AM			X			X
	PM			X			X
Drees Homes Driveway at Moon Road (S 600 E)	AM			X			X
	PM			X			X
Drees Homes Driveway (Glen Haven Blvd) at Hadley Road	AM			X	X		
	PM			X	X		

## Turn Lane Warrants

### Northernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

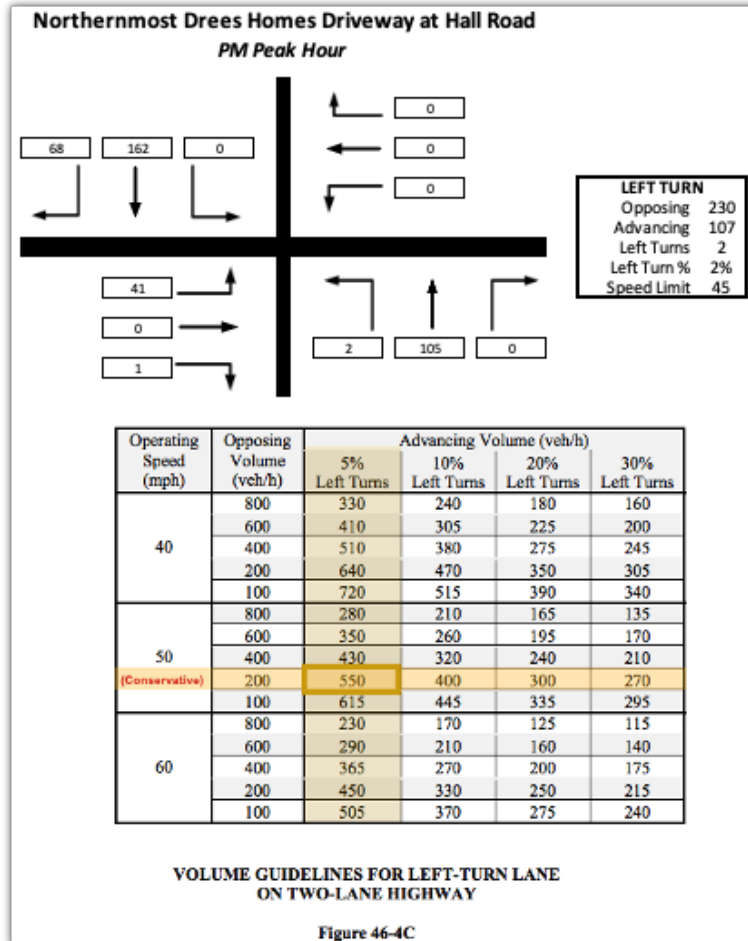


## Turn Lane Warrants (continued)

### Northernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

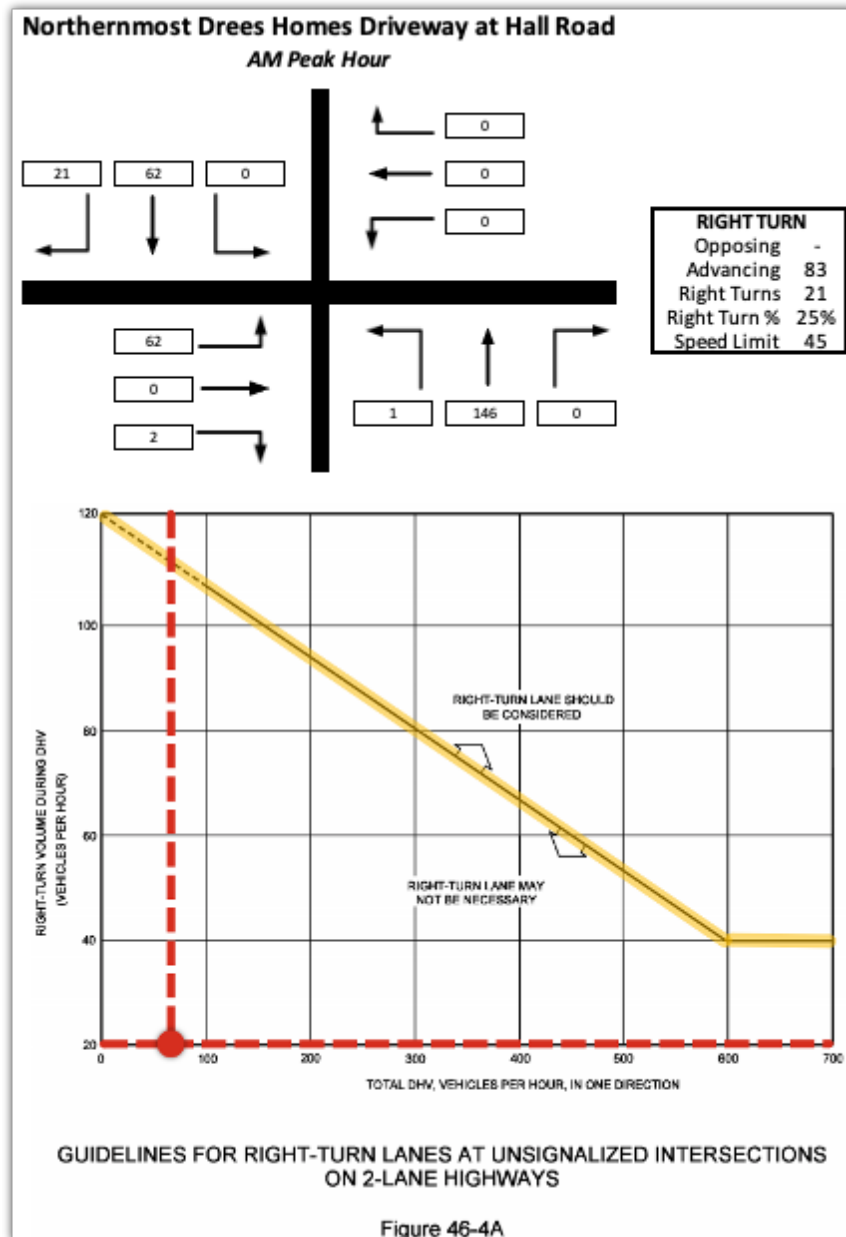


## Turn Lane Warrants (continued)

### Northernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

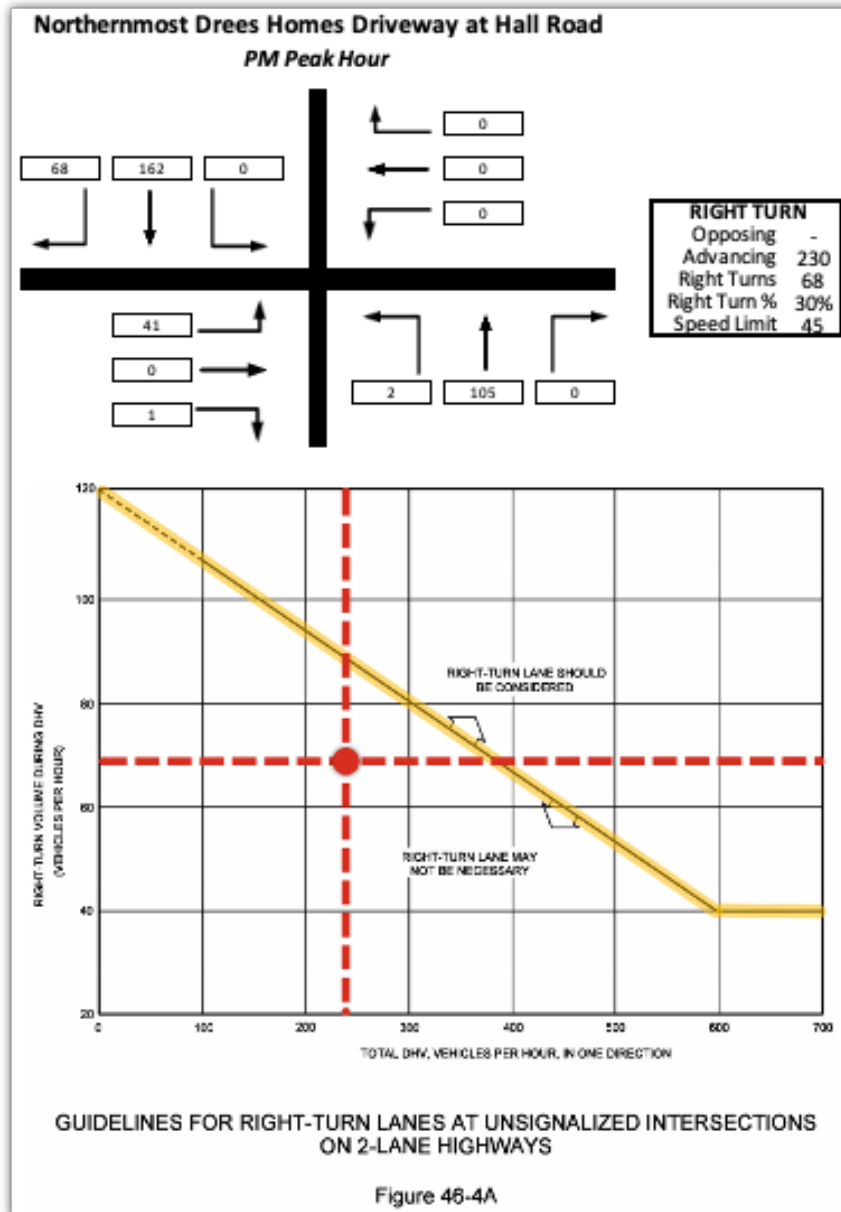


## Turn Lane Warrants (continued)

### Northernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

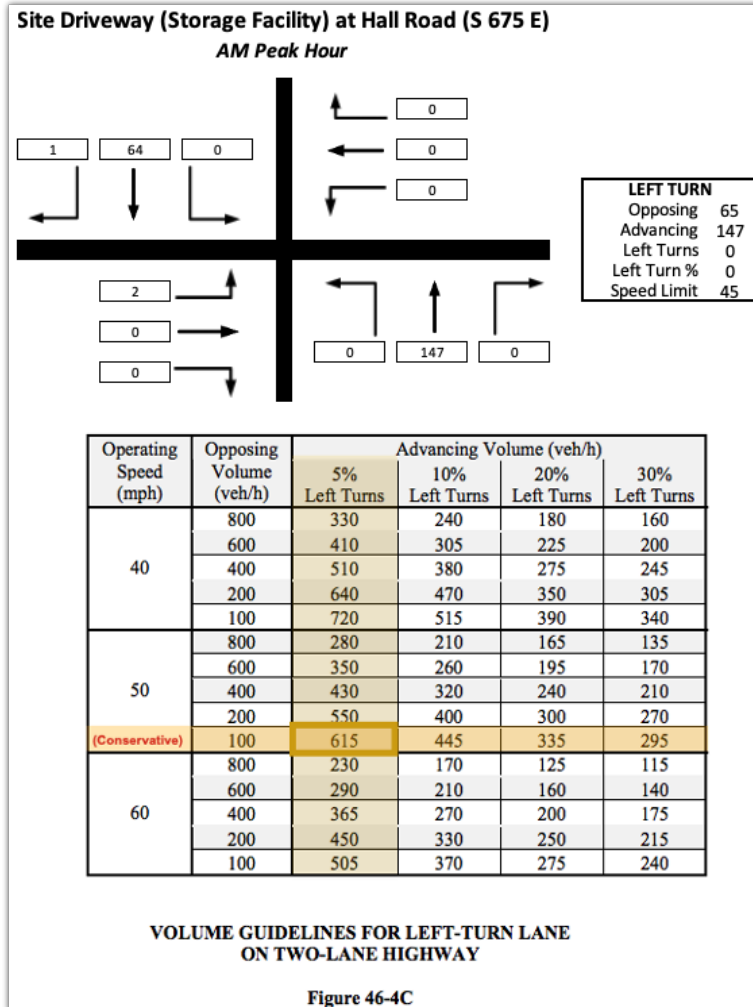


## Turn Lane Warrants (continued)

### Storage Facility Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

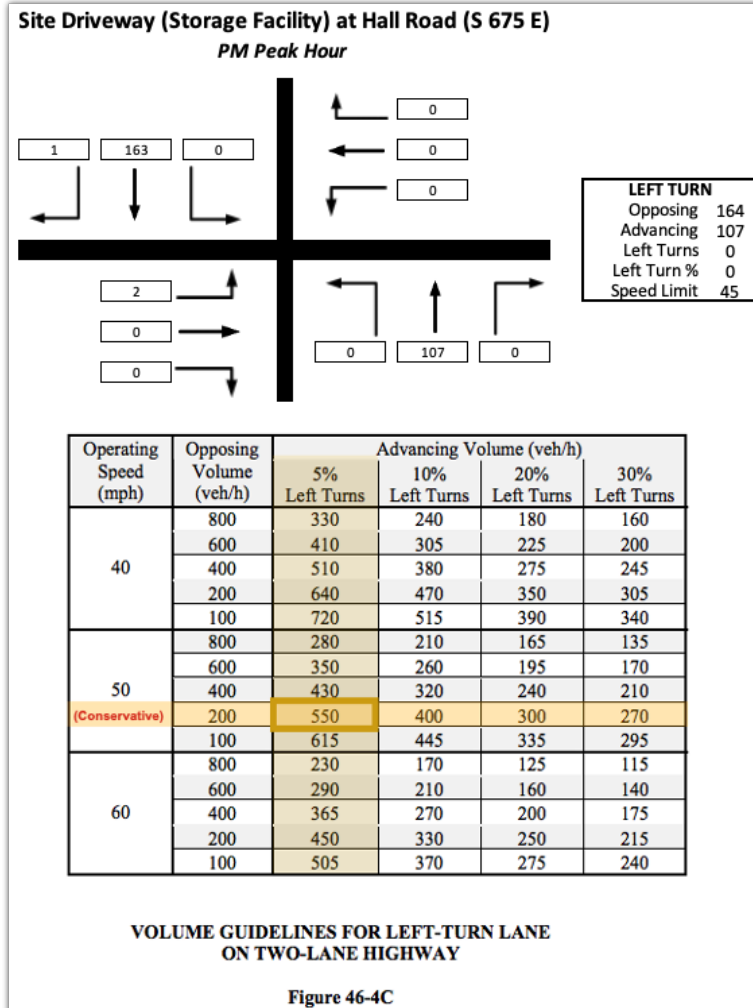


## Turn Lane Warrants (continued)

### Storage Facility Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

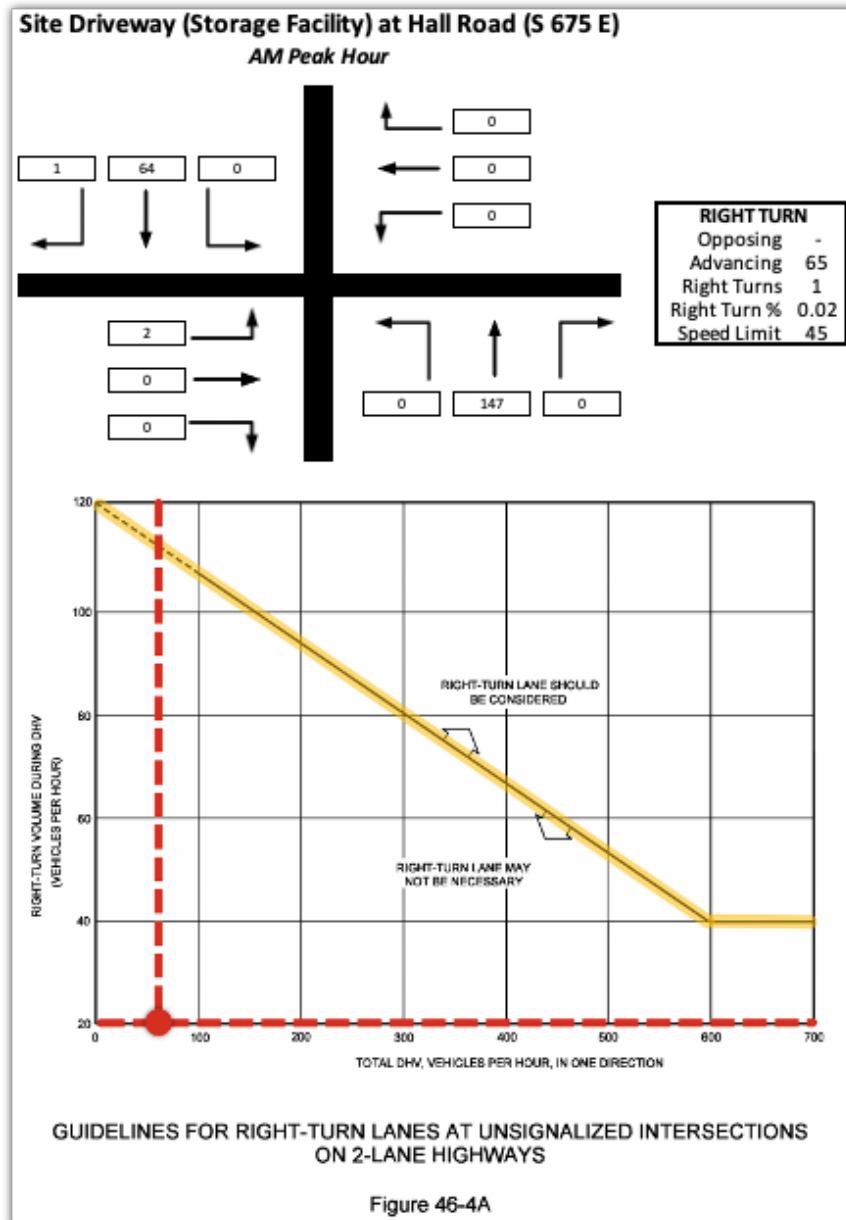


## Turn Lane Warrants (continued)

### Storage Facility at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

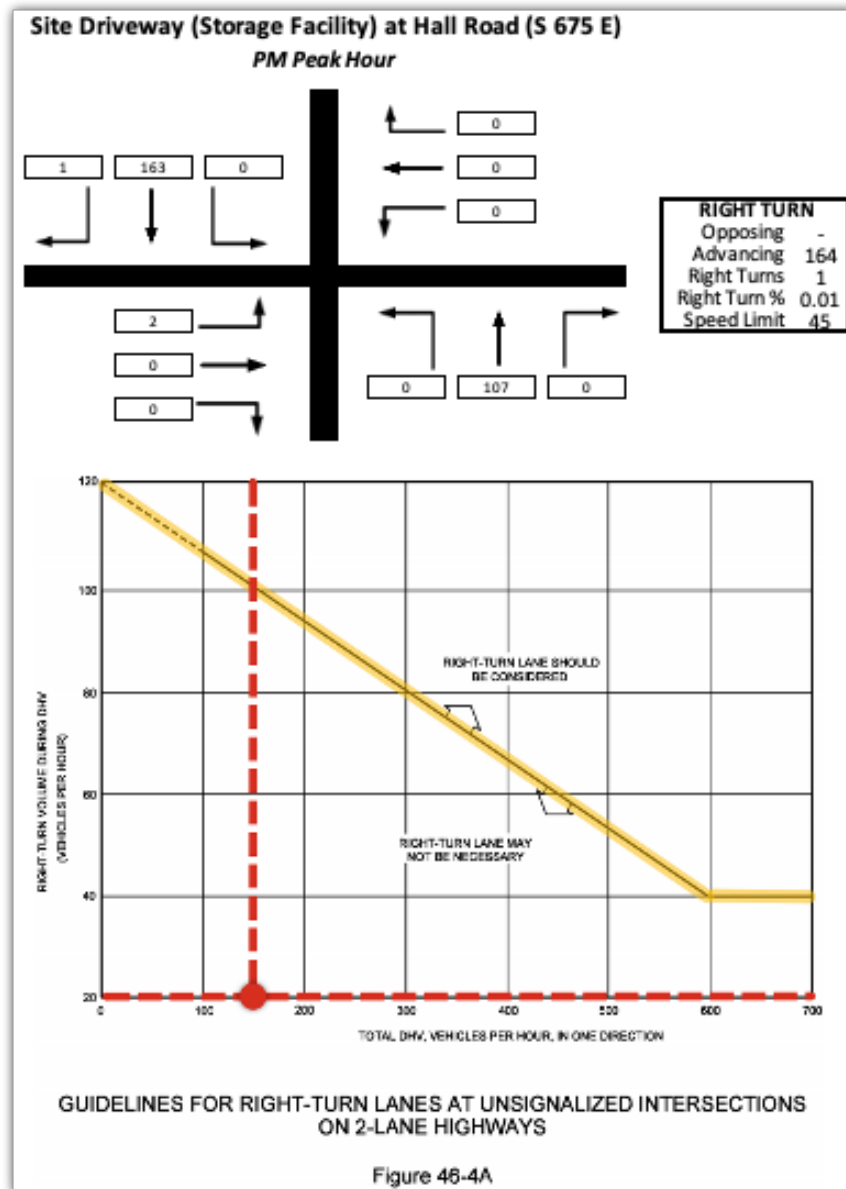


## Turn Lane Warrants (continued)

### Storage Facility Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

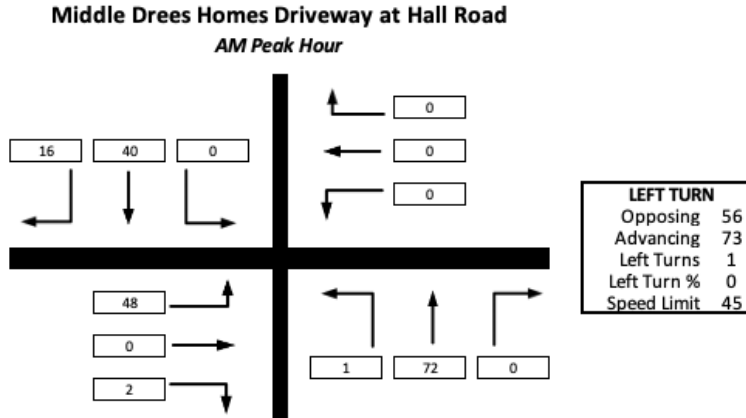


## Turn Lane Warrants (continued)

### Middle Drees Homes Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.



Operating Speed (mph)	Opposing Volume (veh/h)	Advancing Volume (veh/h)			
		5% Left Turns	10% Left Turns	20% Left Turns	30% Left Turns
40	800	330	240	180	160
	600	410	305	225	200
	400	510	380	275	245
	200	640	470	350	305
	100	720	515	390	340
50	800	280	210	165	135
	600	350	260	195	170
	400	430	320	240	210
	200	550	400	300	270
(Conservative)	100	615	445	335	295
60	800	230	170	125	115
	600	290	210	160	140
	400	365	270	200	175
	200	450	330	250	215
	100	505	370	275	240

**VOLUME GUIDELINES FOR LEFT-TURN LANE  
ON TWO-LANE HIGHWAY**

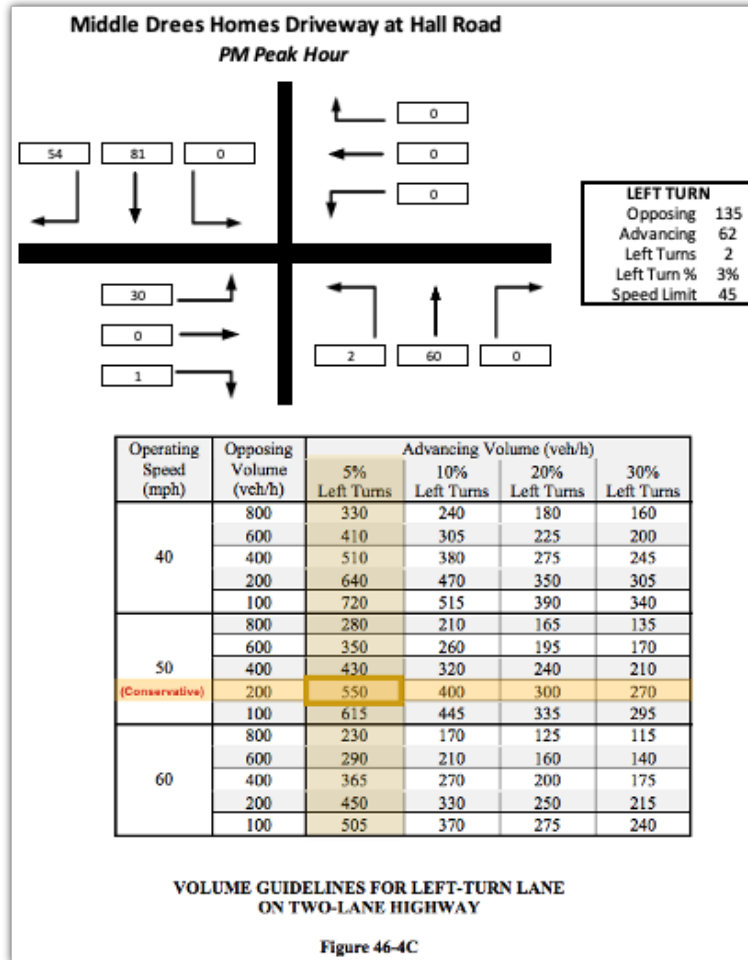
Figure 46-4C

## Turn Lane Warrants (continued)

### Middle Drees Homes Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

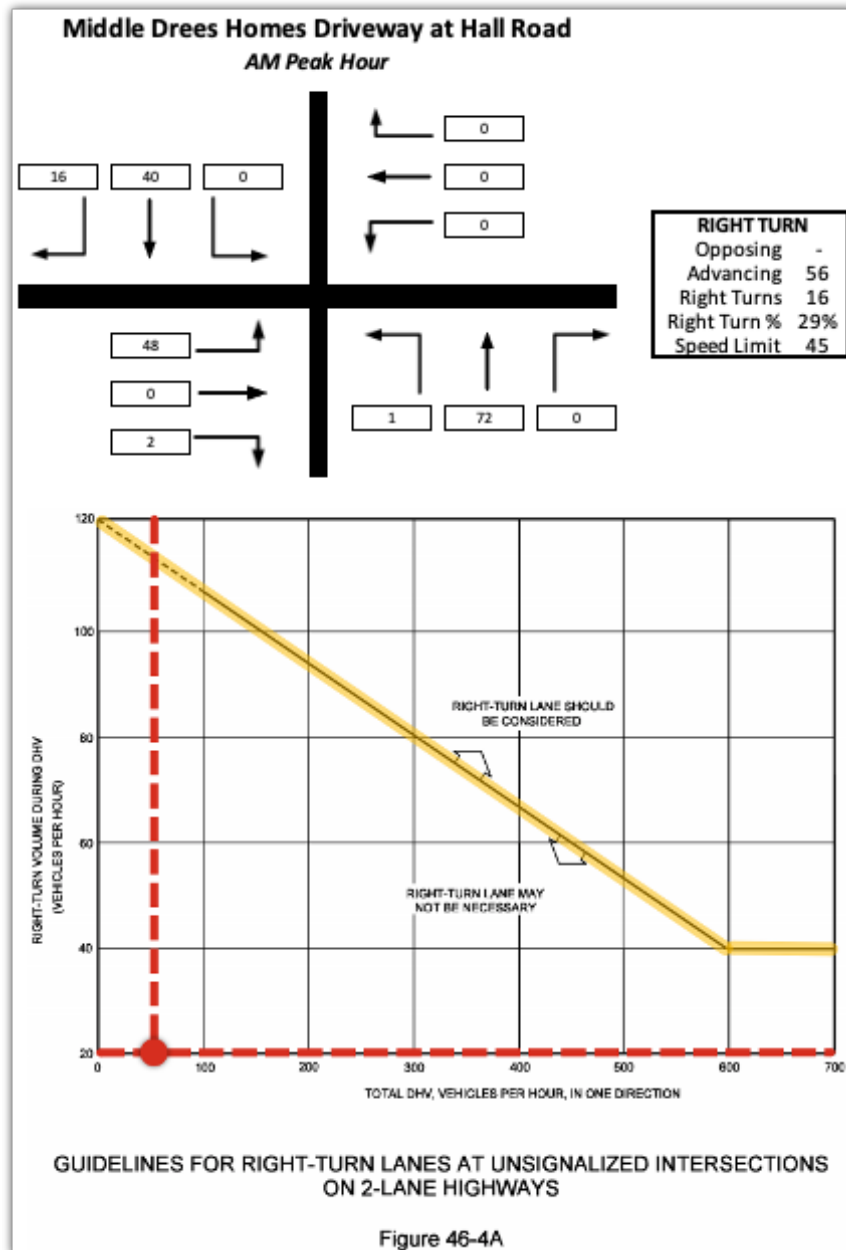


## Turn Lane Warrants (continued)

### Middle Drees Homes Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

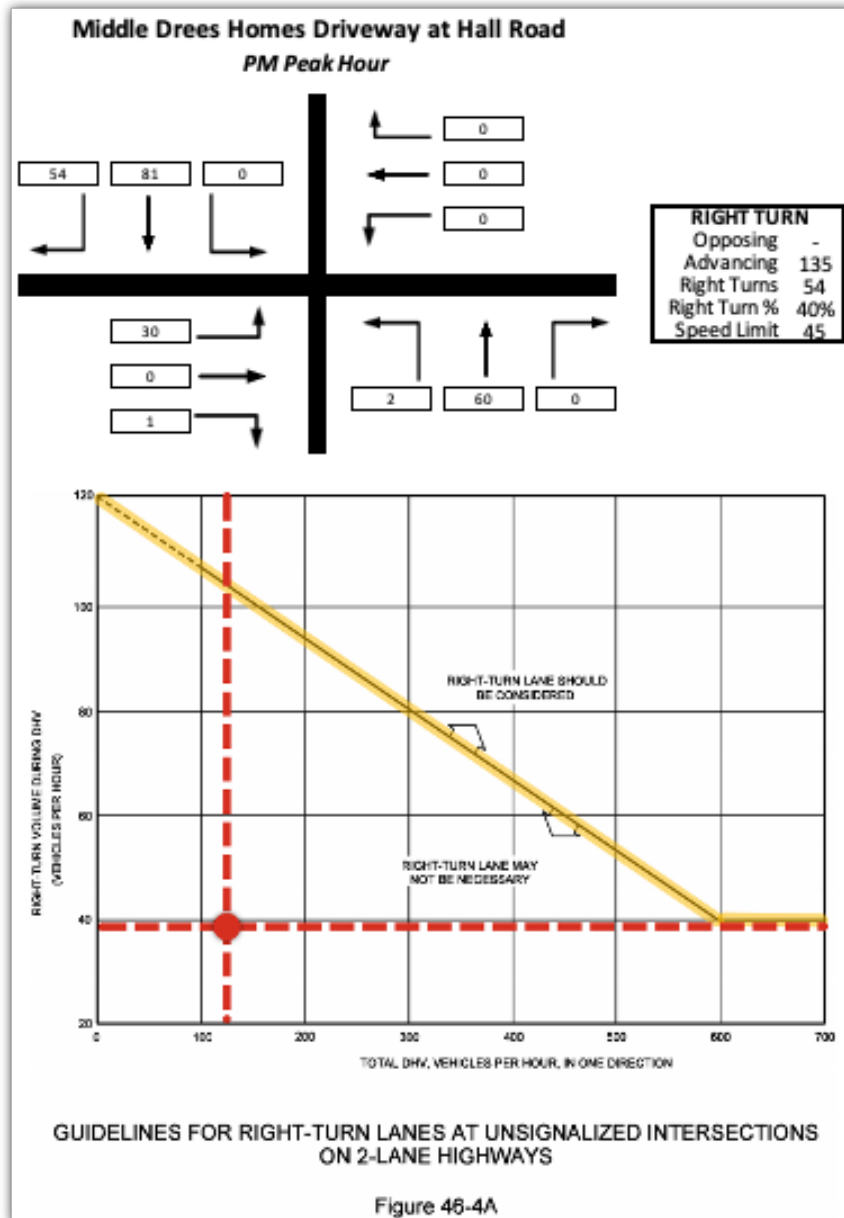


## Turn Lane Warrants (continued)

### Middle Drees Homes Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

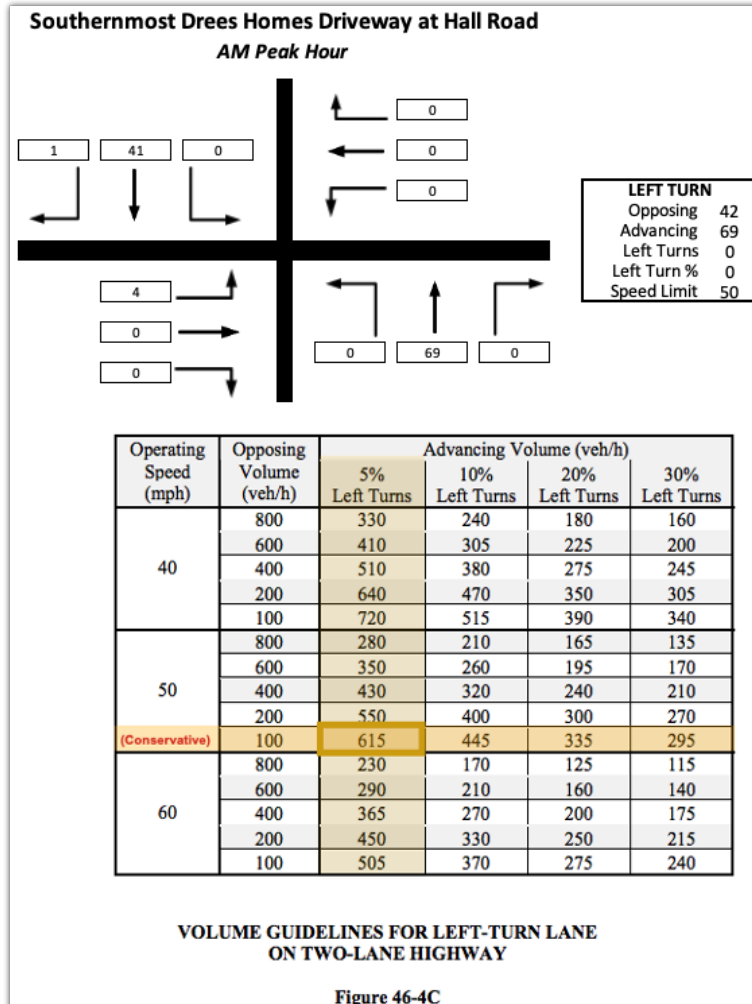


## Turn Lane Warrants (continued)

### Southernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

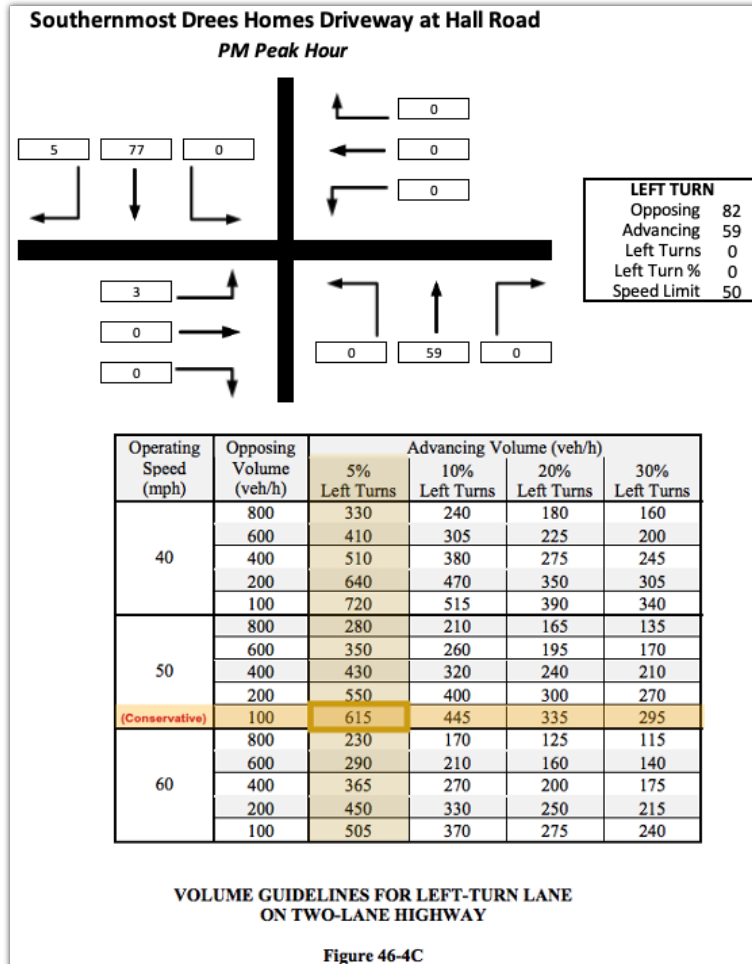


## Turn Lane Warrants (continued)

### Southernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Left-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

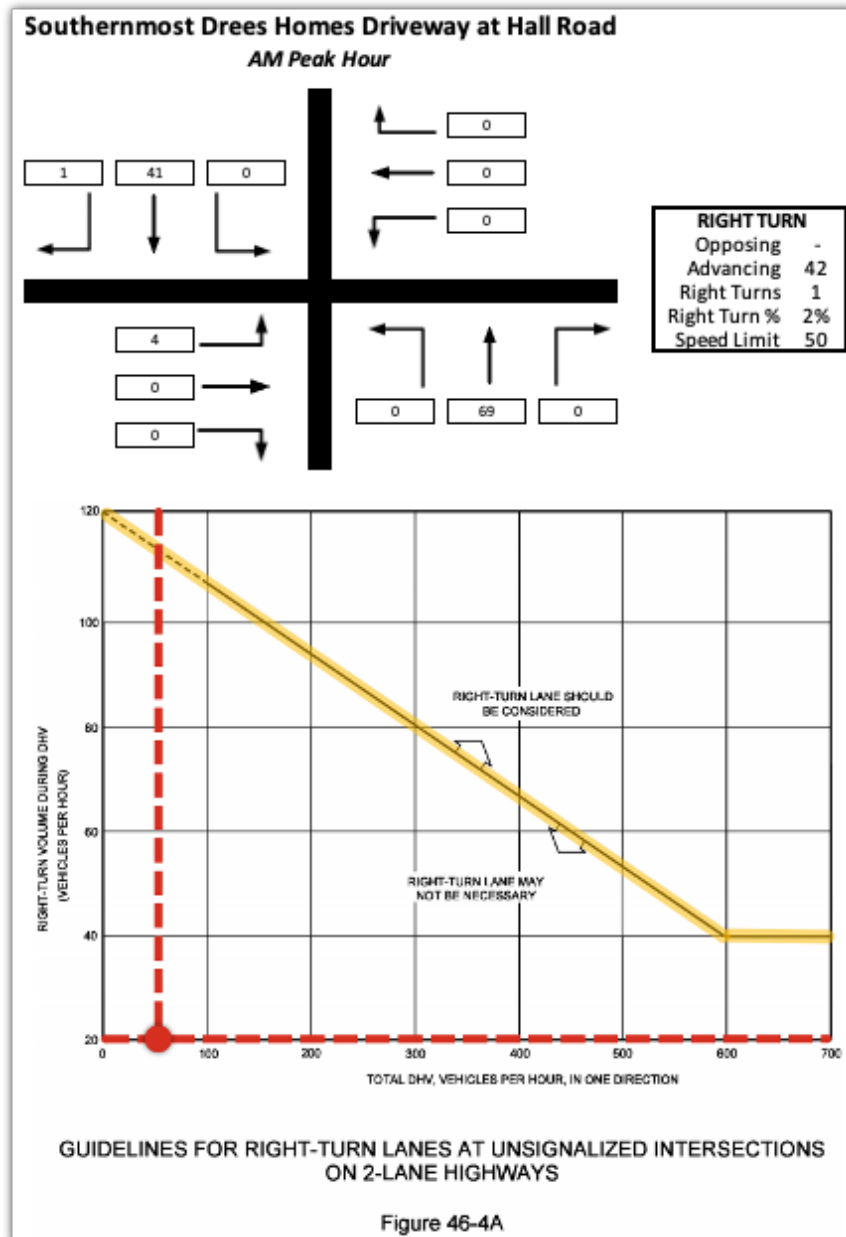


## Turn Lane Warrants (continued)

### Southernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

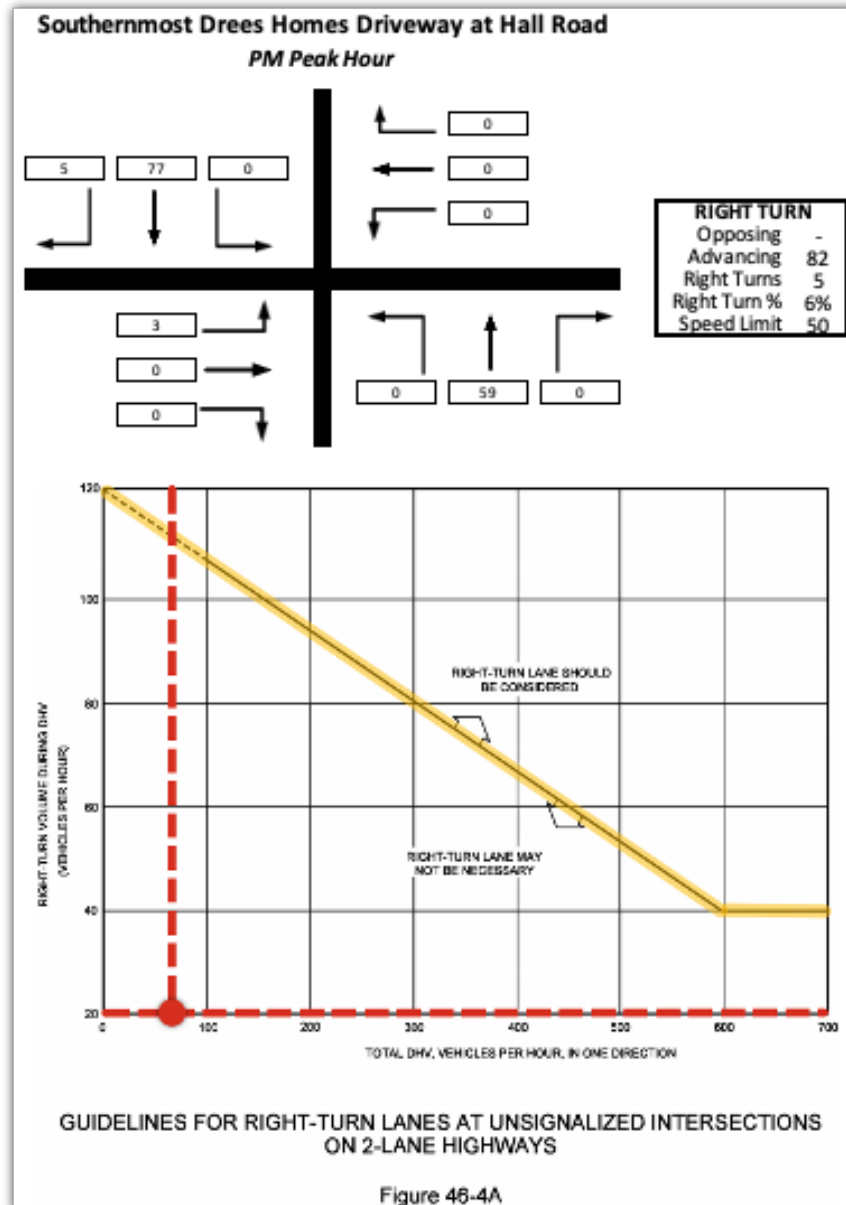


## Turn Lane Warrants (continued)

### Southernmost Drees Homes Driveway at Hall Road (S 675 E)

#### Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

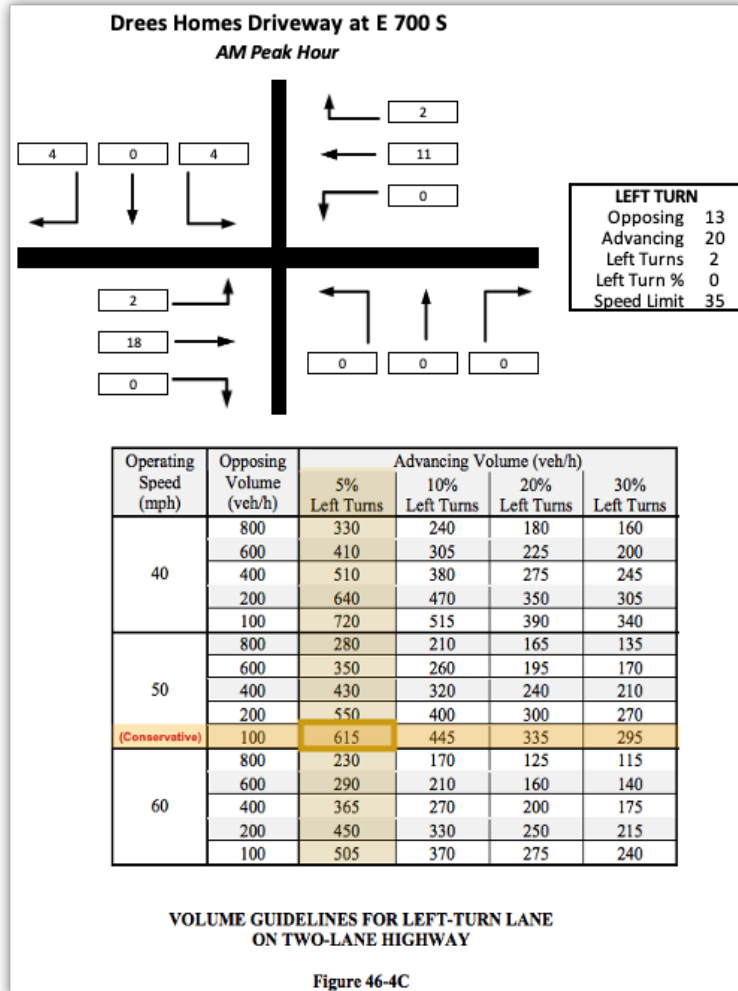


## Turn Lane Warrants (continued)

### Drees Homes Driveway at E 700 S

#### Left-Turn Lane Warrant – AM Peak Hour

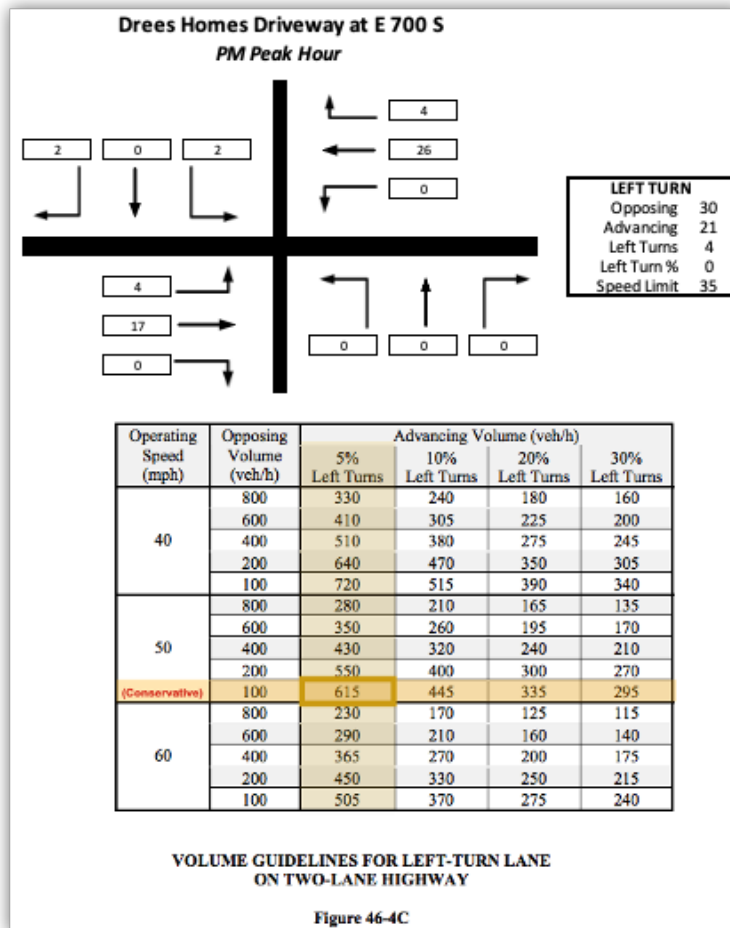
Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.



## Turn Lane Warrants (continued)

### Drees Homes Driveway at E 700 S Left-Turn Lane Warrant – PM Peak Hour

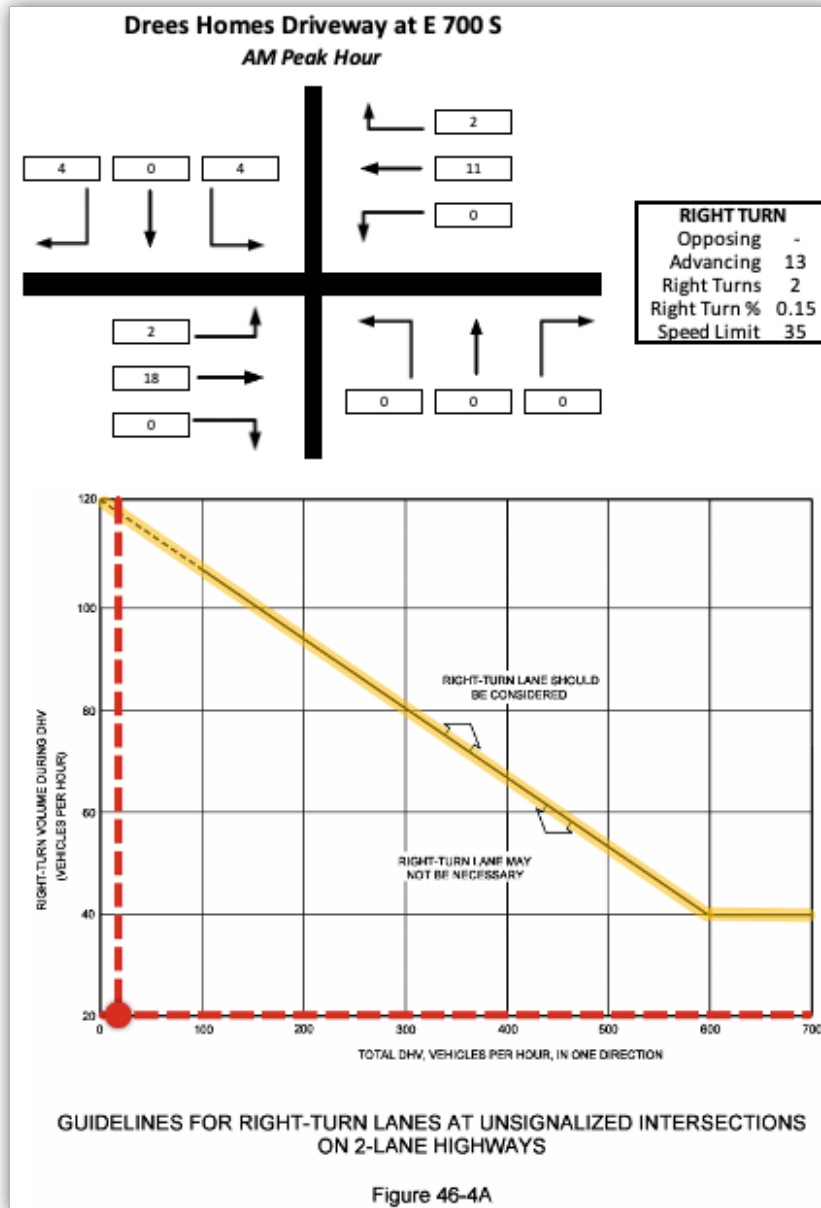
Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.



## Turn Lane Warrants (continued)

### Drees Homes Driveway at E 700 S Right-Turn Lane Warrant – AM Peak Hour

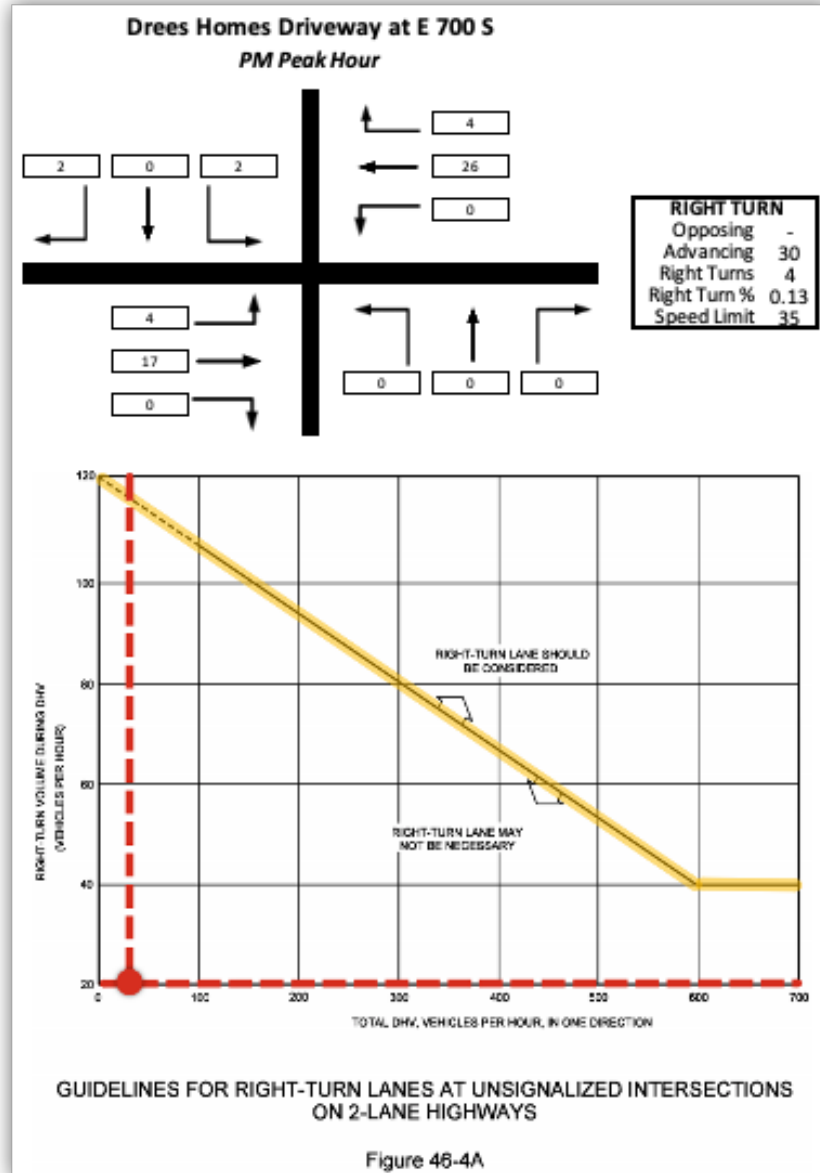
Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.



## Turn Lane Warrants (continued)

### Drees Homes Driveway at E 700 S Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

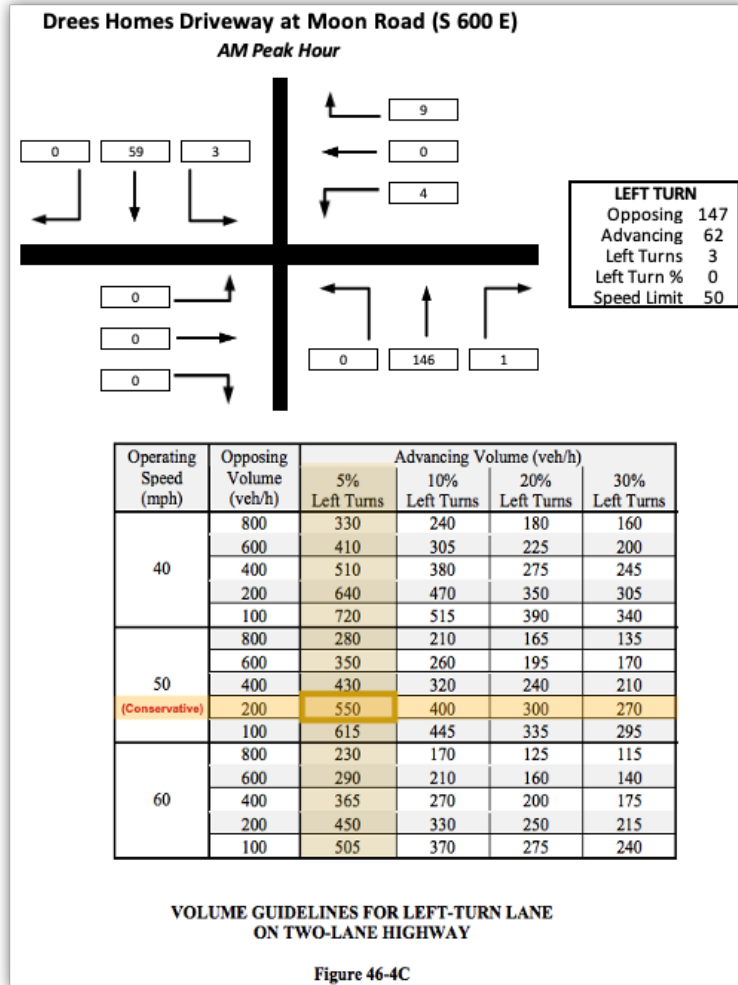


## Turn Lane Warrants (continued)

### Drees Homes Driveway at Moon Road (S 600 E)

#### Left-Turn Lane Warrant – AM Peak Hour

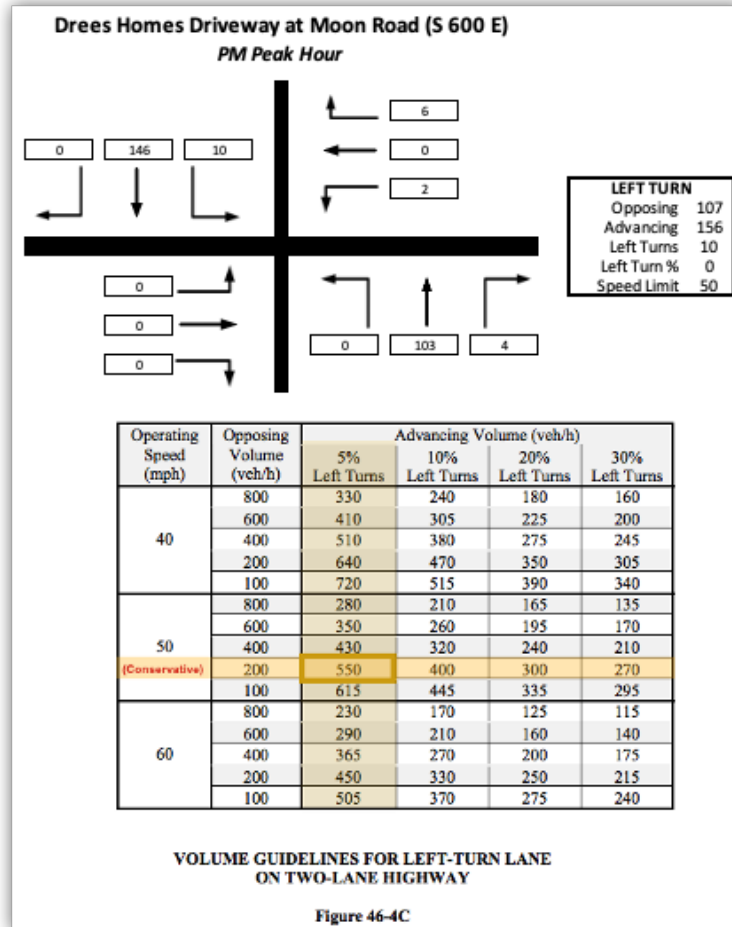
Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.



## Turn Lane Warrants (continued)

### Drees Homes Driveway at Moon Road (S 600 E) Left-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a left-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal left-turn lane.

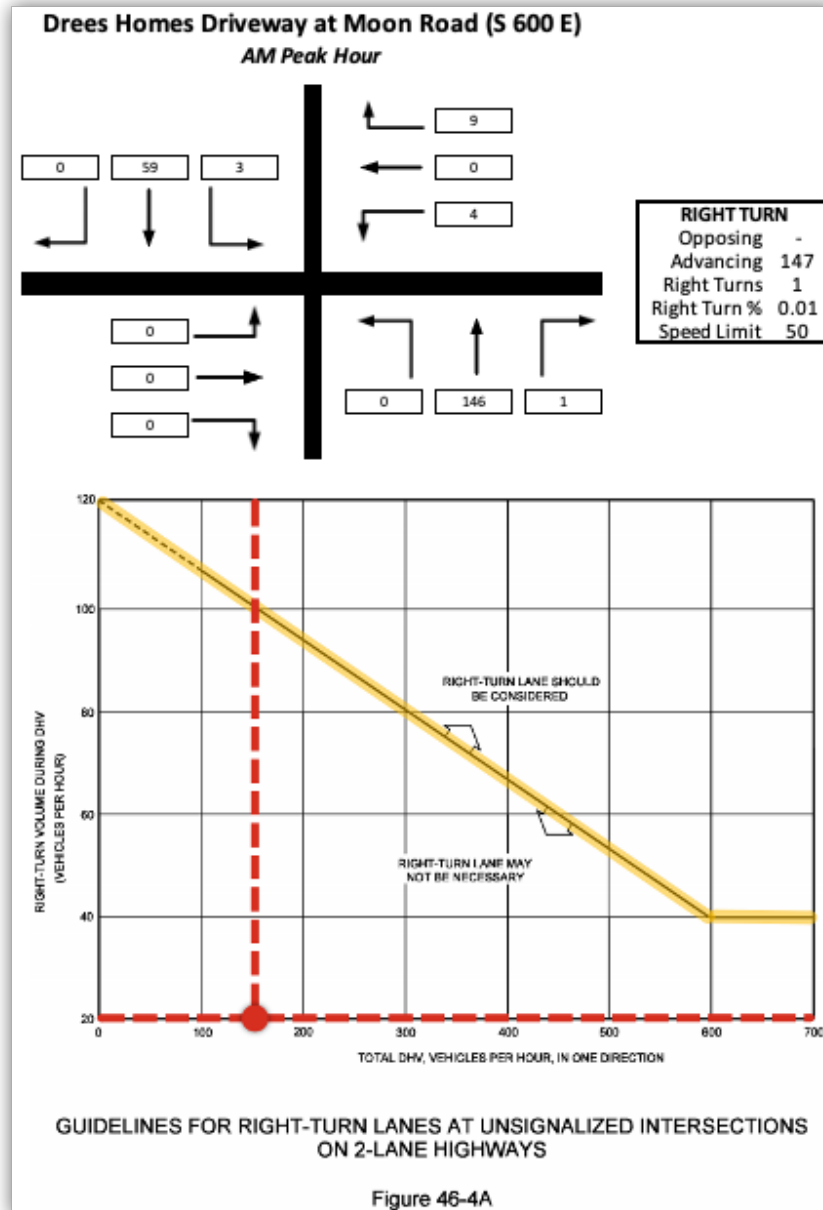


## Turn Lane Warrants (continued)

### Drees Homes Driveway at Moon Road (S 600 E)

#### Right-Turn Lane Warrant – AM Peak Hour

Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

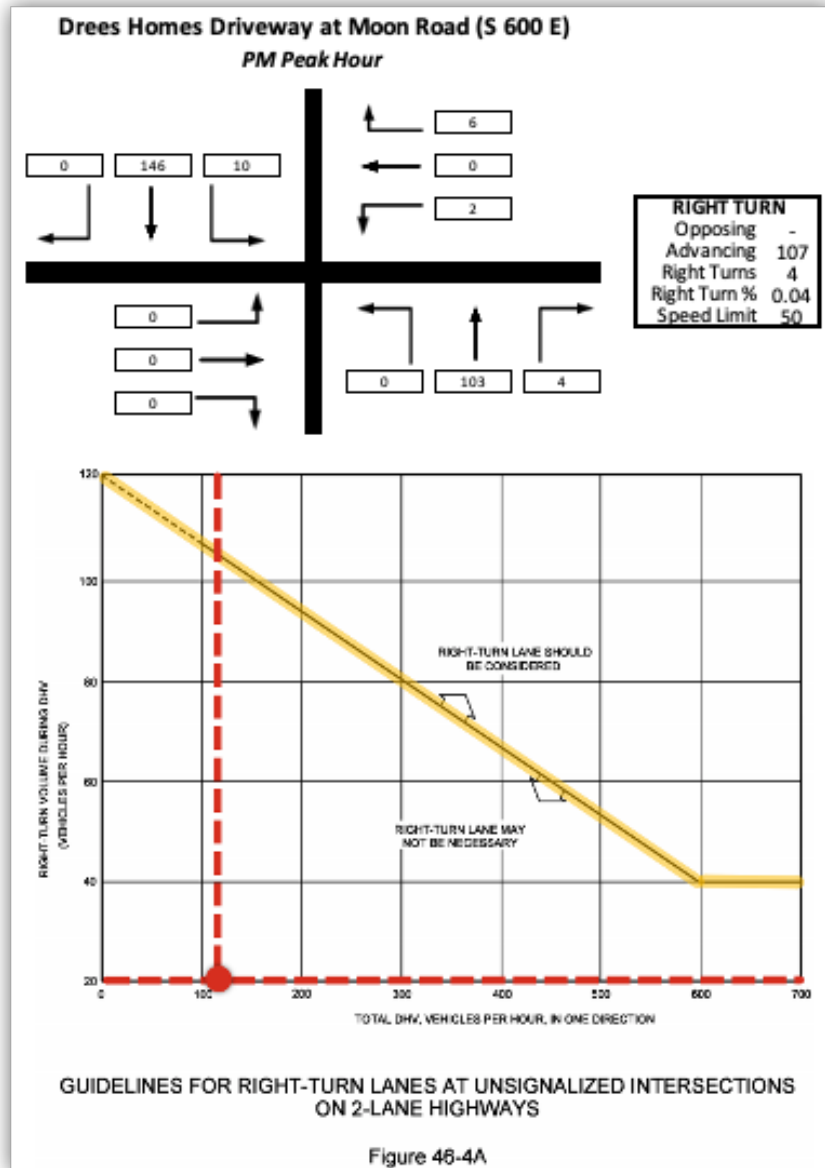


## Turn Lane Warrants (continued)

### Drees Homes Driveway at Moon Road (S 600 E)

#### Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.

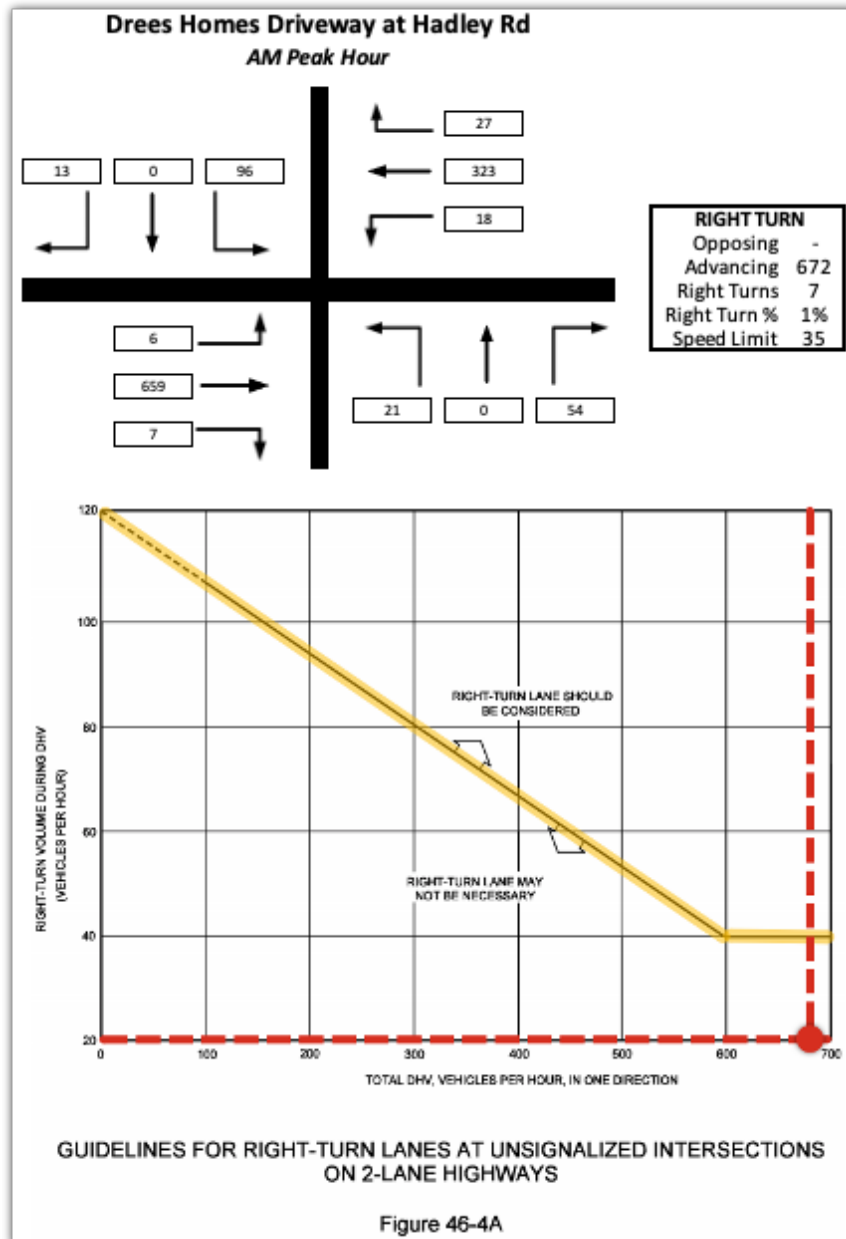


## Turn Lane Warrants (continued)

### Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

#### Right-Turn Lane Warrant – AM Peak Hour

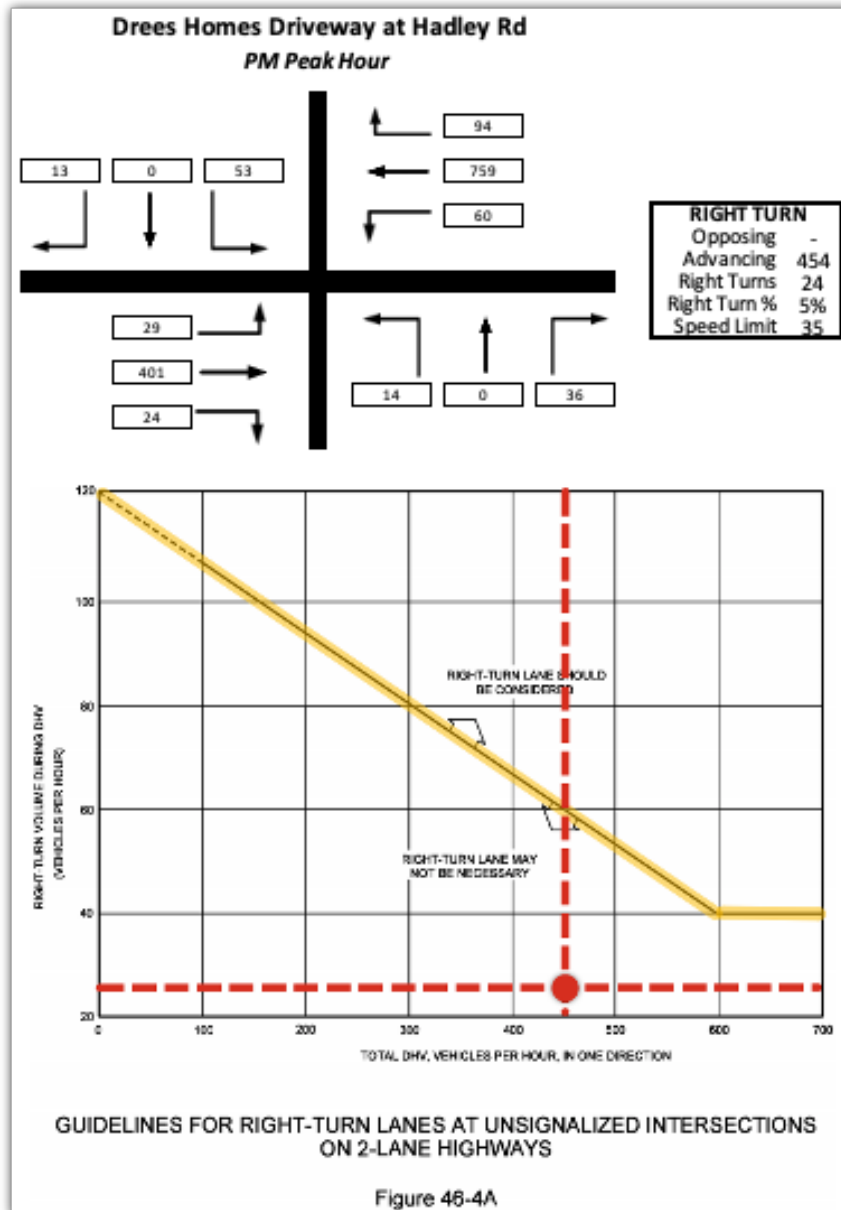
Based on the analysis below, a right-turn lane is not warranted. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.



## Turn Lane Warrants (continued)

### Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road Right-Turn Lane Warrant – PM Peak Hour

Based on the analysis below, a right-turn lane is not necessary. Note however, that local ordinances or driveway permit guidelines may require a minimal right-turn lane or deceleration taper.



## Exiting Lanes Warrant – Summary (pages 77-90)

The warrant analysis to determine the number of exit lanes denotes that dual exit lanes are recommended for the Drees Homes Driveway at Hadley Road location (i.e., dedicated left and dedicated right turn lanes exiting the site onto Hadley Road). The maximum exiting queue is projected to be two vehicles during the AM/PM peak hour at full build-out of the development.

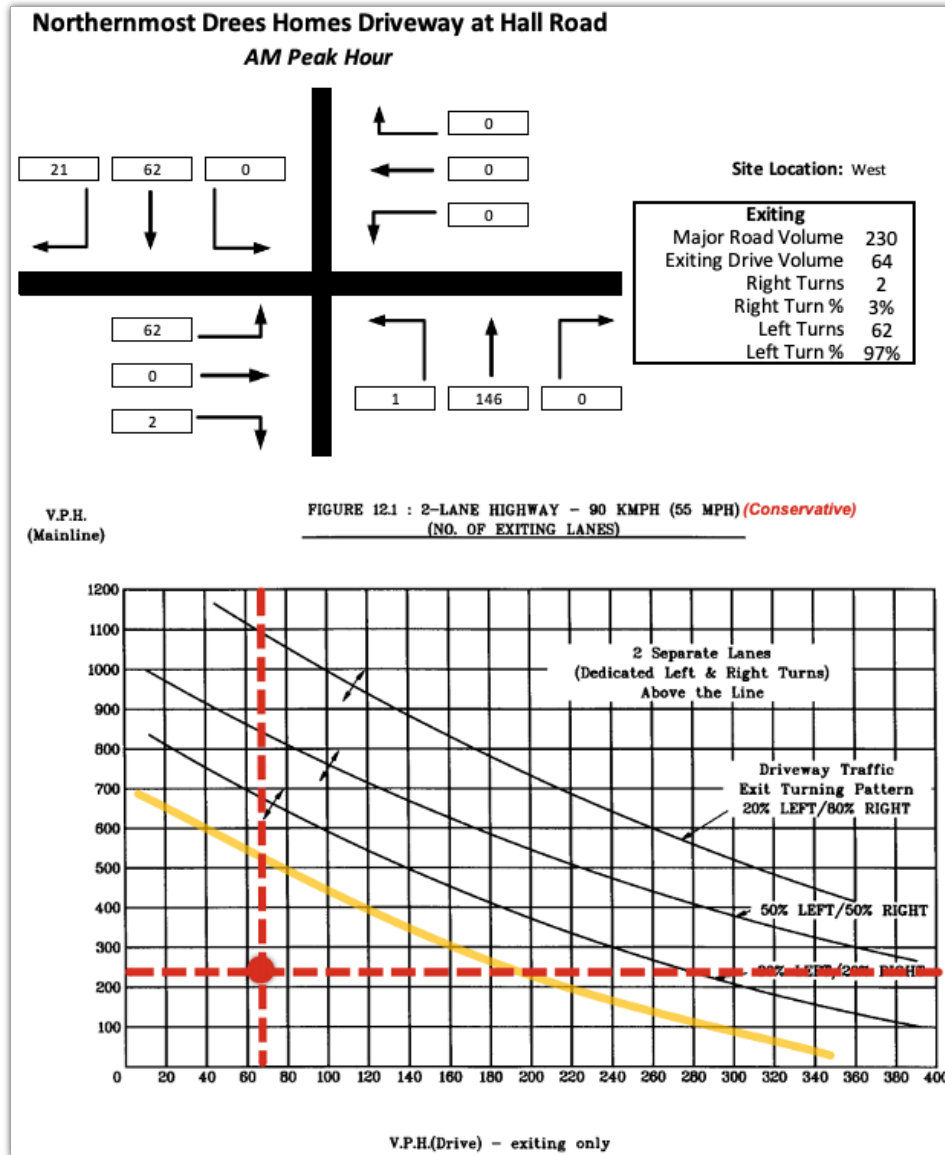
Dual exiting lanes are not necessary at any other locations, as summarized in the table below:

<b>Dual Exiting Lanes Analysis Summary</b> <i>Drees Homes</i> <i>Plainfield, IN</i>			
Intersection Location	Peak Hour	Recommended	Not Necessary
Northernmost Drees Homes Driveway at Hall Road (S 675 E)	AM		X
	PM		X
Storage Facility Driveway at Hall Road (S 675 E)	AM		X
	PM		X
Middle Drees Homes Driveway at Hall Road (S 675 E)	AM		X
	PM		X
Southernmost Drees Homes Driveway at Hall Road (S 675 E)	AM		X
	PM		X
Drees Homes Driveway at E 700 S Driveway	AM		X
	PM		X
Drees Homes Driveway at Moon Road (S 600 E)	AM		X
	PM		X
Drees Homes Driveway (Glen Haven Blvd) at Hadley Road	AM	X	
	PM	X	

## Exiting Lanes Warrant – Analysis

Northernmost Drees Homes Driveway at Hall Road (S 675 E)  
AM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

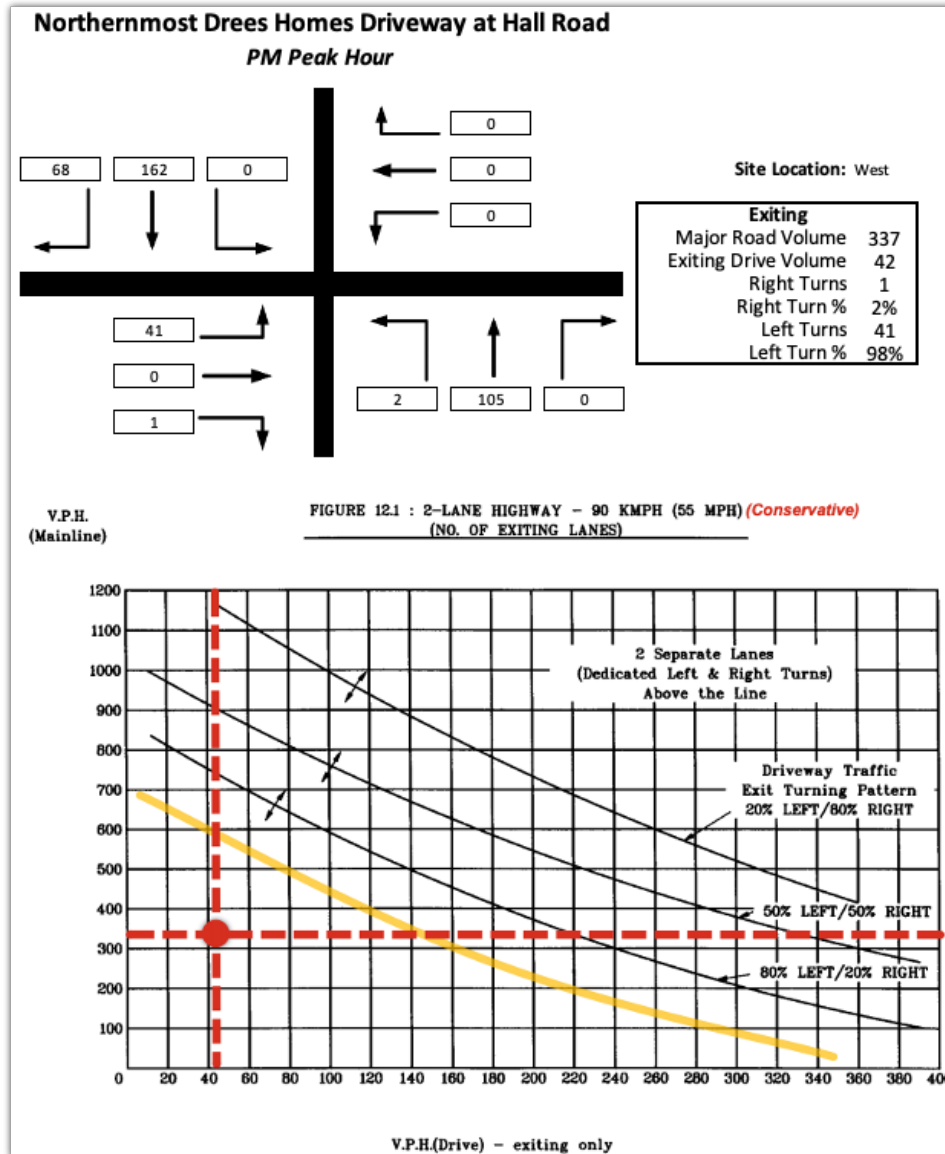


## Exiting Lanes Warrants – Analysis (continued)

Northernmost Drees Homes Driveway at Hall Road (S 675 E)

PM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

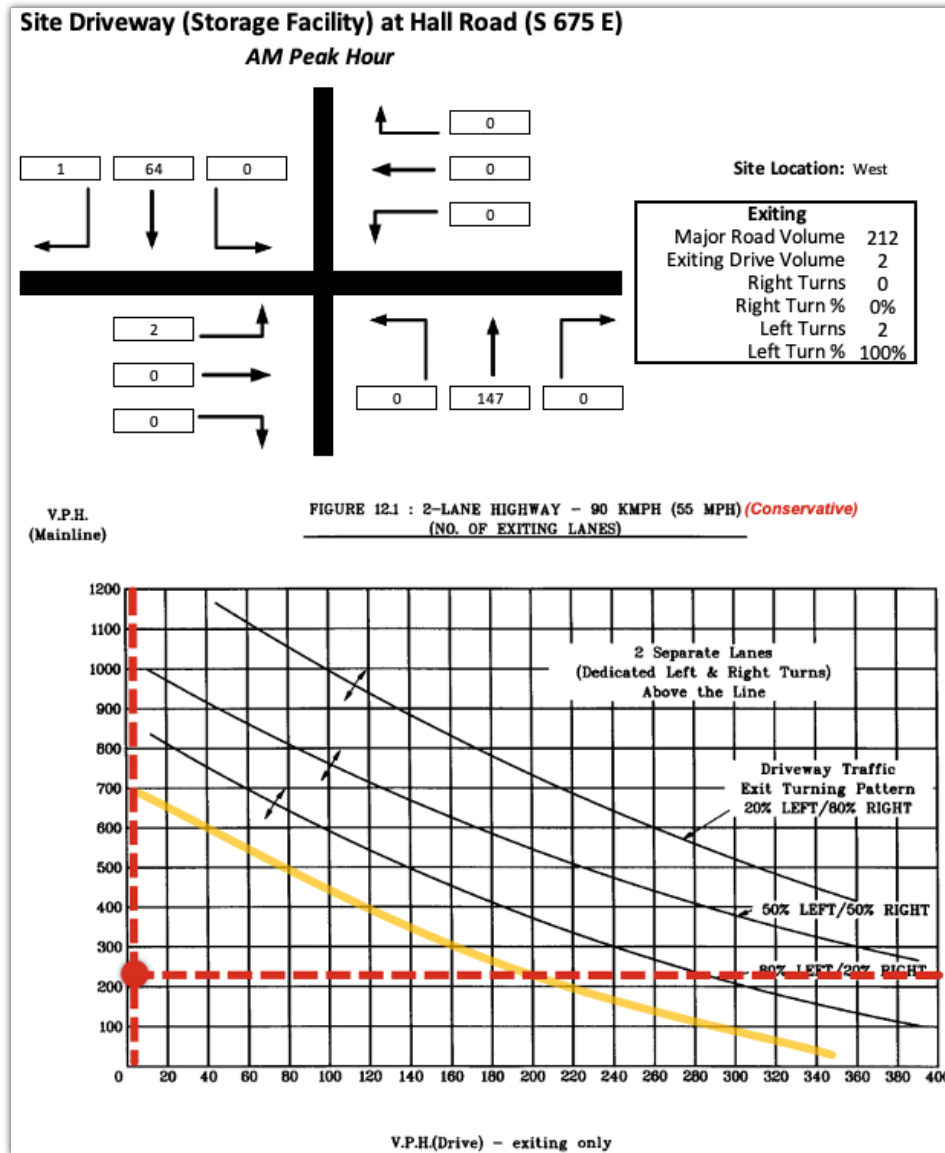


## Exiting Lanes Warrants – Analysis (continued)

### Storage Facility Driveway at Hall Road (S 675 E)

AM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

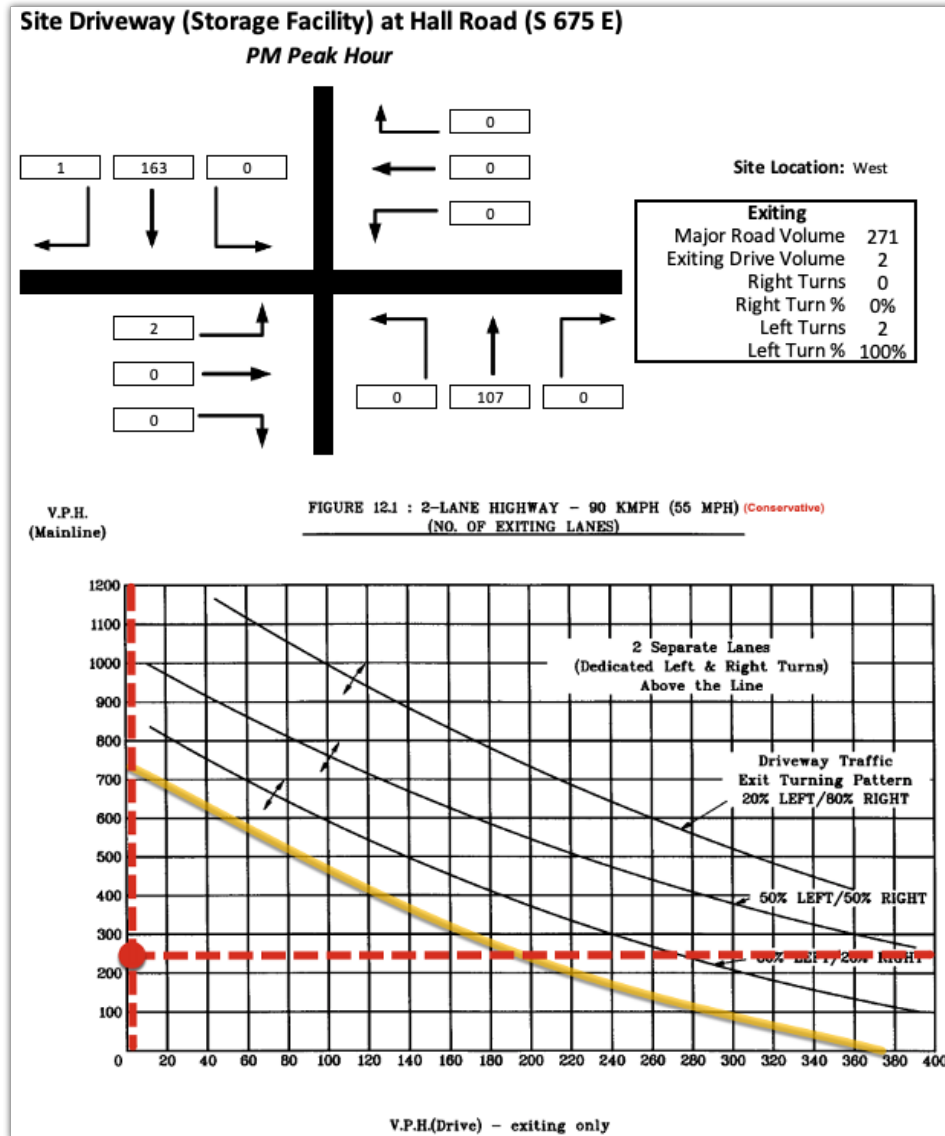


## Exiting Lanes Warrants – Analysis (continued)

### Storage Facility Driveway at Hall Road (S 675 E)

PM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

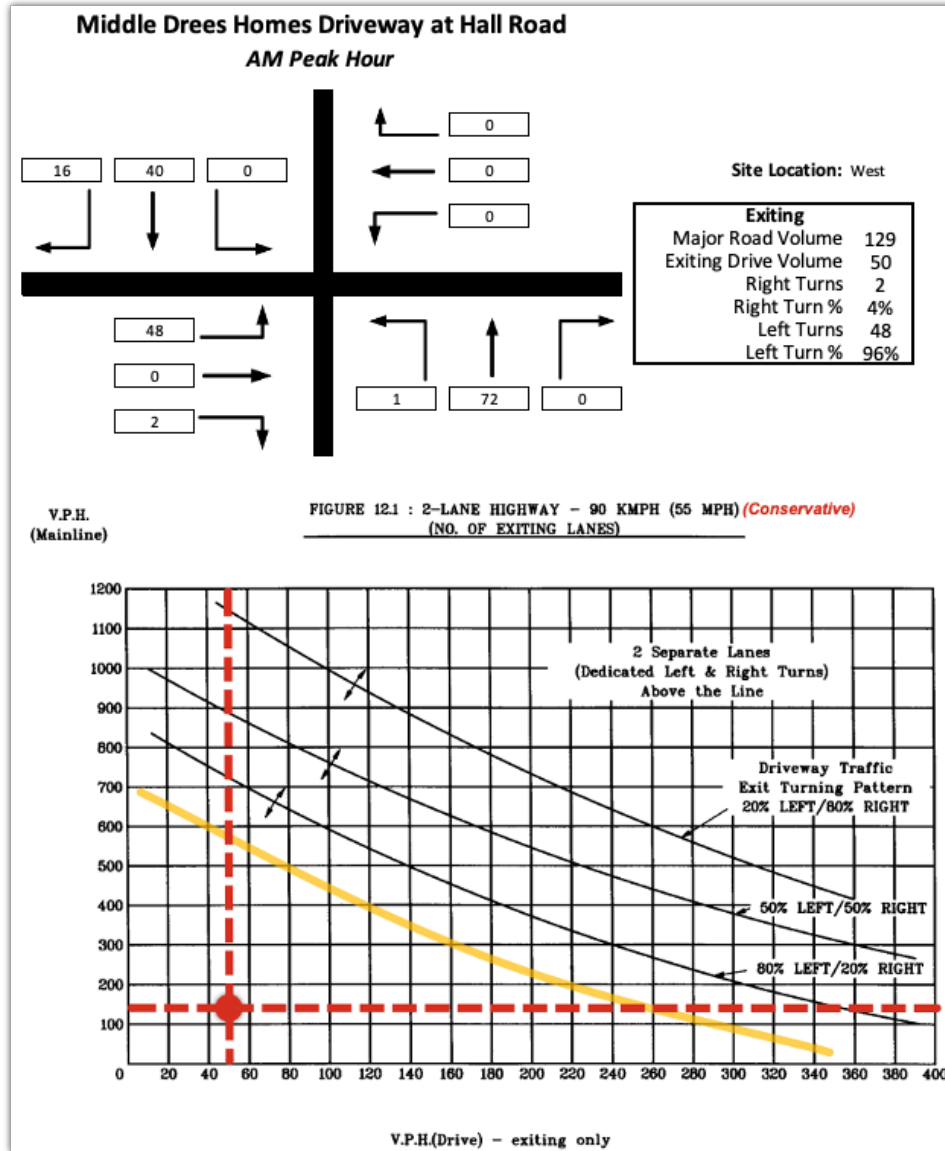


## Exiting Lanes Warrants – Analysis (continued)

### Middle Drees Homes Driveway at Hall Road (S 675 E)

#### AM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

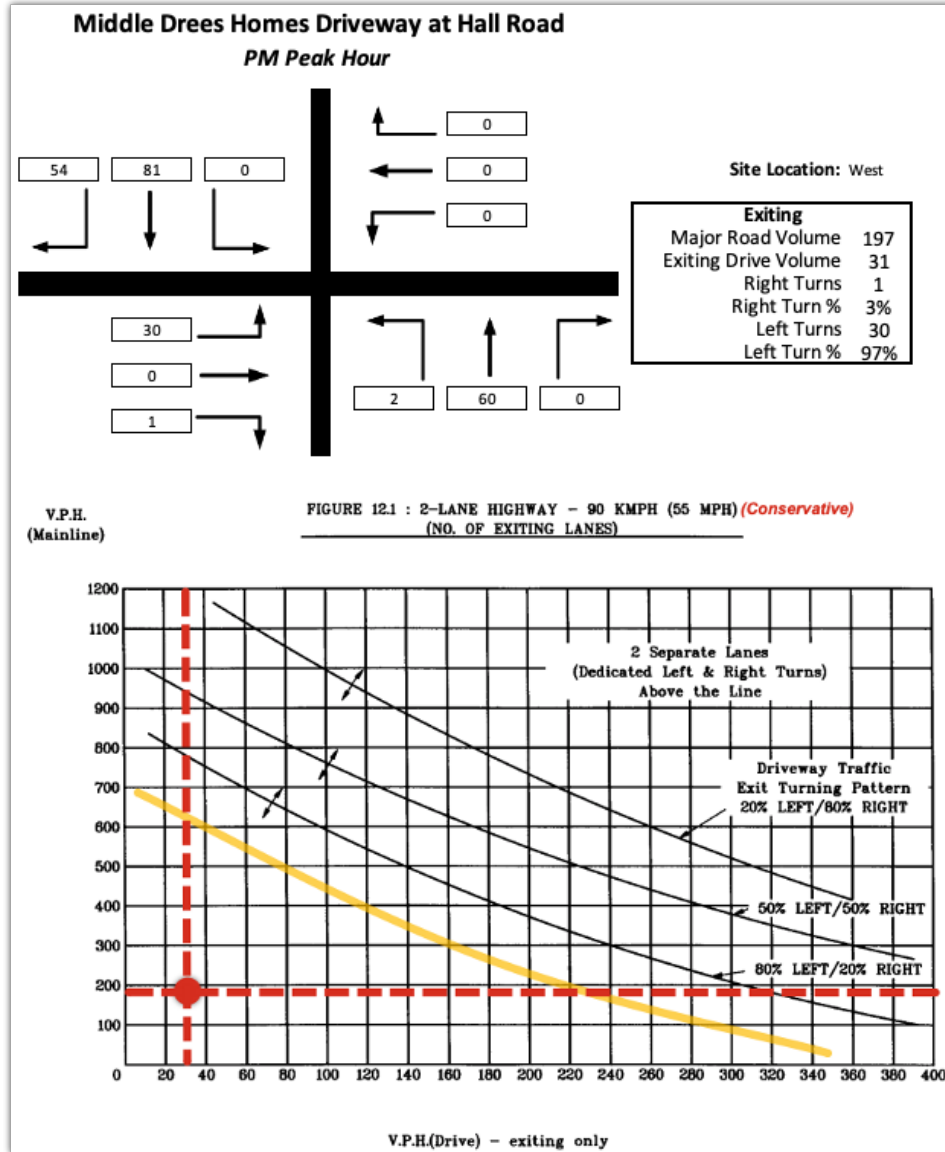


## Exiting Lanes Warrants – Analysis (continued)

Middle Drees Homes Driveway at Hall Road (S 675 E)

PM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

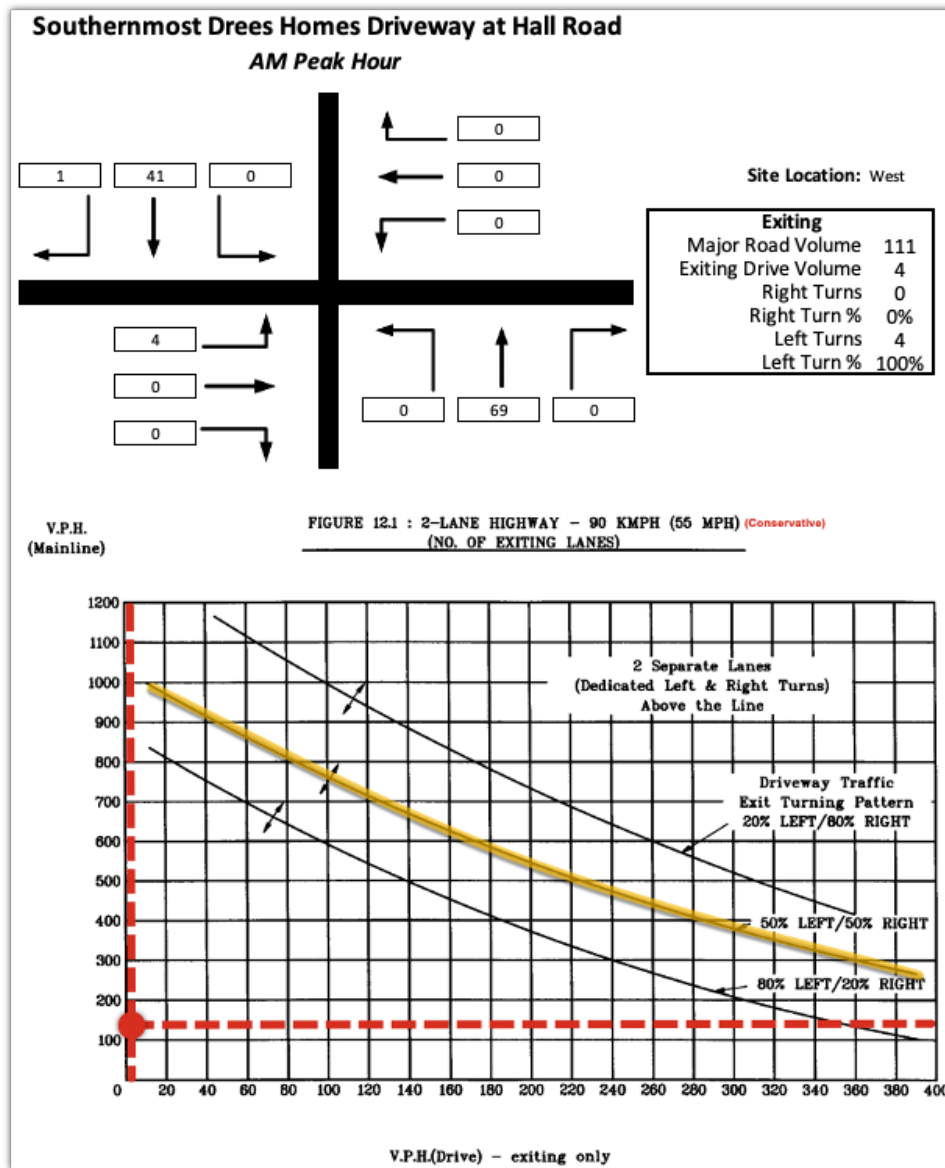


## Exiting Lanes Warrants – Analysis (continued)

Southernmost Drees Homes Driveway at Hall Road (S 675 E)

AM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

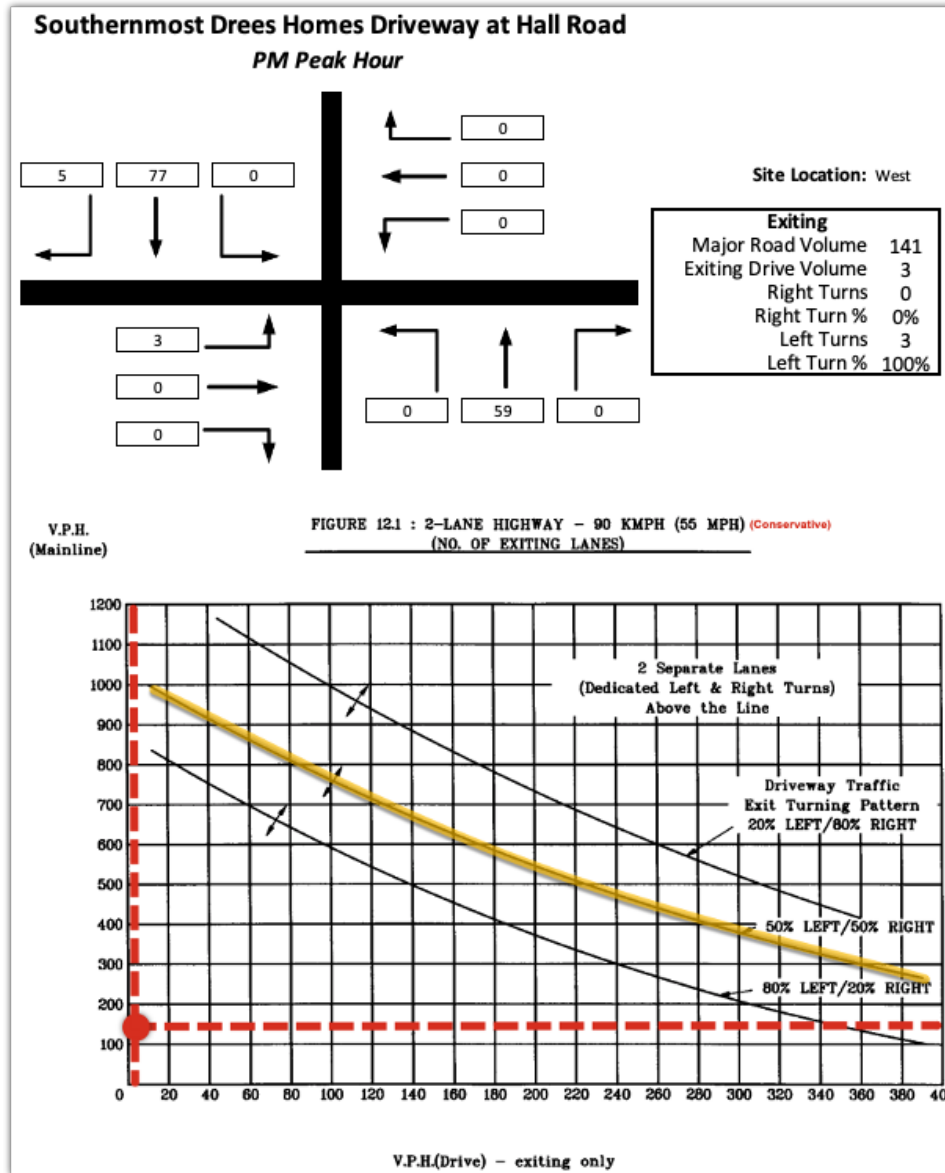


## Exiting Lanes Warrants – Analysis (continued)

Southernmost Drees Homes Driveway at Hall Road (S 675 E)

PM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

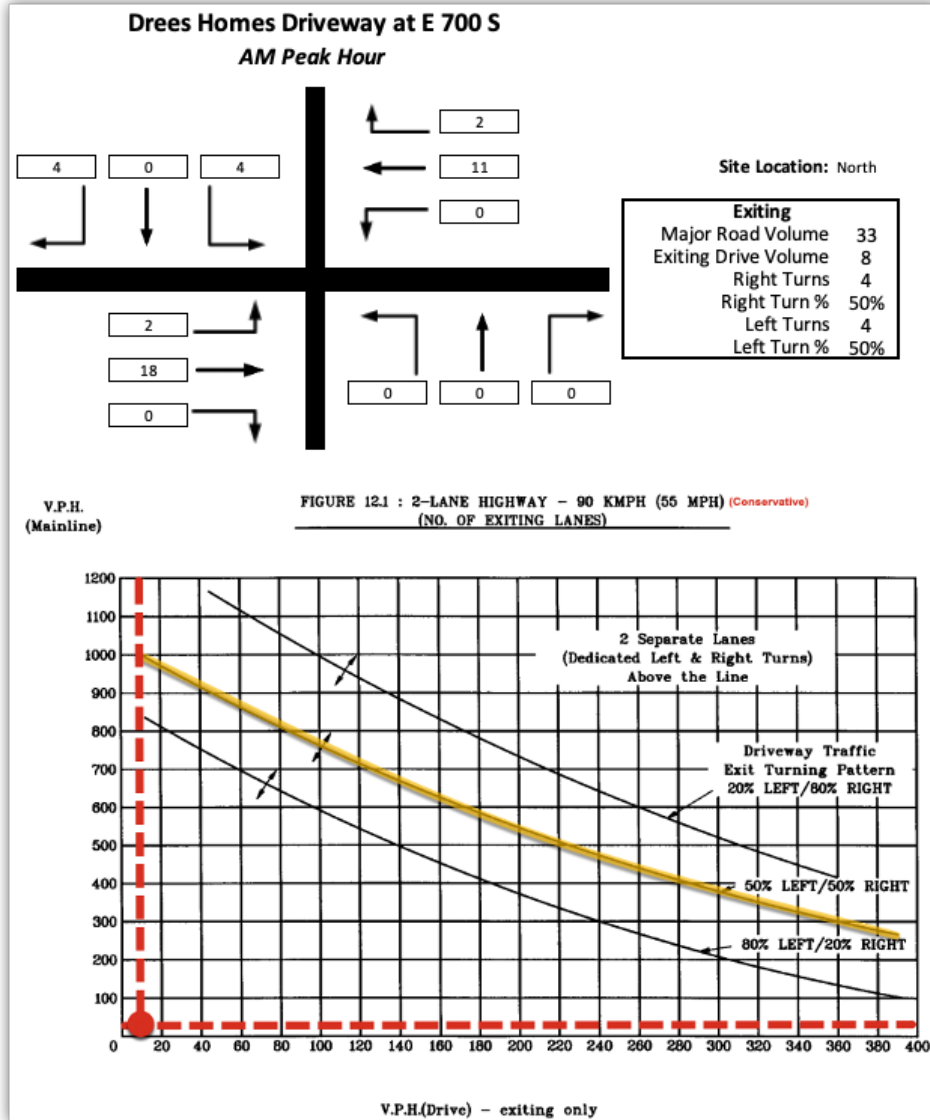


## Exiting Lanes Warrants – Analysis (continued)

Drees Homes Driveway at E 700 S

AM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

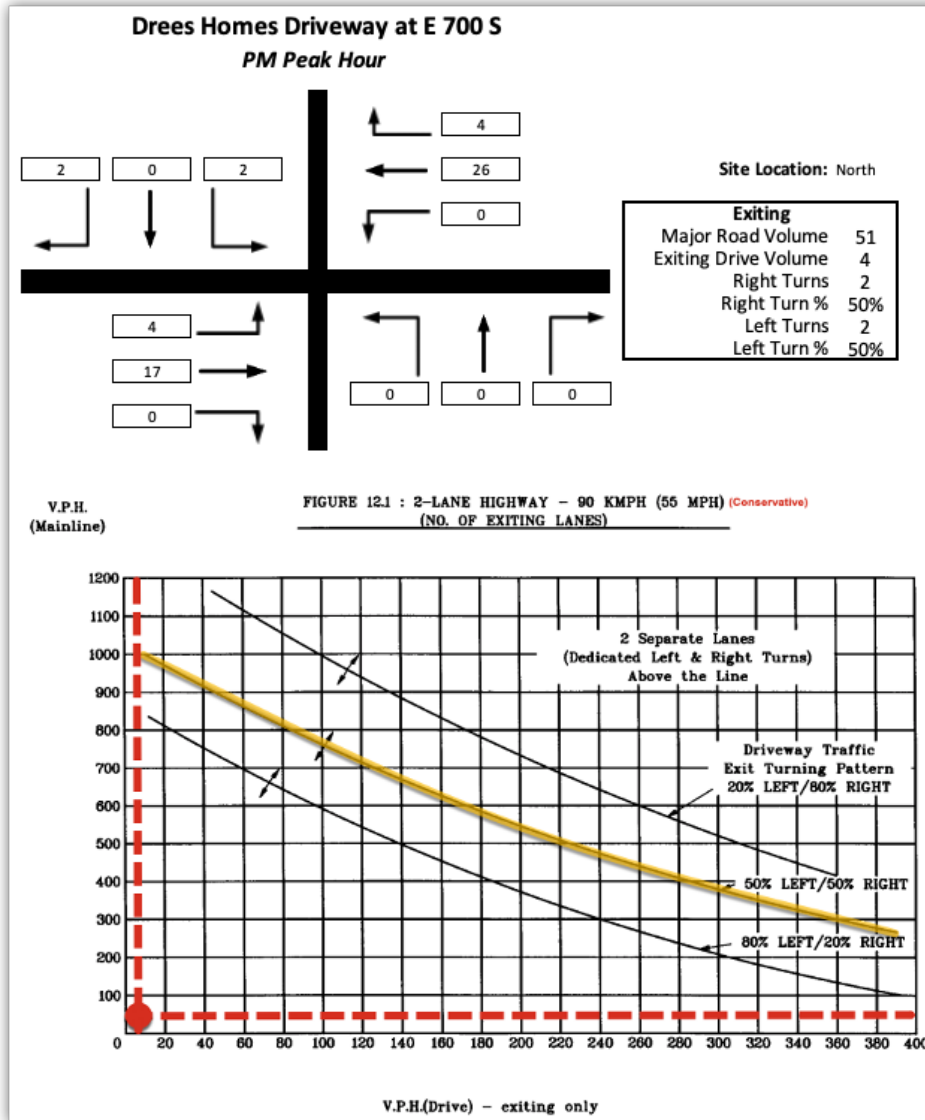


## Exiting Lanes Warrants – Analysis (continued)

### Drees Homes Driveway at E 700 S

PM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

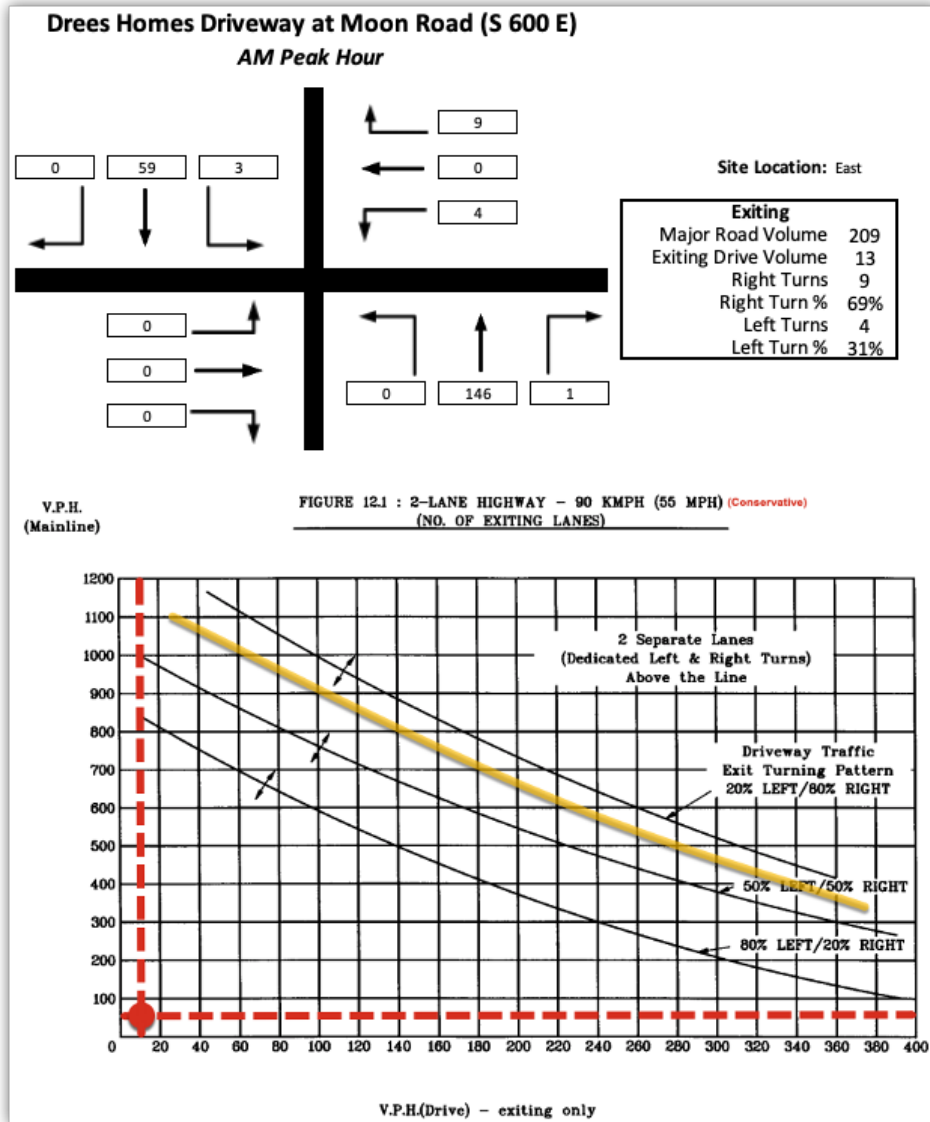


## Exiting Lanes Warrants – Analysis (continued)

Drees Homes Driveway at Moon Road (S 600 E)

AM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

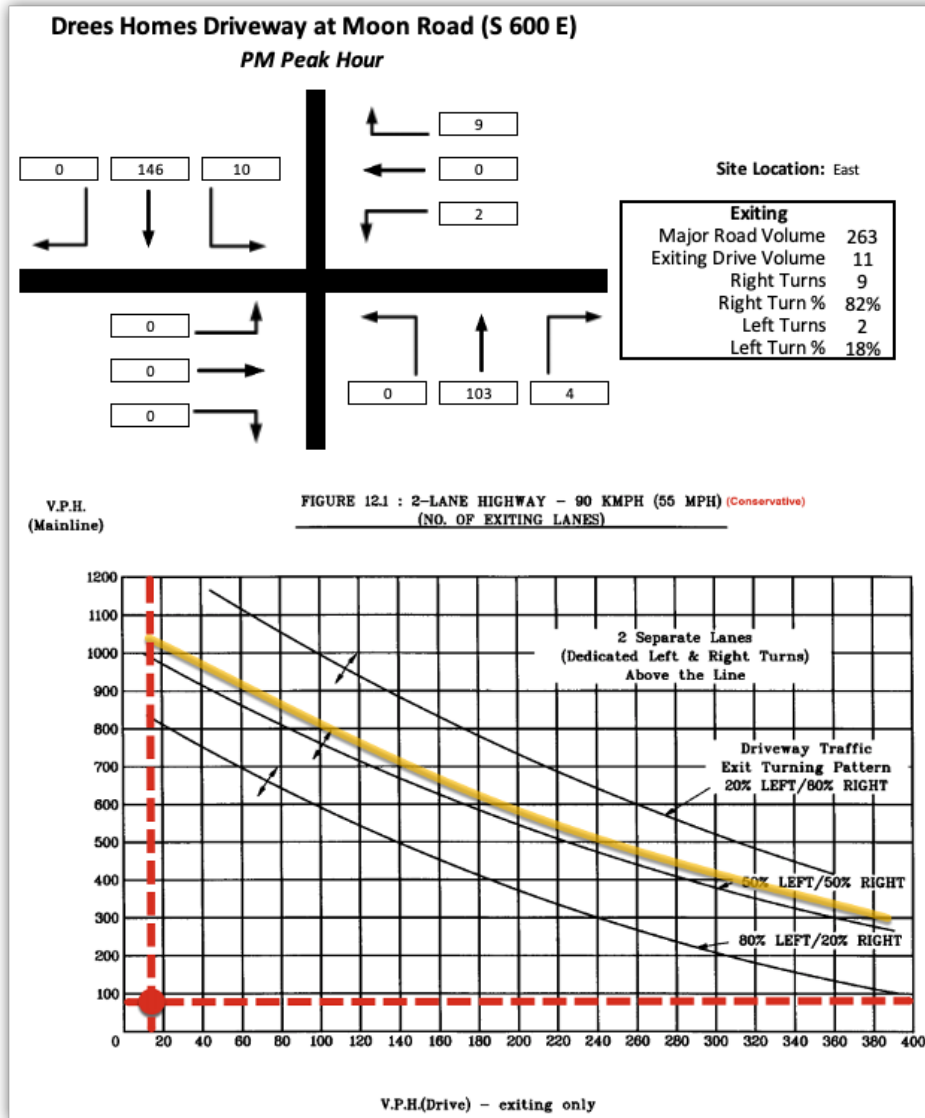


## Exiting Lanes Warrants – Analysis (continued)

Drees Homes Driveway at Moon Road (S 600 E)

PM Peak Hour

Based on the analysis below, dual exiting lanes are not necessary.

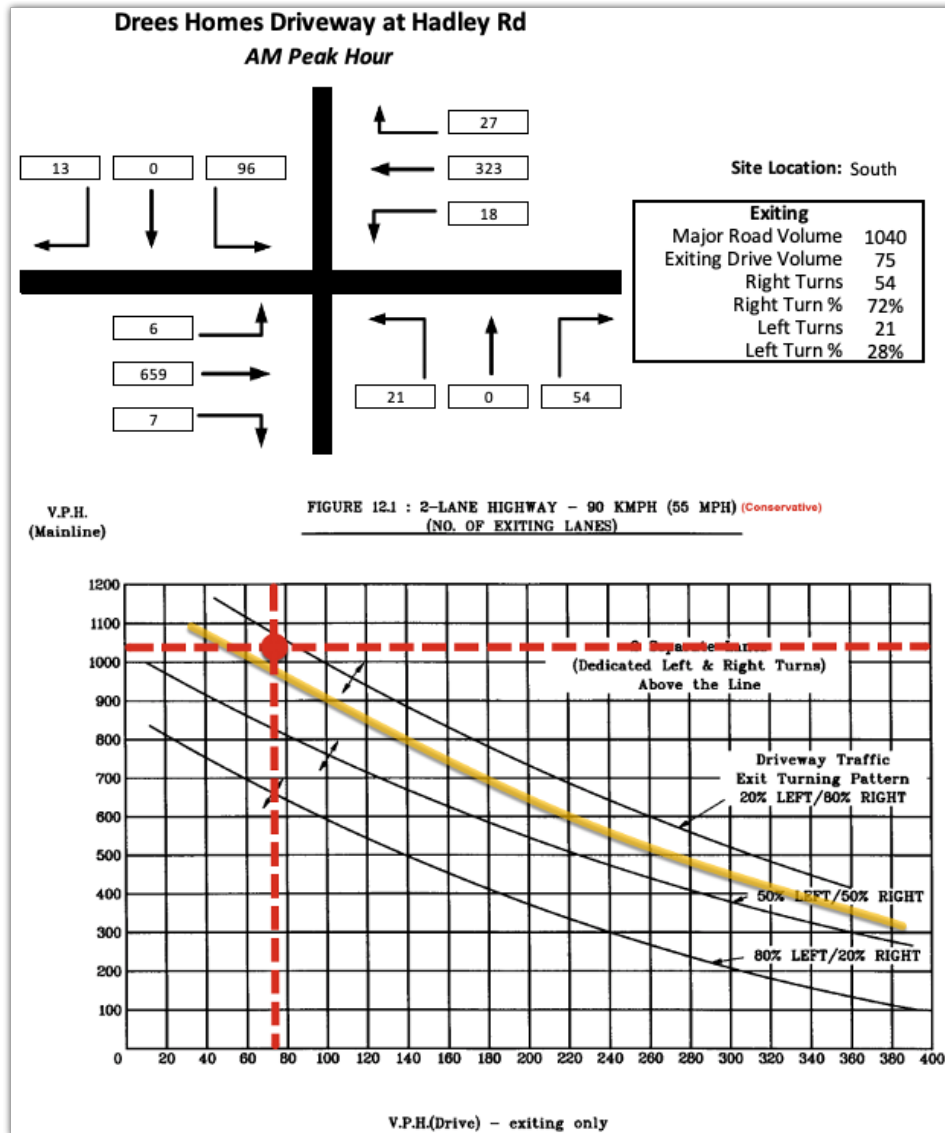


## Exiting Lanes Warrants – Analysis (continued)

### Drees Homes Driveway at Hadley Road

AM Peak Hour

Based on the analysis below, dual exiting lanes are recommended.

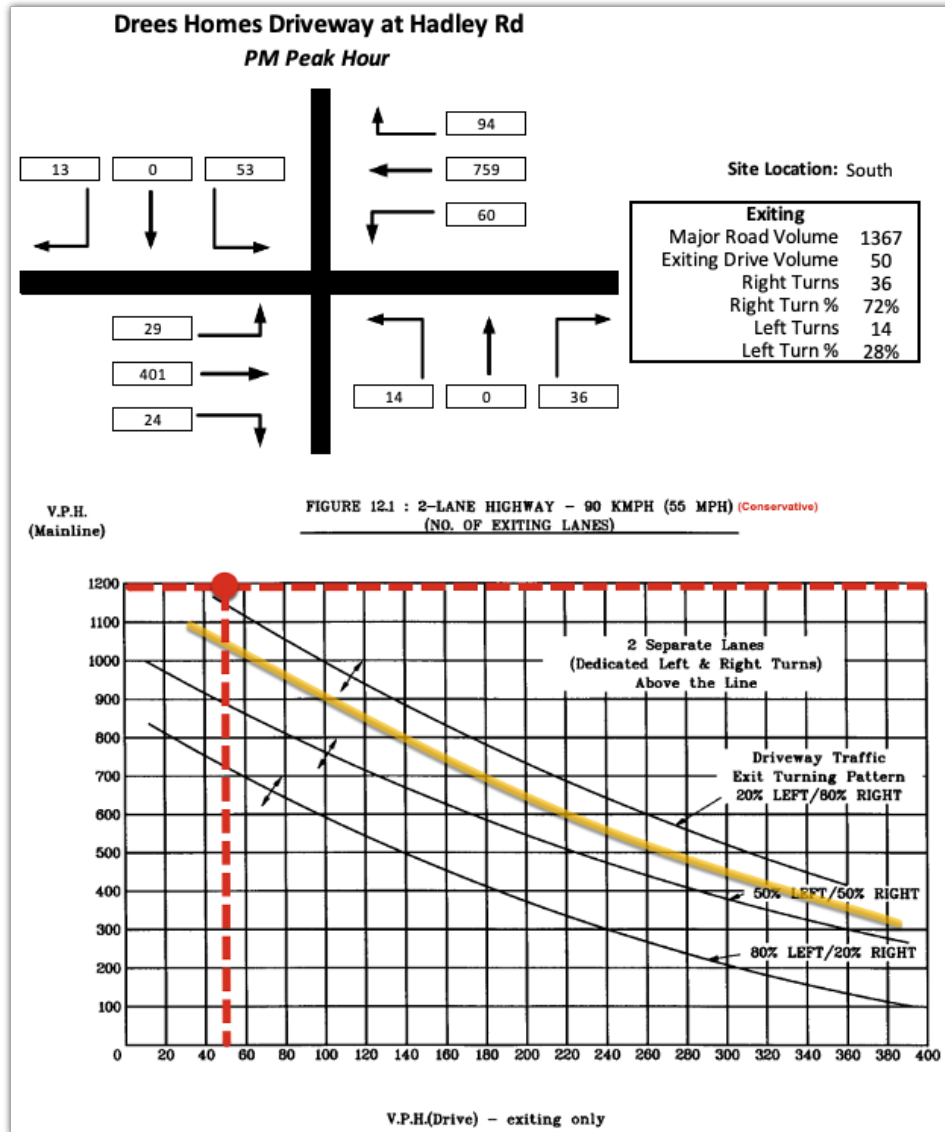


## Exiting Lanes Warrants – Analysis (continued)

### Drees Homes Driveway at Hadley Road

PM Peak Hour

Based on the analysis below, dual exiting lanes are recommended.



## Level of Service (LOS) Analysis Summary

### Moon Road (S 600 E) at Hadley

The future maximum vehicle queue expected at the intersection of Moon Road (S 600 E) and Hadley Road is 17 vehicles for the AM peak hour and 32 vehicles for the PM peak hour as a result of normal background growth (i.e., does not include projected site traffic). Maximum vehicle queues increase to 20 vehicles (AM peak hour) and 38 (PM peak hour) at full build-out of the proposed development. A future roundabout would provide the best overall improvement at this intersection, significantly decreasing the maximum vehicle queues to four (4) vehicles during the AM peak hour and six (6) vehicles during the PM peak hour.

### Glen Haven at Hadley Road

There are currently dual exiting lanes for the existing north approach of Glen Haven at Hadley Road. At full build-out, vehicles exiting Glen Haven Boulevard making a southbound left turn onto Hadley Road at full build-out are expected to experience a 125 second delay; however, the maximum vehicle queueing does not exceed seven (7 vehicles). No mitigation is recommended at this time but this situation should be monitored. The proposed south approach should include two exit lanes (so exiting vehicles turning left do not impede exiting vehicles turning right). A center left turn lane already exists on Hadley Road. An eastbound right turn lane is not warranted.

### Hall Road (S 675 E) at Hadley Road

As this area develops, the timing of a roundabout should be closely monitored for this intersection. The southbound approach has a maximum vehicle queue of nine (9) vehicles at full build-out during the AM peak hour, the existing maximum vehicle queue is two (2) vehicles. A roundabout significantly improves the southbound maximum vehicle queue from nine (9) vehicles down to one (1) vehicle.

### S 700 E at Hadley Road - Roundabout

There is a projected queue of 23 vehicles for the eastbound approach of CR 700 E and Hadley Road at full build-out, compared to 10 vehicles as a result of normal background growth. This intersection should be monitored for a dual lane roundabout project.

### Gateway Drive at Hadley Road

The existing southbound approach of Gateway Drive at Hadley Road (i.e., the BP station) has a LOS of F with a maximum vehicle queue of three (3) vehicles. Maximum vehicle queue increases to six (6) vehicles at full build-out. Future mitigation may include a roundabout, signalization, or restriction of certain movements.

### SR 267 at Hadley Road

The intersection of SR 267 at Hadley Road has an existing LOS of E. At full build-out this intersection operates at a LOS of F. The addition of a second northbound left-turn lane at full build-out would improve the overall LOS to an E.

## Level of Service (LOS) Analysis Summary (continued)

LOS Summary Drees Homes Plainfield, IN		AM Peak Hour											
		Existing			Existing plus Background Growth (BG)			Existing plus BG plus Bridlewood			Existing plus BG plus Bridlewood and Drees Homes		
		LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)
Northernmost Drees Homes Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0.1	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	B	10.9	1
Storage Facility Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	B	10.1	0
Middle Drees Homes Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0.1	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	A	9.7	1
Southernmost Drees Homes Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	A	9.3	1
Hall Road (S 675 E) at E 675 S	Southbound	A	2.9	0	A	3.1	0	-	-	-	A	2.8	0
	Northbound	A	0	0	A	0	0	-	-	-	A	0	0
	Westbound	A	8.6	0	A	8.6	0	-	-	-	A	8.7	0
	Eastbound	-	-	-	-	-	-	-	-	-	-	-	-
S 650 E at E 700 S	Southbound	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	A	8.5	1	A	8.5	1	-	-	-	A	8.6	1
	Westbound	A	4.5	0	A	4.3	0	-	-	-	A	3.9	0
	Eastbound	A	0	0	A	0	0	-	-	-	A	0	0
Drees Homes Driveway at E 700 S	Southbound	-	-	-	-	-	-	-	-	-	A	8.6	0
	Northbound	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	-	-	-	-	-	-	-	-	-	A	0	0
	Eastbound	-	-	-	-	-	-	-	-	-	A	0.7	0
Moon Road (S 600 E) at E 700 S	Southbound	A	0.3	0	A	0.3	0	-	-	-	A	0.4	0
	Northbound	A	0	0	A	0	0	-	-	-	A	0	0
	Westbound	A	9.6	0	A	9.8	0	-	-	-	A	9.8	1
	Eastbound	-	-	-	-	-	-	-	-	-	-	-	-
Drees Homes Driveway at Moon Road (S 600 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0.4	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0	0
	Westbound	-	-	-	-	-	-	-	-	-	A	9.5	1
	Eastbound	-	-	-	-	-	-	-	-	-	-	-	-
Moon Road (S 600 E) at Hadley Road	Southbound	D	31.9	9	F	80.9	17	-	-	-	F	110.5	20
	Northbound	B	12.4	2	C	15.3	3	-	-	-	C	17	3
	Westbound	C	19	5	D	30.8	8	-	-	-	E	45.9	11
	Eastbound	B	12.7	2	C	15	2	-	-	-	C	16	2

## Level of Service (LOS) Analysis Summary (continued)

LOS Summary Drees Homes Plainfield, IN		PM Peak Hour											
		Existing			Existing plus Background Growth (BG)			Existing plus BG plus Bridlewood			Existing plus BG plus Bridlewood and Drees Homes		
		LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)
Northernmost Drees Homes Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0.2	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	B	11.1	1
Storage Facility Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	B	10.4	0
Middle Drees Homes Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0.3	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	A	9.8	1
Southernmost Drees Homes Driveway at Hall Road (S 675 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0	0
	Westbound	-	-	-	-	-	-	-	-	-	-	-	-
	Eastbound	-	-	-	-	-	-	-	-	-	A	9.4	1
Hall Road (S 675 E) at E 675 S	Southbound	A	1.2	0	A	1.2	0	-	-	-	A	1.2	0
	Northbound	A	0	0	A	0	0	-	-	-	A	0	0
	Westbound	A	8.7	0	A	8.7	0	-	-	-	A	8.8	1
	Eastbound	-	-	-	-	-	-	-	-	-	-	-	-
S 650 E at E 700 S	Southbound	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	A	8.7	1	A	8.8	1	-	-	-	A	8.8	1
	Westbound	A	4.6	1	A	4.7	1	-	-	-	A	4.4	1
	Eastbound	A	0	0	A	0	0	-	-	-	A	0	0
Drees Homes Driveway at E 700 S	Southbound	-	-	-	-	-	-	-	-	-	A	8.7	0
	Northbound	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	-	-	-	-	-	-	-	-	-	A	0	0
	Eastbound	-	-	-	-	-	-	-	-	-	A	1.4	0
Moon Road (S 600 E) at E 700 S	Southbound	A	0.4	0	A	0.4	0	-	-	-	A	0.5	0
	Northbound	A	0	0	A	0	0	-	-	-	A	0	0
	Westbound	A	9.5	1	A	9.6	1	-	-	-	A	9.8	1
	Eastbound	-	-	-	-	-	-	-	-	-	-	-	-
Drees Homes Driveway at Moon Road (S 600 E)	Southbound	-	-	-	-	-	-	-	-	-	A	0.5	0
	Northbound	-	-	-	-	-	-	-	-	-	A	0	0
	Westbound	-	-	-	-	-	-	-	-	-	A	9.3	0
	Eastbound	-	-	-	-	-	-	-	-	-	-	-	-
Moon Road (S 600 E) at Hadley Road	Southbound	C	19	4	C	24.9	6	-	-	-	D	32.6	8
	Northbound	B	11.5	1	B	12.4	1	-	-	-	B	13	2
	Westbound	F	66.7	18	F	156.3	32	-	-	-	F	205.8	38
	Eastbound	B	11.4	1	B	12.4	1	-	-	-	B	13.4	2

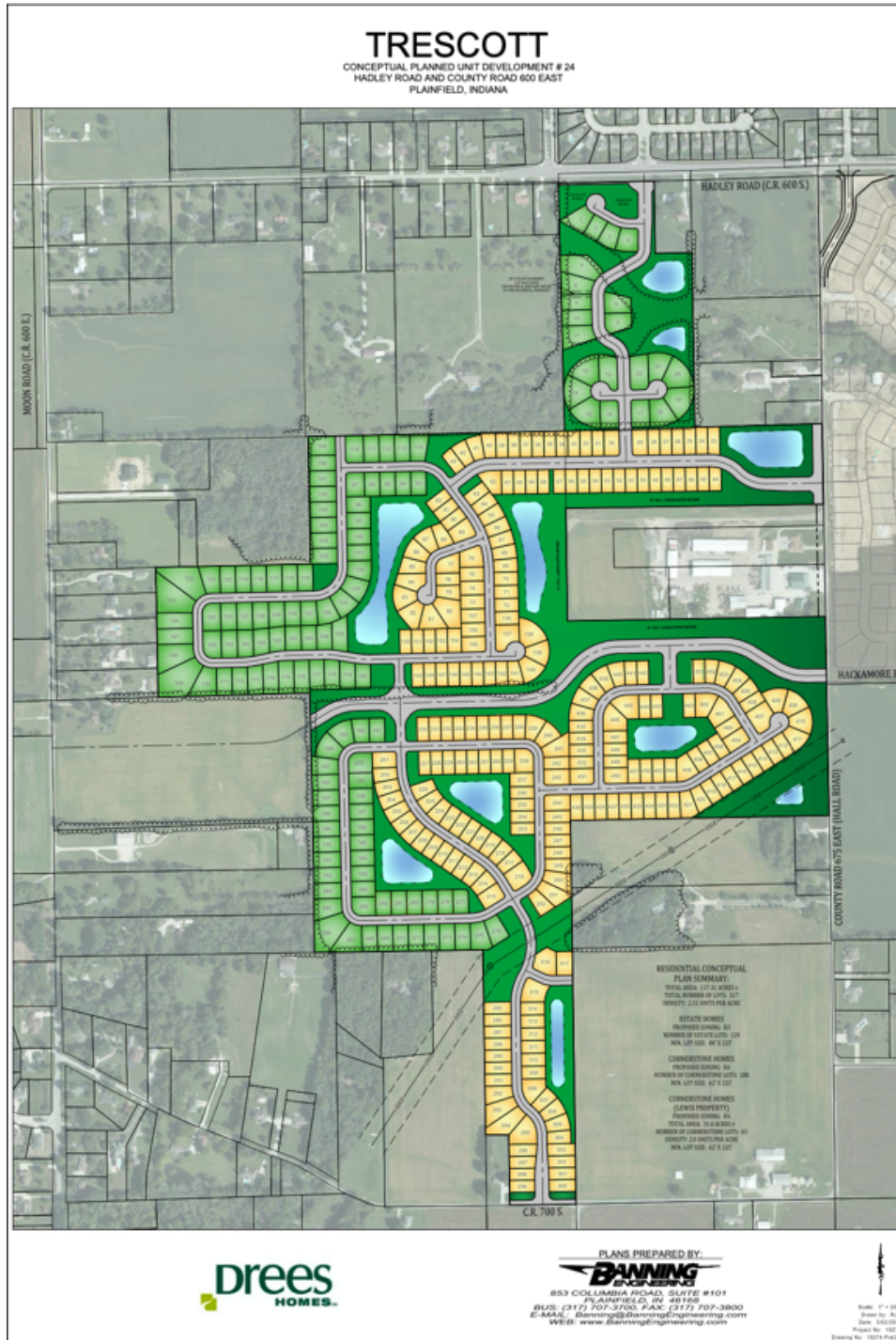
## Level of Service (LOS) Analysis Summary (continued)

LOS Summary Drees Homes Plainfield, IN		AM Peak Hour											
		Existing			Existing plus Background Growth (BG)			Existing plus BG plus Bridlewood			Existing plus BG plus Bridlewood and Drees Homes		
		LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)
Moon Road (S 600 E) at Hadley Road <i>Roundabout Scenario</i>	Southbound	A	7.5	3	A	8.9	3	-	-	-	A	9.5	4
	Northbound	A	7.7	1	A	9.4	2	-	-	-	A	9.8	2
	Westbound	A	6.1	2	A	6.8	2	-	-	-	A	7.5	3
	Eastbound	A	7	1	A	8.2	1	-	-	-	A	8.4	1
Byscane Boulevard at Hadley Road	Southbound	C	18.6	1	C	22.4	1	-	-	-	C	24.7	1
	Northbound	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	A	0	0	A	0	0	-	-	-	A	0	0
Drees Homes Driveway (Glen Haven Blvd) at Hadley Rd	Eastbound	A	0	0	A	0	0	-	-	-	A	0	0
	Southbound	D	25.6	-	D	34.2	3	E	37.5	3	F	125	7
	Northbound	-	-	-	-	-	-	-	-	-	C	21.4	1
	Westbound	A	0	0	A	0	0	A	0	0	A	0.5	0
Hall Road (S 675 E) at Hadley Rd	Eastbound	A	0.1	0	A	0.1	0	A	0.1	0	A	0.1	0
	Southbound	E	43.3	2	F	86.5	3	-	-	-	F	3560.3	9
	Northbound	C	18.2	1	C	22.4	1	-	-	-	F	68.4	9
	Westbound	A	0.7	0	A	0.7	0	-	-	-	A	2	0
Hall Road (S 675 E) at Hadley Rd <i>Roundabout Scenario</i>	Eastbound	A	0	0	A	0	0	-	-	-	A	0	0
	Southbound	A	4.3	1	A	4.7	1	-	-	-	A	5.4	1
	Northbound	A	8.9	1	B	10.9	1	-	-	-	D	25.7	5
	Westbound	A	5.3	2	A	5.8	2	-	-	-	A	6.8	2
S 700 E at Hadley Road	Eastbound	B	11.5	6	C	15.7	8	-	-	-	C	24.3	13
	Southbound	A	4.8	1	A	5.2	1	A	5.4	1	A	5.8	1
	Northbound	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	A	6.3	2	A	7.2	3	A	7.6	3	A	8.6	3
S 725 E at Hadley Road	Eastbound	B	11.9	6	C	16.7	10	C	21.6	13	E	45.3	23
	Southbound	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	C	16.3	1	C	18.9	1	-	-	-	D	25.8	1
Center Street at Hadley Road	Westbound	A	0.3	0	B	0.3	0	-	-	-	A	0.4	0
	Eastbound	A	0	0	A	0	0	-	-	-	A	0	0
	Southbound	A	6.5	2	A	7.6	2	-	-	-	A	8.4	2
	Northbound	C	15.3	4	D	26	8	-	-	-	F	54.9	12
Gateway Drive at Hadley Road	Westbound	A	8.8	3	B	11.3	4	-	-	-	B	14	5
	Eastbound	A	7.3	2	A	8.7	3	-	-	-	B	11	5
	Southbound	C	20.3	1	D	27.2	1	-	-	-	E	38.8	2
Gateway Drive at Hadley Road	Northbound	C	15.7	1	C	19.5	1	-	-	-	D	28.1	2
	Westbound	A	1.7	0	A	1.8	0	-	-	-	A	1.8	0
	Eastbound	A	0.2	0	A	0.3	0	-	-	-	A	0.4	0

## Level of Service (LOS) Analysis Summary (continued)

LOS Summary Drees Homes Plainfield, IN		PM Peak Hour											
		Existing			Existing plus Background Growth (BG)			Existing plus BG plus Bridlewood			Existing plus BG plus Bridlewood and Drees Homes		
		LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)	LOS	Delay (s/vec)	Maximum Queue (vehicles)
Moon Road (S 600 E) at Hadley Road <i>Roundabout Scenario</i>	Southbound	A	6.8	2	A	8.1	2	-	-	-	A	8.9	3
	Northbound	A	5	1	A	5.5	1	-	-	-	A	5.9	1
	Westbound	A	9.4	4	B	11.9	6	-	-	-	B	12.8	6
	Eastbound	A	5.3	1	A	5.9	1	-	-	-	A	6.5	1
Byscane Boulevard at Hadley Road	Southbound	C	17.8	1	C	20.9	1	-	-	-	C	22.9	1
	Northbound	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	A	0	0	A	0	0	-	-	-	A	0	0
Drees Homes Driveway (Glen Haven Blvd) at Hadley Rd	Eastbound	A	0.2	0	A	0.2	0	-	-	-	A	0.2	0
	Southbound	C	22.1	1	D	27.8	2	D	29.6	2	F	65.9	3
	Northbound	-	-	-	-	-	-	-	-	-	C	21.6	1
	Westbound	A	0	0	A	0	0	A	0	0	A	0.6	0
Hall Road (S 675 E) at Hadley Rd	Eastbound	A	0.8	1	A	0.7	1	A	0.7	1	A	0.6	0
	Southbound	E	36	1	F	56.2	2	-	-	-	F	360	4
	Northbound	B	14.2	0	C	16.8	1	-	-	-	E	36.2	2
	Westbound	A	0.6	0	A	0.6	0	-	-	-	A	1.9	0
Hall Road (S 675 E) at Hadley Rd <i>Roundabout Scenario</i>	Eastbound	A	0.2	0	A	0.2	0	-	-	-	A	0.2	0
	Southbound	A	7.2	1	A	8.4	1	-	-	-	B	11.1	1
	Northbound	A	4.7	1	A	5.2	1	-	-	-	A	6.8	1
	Westbound	B	10.6	5	B	13.8	8	-	-	-	D	31	18
S 700 E at Hadley Road	Eastbound	A	5.8	2	A	6.5	2	-	-	-	A	9.7	3
	Southbound	A	8.2	1	B	10.1	1	-	-	-	C	15.7	2
	Northbound	-	-	-	-	-	-	-	-	-	-	-	-
	Westbound	B	10.3	5	B	13.3	7	-	-	-	D	29	16
S 725 E at Hadley Road	Eastbound	A	5.8	2	A	6.4	2	-	-	-	A	8	3
	Southbound	-	-	-	-	-	-	-	-	-	-	-	-
	Northbound	B	13.6	1	C	15.1	1	-	-	-	C	19.9	1
	Westbound	A	0.2	0	A	0.3	0	-	-	-	A	0.4	0
Center Street at Hadley Road	Eastbound	A	0	0	A	0	0	-	-	-	A	0	0
	Southbound	B	13.8	4	C	21.4	6	D	25.8	7	E	44.2	10
	Northbound	A	7.1	2	A	8.5	2	A	9.1	3	B	10.9	3
	Westbound	B	13.2	6	C	21.9	11	D	29.9	14	F	69	26
Gateway Drive at Hadley Road	Eastbound	A	6.1	1	A	7.1	2	A	7.5	2	A	8.2	2
	Southbound	F	62	3	F	161.9	5	F	202.8	5	F	336.6	6
	Northbound	C	20.2	2	D	33.6	3	E	43.8	4	F	92.2	5
	Westbound	A	0.9	0	A	0.9	0	A	0.9	0	A	0.8	0
Gateway Drive at Hadley Road	Eastbound	A	0.4	0	A	0.5	0	A	0.5	0	A	0.6	0

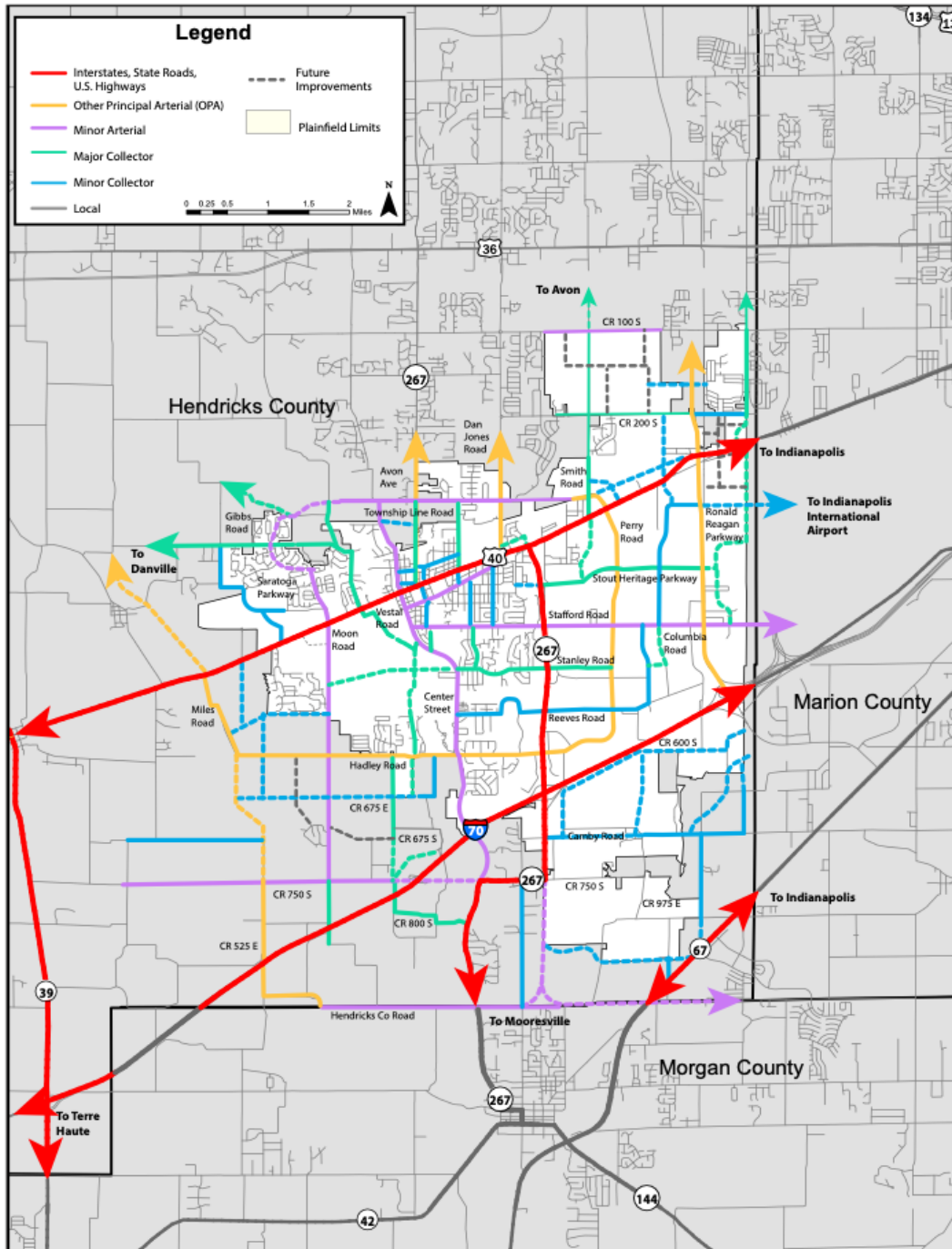
## Hall and Jones Property – Conceptual Planned Unit Development # 24





**Plainfield Thoroughfare Plan (April 2019) - Exhibit Z**

**EXHIBIT Z: FUTURE THOROUGHFARE PLAN MAP**



\*This map is conceptual only and for the purpose of assisting the analysis of this plan. They are subject to change as actual development occurs in the future in currently undeveloped areas.  
Source: HWC Engineering