

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

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				North Drive at Hall Rd					
Agency/Co.	TEI							Jurisdiction									
Date Performed	7/7/2021							East/West Street				Northernmost Driveway					
Analysis Year	2030							North/South Street				Hall (S 675 E)					
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor				0.75					
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: North-South																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration			LR							LT						TR	
Volume (veh/h)		62		2						1	146				62	21	
Percent Heavy Vehicles (%)		3		3						3							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized																	
Median Type Storage		Undivided															
Critical and Follow-up Headways																	
Base Critical Headway (sec)		7.1		6.2						4.1							
Critical Headway (sec)		6.43		6.23						4.13							
Base Follow-Up Headway (sec)		3.5		3.3						2.2							
Follow-Up Headway (sec)		3.53		3.33						2.23							
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)			85							1							
Capacity, c (veh/h)			700							1473							
v/c Ratio			0.12							0.00							
95% Queue Length, Q ₉₅ (veh)			0.4							0.0							
Control Delay (s/veh)			10.9							7.4							
Level of Service (LOS)			B							A							
Approach Delay (s/veh)		10.9								0.1							
Approach LOS		B															

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

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	North Drive at Hall Rd							
Agency/Co.	TEI							Jurisdiction								
Date Performed	7/7/2021							East/West Street	Northernmost Driveway							
Analysis Year	2030							North/South Street	Hall (S 675 E)							
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor	0.85							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		41		1						2	105				162	68
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			49							2						
Capacity, c (veh/h)			640							1287						
v/c Ratio			0.08							0.00						
95% Queue Length, Q ₉₅ (veh)			0.3							0.0						
Control Delay (s/veh)			11.1							7.8						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	11.1								0.2							
Approach LOS	B															

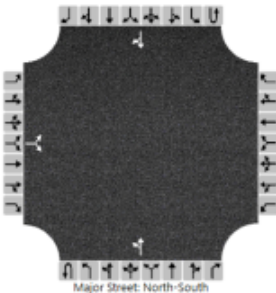
Storage Facility Driveway at Hall Road (S 675 E)

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	Storage Facility at Hall							
Agency/Co.	TEI							Jurisdiction								
Date Performed	7/7/2021							East/West Street	Storage Facility Drive							
Analysis Year	2030							North/South Street	Hall (S 675 E)							
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor	0.75							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		0						0	147				64	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			3							0						
Capacity, c (veh/h)			706							1503						
v/c Ratio			0.00							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			10.1							7.4						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.1								0.0							
Approach LOS	B															

Storage Facility Driveway at Hall Road (S 675 E)

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Storage Facility at Hall			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Storage Facility Drive			
Analysis Year	2030								North/South Street				Hall (S 675 E)			
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.85			
Intersection Orientation	North-South								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		0						0	107				163	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			2							0						
Capacity, c (veh/h)			673							1374						
v/c Ratio			0.00							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			10.4							7.6						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	10.4								0.0							
Approach LOS	B															

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

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

TEI

Date Performed

7/7/2021

Analysis Year

2030

Time Analyzed

AM PH - Existing+BG+Site

Intersection Orientation

North-South

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

Middle Drive at Hall Rd

Jurisdiction

East/West Street

Middle Driveway

North/South Street

Hall (S 675 E)

Peak Hour Factor

0.75

Analysis Time Period (hrs)

0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		48		2						1	72				40	16
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			67							1						
Capacity, c (veh/h)			831							1518						
v/c Ratio			0.08							0.00						
95% Queue Length, Q ₉₅ (veh)			0.3							0.0						
Control Delay (s/veh)			9.7							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.7								0.1							
Approach LOS	A															

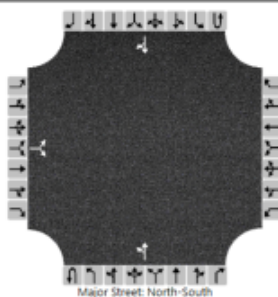
Middle Drees Homes Driveway at Hall Road (S 675 E)

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				Middle Drive at Hall Rd				
Agency/Co.	TEI							Jurisdiction								
Date Performed	7/7/2021							East/West Street				Middle Driveway				
Analysis Year	2030							North/South Street				Hall (S 675 E)				
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor				0.85				
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		30		1						2	60				81	54
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			36							2						
Capacity, c (veh/h)			786							1415						
v/c Ratio			0.05							0.00						
95% Queue Length, Q ₉₅ (veh)			0.1							0.0						
Control Delay (s/veh)			9.8							7.5						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.8								0.3							
Approach LOS	A															

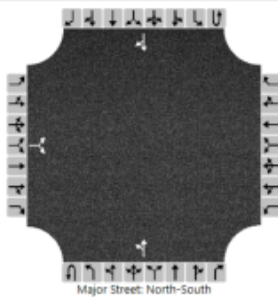
Southernmost Drees Homes Driveway at Hall Rd (S 675 E)

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				South Drive at Hall Rd			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Southernmost Driveway			
Analysis Year	2030								North/South Street				Hall (S 675 E)			
Time Analyzed	AM PH - Existing+BG+Site								Peak Hour Factor				0.75			
Intersection Orientation	North-South								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		4		0						0	69				41	1
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			5							0						
Capacity, c (veh/h)			843							1542						
v/c Ratio			0.01							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			9.3							7.3						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.3								0.0							
Approach LOS	A															

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

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				South Drive at Hall Rd				
Agency/Co.	TEI							Jurisdiction								
Date Performed	7/7/2021							East/West Street				Southernmost Driveway				
Analysis Year	2030							North/South Street				Hall (S 675 E)				
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor				0.85				
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
 Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR								LT					TR
Volume (veh/h)		3		0						0	59				77	5
Percent Heavy Vehicles (%)		3		3						3						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.43		6.23						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.53		3.33						2.23						
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)			4							0						
Capacity, c (veh/h)			825							1491						
v/c Ratio			0.00							0.00						
95% Queue Length, Q ₉₅ (veh)			0.0							0.0						
Control Delay (s/veh)			9.4							7.4						
Level of Service (LOS)			A							A						
Approach Delay (s/veh)	9.4								0.0							
Approach LOS	A															

Hall Road (S 675 E) at E 675 S

AM PH – Existing

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/19/2020

Analysis Year

2020

Time Analyzed

AM PH - Existing

Intersection Orientation

North-South

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

S 675 E at E 675 S

Jurisdiction

East/West Street

E 675 S

North/South Street

S 675 E

Peak Hour Factor

0.74

Analysis Time Period (hrs)

0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		5			28	8		4	6	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							9							5		
Capacity, c (veh/h)							1006							1571		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.6								2.9			
Approach LOS					A											

Hall Road (S 675 E) at E 675 S

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/19/2020

Analysis Year

2020

Time Analyzed

AM PH - Existing+BG

Intersection Orientation

North-South

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

S 675 E at E 675 S

Jurisdiction

East/West Street

E 675 S

North/South Street

S 675 E

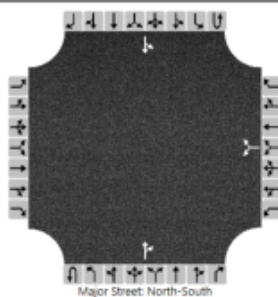
Peak Hour Factor

0.74

Analysis Time Period (hrs)

0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		6			32	9		5	7	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							11							7		
Capacity, c (veh/h)							1000							1562		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							8.6							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.6								3.1			
Approach LOS					A											

Hall Road (S 675 E) at E 675 S

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	S 675 E at E 675 S							
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street	E 675 S							
Analysis Year	2020							North/South Street	S 675 E							
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor	0.74							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		7			35	11		8	13	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							14							11		
Capacity, c (veh/h)							981							1554		
v/c Ratio							0.01							0.01		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							8.7							7.3		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.7								2.8			
Approach LOS					A											

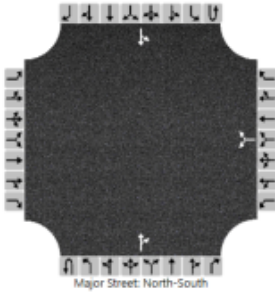
Hall Road (S 675 E) at E 675 S

PM PH – Existing

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				S 675 E at E 675 S				
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street				E 675 S				
Analysis Year	2020							North/South Street				S 675 E				
Time Analyzed	PM PH - Existing							Peak Hour Factor				0.95				
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		5			19	5		7	39	
Percent Heavy Vehicles (%)						0		0						14		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.24		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.33		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						11								7		
Capacity, c (veh/h)						988								1515		
v/c Ratio						0.01								0.00		
95% Queue Length, Q ₉₅ (veh)						0.0								0.0		
Control Delay (s/veh)						8.7								7.4		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					8.7								1.2			
Approach LOS					A											

Hall Road (S 675 E) at E 675 S

PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection		S 675 E at E 675 S						
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street		E 675 S						
Analysis Year	2020							North/South Street		S 675 E						
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor		0.95						
Intersection Orientation	North-South							Analysis Time Period (hrs)		0.25						
Project Description	Drees Homes - Plainfield IN															
Lanes																
 Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						6		6			22	6		8	45	
Percent Heavy Vehicles (%)						0		0						14		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.24		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.33		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							13							8		
Capacity, c (veh/h)							977							1509		
v/c Ratio							0.01							0.01		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							8.7							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					8.7								1.2			
Approach LOS					A											

Hall Road (S 675 E) at E 675 S

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				S 675 E at E 675 S				
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street				E 675 S				
Analysis Year	2020							North/South Street				S 675 E				
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor				0.95				
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						8		9			28	7		9	49	
Percent Heavy Vehicles (%)						0		0						11		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.21		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.30		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)						18								9		
Capacity, c (veh/h)						968								1518		
v/c Ratio						0.02								0.01		
95% Queue Length, Q ₉₅ (veh)						0.1								0.0		
Control Delay (s/veh)						8.8								7.4		
Level of Service (LOS)						A								A		
Approach Delay (s/veh)					8.8								1.2			
Approach LOS					A											

S 650 E at E 700 S

AM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 650 E at E 700 S								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	E 700 S								
Analysis Year	2020							North/South Street	S 650 E								
Time Analyzed	AM PH - Existing							Peak Hour Factor	0.81								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			13	1		6	4				3		15				
Percent Heavy Vehicles (%)						17					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.27					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.35					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						7					22						
Capacity, c (veh/h)						1507					1052						
v/c Ratio						0.00					0.02						
95% Queue Length, Q ₉₅ (veh)						0.0					0.1						
Control Delay (s/veh)						7.4					8.5						
Level of Service (LOS)						A					A						
Approach Delay (s/veh)					4.5				8.5								
Approach LOS									A								

S 650 E at E 700 S

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 650 E at E 700 S								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	E 700 S								
Analysis Year	2020							North/South Street	S 650 E								
Time Analyzed	AM PH - Existing+BG							Peak Hour Factor	0.81								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			15	1		7	5				3		17				
Percent Heavy Vehicles (%)						17					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.27					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.35					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						9					25						
Capacity, c (veh/h)						1504					1049						
v/c Ratio						0.01					0.02						
95% Queue Length, Q ₉₅ (veh)						0.0					0.1						
Control Delay (s/veh)						7.4					8.5						
Level of Service (LOS)						A					A						
Approach Delay (s/veh)					4.3				8.5								
Approach LOS					A				A								

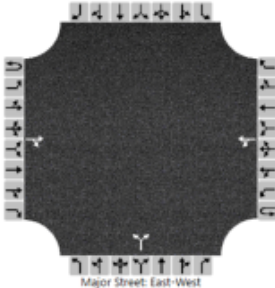
S 650 E at E 700 S

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 650 E at E 700 S								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	E 700 S								
Analysis Year	2020							North/South Street	S 650 E								
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor	0.81								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			19	3		10	9				4		19				
Percent Heavy Vehicles (%)						10					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.20					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.29					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						12					28						
Capacity, c (veh/h)						1536					1035						
v/c Ratio						0.01					0.03						
95% Queue Length, Q ₉₅ (veh)						0.0					0.1						
Control Delay (s/veh)						7.4					8.6						
Level of Service (LOS)						A					A						
Approach Delay (s/veh)					3.9				8.6								
Approach LOS									A								

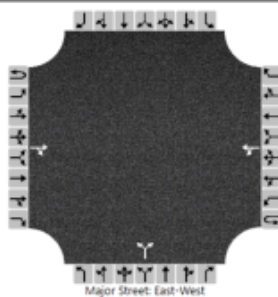
S 650 E at E 700 S

PM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				S 650 E at E 700 S					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				E 700 S					
Analysis Year	2020							North/South Street				S 650 E					
Time Analyzed	PM PH - Existing							Peak Hour Factor				0.90					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
 Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT					LR						
Volume (veh/h)			9	3		25	15				6		14				
Percent Heavy Vehicles (%)						4					0		14				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.14					6.40		6.34				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.24					3.50		3.43				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						28					22						
Capacity, c (veh/h)						1592					993						
v/c Ratio						0.02					0.02						
95% Queue Length, Q ₉₅ (veh)						0.1					0.1						
Control Delay (s/veh)						7.3					8.7						
Level of Service (LOS)						A					A						
Approach Delay (s/veh)					4.6				8.7								
Approach LOS									A								

S 650 E at E 700 S

PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 650 E at E 700 S								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	E 700 S								
Analysis Year	2020							North/South Street	S 650 E								
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor	0.90								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT					LR						
Volume (veh/h)			10	3		29	17				7		16				
Percent Heavy Vehicles (%)						4					0		14				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.14					6.40		6.34				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.24					3.50		3.43				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						32					26						
Capacity, c (veh/h)						1591					985						
v/c Ratio						0.02					0.03						
95% Queue Length, Q ₉₅ (veh)						0.1					0.1						
Control Delay (s/veh)						7.3					8.8						
Level of Service (LOS)						A					A						
Approach Delay (s/veh)					4.7				8.8								
Approach LOS									A								

S 650 E at E 700 S

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/19/2020

Analysis Year

2020

Time Analyzed

PM PH - Existing+BG+Site

Intersection Orientation

East-West

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

S 650 E at E 700 S

Jurisdiction

East/West Street

E 700 S

North/South Street

S 650 E

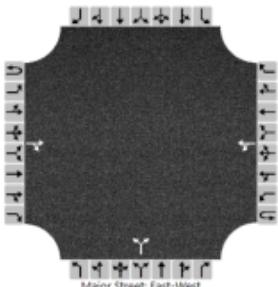
Peak Hour Factor

0.90

Analysis Time Period (hrs)

0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			14	4		31	21				9		19				
Percent Heavy Vehicles (%)						3					0		11				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.13					6.40		6.31				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.23					3.50		3.40				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						34					31						
Capacity, c (veh/h)						1590					977						
v/c Ratio						0.02					0.03						
95% Queue Length, Q ₉₅ (veh)						0.1					0.1						
Control Delay (s/veh)						7.3					8.8						
Level of Service (LOS)						A					A						
Approach Delay (s/veh)					4.4				8.8								
Approach LOS									A								

Drees Homes Driveway at E 700 S

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	Drees Driveway at E 700 S								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	E 700 S								
Analysis Year	2020							North/South Street	Drees Homes Driveway								
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor	0.72								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	0	0		0	1	0
Configuration		LT						TR								LR	
Volume (veh/h)		2	18				11	2							4		4
Percent Heavy Vehicles (%)		0													0		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized																	
Median Type Storage					Undivided												
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.10													6.40		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.20													3.50		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		3														11	
Capacity, c (veh/h)		1612														1014	
v/c Ratio		0.00														0.01	
95% Queue Length, Q ₉₅ (veh)		0.0														0.0	
Control Delay (s/veh)		7.2														8.6	
Level of Service (LOS)		A														A	
Approach Delay (s/veh)	0.7												8.6				
Approach LOS													A				

Drees Homes Driveway at E 700 S

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Drees Driveway at E 700 S					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				E 700 S					
Analysis Year	2020							North/South Street				Drees Homes Driveway					
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor				0.75					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	0	0		0	1	0
Configuration		LT						TR								LR	
Volume (veh/h)		4	17				26	4							2		2
Percent Heavy Vehicles (%)		0													0		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.10													6.40		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.20													3.50		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		5													5		
Capacity, c (veh/h)		1583													985		
v/c Ratio		0.00													0.01		
95% Queue Length, Q ₉₅ (veh)		0.0													0.0		
Control Delay (s/veh)		7.3													8.7		
Level of Service (LOS)		A													A		
Approach Delay (s/veh)	1.4												8.7				
Approach LOS													A				

Moon Road (S 600 E) at E 700 S

AM PH – Existing

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	Moon Road at E 700 S							
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street	E 700 S							
Analysis Year	2020							North/South Street	Moon Road (S 600 E)							
Time Analyzed	AM PH - Existing							Peak Hour Factor	0.85							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		3			121	10		2	48	
Percent Heavy Vehicles (%)						25		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.65		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.73		3.30						2.20		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							8							2		
Capacity, c (veh/h)							795							1439		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							9.6							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.6								0.3			
Approach LOS					A											

Moon Road (S 600 E) at E 700 S AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/19/2020

Analysis Year

2020

Time Analyzed

AM PH - Existing+BG

Intersection Orientation

North-South

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

Moon Road at E 700 S

Jurisdiction

East/West Street

E 700 S

North/South Street

Moon Road (S 600 E)

Peak Hour Factor

0.85

Analysis Time Period (hrs)

0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		3			140	12		2	56	
Percent Heavy Vehicles (%)						20		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.60		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.68		3.30						2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							9							2		
Capacity, c (veh/h)							762							1409		
v/c Ratio							0.01							0.00		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							9.8							7.6		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.8								0.3			
Approach LOS					A											

Moon Road (S 600 E) at E 700 S

AM PH – Existing + Background Growth + Site Traffic

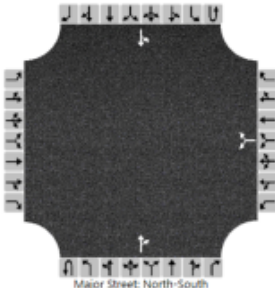
HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	Moon Road at E 700 S							
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street	E 700 S							
Analysis Year	2020							North/South Street	Moon Road (S 600 E)							
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor	0.85							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						10		5			141	15		3	60	
Percent Heavy Vehicles (%)						10		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.50		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.59		3.30						2.20		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							18							4		
Capacity, c (veh/h)							763							1404		
v/c Ratio							0.02							0.00		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.8							7.6		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.8								0.4			
Approach LOS					A											

Moon Road (S 600 E) at E 700 S

PM PH – Existing

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	Moon Road at E 700 S							
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street	E 700 S							
Analysis Year	2020							North/South Street	Moon Road (S 600 E)							
Time Analyzed	PM PH - Existing							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						9		5			83	3		6	118	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							15							7		
Capacity, c (veh/h)							821							1514		
v/c Ratio							0.02							0.00		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.5							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.5								0.4			
Approach LOS					A											

Moon Road (S 600 E) at E 700 S PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				Moon Road at E 700 S				
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street				E 700 S				
Analysis Year	2020							North/South Street				Moon Road (S 600 E)				
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor				0.92				
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
 Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						10		6			96	3		7	137	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							17							8		
Capacity, c (veh/h)							793							1496		
v/c Ratio							0.02							0.01		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.6							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.6								0.4			
Approach LOS					A											

Moon Road (S 600 E) at E 700 S

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection	Moon Road at E 700 S							
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street	E 700 S							
Analysis Year	2020							North/South Street	Moon Road (S 600 E)							
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor	0.92							
Intersection Orientation	North-South							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						13		7			100	8		9	139	
Percent Heavy Vehicles (%)						0		0						0		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.40		6.20						4.10		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.50		3.30						2.20		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							22							10		
Capacity, c (veh/h)							774							1484		
v/c Ratio							0.03							0.01		
95% Queue Length, Q ₉₅ (veh)							0.1							0.0		
Control Delay (s/veh)							9.8							7.4		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.8								0.5			
Approach LOS					A											

Drees Homes Driveway at Moon Road (S 600 E)

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report

General Information

Analyst	BRW
Agency/Co.	Traffic Engineering Inc.
Date Performed	12/19/2020
Analysis Year	2020
Time Analyzed	AM PH - Existing + BG + Site
Intersection Orientation	North-South
Project Description	Drees Homes - Plainfield IN

Site Information

Intersection	Site Driveway at Moon Rd
Jurisdiction	
East/West Street	Drees Homes Driveway
North/South Street	Moon Road (S 600 E)
Peak Hour Factor	0.83
Analysis Time Period (hrs)	0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						4		9			146	1		3	59	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							16								4		
Capacity, c (veh/h)							818								1393		
v/c Ratio							0.02								0.00		
95% Queue Length, Q ₉₅ (veh)							0.1								0.0		
Control Delay (s/veh)							9.5								7.6		
Level of Service (LOS)							A								A		
Approach Delay (s/veh)					9.5								0.4				
Approach LOS					A												

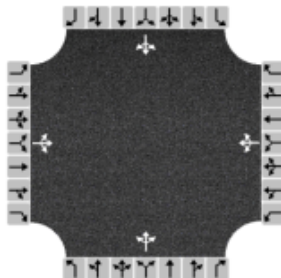
Drees Homes Driveway at Moon Road (S 600 E)

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				Site Driveway at Moon Rd				
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street				Drees Homes Driveway				
Analysis Year	2020							North/South Street				Moon Road (S 600 E)				
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor				0.87				
Intersection Orientation	North-South							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
Major Street: North-South																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						2		6			103	4		10	146	
Percent Heavy Vehicles (%)						3		3						3		
Proportion Time Blocked																
Percent Grade (%)					0											
Right Turn Channelized																
Median Type Storage					Undivided											
Critical and Follow-up Headways																
Base Critical Headway (sec)						7.1		6.2						4.1		
Critical Headway (sec)						6.43		6.23						4.13		
Base Follow-Up Headway (sec)						3.5		3.3						2.2		
Follow-Up Headway (sec)						3.53		3.33						2.23		
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)							9							11		
Capacity, c (veh/h)							848							1458		
v/c Ratio							0.01							0.01		
95% Queue Length, Q ₉₅ (veh)							0.0							0.0		
Control Delay (s/veh)							9.3							7.5		
Level of Service (LOS)							A							A		
Approach Delay (s/veh)					9.3								0.5			
Approach LOS					A											

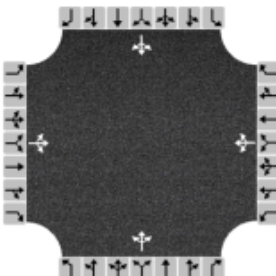
Moon Road (S 600 E) at Hadley Road

AM PH – Existing

HCS7 All-Way Stop Control Report												
General Information						Site Information						
Analyst	BRW					Intersection			Moon Rd at Hadley Rd			
Agency/Co.	Traffic Engineering Inc.					Jurisdiction						
Date Performed	12/19/2020					East/West Street			Hadley Road			
Analysis Year	2020					North/South Street			Moon Rd (S 600 E)			
Analysis Time Period (hrs)	0.25					Peak Hour Factor			0.86			
Time Analyzed	AM PH - Existing											
Project Description	Drees Homes - Plainfield IN											
Lanes												
												
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	5	108	9	41	82	193	2	72	83	372	33	7
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	142			367			183			479		
Percent Heavy Vehicles	7			8			3			3		
Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.126			0.327			0.162			0.426		
Final Departure Headway, hd (s)	7.02			6.16			6.40			6.20		
Final Degree of Utilization, x	0.277			0.629			0.325			0.825		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	5.02			4.16			4.40			4.20		
Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	142			367			183			479		
Capacity	513			584			562			581		
95% Queue Length, Q ₉₅ (veh)	1.1			4.4			1.4			8.5		
Control Delay (s/veh)	12.7			19.0			12.4			31.9		
Level of Service, LOS	B			C			B			D		
Approach Delay (s/veh)	12.7			19.0			12.4			31.9		
Approach LOS	B			C			B			D		
Intersection Delay, s/veh LOS	22.5						C					

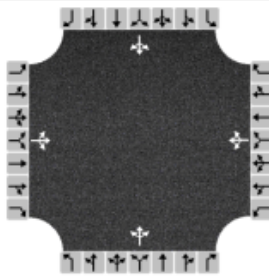
Moon Road (S 600 E) at Hadley Road

AM PH – Existing + Background Growth

HCS7 All-Way Stop Control Report												
General Information						Site Information						
Analyst	BRW					Intersection			Moon Rd at Hadley Rd			
Agency/Co.	Traffic Engineering Inc.					Jurisdiction						
Date Performed	12/19/2020					East/West Street			Hadley Road			
Analysis Year	2020					North/South Street			Moon Rd (S 600 E)			
Analysis Time Period (hrs)	0.25					Peak Hour Factor			0.86			
Time Analyzed	AM PH - Existing+BG											
Project Description	Drees Homes - Plainfield IN											
Lanes												
												
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	6	125	10	48	95	224	2	84	96	432	38	8
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	164			427			212			556		
Percent Heavy Vehicles	7			8			3			3		
Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.146			0.379			0.188			0.494		
Final Departure Headway, hd (s)	7.79			6.70			7.16			6.84		
Final Degree of Utilization, x	0.355			0.795			0.421			1.056		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	5.79			4.70			5.16			4.84		
Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	164			427			212			556		
Capacity	462			537			503			526		
95% Queue Length, Q ₉₅ (veh)	1.6			7.5			2.1			16.4		
Control Delay (s/veh)	15.0			30.8			15.3			80.9		
Level of Service, LOS	C			D			C			F		
Approach Delay (s/veh)	15.0			30.8			15.3			80.9		
Approach LOS	C			D			C			F		
Intersection Delay, s/veh LOS	47.0						E					

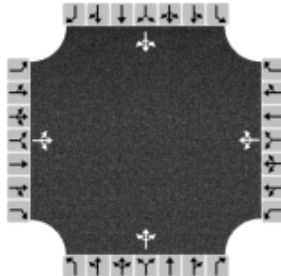
Moon Road (S 600 E) at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 All-Way Stop Control Report												
General Information						Site Information						
Analyst	BRW					Intersection			Mood Road at Hadley Road			
Agency/Co.	TEI					Jurisdiction						
Date Performed	7/7/2021					East/West Street			Hadley Road			
Analysis Year	2030					North/South Street			Moon Rd (S 600 E)			
Analysis Time Period (hrs)	0.25					Peak Hour Factor			0.86			
Time Analyzed	AM PH - Existing + BG + Site											
Project Description	Drees Homes - Plainfield IN											
Lanes												
												
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	6	129	11	48	110	254	6	91	96	442	41	8
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	170			479			224			571		
Percent Heavy Vehicles	7			8			3			3		
Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.151			0.426			0.199			0.507		
Final Departure Headway, hd (s)	8.09			6.83			7.51			7.19		
Final Degree of Utilization, x	0.382			0.908			0.468			1.141		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	6.09			4.83			5.51			5.19		
Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	170			479			224			571		
Capacity	445			527			479			500		
95% Queue Length, Q ₉₅ (veh)	1.8			10.7			2.5			19.7		
Control Delay (s/veh)	16.0			45.9			17.0			110.5		
Level of Service, LOS	C			E			C			F		
Approach Delay (s/veh)	16.0			45.9			17.0			110.5		
Approach LOS	C			E			C			F		
Intersection Delay, s/veh LOS	63.4						F					

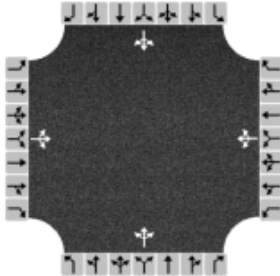
Moon Road (S 600 E) at Hadley Road

PM PH – Existing

HCS7 All-Way Stop Control Report												
General Information						Site Information						
Analyst	BRW					Intersection			Moon Rd at Hadley Rd			
Agency/Co.	Traffic Engineering Inc.					Jurisdiction						
Date Performed	12/19/2020					East/West Street			Hadley Road			
Analysis Year	2020					North/South Street			Moon Rd (S 600 E)			
Analysis Time Period (hrs)	0.25					Peak Hour Factor			0.96			
Time Analyzed	PM PH - Existing											
Project Description	Drees Homes - Plainfield IN											
Lanes												
												
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	11	91	6	65	186	416	7	56	42	234	85	5
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	113			695			109			338		
Percent Heavy Vehicles	3			3			4			1		
Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.100			0.618			0.097			0.300		
Final Departure Headway, hd (s)	6.65			5.36			6.78			6.48		
Final Degree of Utilization, x	0.208			1.035			0.206			0.608		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	4.65			3.36			4.78			4.48		
Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	113			695			109			338		
Capacity	541			672			531			555		
95% Queue Length, Q ₉₅ (veh)	0.8			17.7			0.8			4.0		
Control Delay (s/veh)	11.4			66.7			11.5			19.0		
Level of Service, LOS	B			F			B			C		
Approach Delay (s/veh)	11.4			66.7			11.5			19.0		
Approach LOS	B			F			B			C		
Intersection Delay, s/veh LOS	44.1						E					

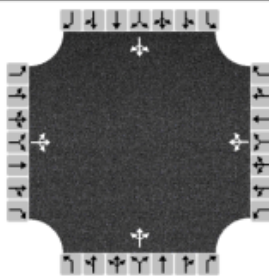
Moon Road (S 600 E) at Hadley Road

PM PH – Existing + Background Growth

HCS7 All-Way Stop Control Report												
General Information						Site Information						
Analyst	BRW					Intersection			Moon Rd at Hadley Rd			
Agency/Co.	Traffic Engineering Inc.					Jurisdiction						
Date Performed	12/19/2020					East/West Street			Hadley Road			
Analysis Year	2020					North/South Street			Moon Rd (S 600 E)			
Analysis Time Period (hrs)	0.25					Peak Hour Factor			0.96			
Time Analyzed	PM PH - Existing+BG											
Project Description	Drees Homes - Plainfield IN											
Lanes												
												
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13	106	7	75	216	483	8	65	49	272	99	6
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	131			806			127			393		
Percent Heavy Vehicles	3			3			4			1		
Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.117			0.717			0.113			0.349		
Final Departure Headway, hd (s)	7.01			5.71			7.04			6.62		
Final Degree of Utilization, x	0.256			1.279			0.249			0.722		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	5.01			3.71			5.04			4.62		
Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	131			806			127			393		
Capacity	513			631			511			544		
95% Queue Length, Q ₉₅ (veh)	1.0			31.5			1.0			5.9		
Control Delay (s/veh)	12.4			156.3			12.4			24.9		
Level of Service, LOS	B			F			B			C		
Approach Delay (s/veh)	12.4			156.3			12.4			24.9		
Approach LOS	B			F			B			C		
Intersection Delay, s/veh LOS	95.4						F					

Moon Road (S 600 E) at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 All-Way Stop Control Report												
General Information						Site Information						
Analyst	BRW					Intersection			Mood Road at Hadley Road			
Agency/Co.	TEI					Jurisdiction						
Date Performed	7/7/2021					East/West Street			Hadley Road			
Analysis Year	2030					North/South Street			Moon Rd (S 600 E)			
Analysis Time Period (hrs)	0.25					Peak Hour Factor			0.96			
Time Analyzed	PM PH - Existing+BG+Site											
Project Description	Drees Homes - Plainfield IN											
Lanes												
												
Vehicle Volume and Adjustments												
Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13	122	11	75	226	503	10	70	49	304	107	6
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	152			838			134			434		
Percent Heavy Vehicles	2			3			2			1		
Departure Headway and Service Time												
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.135			0.744			0.119			0.386		
Final Departure Headway, hd (s)	7.25			6.00			7.28			6.73		
Final Degree of Utilization, x	0.306			1.395			0.272			0.812		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	5.25			4.00			5.28			4.73		
Capacity, Delay and Level of Service												
Flow Rate, v (veh/h)	152			838			134			434		
Capacity	496			600			495			535		
95% Queue Length, Q ₉₅ (veh)	1.3			37.9			1.1			7.9		
Control Delay (s/veh)	13.4			205.8			13.0			32.6		
Level of Service, LOS	B			F			B			D		
Approach Delay (s/veh)	13.4			205.8			13.0			32.6		
Approach LOS	B			F			B			D		
Intersection Delay, s/veh LOS	122.1						F					

Moon Road (S 600 E) at Hadley Road – Roundabout Scenario

AM PH – Existing

HCS7 Roundabouts Report																
General Information									Site Information							
Analyst	BRW								Intersection				Moon Rd at Hadley Rd			
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road			
Date Performed	12/20/2020								N/S Street Name				Moon Road			
Analysis Year	2020								Analysis Time Period (hrs)				0.25			
Time Analyzed	AM PH - Existing								Peak Hour Factor				0.86			
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	5	108	9	0	41	82	193	0	2	72	83	0	372	33	7
Percent Heavy Vehicles, %	0	20	6	33	0	7	9	7	0	0	1	4	0	3	0	0
Flow Rate (v/c), pc/h	0	7	133	14	0	51	104	240	0	2	85	100	0	446	38	8
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763		
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		154				395				187				492		
Entry Volume, veh/h		142				367				182				479		
Circulating Flow (v _c), pc/h	535				94				586				157			
Exiting Flow (v _e), pc/h	679				114				332				103			
Capacity (C _{sat}), pc/h		800				1254				759				1176		
Capacity (c), veh/h		736				1166				740				1145		
v/c Ratio (x)		0.19				0.32				0.25				0.42		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		7.0				6.1				7.7				7.5		
Lane LOS		A				A				A				A		
95% Queue, veh		0.7				1.4				1.0				2.1		
Approach Delay, s/veh	7.0				6.1				7.7				7.5			
Approach LOS	A				A				A				A			
Intersection Delay, s/veh LOS	7.0								A							

Moon Road (S 600 E) at Hadley Road – Roundabout Scenario

AM PH – Existing + Background Growth

HCS7 Roundabouts Report																
General Information								Site Information								
Analyst	BRW								Intersection			Moon Rd at Hadley Rd				
Agency or Co.	Traffic Engineering Inc.								E/W Street Name			Hadley Road				
Date Performed	12/20/2020								N/S Street Name			Moon Road				
Analysis Year	2020								Analysis Time Period (hrs)			0.25				
Time Analyzed	AM PH - Existing+BG								Peak Hour Factor			0.86				
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	6	125	10	0	48	95	224	0	2	84	96	0	432	38	8
Percent Heavy Vehicles, %	0	20	6	33	0	7	9	7	0	0	1	4	0	3	0	0
Flow Rate (v _{pc}), pc/h	0	8	154	15	0	60	120	279	0	2	99	116	0	517	44	9
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763		
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		177				459				217				570		
Entry Volume, veh/h		163				427				212				555		
Circulating Flow (v _c), pc/h		621				109				679				182		
Exiting Flow (v _e), pc/h		787				131				386				119		
Capacity (C _{cap}), pc/h		732				1235				690				1146		
Capacity (c), veh/h		675				1148				673				1116		
v/c Ratio (x)		0.24				0.37				0.31				0.50		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		8.2				6.8				9.4				8.9		
Lane LOS		A				A				A				A		
95% Queue, veh		0.9				1.7				1.3				2.9		
Approach Delay, s/veh		8.2				6.8				9.4				8.9		
Approach LOS		A				A				A				A		
Intersection Delay, s/veh LOS	8.2				6.8				9.4				8.9			

Moon Road (S 600 E) at Hadley Road – Roundabout Scenario

AM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Moon Rd at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				Moon Rd (S 600 E)				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	AM PH - Existing+BG+Site								Peak Hour Factor				0.86				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	6	129	11	0	48	110	254	0	6	91	96	0	442	41	8	
Percent Heavy Vehicles, %	0	17	5	27	0	8	7	6	0	0	1	3	0	3	0	0	
Flow Rate (v _c), pc/h	0	8	158	16	0	60	137	313	0	7	107	115	0	529	48	9	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		182				510				229				586			
Entry Volume, veh/h		170				479				225				571			
Circulating Flow (v _c), pc/h	637				122				695				204				
Exiting Flow (v _e), pc/h	802				153				428				124				
Capacity (c _{acc}), pc/h		721				1219				679				1121			
Capacity (c), veh/h		673				1144				666				1091			
v/c Ratio (x)		0.25				0.42				0.34				0.52			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		8.4				7.5				9.8				9.5			
Lane LOS		A				A				A				A			
95% Queue, veh		1.0				2.1				1.5				3.1			
Approach Delay, s/veh	8.4				7.5				9.8				9.5				
Approach LOS	A				A				A				A				
Intersection Delay, s/veh LOS	8.7								A								

Moon Road (S 600 E) at Hadley Road – Roundabout Scenario

PM PH – Existing

HCS7 Roundabouts Report																
General Information									Site Information							
Analyst	BRW								Intersection				Moon Rd at Hadley Rd			
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road			
Date Performed	12/20/2020								N/S Street Name				Moon Road			
Analysis Year	2020								Analysis Time Period (hrs)				0.25			
Time Analyzed	PM PH - Existing								Peak Hour Factor				0.96			
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	11	91	6	0	65	186	416	0	7	56	42	0	234	85	5
Percent Heavy Vehicles, %	0	0	2	17	0	2	3	3	0	14	5	0	0	1	1	0
Flow Rate (v _{pc}), pc/h	0	11	97	7	0	69	200	446	0	8	61	44	0	246	89	5
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763		
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		115				715				113				340		
Entry Volume, veh/h		112				695				109				337		
Circulating Flow (v _c), pc/h		404				80				354				277		
Exiting Flow (v _e), pc/h		387				213				518				165		
Capacity (c _{cap}), pc/h		914				1272				962				1040		
Capacity (c), veh/h		891				1236				929				1030		
v/c Ratio (x)		0.13				0.56				0.12				0.33		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		5.3				9.4				5.0				6.8		
Lane LOS		A				A				A				A		
95% Queue, veh		0.4				3.7				0.4				1.4		
Approach Delay, s/veh		5.3				9.4				5.0				6.8		
Approach LOS		A				A				A				A		
Intersection Delay, s/veh LOS					7.9								A			

Moon Road (S 600 E) at Hadley Road – Roundabout Scenario

PM PH – Existing + Background Growth

HCS7 Roundabouts Report																
General Information								Site Information								
Analyst	BRW								Intersection			Moon Rd at Hadley Rd				
Agency or Co.	Traffic Engineering Inc.								E/W Street Name			Hadley Road				
Date Performed	12/20/2020								N/S Street Name			Moon Road				
Analysis Year	2020								Analysis Time Period (hrs)			0.25				
Time Analyzed	PM PH - Existing+BG								Peak Hour Factor			0.96				
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	13	106	7	0	75	216	483	0	8	65	49	0	272	99	6
Percent Heavy Vehicles, %	0	0	2	17	0	2	3	3	0	14	5	0	0	1	1	0
Flow Rate (v _{pc}), pc/h	0	14	113	9	0	80	232	518	0	10	71	51	0	286	104	6
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763		
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		136				830				132				396		
Entry Volume, veh/h		132				807				127				392		
Circulating Flow (v _c), pc/h		470				95				413				322		
Exiting Flow (v _e), pc/h		450				248				603				193		
Capacity (C _{cap}), pc/h		854				1253				906				994		
Capacity (c), veh/h		832				1217				874				984		
v/c Ratio (x)		0.16				0.66				0.15				0.40		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		5.9				11.9				5.5				8.1		
Lane LOS		A				B				A				A		
95% Queue, veh		0.6				5.3				0.5				1.9		
Approach Delay, s/veh		5.9				11.9				5.5				8.1		
Approach LOS		A				B				A				A		
Intersection Delay, s/veh LOS					9.8								A			

Moon Road (S 600 E) at Hadley Road – Roundabout Scenario

PM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Moon Rd at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				Moon Rd (S 600 E)				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.96				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	13	122	11	0	75	226	503	0	10	70	49	0	304	107	6	
Percent Heavy Vehicles, %	0	0	2	9	0	1	3	3	0	10	4	0	0	1	1	0	
Flow Rate (v _c), pc/h	0	14	130	12	0	79	242	540	0	11	76	51	0	320	113	6	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		156				861				138				439			
Entry Volume, veh/h		152				837				134				435			
Circulating Flow (v _c), pc/h	512				101				464				332				
Exiting Flow (v _e), pc/h	501				259				630				204				
Capacity (c _{cap}), pc/h		819				1245				860				984			
Capacity (c), veh/h		800				1211				835				974			
v/c Ratio (x)		0.19				0.69				0.16				0.45			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		6.5				12.8				5.9				8.9			
Lane LOS		A				B				A				A			
95% Queue, veh		0.7				6.0				0.6				2.3			
Approach Delay, s/veh	6.5				12.8				5.9				8.9				
Approach LOS	A				B				A				A				
Intersection Delay, s/veh LOS	10.5								B								

Byscane Boulevard at Hadley Road

AM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Byscane at Hadley					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				Byscane Boulevard					
Time Analyzed	AM PH - Existing							Peak Hour Factor				0.84					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		0	1	0
Configuration		L	T				T	R								LR	
Volume (veh/h)		3	530				256	12							39		7
Percent Heavy Vehicles (%)		33													3		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No												
Median Type Storage					Undivided												
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.43													6.43		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.50													3.53		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		4														55	
Capacity, c (veh/h)		1085														319	
v/c Ratio		0.00														0.17	
95% Queue Length, Q ₉₅ (veh)		0.0														0.6	
Control Delay (s/veh)		8.3														18.6	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)	0.0												18.6				
Approach LOS													C				

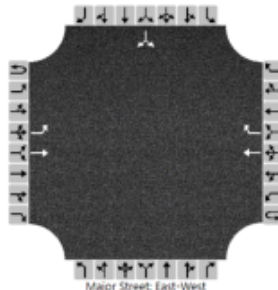
Byscane Boulevard at Hadley Road

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Byscane at Hadley					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				Byscane Boulevard					
Time Analyzed	AM PH - Existing+BG							Peak Hour Factor				0.84					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		0	1	0
Configuration		L	T				T	R								LR	
Volume (veh/h)		3	615				297	12							39		7
Percent Heavy Vehicles (%)		33													3		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No												
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.43													6.43		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.50													3.53		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		4														55	
Capacity, c (veh/h)		1039														262	
v/c Ratio		0.00														0.21	
95% Queue Length, Q ₉₅ (veh)		0.0														0.8	
Control Delay (s/veh)		8.5														22.4	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)	0.0												22.4				
Approach LOS													C				

Byscane Boulevard at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information									Site Information								
Analyst	BRW								Intersection				Byscane Blvd at Hadley Rd				
Agency/Co.	TEI								Jurisdiction								
Date Performed	7/7/2021								East/West Street				Hadley Rd				
Analysis Year	2030								North/South Street				Byscane Blvd				
Time Analyzed	AM PH - Existing + BG + Site								Peak Hour Factor				0.84				
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN																
Lanes																	
																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		0	1	0
Configuration		L	T				T	R								LR	
Volume (veh/h)		3	630				342	12							39		7
Percent Heavy Vehicles (%)		33													3		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No												
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.43													6.43		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.50													3.53		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		4														55	
Capacity, c (veh/h)		990														237	
v/c Ratio		0.00														0.23	
95% Queue Length, Q ₉₅ (veh)		0.0														0.9	
Control Delay (s/veh)		8.6														24.7	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)	0.0												24.7				
Approach LOS													C				

Byscane Boulevard at Hadley Road

PM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information									Site Information								
Analyst	BRW								Intersection	Byscane at Hadley							
Agency/Co.	Traffic Engineering Inc.								Jurisdiction								
Date Performed	12/19/2020								East/West Street	Hadley Road							
Analysis Year	2020								North/South Street	Byscane Boulevard							
Time Analyzed	PM PH - Existing								Peak Hour Factor	0.98							
Intersection Orientation	East-West								Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		0	1	0
Configuration		L	T				T	R								LR	
Volume (veh/h)		9	331				605	48							22		9
Percent Heavy Vehicles (%)		11													5		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No												
Median Type Storage					Undivided												
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.21													6.45		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.30													3.55		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		9														32	
Capacity, c (veh/h)		882														314	
v/c Ratio		0.01														0.10	
95% Queue Length, Q ₉₅ (veh)		0.0														0.3	
Control Delay (s/veh)		9.1														17.8	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)	0.2												17.8				
Approach LOS													C				

Byscane Boulevard at Hadley Road

PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Byscane at Hadley					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				Byscane Boulevard					
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor				0.98					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		0	1	0
Configuration		L	T				T	R								LR	
Volume (veh/h)		9	384				702	48							22		9
Percent Heavy Vehicles (%)		11													5		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No												
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.21													6.45		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.30													3.55		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		9														32	
Capacity, c (veh/h)		809														257	
v/c Ratio		0.01														0.12	
95% Queue Length, Q ₉₅ (veh)		0.0														0.4	
Control Delay (s/veh)		9.5														20.9	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)	0.2												20.9				
Approach LOS													C				

Byscane Boulevard at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	Byscane Blvd at Hadley Rd								
Agency/Co.	TEI							Jurisdiction									
Date Performed	7/7/2021							East/West Street	Hadley Rd								
Analysis Year	2030							North/South Street	Byscane Blvd								
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor	0.98								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		0	1	0
Configuration		L	T				T	R								LR	
Volume (veh/h)		9	436				732	48							22		9
Percent Heavy Vehicles (%)		11													5		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No												
Median Type Storage					Undivided												
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.21													6.45		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.30													3.55		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		9														32	
Capacity, c (veh/h)		787														232	
v/c Ratio		0.01														0.14	
95% Queue Length, Q ₉₅ (veh)		0.0														0.5	
Control Delay (s/veh)		9.6														22.9	
Level of Service (LOS)		A														C	
Approach Delay (s/veh)	0.2												22.9				
Approach LOS													C				

Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

AM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	Glen Haven at Hadley								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	Hadley Road								
Analysis Year	2020							North/South Street	Glen Haven								
Time Analyzed	AM PH - Existing							Peak Hour Factor	0.84								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		1	0	1
Configuration		L	T				T	R							L		R
Volume (veh/h)		6	561				258	27							96		13
Percent Heavy Vehicles (%)		0													3		23
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No								No				
Median Type Storage					Undivided												
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.10													6.43		6.43
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.20													3.53		3.51
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		7													114		15
Capacity, c (veh/h)		1231													271		686
v/c Ratio		0.01													0.42		0.02
95% Queue Length, Q ₉₅ (veh)		0.0													2.0		0.1
Control Delay (s/veh)		7.9													27.7		10.4
Level of Service (LOS)		A													D		B
Approach Delay (s/veh)	0.1												25.6				
Approach LOS													D				

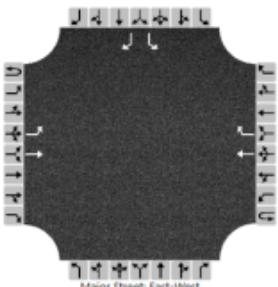
Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report

General Information								Site Information							
Analyst	BRW							Intersection	Glen Haven at Hadley						
Agency/Co.	Traffic Engineering Inc.							Jurisdiction							
Date Performed	12/20/2020							East/West Street	Hadley Road						
Analysis Year	2020							North/South Street	Glen Haven Boulevard						
Time Analyzed	AM PH - Existing + BG							Peak Hour Factor	0.84						
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25						
Project Description	Drees Homes - Plainfield IN														

Lanes



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		1	0	1
Configuration		L	T				T	R							L		R
Volume (veh/h)		6	651				299	27							96		13
Percent Heavy Vehicles (%)		0													0		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No								No				
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1												7.1		6.2
Critical Headway (sec)		4.10												6.40		6.20
Base Follow-Up Headway (sec)		2.2												3.5		3.3
Follow-Up Headway (sec)		2.20												3.50		3.30

Delay, Queue Length, and Level of Service

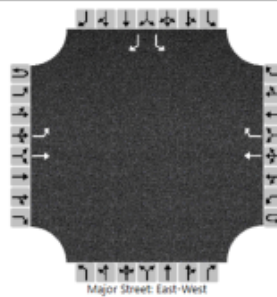
Flow Rate, v (veh/h)		7												114		15
Capacity, c (veh/h)		1181												221		693
v/c Ratio		0.01												0.52		0.02
95% Queue Length, Q ₉₅ (veh)		0.0												2.7		0.1
Control Delay (s/veh)		8.1												37.4		10.3
Level of Service (LOS)		A												E		B
Approach Delay (s/veh)	0.1												34.2			
Approach LOS													D			

Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road
AM PH – Existing + Background Growth + Bridlewood

HCS7 Two-Way Stop-Control Report

General Information		Site Information	
Analyst	BRW	Intersection	Glen Haven at Hadley
Agency/Co.	Traffic Engineering Inc.	Jurisdiction	
Date Performed	12/20/2020	East/West Street	Hadley Road
Analysis Year	2020	North/South Street	Glen Haven Boulevard
Time Analyzed	AM PH - Brindlewood Only	Peak Hour Factor	0.84
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Drees Homes - Plainfield IN		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1		0	0	0		1	0	1
Configuration		L	T				T	R						L		R
Volume (veh/h)		6	657				318	27						96		13
Percent Heavy Vehicles (%)		0												3		23
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

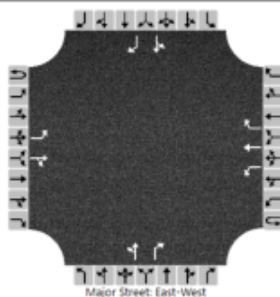
Base Critical Headway (sec)		4.1											7.1		6.2
Critical Headway (sec)		4.10											6.43		6.43
Base Follow-Up Headway (sec)		2.2											3.5		3.3
Follow-Up Headway (sec)		2.20											3.53		3.51

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7										114		15
Capacity, c (veh/h)		1159										209		624
v/c Ratio		0.01										0.55		0.02
95% Queue Length, Q_{95} (veh)		0.0										2.9		0.1
Control Delay (s/veh)		8.1										41.1		10.9
Level of Service (LOS)		A										E		B
Approach Delay (s/veh)	0.1								37.5					
Approach LOS									E					

Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Glen Haven at Hadley			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Hadley Road			
Analysis Year	2030								North/South Street				Glen Haven			
Time Analyzed	AM PH - Existing+BG+Site								Peak Hour Factor				0.84			
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	1		0	1	1		0	1	1
Configuration		L		TR		L	T	R		LT		R		LT		R
Volume (veh/h)		6	659	7		18	323	27		21	0	54		96	0	13
Percent Heavy Vehicles (%)		0				0				0	0	0		3	0	23
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					No				No				No			
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.13	6.50	6.43
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.53	4.00	3.51
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		7				21				25		64		114		15
Capacity, c (veh/h)		1153				837				143		394		119		619
v/c Ratio		0.01				0.03				0.18		0.16		0.96		0.02
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.6		0.6		6.2		0.1
Control Delay (s/veh)		8.1				9.4				35.5		15.9		140.5		11.0
Level of Service (LOS)		A				A				E		C		F		B
Approach Delay (s/veh)	0.1				0.5				21.4				125.0			
Approach LOS									C				F			

Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

PM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	Glen Haven at Hadley								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	Hadley Road								
Analysis Year	2020							North/South Street	Glen Haven								
Time Analyzed	PM PH - Existing							Peak Hour Factor	0.96								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		1	0	1
Configuration		L	T				T	R							L		R
Volume (veh/h)		29	321				640	94							53		13
Percent Heavy Vehicles (%)		0													0		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No								No				
Median Type Storage					Undivided												
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.10													6.40		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.20													3.50		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		30													55		14
Capacity, c (veh/h)		857													241		463
v/c Ratio		0.04													0.23		0.03
95% Queue Length, Q ₉₅ (veh)		0.1													0.9		0.1
Control Delay (s/veh)		9.4													24.3		13.0
Level of Service (LOS)		A													C		B
Approach Delay (s/veh)	0.8												22.1				
Approach LOS													C				

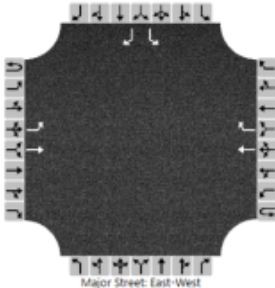
Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Glen Haven at Hadley					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				Glen Haven					
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor				0.96					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		1	0	1
Configuration		L	T				T	R							L		R
Volume (veh/h)		29	373				743	94							53		13
Percent Heavy Vehicles (%)		0													0		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No								No				
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.10													6.40		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.20													3.50		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		30													55		14
Capacity, c (veh/h)		782													192		402
v/c Ratio		0.04													0.29		0.03
95% Queue Length, Q ₉₅ (veh)		0.1													1.1		0.1
Control Delay (s/veh)		9.8													31.1		14.3
Level of Service (LOS)		A													D		B
Approach Delay (s/veh)	0.7												27.8				
Approach LOS													D				

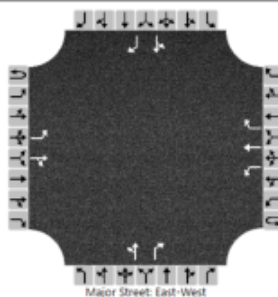
Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

PM PH – Existing + Background Growth + Bridlewood

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Glen Haven at Hadley					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/20/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				Glen Haven Boulevard					
Time Analyzed	PM PH - Brindlewood Only							Peak Hour Factor				0.96					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	1			0	0	0		1	0	1
Configuration		L	T				T	R							L		R
Volume (veh/h)		29	396				756	94							53		12
Percent Heavy Vehicles (%)		0													0		0
Proportion Time Blocked																	
Percent Grade (%)													0				
Right Turn Channelized					No								No				
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1													7.1		6.2
Critical Headway (sec)		4.10													6.40		6.20
Base Follow-Up Headway (sec)		2.2													3.5		3.3
Follow-Up Headway (sec)		2.20													3.50		3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		30													55		13
Capacity, c (veh/h)		773													182		395
v/c Ratio		0.04													0.30		0.03
95% Queue Length, Q ₉₅ (veh)		0.1													1.2		0.1
Control Delay (s/veh)		9.8													33.1		14.4
Level of Service (LOS)		A													D		B
Approach Delay (s/veh)	0.7												29.6				
Approach LOS													D				

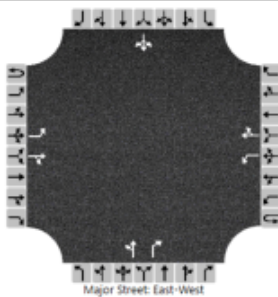
Drees Homes Driveway (Glen Haven Boulevard) at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection	Glen Haven at Hadley						
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street	Hadley Road						
Analysis Year	2030								North/South Street	Glen Haven						
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor	0.96						
Intersection Orientation	East-West								Analysis Time Period (hrs)	0.25						
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	1		0	1	1		0	1	1
Configuration		L		TR		L	T	R		LT		R		LT		R
Volume (veh/h)		29	401	24		60	759	94		14	0	36		53	0	13
Percent Heavy Vehicles (%)		0				0				0	0	0		0	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized					No				No				No			
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.50	4.00	3.30		3.50	4.00	3.30
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		30				63				15		38		55		14
Capacity, c (veh/h)		771				1128				97		629		100		393
v/c Ratio		0.04				0.06				0.15		0.06		0.55		0.03
95% Queue Length, Q ₉₅ (veh)		0.1				0.2				0.5		0.2		2.5		0.1
Control Delay (s/veh)		9.9				8.4				48.7		11.1		78.5		14.5
Level of Service (LOS)		A				A				E		B		F		B
Approach Delay (s/veh)	0.6				0.6				21.6				65.9			
Approach LOS									C				F			

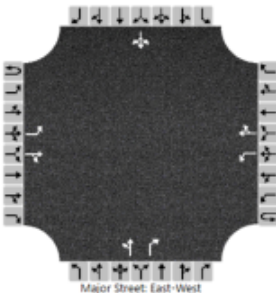
Hall Road (S 675 E) at Hadley Road

AM PH – Existing

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Hall (S 675 E) at Hadley			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Hadley Road			
Analysis Year	2020								North/South Street				Hall (S 675 E)			
Time Analyzed	AM PH - Existing								Peak Hour Factor				0.83			
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	0
Configuration		L		TR		L		TR		LT		R			LTR	
Volume (veh/h)		0	654	6		22	277	10		6	0	50		35	0	5
Percent Heavy Vehicles (%)		0				0				50	0	8		8	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.60	6.50	6.28		7.18	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.95	4.00	3.37		3.57	4.00	3.30
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		0				27				7		60			48	
Capacity, c (veh/h)		1224				835				129		380			141	
v/c Ratio		0.00				0.03				0.06		0.16			0.34	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.2		0.6			1.4	
Control Delay (s/veh)		7.9				9.5				34.6		16.2			43.3	
Level of Service (LOS)		A				A				D		C			E	
Approach Delay (s/veh)	0.0				0.7				18.2				43.3			
Approach LOS									C				E			

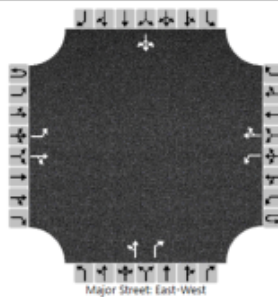
Hall Road (S 675 E) at Hadley Road

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Hall (S 675 E) at Hadley			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Hadley Road			
Analysis Year	2030								North/South Street				Hall (S 675 E)			
Time Analyzed	AM PH - Existing+BG								Peak Hour Factor				0.83			
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	0
Configuration		L		TR		L		TR		LT		R			LTR	
Volume (veh/h)		0	759	7		26	321	12		7	0	58		41	0	6
Percent Heavy Vehicles (%)		0				0				50	0	8		8	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10				7.60	6.50	6.28		7.18	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20				3.95	4.00	3.37		3.57	4.00	3.30
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		0				31				8		70			57	
Capacity, c (veh/h)		1168				748				92		321			96	
v/c Ratio		0.00				0.04				0.09		0.22			0.59	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1				0.3		0.8			2.8	
Control Delay (s/veh)		8.1				10.0				48.0		19.3			86.5	
Level of Service (LOS)		A				B				E		C			F	
Approach Delay (s/veh)	0.0				0.7				22.4				86.5			
Approach LOS									C				F			

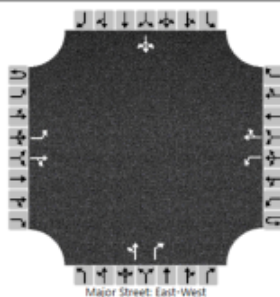
Hall Road (S 675 E) at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information									Site Information								
Analyst	BRW								Intersection				Hall (S 675 E) at Hadley				
Agency/Co.	TEI								Jurisdiction								
Date Performed	7/7/2021								East/West Street				Hadley Road				
Analysis Year	2030								North/South Street				Hall (S 675 E)				
Time Analyzed	AM PH - Existing + BG + Site								Peak Hour Factor				0.83				
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN																
Lanes																	
																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0			0	1	1		0	1	0
Configuration		L		TR		L		TR			LT		R			LTR	
Volume (veh/h)		0	814	14		80	343	12			27	0	220		41	0	6
Percent Heavy Vehicles (%)		0				0					15	0	2		0	0	0
Proportion Time Blocked																	
Percent Grade (%)									0				0				
Right Turn Channelized									No								
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1				4.1					7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.10					7.25	6.50	6.22		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.20					3.64	4.00	3.32		3.50	4.00	3.30
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		0				96					33		265			57	
Capacity, c (veh/h)		1142				702					70		299			8	
v/c Ratio		0.00				0.14					0.47		0.89			6.94	
95% Queue Length, Q ₉₅ (veh)		0.0				0.5					1.9		8.1			8.5	
Control Delay (s/veh)		8.2				10.9					95.5		65.1			3560.3	
Level of Service (LOS)		A				B					F		F			F	
Approach Delay (s/veh)	0.0				2.0				68.4				3560.3				
Approach LOS									F				F				

Hall Road (S 675 E) at Hadley Road

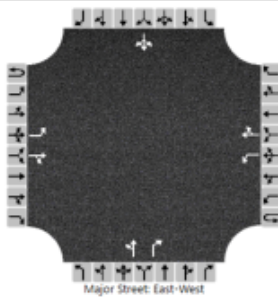
PM PH – Existing

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Hall (S 675 E) at Hadley			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Hadley Road			
Analysis Year	2020								North/South Street				Hall (S 675 E)			
Time Analyzed	PM PH - Existing								Peak Hour Factor				0.97			
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	0
Configuration		L		TR		L		TR		LT		R			LTR	
Volume (veh/h)		9	360	4		56	724	46		6	0	37		21	2	7
Percent Heavy Vehicles (%)		0				4				17	0	5		10	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.14				7.27	6.50	6.25		7.20	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.24				3.65	4.00	3.35		3.59	4.00	3.30
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		9				58				6		38			31	
Capacity, c (veh/h)		836				1172				123		666			147	
v/c Ratio		0.01				0.05				0.05		0.06			0.21	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.2		0.2			0.8	
Control Delay (s/veh)		9.4				8.2				35.9		10.7			36.0	
Level of Service (LOS)		A				A				E		B			E	
Approach Delay (s/veh)	0.2				0.6				14.2				36.0			
Approach LOS									B				E			

Hall Road (S 675 E) at Hadley Road

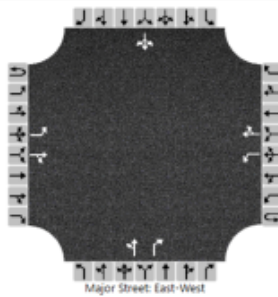
PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report

General Information								Site Information								
Analyst	BRW							Intersection	Hall (S 675 E) at Hadley							
Agency/Co.	TEI							Jurisdiction								
Date Performed	7/7/2021							East/West Street	Hadley Road							
Analysis Year	2030							North/South Street	Hall (S 675 E)							
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor	0.97							
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25							
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	0
Configuration		L		TR		L		TR		LT		R			LTR	
Volume (veh/h)		10	418	5		65	840	53		7	0	43		24	2	8
Percent Heavy Vehicles (%)		0				4				17	0	5		10	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.14				7.27	6.50	6.25		7.20	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.24				3.65	4.00	3.35		3.59	4.00	3.30
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		10				67				7		44			35	
Capacity, c (veh/h)		750				1113				86		616			104	
v/c Ratio		0.01				0.06				0.08		0.07			0.34	
95% Queue Length, Q ₉₅ (veh)		0.0				0.2				0.3		0.2			1.3	
Control Delay (s/veh)		9.9				8.4				50.5		11.3			56.2	
Level of Service (LOS)		A				A				F		B			F	
Approach Delay (s/veh)	0.2				0.6				16.8				56.2			
Approach LOS									C				F			

Hall Road (S 675 E) at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Hall (S 675 E) at Hadley			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Hadley Road			
Analysis Year	2030								North/South Street				Hall (S 675 E)			
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.97			
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	1		0	1	0
Configuration		L		TR		L		TR		LT		R			LTR	
Volume (veh/h)		10	459	28		244	903	53		20	0	149		24	2	8
Percent Heavy Vehicles (%)		0				1				5	0	1		8	0	0
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized									No							
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.10				4.11				7.15	6.50	6.21		7.18	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.21				3.55	4.00	3.31		3.57	4.00	3.30
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		10				252				21		154			35	
Capacity, c (veh/h)		709				1067				35		582			31	
v/c Ratio		0.01				0.24				0.59		0.26			1.11	
95% Queue Length, Q ₉₅ (veh)		0.0				0.9				2.0		1.1			3.9	
Control Delay (s/veh)		10.2				9.4				206.3		13.4			386.0	
Level of Service (LOS)		B				A				F		B			F	
Approach Delay (s/veh)	0.2				1.9				36.2				386.0			
Approach LOS									E				F			

Hall Road (S 675 E) at Hadley Road – Roundabout Scenario

AM PH – Existing

HCS7 Roundabouts Report																
General Information									Site Information							
Analyst	BRW								Intersection				Hall Rd at Hadley Rd			
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road			
Date Performed	12/20/2020								N/S Street Name				Hall Road			
Analysis Year	2020								Analysis Time Period (hrs)				0.25			
Time Analyzed	AM PH - Existing								Peak Hour Factor				0.83			
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	654	6	0	22	277	10	0	6	0	50	0	35	0	5
Percent Heavy Vehicles, %	0	0	5	33	0	0	5	10	0	50	0	8	0	0	0	0
Flow Rate (v/c), pc/h	0	0	827	10	0	27	350	13	0	11	0	65	0	42	0	6
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB			WB			NB			SB						
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763					
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087					
Flow Computations, Capacity and v/c Ratios																
Approach	EB			WB			NB			SB						
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Entry Flow (v _e), pc/h		837			390			76			48					
Entry Volume, veh/h		795			372			68			48					
Circulating Flow (v _c), pc/h	69			11			869			388						
Exiting Flow (v _e), pc/h	934			367			13			37						
Capacity (C _{sat}), pc/h		1286			1365			569			929					
Capacity (c), veh/h		1222			1302			505			929					
v/c Ratio (x)		0.65			0.29			0.13			0.05					
Delay and Level of Service																
Approach	EB			WB			NB			SB						
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Lane Control Delay (d), s/veh		11.5			5.3			8.9			4.3					
Lane LOS		B			A			A			A					
95% Queue, veh		5.1			1.2			0.5			0.2					
Approach Delay, s/veh	11.5			5.3			8.9			4.3						
Approach LOS	B			A			A			A						
Intersection Delay, s/veh LOS	9.3						A									

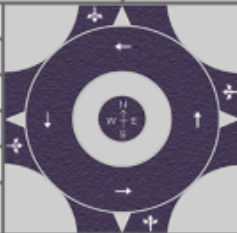
Hall Road (S 675 E) at Hadley Road – Roundabout Scenario

AM PH – Existing + Background Growth

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Hall Rd at Hadley Rd				
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road				
Date Performed	12/20/2020								N/S Street Name				Hall Road				
Analysis Year	2020								Analysis Time Period (hrs)				0.25				
Time Analyzed	AM PH - Existing+BG								Peak Hour Factor				0.83				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	0	759	7	0	26	321	12	0	7	0	58	0	41	0	6	
Percent Heavy Vehicles, %	0	0	5	33	0	0	5	10	0	50	0	8	0	0	0	0	
Flow Rate (v _{pc}), pc/h	0	0	960	11	0	31	406	16	0	13	0	75	0	49	0	7	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		971				453				88				56			
Entry Volume, veh/h		923				432				78				56			
Circulating Flow (v _c), pc/h	80				13				1009				450				
Exiting Flow (v _e), pc/h	1084				426				16				42				
Capacity (c _{cap}), pc/h		1272				1362				493				872			
Capacity (c), veh/h		1208				1299				438				872			
v/c Ratio (x)		0.76				0.33				0.18				0.06			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		15.7				5.8				10.9				4.7			
Lane LOS		C				A				B				A			
95% Queue, veh		7.9				1.5				0.6				0.2			
Approach Delay, s/veh	15.7				5.8				10.9				4.7				
Approach LOS	C				A				B				A				
Intersection Delay, s/veh LOS	12.1								B								

Hall Road (S 675 E) at Hadley Road – Roundabout Scenario

AM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																
General Information									Site Information							
Analyst	BRW								Intersection				Hall Rd at Hadley Rd			
Agency or Co.	TEI								E/W Street Name				Hadley Rd			
Date Performed	7/7/2021								N/S Street Name				Hall Rd			
Analysis Year	2030								Analysis Time Period (hrs)				0.25			
Time Analyzed	AM PH - Existing+BG+Site								Peak Hour Factor				0.83			
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	814	14	0	80	343	12	0	27	0	220	0	41	0	6
Percent Heavy Vehicles, %	0	0	4	14	0	0	4	8	0	15	0	2	0	0	0	0
Flow Rate (v _{cr}), pc/h	0	0	1020	19	0	96	430	16	0	37	0	270	0	49	0	7
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763		
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		1039				542				307				56		
Entry Volume, veh/h		997				524				297				56		
Circulating Flow (v _c), pc/h		145				37				1069				563		
Exiting Flow (v _{ex}), pc/h		1339				474				16				115		
Capacity (C _{cap}), pc/h		1190				1329				464				777		
Capacity (c), veh/h		1143				1285				449				777		
v/c Ratio (x)		0.87				0.41				0.66				0.07		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		24.3				6.8				25.7				5.4		
Lane LOS		C				A				D				A		
95% Queue, veh		12.3				2.0				4.7				0.2		
Approach Delay, s/veh		24.3				6.8				25.7				5.4		
Approach LOS		C				A				D				A		
Intersection Delay, s/veh LOS	19.0								C							

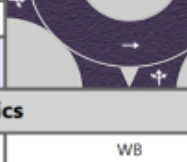
Hall Road (S 675 E) at Hadley Road – Roundabout Scenario

PM PH – Existing

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Hall Rd at Hadley Rd				
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road				
Date Performed	12/20/2020								N/S Street Name				Hall Road				
Analysis Year	2020								Analysis Time Period (hrs)				0.25				
Time Analyzed	PM PH - Existing								Peak Hour Factor				0.97				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	9	360	4	0	56	724	46	0	6	0	37	0	21	2	7	
Percent Heavy Vehicles, %	0	0	3	25	0	4	2	0	0	17	0	5	0	10	0	0	
Flow Rate (v _{cs}), pc/h	0	9	382	5	0	60	761	47	0	7	0	40	0	24	2	7	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		396				868				47				33			
Entry Volume, veh/h		384				851				44				31			
Circulating Flow (v _c), pc/h		86				16				415				828			
Exiting Flow (v _e), pc/h		446				775				56				67			
Capacity (C _{sat}), pc/h		1264				1358				904				593			
Capacity (c), veh/h		1225				1331				848				554			
v/c Ratio (x)		0.31				0.64				0.05				0.06			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		5.8				10.6				4.7				7.2			
Lane LOS		A				B				A				A			
95% Queue, veh		1.4				4.9				0.2				0.2			
Approach Delay, s/veh		5.8				10.6				4.7				7.2			
Approach LOS		A				B				A				A			
Intersection Delay, s/veh LOS					8.9								A				

Hall Road (S 675 E) at Hadley Road – Roundabout Scenario
PM PH – Existing + Background Growth

HCS7 Roundabouts Report

General Information					Site Information									
Analyst	BRW									Intersection		Hall Rd at Hadley Rd		
Agency or Co.	Traffic Engineering Inc.									E/W Street Name		Hadley Road		
Date Performed	12/20/2020									N/S Street Name		Hall Road		
Analysis Year	2020									Analysis Time Period (hrs)		0.25		
Time Analyzed	PM PH - Existing+BG									Peak Hour Factor		0.97		
Project Description	Drees Homes - Plainfield IN									Jurisdiction				

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	10	418	5	0	65	840	53	0	7	0	43	0	24	2	8
Percent Heavy Vehicles, %	0	0	3	25	0	4	2	0	0	17	0	5	0	10	0	0
Flow Rate (v/c), pc/h	0	10	444	6	0	70	883	55	0	8	0	47	0	27	2	8
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763		
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		460			1008			55			37		
Entry Volume, veh/h		446			988			52			35		
Circulating Flow (v _c), pc/h		99			18			481			961		
Exiting Flow (v _e), pc/h		518			899			65			78		
Capacity (C _{pass}), pc/h		1247			1355			845			518		
Capacity (c), veh/h		1209			1328			793			483		
v/c Ratio (x)		0.37			0.74			0.07			0.07		

Delay and Level of Service												
Approach	EB			WB			NB			SB		
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			13.8			5.2			8.4	
Lane LOS		A			B			A			A	
95% Queue, veh		1.7			7.4			0.2			0.2	
Approach Delay, s/veh		6.5			13.8			5.2			8.4	
Approach LOS		A			B			A			A	
Intersection Delay, s/veh LOS	11.3						B					

Hall Road (S 675 E) at Hadley Road – Roundabout Scenario

PM PH – Existing + Background Growth + Site Traffic

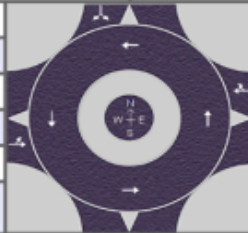
HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Hall Rd at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				Hall Rd				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.97				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	10	459	28	0	244	903	53	0	20	0	149	0	24	2	8	
Percent Heavy Vehicles, %	0	0	2	4	0	1	2	0	0	5	0	1	0	8	0	0	
Flow Rate (v/c), pc/h	0	10	483	30	0	254	950	55	0	22	0	155	0	27	2	8	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		523				1259				177				37			
Entry Volume, veh/h		512				1238				174				35			
Circulating Flow (v _c), pc/h		283				32				520				1226			
Exiting Flow (v _e), pc/h		665				980				65				286			
Capacity (C _{cap}), pc/h		1034				1336				812				395			
Capacity (c), veh/h		1013				1313				800				374			
v/c Ratio (x)		0.51				0.94				0.22				0.09			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		9.7				31.0				6.8				11.1			
Lane LOS		A				D				A				B			
95% Queue, veh		2.9				17.3				0.8				0.3			
Approach Delay, s/veh		9.7				31.0				6.8				11.1			
Approach LOS		A				D				A				B			
Intersection Delay, s/veh LOS					22.9								C				

S 700 E at Hadley Road
AM PH – Existing

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection			S 700 E at Hadley Road					
Agency or Co.	Traffic Engineering Inc.								E/W Street Name			Hadley Road					
Date Performed	12/20/2020								N/S Street Name			S 700 E					
Analysis Year	2020								Analysis Time Period (hrs)			0.25					
Time Analyzed	AM PH - Existing								Peak Hour Factor			0.84					
Project Description	Drees Homes - Plainfield IN							Jurisdiction									
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	
Lane Assignment	LT				TR								LR				
Volume (V), veh/h	0	75	667		0		280	84					0	30		31	
Percent Heavy Vehicles, %	0	1	3		0		3	1					0	0		16	
Flow Rate (v/c), pc/h	0	90	818		0		343	101					0	36		43	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1								1				
Pedestrians Crossing, p/h	0				0								0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass		
Critical Headway (s)		4.9763			4.9763									4.9763			
Follow-Up Headway (s)		2.6087			2.6087									2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass		
Entry Flow (v _e), pc/h		908			444									79			
Entry Volume, veh/h		883			433									73			
Circulating Flow (v _c), pc/h		36			90				944					343			
Exiting Flow (v _e), pc/h		854			386				191					0			
Capacity (C _{max}), pc/h		1330			1259									973			
Capacity (c), veh/h		1294			1228									900			
v/c Ratio (x)		0.68			0.35									0.08			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass		
Lane Control Delay (d), s/veh		11.9			6.3									4.8			
Lane LOS		B			A									A			
95% Queue, veh		5.8			1.6									0.3			
Approach Delay, s/veh		11.9			6.3									4.8			
Approach LOS		B			A									A			
Intersection Delay, s/veh LOS	9.8								A								

S 700 E at Hadley Road

AM PH – Existing + Background Growth

HCS7 Roundabouts Report																
General Information								Site Information								
Analyst	BRW							Intersection			S 700 E at Hadley Road					
Agency or Co.	Traffic Engineering Inc.							E/W Street Name			Hadley Road					
Date Performed	12/20/2020							N/S Street Name			S 700 E					
Analysis Year	2020							Analysis Time Period (hrs)			0.25					
Time Analyzed	AM PH - Existing+BG							Peak Hour Factor			0.84					
Project Description	Drees Homes - Plainfield IN							Jurisdiction								
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
Lane Assignment	LT				TR								LR			
Volume (V), veh/h	0	87	774		0		325	97					0	35		36
Percent Heavy Vehicles, %	0	1	3		0		3	1					0	0		16
Flow Rate (v/c), pc/h	0	105	949		0		399	117					0	42		50
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								1			
Pedestrians Crossing, p/h	0				0								0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763								4.9763		
Follow-Up Headway (s)		2.6087				2.6087								2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		1054				516								92		
Entry Volume, veh/h		1025				503								85		
Circulating Flow (v _c), pc/h	42				105				1096				399			
Exiting Flow (v _e), pc/h	991				449				222				0			
Capacity (c _{max}), pc/h		1322				1240								919		
Capacity (c), veh/h		1286				1209								850		
v/c Ratio (x)		0.80				0.42								0.10		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		16.7				7.2								5.2		
Lane LOS		C				A								A		
95% Queue, veh		9.2				2.1								0.3		
Approach Delay, s/veh	16.7				7.2								5.2			
Approach LOS	C				A								A			
Intersection Delay, s/veh LOS	13.1								B							

S 700 E at Hadley Road

AM PH – Existing + Background Growth + Bridlewood

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				S 700 E at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				S 700 E				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	AM PH - Existing+BG+Site								Peak Hour Factor				0.84				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	110	990	0	0	0	397	97	0	0	0	0	0	35	0	43	
Percent Heavy Vehicles, %	0	1	2	0	0	0	3	1	0	0	0	0	0	0	0	14	
Flow Rate (vpc), pc/h	0	132	1202	0	0	0	487	117	0	0	0	0	0	42	0	58	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)		4.9763				4.9763				4.9763				4.9763			
Follow-Up Headway (s)		2.6087				2.6087				2.6087				2.6087			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h		1334				604				0				100			
Entry Volume, veh/h		1309				589				0				93			
Circulating Flow (v _c), pc/h		42				132				1376				487			
Exiting Flow (v _e), pc/h		1244				545				249				0			
Capacity (c _{cap}), pc/h		1322				1206				339				840			
Capacity (c), veh/h		1297				1176				339				780			
v/c Ratio (x)		1.01				0.50				0.00				0.12			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh		45.3				8.6				10.6				5.8			
Lane LOS		F				A				B				A			
95% Queue, veh		22.9				2.9				0.0				0.4			
Approach Delay, s/veh	45.3				8.6								5.8				
Approach LOS	E				A								A				
Intersection Delay, s/veh LOS					32.6								D				

S 700 E at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																
General Information								Site Information								
Analyst	BRW							Intersection			S 700 E at Hadley Rd					
Agency or Co.	TEI							E/W Street Name			Hadley Rd					
Date Performed	7/7/2021							N/S Street Name			S 700 E					
Analysis Year	2030							Analysis Time Period (hrs)			0.25					
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor			0.84					
Project Description	Drees Homes - Plainfield IN							Jurisdiction								
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	110	990	0	0	0	397	97	0	0	0	0	0	35	0	43
Percent Heavy Vehicles, %	0	1	2	0	0	0	3	1	0	0	0	0	0	0	0	14
Flow Rate (v _c), pc/h	0	132	1202	0	0	0	487	117	0	0	0	0	0	42	0	58
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763					
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087					
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Entry Flow (v _e), pc/h		1334			604			0			100					
Entry Volume, veh/h		1309			589			0			93					
Circulating Flow (v _c), pc/h		42			132			1376			487					
Exiting Flow (v _e), pc/h		1244			545			249			0					
Capacity (C _{max}), pc/h		1322			1206			339			840					
Capacity (c), veh/h		1297			1176			339			780					
v/c Ratio (x)		1.01			0.50			0.00			0.12					
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass				
Lane Control Delay (d), s/veh		45.3			8.6			10.6			5.8					
Lane LOS		F			A			B			A					
95% Queue, veh		22.9			2.9			0.0			0.4					
Approach Delay, s/veh		45.3			8.6						5.8					
Approach LOS		E			A						A					
Intersection Delay, s/veh LOS	32.6								D							

PM PH – Existing

HCS7 Roundabouts Report																
General Information								Site Information								
Analyst	BRW							Intersection			S 700 E at Hadley Road					
Agency or Co.	Traffic Engineering Inc.							E/W Street Name			Hadley Road					
Date Performed	12/20/2020							N/S Street Name			S 700 E					
Analysis Year	2020							Analysis Time Period (hrs)			0.25					
Time Analyzed	PM PH - Existing							Peak Hour Factor			0.98					
Project Description	Drees Homes - Plainfield IN							Jurisdiction								
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
Lane Assignment	LT				TR								LR			
Volume (V), veh/h	0	40	381		0		748	38					0	34		84
Percent Heavy Vehicles, %	0	3	2		0		2	0					0	3		0
Flow Rate (v/c), pc/h	0	42	397		0		779	39					0	36		86
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								1			
Pedestrians Crossing, p/h	0				0								0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)		4.9763				4.9763								4.9763		
Follow-Up Headway (s)		2.6087				2.6087								2.6087		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h		439				818								122		
Entry Volume, veh/h		430				803								121		
Circulating Flow (v _c), pc/h		36				42				475				779		
Exiting Flow (v _e), pc/h		433				865				81				0		
Capacity (C _{sat}), pc/h		1330				1322								623		
Capacity (c), veh/h		1303				1297								618		
v/c Ratio (x)		0.33				0.62								0.20		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh		5.8				10.3								8.2		
Lane LOS		A				B								A		
95% Queue, veh		1.5				4.5								0.7		
Approach Delay, s/veh		5.8				10.3								8.2		
Approach LOS		A				B								A		
Intersection Delay, s/veh LOS	8.6								A							

S 700 E at Hadley Road
PM PH – Existing + Background Growth

HCS7 Roundabouts Report

General Information					Site Information										
Analyst	BRW					Intersection				S 700 E at Hadley Road					
Agency or Co.	Traffic Engineering Inc.					E/W Street Name				Hadley Road					
Date Performed	12/20/2020					N/S Street Name				S 700 E					
Analysis Year	2020					Analysis Time Period (hrs)				0.25					
Time Analyzed	PM PH - Existing+BG					Peak Hour Factor				0.98					
Project Description	Drees Homes - Plainfield IN				Jurisdiction										

Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0
Lane Assignment	LT				TR								LR			
Volume (V), veh/h	0	46	442		0		868	44					0	39		97
Percent Heavy Vehicles, %	0	3	2		0		2	0					0	3		0
Flow Rate (v/c), pc/h	0	48	460		0		903	45					0	41		99
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1								1			
Pedestrians Crossing, p/h	0				0								0			

Critical and Follow-Up Headway Adjustment													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Critical Headway (s)		4.9763			4.9763						4.9763		
Follow-Up Headway (s)		2.6087			2.6087						2.6087		

Flow Computations, Capacity and v/c Ratios													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Entry Flow (v _e), pc/h		508			948						140		
Entry Volume, veh/h		498			930						139		
Circulating Flow (v _c), pc/h		41			48			549			903		
Exiting Flow (v _e), pc/h		501			1002			93			0		
Capacity (C _{max}), pc/h		1323			1314						549		
Capacity (c), veh/h		1296			1290						545		
v/c Ratio (x)		0.38			0.72						0.25		

Delay and Level of Service													
Approach	EB			WB			NB			SB			
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	
Lane Control Delay (d), s/veh		6.4			13.3						10.1		
Lane LOS		A			B						B		
95% Queue, veh		1.8			6.8						1.0		
Approach Delay, s/veh		6.4			13.3						10.1		
Approach LOS		A			B						B		
Intersection Delay, s/veh LOS	10.8						B						

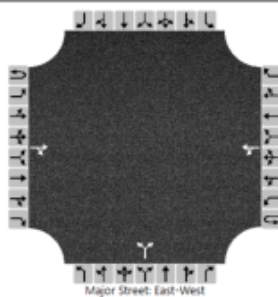
S 700 E at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				S 700 E at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				S 700 E				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.98				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LTR				LTR				LTR				LTR				
Volume (V), veh/h	0	61	583	0	0	0	1108	44	0	0	0	0	0	39	0	122	
Percent Heavy Vehicles, %	0	2	1	0	0	0	2	0	0	0	0	0	0	3	0	0	
Flow Rate (vpc), pc/h	0	63	601	0	0	0	1153	45	0	0	0	0	0	41	0	124	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				1				1				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Critical Headway (s)		4.9763			4.9763			4.9763			4.9763						
Follow-Up Headway (s)		2.6087			2.6087			2.6087			2.6087						
Flow Computations, Capacity and v/c Ratios																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Entry Flow (ve), pc/h		664			1198			0			165						
Entry Volume, veh/h		657			1175			0			164						
Circulating Flow (vc), pc/h	41			63			705			1153							
Exiting Flow (ve), pc/h	642			1277			108			0							
Capacity (cave), pc/h		1323			1294			672			426						
Capacity (c), veh/h		1309			1270			672			423						
v/c Ratio (x)		0.50			0.93			0.00			0.39						
Delay and Level of Service																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Lane Control Delay (d), s/veh		8.0			29.0			5.4			15.7						
Lane LOS		A			D			A			C						
95% Queue, veh		2.9			15.9			0.0			1.8						
Approach Delay, s/veh	8.0			29.0						15.7							
Approach LOS	A			D						C							
Intersection Delay, s/veh LOS	21.0						C										

S 725 E at Hadley Road

AM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				S 725 E at Hadley Rd					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				S 725 E					
Time Analyzed	AM PH - Existing							Peak Hour Factor				0.82					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			697	1		6	360				1		11				
Percent Heavy Vehicles (%)						0					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.10					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.20					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						7					15						
Capacity, c (veh/h)						796					334						
v/c Ratio						0.01					0.04						
95% Queue Length, Q ₉₅ (veh)						0.0					0.1						
Control Delay (s/veh)						9.6					16.3						
Level of Service (LOS)						A					C						
Approach Delay (s/veh)					0.3				16.3								
Approach LOS									C								

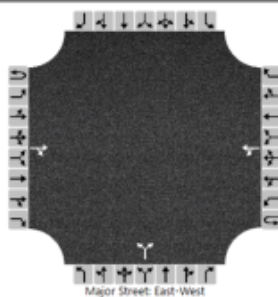
S 725 E at Hadley Road

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report

General Information								Site Information							
Analyst	BRW							Intersection	S 725 E at Hadley Rd						
Agency/Co.	Traffic Engineering Inc.							Jurisdiction							
Date Performed	12/19/2020							East/West Street	Hadley Road						
Analysis Year	2020							North/South Street	S 725 E						
Time Analyzed	AM PH - Existing + BG							Peak Hour Factor	0.82						
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25						
Project Description	Drees Homes - Plainfield IN														

Lanes



Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT					LR						
Volume (veh/h)			809	1		7	418				1		13				
Percent Heavy Vehicles (%)						0					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.10					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.20					3.50		3.30				

Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						9					17						
Capacity, c (veh/h)						708					277						
v/c Ratio						0.01					0.06						
95% Queue Length, Q ₉₅ (veh)						0.0					0.2						
Control Delay (s/veh)						10.1					18.9						
Level of Service (LOS)						B					C						
Approach Delay (s/veh)					0.3				18.9								
Approach LOS									C								

S 725 E at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 725 E at Hadley Rd								
Agency/Co.	TEI							Jurisdiction									
Date Performed	7/7/2021							East/West Street	Hadley Rd								
Analysis Year	2030							North/South Street	S 725 E								
Time Analyzed	AM PH - Existing+BG+Site							Peak Hour Factor	0.82								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			1025	1		7	490				1		13				
Percent Heavy Vehicles (%)						0					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.10					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.20					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						9					17						
Capacity, c (veh/h)						563					190						
v/c Ratio						0.02					0.09						
95% Queue Length, Q ₉₅ (veh)						0.0					0.3						
Control Delay (s/veh)						11.5					25.8						
Level of Service (LOS)						B					D						
Approach Delay (s/veh)					0.4				25.8								
Approach LOS									D								

S 725 E at Hadley Road

PM PH – Existing

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 725 E at Hadley Rd								
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street	Hadley Road								
Analysis Year	2020							North/South Street	S 725 E								
Time Analyzed	PM PH - Existing							Peak Hour Factor	0.97								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			431	1		9	789				2		9				
Percent Heavy Vehicles (%)						0					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.10					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.20					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						9					11						
Capacity, c (veh/h)						1126					431						
v/c Ratio						0.01					0.03						
95% Queue Length, Q ₉₅ (veh)						0.0					0.1						
Control Delay (s/veh)						8.2					13.6						
Level of Service (LOS)						A					B						
Approach Delay (s/veh)					0.2				13.6								
Approach LOS									B								

S 725 E at Hadley Road

PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/19/2020

Analysis Year

2020

Time Analyzed

PM PH - Existing+BG

Intersection Orientation

East-West

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

S 725 E at Hadley Rd

Jurisdiction

East/West Street

Hadley Road

North/South Street

S 725 E

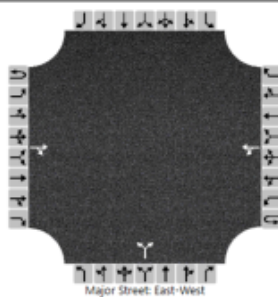
Peak Hour Factor

0.97

Analysis Time Period (hrs)

0.25

Lanes



Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			500	1		10	916				2		10				
Percent Heavy Vehicles (%)						0					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.10					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.20					3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						10					12							
Capacity, c (veh/h)						1060					370							
v/c Ratio						0.01					0.03							
95% Queue Length, Q ₉₅ (veh)						0.0					0.1							
Control Delay (s/veh)						8.4					15.1							
Level of Service (LOS)						A					C							
Approach Delay (s/veh)						0.3					15.1							
Approach LOS											C							

S 725 E at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection	S 725 E at Hadley Rd								
Agency/Co.	TEI							Jurisdiction									
Date Performed	7/7/2021							East/West Street	Hadley Rd								
Analysis Year	2030							North/South Street	S 725 E								
Time Analyzed	PM PH - Existing+BG+Site							Peak Hour Factor	0.97								
Intersection Orientation	East-West							Analysis Time Period (hrs)	0.25								
Project Description	Drees Homes - Plainfield IN																
Lanes																	
Major Street: East-West																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0			0	1	0		0	0	0
Configuration				TR		LT						LR					
Volume (veh/h)			641	1		10	1156				2		10				
Percent Heavy Vehicles (%)						0					0		0				
Proportion Time Blocked																	
Percent Grade (%)									0								
Right Turn Channelized																	
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)						4.1					7.1		6.2				
Critical Headway (sec)						4.10					6.40		6.20				
Base Follow-Up Headway (sec)						2.2					3.5		3.3				
Follow-Up Headway (sec)						2.20					3.50		3.30				
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)						10					12						
Capacity, c (veh/h)						936					253						
v/c Ratio						0.01					0.05						
95% Queue Length, Q ₉₅ (veh)						0.0					0.2						
Control Delay (s/veh)						8.9					19.9						
Level of Service (LOS)						A					C						
Approach Delay (s/veh)					0.4				19.9								
Approach LOS									C								

Center Street at Hadley Road

AM PH – Existing

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Center St at Hadley Rd				
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road				
Date Performed	12/20/2020								N/S Street Name				Center Street				
Analysis Year	2020								Analysis Time Period (hrs)				0.25				
Time Analyzed	AM PH - Existing								Peak Hour Factor				0.83				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LT		TR		L		TR				LTR				LTR		
Volume (V), veh/h	0	85	497	88	0	26	258	62	0	58	225	59	0	74	116	23	
Percent Heavy Vehicles, %	0	6	3	7	0	4	4	8	0	0	3	0	0	0	4	9	
Flow Rate (v/c), pc/h	0	109	617	113	0	33	323	81	0	70	279	71	0	89	145	30	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				2				2				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436			4.3276			4.3276						
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352			2.5352			2.5352						
Flow Computations, Capacity and v/c Ratios																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Entry Flow (v _e), pc/h	394	445		33	404			420			264						
Entry Volume, veh/h	380	428		32	386			412			256						
Circulating Flow (v _c), pc/h	267			458			815			426							
Exiting Flow (v _e), pc/h	777			423			469			291							
Capacity (C _{sat}), pc/h	1114	1114		936	936			710			989						
Capacity (c), veh/h	1072	1072		894	894			697			958						
v/c Ratio (x)	0.35	0.40		0.04	0.43			0.59			0.27						
Delay and Level of Service																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Lane Control Delay (d), s/veh	7.0	7.6		4.4	9.2			15.3			6.5						
Lane LOS	A	A		A	A			C			A						
95% Queue, veh	1.6	1.9		0.1	2.2			3.9			1.1						
Approach Delay, s/veh	7.3			8.8			15.3			6.5							
Approach LOS	A			A			C			A							
Intersection Delay, s/veh LOS	9.3						A										

Center Street at Hadley Road

AM PH – Existing + Background Growth

HCS7 Roundabouts Report																
General Information									Site Information							
Analyst	BRW								Intersection				Center St at Hadley Rd			
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road			
Date Performed	12/20/2020								N/S Street Name				Center Street			
Analysis Year	2020								Analysis Time Period (hrs)				0.25			
Time Analyzed	AM PH - Existing+BG								Peak Hour Factor				0.83			
Project Description	Drees Homes - Plainfield IN								Jurisdiction							
Volume Adjustments and Site Characteristics																
Approach	EB				WB				NB				SB			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LT		TR		L		TR				LTR				LTR	
Volume (V), veh/h	0	99	577	102	0	30	299	72	0	67	261	68	0	86	135	27
Percent Heavy Vehicles, %	0	6	3	7	0	4	4	8	0	0	3	0	0	0	4	9
Flow Rate (v/c), pc/h	0	126	716	131	0	38	375	94	0	81	324	82	0	104	169	35
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Critical and Follow-Up Headway Adjustment																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Critical Headway (s)	4.5436	4.5436			4.5436	4.5436				4.3276				4.3276		
Follow-Up Headway (s)	2.5352	2.5352			2.5352	2.5352				2.5352				2.5352		
Flow Computations, Capacity and v/c Ratios																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Entry Flow (v _e), pc/h	457	516			38	469				487				308		
Entry Volume, veh/h	440	496			36	448				478				299		
Circulating Flow (v _c), pc/h	311				531				946				494			
Exiting Flow (v _e), pc/h	902				491				544				338			
Capacity (C _{sat}), pc/h	1070	1070			876	876				635				933		
Capacity (c), veh/h	1030	1030			836	836				623				905		
v/c Ratio (x)	0.43	0.48			0.04	0.54				0.77				0.33		
Delay and Level of Service																
Approach	EB				WB				NB				SB			
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass	
Lane Control Delay (d), s/veh	8.2	9.1			4.7	11.8				26.0				7.6		
Lane LOS	A	A			A	B				D				A		
95% Queue, veh	2.2	2.7			0.1	3.2				7.1				1.5		
Approach Delay, s/veh	8.7				11.3				26.0				7.6			
Approach LOS	A				B				D				A			
Intersection Delay, s/veh LOS	12.9								B							

Center Street at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Center St at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				Center St				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	AM PH - Existing+BG+Site								Peak Hour Factor				0.83				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LT		TR		L		TR				LTR				LTR		
Volume (V), veh/h	0	118	739	138	0	30	352	72	0	78	261	68	0	86	135	34	
Percent Heavy Vehicles, %	0	5	2	5	0	3	3	8	0	0	3	0	0	0	4	6	
Flow Rate (vpc), pc/h	0	149	908	175	0	37	437	94	0	94	324	82	0	104	169	43	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				2				2				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)	4.5436	4.5436			4.5436	4.5436			4.3276				4.3276				
Follow-Up Headway (s)	2.5352	2.5352			2.5352	2.5352			2.5352				2.5352				
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (ve), pc/h	579	653			37	531				500				316			
Entry Volume, veh/h	563	635			36	512				491				307			
Circulating Flow (vc), pc/h	310				567				1161				568				
Exiting Flow (ve), pc/h	1094				574				567				381				
Capacity (c0.02), pc/h	1071	1071			848	848				529				876			
Capacity (c), veh/h	1042	1042			817	817				519				851			
v/c Ratio (x)	0.54	0.61			0.04	0.63				0.94				0.36			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh	10.1	11.7			4.8	14.6				54.9				8.4			
Lane LOS	B	B			A	B				F				A			
95% Queue, veh	3.3	4.3			0.1	4.5				11.9				1.7			
Approach Delay, s/veh	11.0				14.0				54.9				8.4				
Approach LOS	B				B				F				A				
Intersection Delay, s/veh LOS	19.8								C								

Center Street at Hadley Road

PM PH – Existing

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Center St at Hadley Rd				
Agency or Co.	Traffic Engineering Inc.								E/W Street Name				Hadley Road				
Date Performed	12/20/2020								N/S Street Name				Center Street				
Analysis Year	2020								Analysis Time Period (hrs)				0.25				
Time Analyzed	PM PH - Existing								Peak Hour Factor				0.96				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LT		TR		L		TR				LTR				LTR		
Volume (V), veh/h	0	33	269	103	0	101	582	100	0	106	185	31	0	70	240	37	
Percent Heavy Vehicles, %	0	0	3	2	0	2	2	0	0	3	0	6	0	0	3	0	
Flow Rate (v _{pc}), pc/h	0	34	289	109	0	107	618	104	0	114	193	34	0	73	258	39	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				2				2				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436			4.3276			4.3276						
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352			2.5352			2.5352						
Flow Computations, Capacity and v/c Ratios																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Entry Flow (v _e), pc/h	203	229		107	722			341			370						
Entry Volume, veh/h	198	223		105	710			336			362						
Circulating Flow (v _c), pc/h	438			341			396			839							
Exiting Flow (v _e), pc/h	396			771			331			474							
Capacity (c _{pc}), pc/h	953	953		1041	1041			1014			696						
Capacity (c), veh/h	930	930		1023	1023			999			682						
v/c Ratio (x)	0.21	0.24		0.10	0.69			0.34			0.53						
Delay and Level of Service																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Lane Control Delay (d), s/veh	6.0	6.3		4.4	14.5			7.1			13.8						
Lane LOS	A	A		A	B			A			B						
95% Queue, veh	0.8	0.9		0.3	5.9			1.5			3.2						
Approach Delay, s/veh	6.1			13.2			7.1			13.8							
Approach LOS	A			B			A			B							
Intersection Delay, s/veh LOS	10.7						B										

Center Street at Hadley Road

PM PH – Existing + Background Growth

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection			Center St at Hadley Rd					
Agency or Co.	Traffic Engineering Inc.								E/W Street Name			Hadley Road					
Date Performed	12/20/2020								N/S Street Name			Center Street					
Analysis Year	2020								Analysis Time Period (hrs)			0.25					
Time Analyzed	PM PH - Existing+BG								Peak Hour Factor			0.96					
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LT		TR		L		TR				LTR				LTR		
Volume (V), veh/h	0	38	312	120	0	117	675	116	0	123	215	36	0	81	279	43	
Percent Heavy Vehicles, %	0	0	3	2	0	2	2	0	0	3	0	6	0	0	3	0	
Flow Rate (v/c), pc/h	0	40	335	128	0	124	717	121	0	132	224	40	0	84	299	45	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				2				2				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Critical Headway (s)	4.5436	4.5436		4.5436	4.5436			4.3276			4.3276						
Follow-Up Headway (s)	2.5352	2.5352		2.5352	2.5352			2.5352			2.5352						
Flow Computations, Capacity and v/c Ratios																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Entry Flow (v _e), pc/h	236	267		124	838			396			428						
Entry Volume, veh/h	231	260		122	824			390			419						
Circulating Flow (v _c), pc/h	507			396			459			973							
Exiting Flow (v _e), pc/h	459			894			385			551							
Capacity (C _{cap}), pc/h	895	895		990	990			961			621						
Capacity (c), veh/h	873	873		973	973			946			608						
v/c Ratio (x)	0.26	0.30		0.13	0.85			0.41			0.69						
Delay and Level of Service																	
Approach	EB			WB			NB			SB							
Lane	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass					
Lane Control Delay (d), s/veh	6.9	7.3		4.9	24.4			8.5			21.4						
Lane LOS	A	A		A	C			A			C						
95% Queue, veh	1.1	1.3		0.4	10.6			2.0			5.4						
Approach Delay, s/veh	7.1			21.9			8.5			21.4							
Approach LOS	A			C			A			C							
Intersection Delay, s/veh LOS	16.2						C										

PM PH – Existing + Background Growth + Bridlewood

General Information					Site Information																
Analyst	BRW													Intersection				Center St at Hadley Rd			
Agency or Co.	Traffic Engineering Inc.													E/W Street Name				Hadley Road			
Date Performed	12/20/2020													N/S Street Name				Center Street			
Analysis Year	2020													Analysis Time Period (hrs)				0.25			
Time Analyzed	PM PH - Brindlewood Only													Peak Hour Factor				0.96			
Project Description														Jurisdiction							
Volume Adjustments and Site Characteristics																					
Approach	EB				WB				NB				SB								
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R					
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0					
Lane Assignment	LT		TR		L		TR				LTR				LTR						
Volume (V), veh/h	0	42	344	127	0	117	730	116	0	135	215	36	0	81	279	49					
Percent Heavy Vehicles, %	0	0	3	2	0	2	2	0	0	2	0	6	0	0	3	0					
Flow Rate (v/c), pc/h	0	44	369	135	0	124	776	121	0	143	224	40	0	84	299	51					
Right-Turn Bypass	None				None				None				None								
Conflicting Lanes	1				1				2				2								
Pedestrians Crossing, p/h	0				0				0				0								
Critical and Follow-Up Headway Adjustment																					
Approach	EB				WB				NB				SB								
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass						
Critical Headway (s)	4.5436	4.5436			4.5436	4.5436			4.3276				4.3276								
Follow-Up Headway (s)	2.5352	2.5352			2.5352	2.5352			2.5352				2.5352								
Flow Computations, Capacity and v/c Ratios																					
Approach	EB				WB				NB				SB								
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass						
Entry Flow (v _e), pc/h	258	290			124	897			407				434								
Entry Volume, veh/h	251	283			122	881			402				425								
Circulating Flow (v _c), pc/h	507				411				497				1043								
Exiting Flow (v _e), pc/h	493				970				389				558								
Capacity (C _{pc}), pc/h	895	895			977	977			931				585								
Capacity (C), veh/h	873	873			960	960			919				573								
v/c Ratio (x)	0.29	0.32			0.13	0.92			0.44				0.74								
Delay and Level of Service																					
Approach	EB				WB				NB				SB								
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass						
Lane Control Delay (d), s/veh	7.2	7.7			4.9	33.4			9.1				25.8								
Lane LOS	A	A			A	D			A				D								
95% Queue, veh	1.2	1.4			0.4	13.9			2.3				6.4								
Approach Delay, s/veh	7.5				29.9				9.1				25.8								
Approach LOS	A				D				A				D								
Intersection Delay, s/veh LOS	20.6								C												

Center Street at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Roundabouts Report																	
General Information								Site Information									
Analyst	BRW								Intersection				Center St at Hadley Rd				
Agency or Co.	TEI								E/W Street Name				Hadley Rd				
Date Performed	7/7/2021								N/S Street Name				Center St				
Analysis Year	2030								Analysis Time Period (hrs)				0.25				
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.96				
Project Description	Drees Homes - Plainfield IN								Jurisdiction								
Volume Adjustments and Site Characteristics																	
Approach	EB				WB				NB				SB				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Number of Lanes (N)	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0	
Lane Assignment	LT		TR		L		TR				LTR				LTR		
Volume (V), veh/h	0	50	417	143	0	117	854	116	0	162	215	36	0	81	279	63	
Percent Heavy Vehicles, %	0	0	2	1	0	2	2	0	0	2	0	6	0	0	3	0	
Flow Rate (v/c), pc/h	0	52	443	150	0	124	907	121	0	172	224	40	0	84	299	66	
Right-Turn Bypass	None				None				None				None				
Conflicting Lanes	1				1				2				2				
Pedestrians Crossing, p/h	0				0				0				0				
Critical and Follow-Up Headway Adjustment																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Critical Headway (s)	4.5436	4.5436			4.5436	4.5436				4.3276				4.3276			
Follow-Up Headway (s)	2.5352	2.5352			2.5352	2.5352				2.5352				2.5352			
Flow Computations, Capacity and v/c Ratios																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Entry Flow (v _e), pc/h	303	342			124	1028				436				449			
Entry Volume, veh/h	298	336			122	1010				430				440			
Circulating Flow (v _c), pc/h	507				448				579				1203				
Exiting Flow (v _e), pc/h	567				1145				397				573				
Capacity (c _{acc}), pc/h	895	895			945	945				868				511			
Capacity (c), veh/h	881	881			928	928				857				501			
v/c Ratio (x)	0.34	0.38			0.13	1.09				0.50				0.88			
Delay and Level of Service																	
Approach	EB				WB				NB				SB				
Lane	Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		Left	Right	Bypass		
Lane Control Delay (d), s/veh	7.9	8.5			5.1	76.7				10.9				44.2			
Lane LOS	A	A			A	F				B				E			
95% Queue, veh	1.5	1.8			0.5	25.2				2.9				9.6			
Approach Delay, s/veh	8.2				69.0				10.9				44.2				
Approach LOS	A				F				B				E				
Intersection Delay, s/veh LOS	40.7								E								

Gateway Drive at Hadley Road

AM PH – Existing

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/19/2020

Analysis Year

2020

Time Analyzed

AM PH - Existing

Intersection Orientation

East-West

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

Gateway at Hadley

Jurisdiction

East/West Street

Hadley Road

North/South Street

Gateway Drive

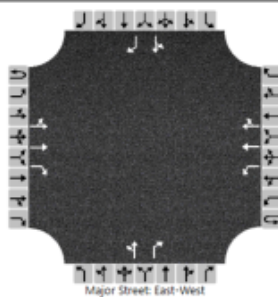
Peak Hour Factor

0.92

Analysis Time Period (hrs)

0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0			0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR			LT		R		LT		R
Volume (veh/h)		13	571	32	0	74	334	4			16	5	63		23	5	21
Percent Heavy Vehicles (%)		0			0	9					6	0	10		9	0	5
Proportion Time Blocked																	
Percent Grade (%)									0				0				
Right Turn Channelized	No								No				No				
Median Type Storage	Undivided																

Critical and Follow-up Headways

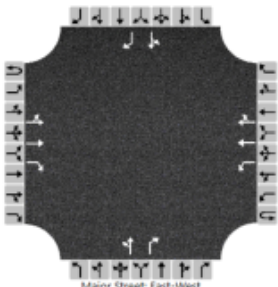
Base Critical Headway (sec)		4.1				4.1					7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.28					7.62	6.50	7.10		7.68	6.50	7.00
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.29					3.56	4.00	3.40		3.59	4.00	3.35

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		14				80					23		68		30		23
Capacity, c (veh/h)		1202				882					169		662		184		818
v/c Ratio		0.01				0.09					0.13		0.10		0.17		0.03
95% Queue Length, Q ₉₅ (veh)		0.0				0.3					0.5		0.3		0.6		0.1
Control Delay (s/veh)		8.0				9.5					29.5		11.1		28.4		9.5
Level of Service (LOS)		A				A					D		B		D		A
Approach Delay (s/veh)	0.2				1.7				15.7				20.3				
Approach LOS									C				C				

Gateway Drive at Hadley Road

AM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				Gateway at Hadley				
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street				Hadley Road				
Analysis Year	2020							North/South Street				Gateway Drive				
Time Analyzed	AM PH - Existing+BG							Peak Hour Factor				0.92				
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR		LT		R		LT		R
Volume (veh/h)		15	663	37	0	86	388	5		19	6	73		27	6	26
Percent Heavy Vehicles (%)		0			0	9				6	0	10		9	0	5
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.28				7.62	6.50	7.10		7.68	6.50	7.00
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.29				3.56	4.00	3.40		3.59	4.00	3.35
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		16				93				27		79		36		28
Capacity, c (veh/h)		1143				803				123		614		135		782
v/c Ratio		0.01				0.12				0.22		0.13		0.27		0.04
95% Queue Length, Q ₉₅ (veh)		0.0				0.4				0.8		0.4		1.0		0.1
Control Delay (s/veh)		8.2				10.1				42.3		11.7		41.0		9.8
Level of Service (LOS)		A				B				E		B		E		A
Approach Delay (s/veh)	0.3				1.8				19.5				27.2			
Approach LOS									C				D			

Gateway Drive at Hadley Road

AM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

TEI

Date Performed

7/7/2021

Analysis Year

2030

Time Analyzed

AM PH - Existing+BG+Site

Intersection Orientation

East-West

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

Gateway Dr at Hadley Rd

Jurisdiction

East/West Street

Hadley Rd

North/South Street

Gateway Dr

Peak Hour Factor

0.92

Analysis Time Period (hrs)

0.25

Lanes

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR		LT		R		LT		R
Volume (veh/h)		22	812	43	0	86	437	5		21	6	73		27	6	26
Percent Heavy Vehicles (%)		0			0	9				5	0	10		7	0	4
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

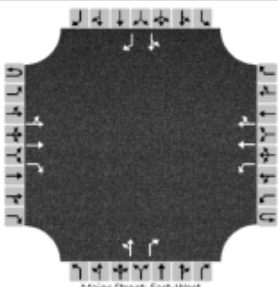
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.28				7.60	6.50	7.10		7.64	6.50	6.98
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.29				3.55	4.00	3.40		3.57	4.00	3.34

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		24				93				29		79		36		28
Capacity, c (veh/h)		1093				690				84		542		98		755
v/c Ratio		0.02				0.14				0.35		0.15		0.37		0.04
95% Queue Length, Q ₉₅ (veh)		0.1				0.5				1.4		0.5		1.5		0.1
Control Delay (s/veh)		8.4				11.0				69.7		12.8		61.6		10.0
Level of Service (LOS)		A				B				F		B		F		A
Approach Delay (s/veh)	0.4				1.8				28.1				38.8			
Approach LOS									D				E			

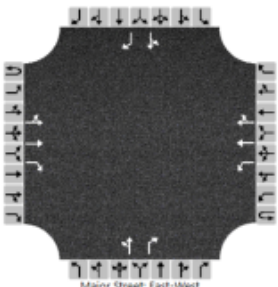
Gateway Drive at Hadley Road

PM PH – Existing

HCS7 Two-Way Stop-Control Report																
General Information								Site Information								
Analyst	BRW							Intersection				Gateway at Hadley				
Agency/Co.	Traffic Engineering Inc.							Jurisdiction								
Date Performed	12/19/2020							East/West Street				Hadley Road				
Analysis Year	2020							North/South Street				Gateway Drive				
Time Analyzed	PM PH - Existing							Peak Hour Factor				0.92				
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25				
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR		LT		R		LT		R
Volume (veh/h)		12	375	26	0	100	870	8		31	4	101		32	8	36
Percent Heavy Vehicles (%)		0			0	4				3	0	3		9	0	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.18				7.56	6.50	6.96		7.68	6.50	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.24				3.53	4.00	3.33		3.59	4.00	3.33
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		13				109				38		110		43		39
Capacity, c (veh/h)		728				1106				119		800		74		532
v/c Ratio		0.02				0.10				0.32		0.14		0.59		0.07
95% Queue Length, Q ₉₅ (veh)		0.1				0.3				1.3		0.5		2.5		0.2
Control Delay (s/veh)		10.0				8.6				48.9		10.2		106.6		12.3
Level of Service (LOS)		B				A				E		B		F		B
Approach Delay (s/veh)	0.4				0.9				20.2				62.0			
Approach LOS									C				F			

Gateway Drive at Hadley Road

PM PH – Existing + Background Growth

HCS7 Two-Way Stop-Control Report																	
General Information								Site Information									
Analyst	BRW							Intersection				Gateway at Hadley					
Agency/Co.	Traffic Engineering Inc.							Jurisdiction									
Date Performed	12/19/2020							East/West Street				Hadley Road					
Analysis Year	2020							North/South Street				Gateway Drive					
Time Analyzed	PM PH - Existing+BG							Peak Hour Factor				0.92					
Intersection Orientation	East-West							Analysis Time Period (hrs)				0.25					
Project Description	Drees Homes - Plainfield IN																
Lanes																	
																	
Vehicle Volumes and Adjustments																	
Approach	Eastbound				Westbound				Northbound				Southbound				
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority	1U	1	2	3	4U	4	5	6			7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0			0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR			LT		R		LT		R
Volume (veh/h)		14	435	30	0	116	1010	9			36	5	117		37	9	42
Percent Heavy Vehicles (%)		0			0	4					3	0	3		9	0	3
Proportion Time Blocked																	
Percent Grade (%)									0				0				
Right Turn Channelized	No								No				No				
Median Type Storage	Undivided																
Critical and Follow-up Headways																	
Base Critical Headway (sec)		4.1				4.1					7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.10				4.18					7.56	6.50	6.96		7.68	6.50	6.96
Base Follow-Up Headway (sec)		2.2				2.2					3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.20				2.24					3.53	4.00	3.33		3.59	4.00	3.33
Delay, Queue Length, and Level of Service																	
Flow Rate, v (veh/h)		15				126					45		127		50		46
Capacity, c (veh/h)		638				1042					79		762		46		474
v/c Ratio		0.02				0.12					0.57		0.17		1.08		0.10
95% Queue Length, Q ₉₅ (veh)		0.1				0.4					2.5		0.6		4.6		0.3
Control Delay (s/veh)		10.8				8.9					99.0		10.7		297.5		13.4
Level of Service (LOS)		B				A					F		B		F		B
Approach Delay (s/veh)	0.5				0.9				33.6				161.9				
Approach LOS									D				F				

Gateway Drive at Hadley Road

PM PH – Existing + Background Growth + Bridlewood

HCS7 Two-Way Stop-Control Report

General Information

Analyst

BRW

Agency/Co.

Traffic Engineering Inc.

Date Performed

12/20/2020

Analysis Year

2020

Time Analyzed

PM PH - Brindlewood Only

Intersection Orientation

East-West

Project Description

Drees Homes - Plainfield IN

Site Information

Intersection

Gateway at Hadley

Jurisdiction

East/West Street

Hadley Road

North/South Street

Gateway Drive

Peak Hour Factor

0.92

Analysis Time Period (hrs)

0.25

Lanes

Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR		LT		R		LT		R
Volume (veh/h)		15	465	31	0	116	1061	9		38	5	117		37	9	44
Percent Heavy Vehicles (%)		7			0	4				3	0	3		8	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

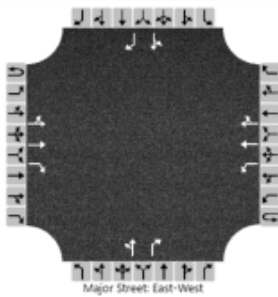
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.24				4.18				7.56	6.50	6.96		7.66	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.27				2.24				3.53	4.00	3.33		3.58	4.00	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				126				47		127		50		48
Capacity, c (veh/h)		569				1012				68		744		40		457
v/c Ratio		0.03				0.12				0.69		0.17		1.25		0.10
95% Queue Length, Q ₉₅ (veh)		0.1				0.4				3.1		0.6		5.0		0.3
Control Delay (s/veh)		11.5				9.1				133.6		10.8		383.6		13.8
Level of Service (LOS)		B				A				F		B		F		B
Approach Delay (s/veh)	0.5				0.9				43.8				202.8			
Approach LOS									E				F			

Gateway Drive at Hadley Road

PM PH – Existing + Background Growth + Site Traffic

HCS7 Two-Way Stop-Control Report																
General Information									Site Information							
Analyst	BRW								Intersection				Gateway Dr at Hadley Rd			
Agency/Co.	TEI								Jurisdiction							
Date Performed	7/7/2021								East/West Street				Hadley Rd			
Analysis Year	2030								North/South Street				Gateway Dr			
Time Analyzed	PM PH - Existing+BG+Site								Peak Hour Factor				0.92			
Intersection Orientation	East-West								Analysis Time Period (hrs)				0.25			
Project Description	Drees Homes - Plainfield IN															
Lanes																
																
Vehicle Volumes and Adjustments																
Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	1	0	1	2	0		0	1	1		0	1	1
Configuration		LT	T	R		L	T	TR		LT		R		LT		R
Volume (veh/h)		18	533	33	0	116	1177	9		43	5	117		37	9	49
Percent Heavy Vehicles (%)		6			0	4				2	0	3		8	0	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized	No								No				No			
Median Type Storage	Undivided															
Critical and Follow-up Headways																
Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.22				4.18				7.54	6.50	6.96		7.66	6.50	6.94
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.26				2.24				3.52	4.00	3.33		3.58	4.00	3.32
Delay, Queue Length, and Level of Service																
Flow Rate, v (veh/h)		20				126				52		127		50		53
Capacity, c (veh/h)		513				947				48		704		28		415
v/c Ratio		0.04				0.13				1.08		0.18		1.79		0.13
95% Queue Length, Q ₉₅ (veh)		0.1				0.5				4.7		0.7		5.9		0.4
Control Delay (s/veh)		12.3				9.4				289.5		11.2		679.3		14.9
Level of Service (LOS)		B				A				F		B		F		B
Approach Delay (s/veh)	0.7				0.8				92.2				336.6			
Approach LOS									F				F			