TOWN OF PLAINFIELD
PLAN COMMISSION REPORT

DATE: June 3, 2019

CASE NO.: DP-19-073 Building 8
DP-19-074 Building 9

PETITIONER: Strategic Capital Partners

REQUESTED ACTION: PUD Final Detailed Plan for 2 Buildings

LOCATION: Northeast corner Ronald Reagan Parkway and Stafford Road.

LOCATION MAP:

EXISTING ZONING AND LAND USE:	COMPREHENSIVE PLAN:	
Site: SCP PUD	**Site:** Light Industrial	
North: I-2 Office/Warehouse Distribution	**North:** Light Industrial	
South: AG - Agriculture	**South:** Light Industrial	
East: I-2 Office/Warehouse Distribution	**East:** Light Industrial	
West: I-2 Office/Warehouse Distribution	**West:** Light Industrial	

APPLICABLE REGULATIONS: Plainfield Zoning Ordinance
Plainfield Subdivision Control Ordinance
Plainfield Comprehensive Plan

PLANNING OVERVIEW

Project Description: Applicant desires to construct two warehouse facilities. Building 8: 213,480 square feet; Building 9: 499,200 square feet. Occupants and/or users are unknown at this time.

Development Standards: The development standards, inclusive of landscaping, parking, architectural design, etc. are a part of the approved PUD dated January 19, 2019 (PUD-18-001). The approved PUD contained a Preliminary Development Plan, which by ordinance must be complied with for approval of this Final Detailed Plan. Nor can the Final Detailed Plan deviate from the text of the PUD.

The applicant has stated that there will be no deviations from the text of the PUD or the Preliminary Plan, other than those allowed by alternatively by the PUD.

Access for both facilities are proposed to be directly to Plainfield Road. The developer is proposing to extend Plainfield Road to connect to Stafford Road as part of this project. This connection is in accordance with the Town's Comprehensive Plan. Analysis has been performed to determine the needed level of improvements to Stafford Road to support the additional traffic. Proposed improvements are considered from both a 2-3 year range and a 5-year range…noting that the longer term improvements are driven more by future development on the south side of Stafford Road that are unaffiliated with the proposed plan. The developer has agreed to make their DP approval subject to a Memorandum of Understanding with the Town Council to address the timing and funding of the improvements to be constructed.

There will be a Preliminary Plat proposed which will address many of the public right of way, individual lot access, and easement issues that Staff has discussed with the applicant. Transportation issues will be addressed at Public Hearing.

Design Review Committee May 8, 2019

1. Requested additional evergreen landscaping along Ronald Reagan Parkway and Plainfield Road
2. Due the fact that the occupant and/or user of these facilities is not currently known, it is difficult to know their future heating, ventilation, and air conditioning (HVAC) and utility service needs. Thus identifying actual HVAC and utility locations would be presumptuous at this time. The owner is to notify Staff of any proposed HVAC and utility equipment placements prior to installation – this will then be forwarded to the Design Review Committee for review, comment, and compliance with the Planned Unit Development Ordinance.

The applicant agreed to these conditions – DRC forwarded favorable recommendation.

STAFF COMMENTS, QUESTIONS AND CONCERNS

1. Grade level and roof top mechanical and utility units will not be visible from from Ronald Reagan Parkway, Stafford Road, or Plainfield Road.
2. Utility equipment shall not be visible from Ronald Reagan Parkway, Stafford Road, or Plainfield Road.
3. Dumpsters and trash enclosures must be enclosed by masonry, brick, or pre-cast concrete – CMU is not allowed in the PUD District.
4. Signage has not been made a part this proposal.
5. Trailer/Truck parking is shown on the south side of building 9; it is not allowed facing Stafford Road and will need to be removed. Applicant has agreed.

Motion #1:

I move that the Plan Commission **approve / deny / continue** DP-19-073 as filed by Strategic Capital Partners requesting Final Detailed Plan for Architectural and Site Design Review Approval to construct a new 213,480 square foot Building 8 within Metro Air Phase 2 finding that:

1. The Final Detailed Plan **satisfies / does not satisfy** the development requirements and development standards specified in the PUD District ordinance establishing such District.
2. The Final Detailed Plan **accomplishes / does not accomplish** the intent set forth in the Town of Plainfield Town Code of Ordinances Title XV: Land Usage Chapter 154. Zoning Ordinance Article 6.1; and
3. The Final Detailed Plan **provides / does not provide** for the protection or provision of the site features and amenities outlined in Town of Plainfield Town Code of Ordinances Title XV: Land Usage Chapter 154. Zoning Ordinance Article 6.1C(2)

With the following conditions:

1. Grade level and roof top mechanical and utility units will not be visible from Ronald Reagan Parkway, Stafford Road, or Plainfield Road
2. Owner will provide voluntary commitment to notify Staff of any grade level, roof top mechanical, and/or utility units and equipment to be placed on either Building 8 or Building 9 prior to installation – this will then be forwarded to the Design Review Committee for review, comment, and compliance with the Planned Unit Development Ordinance.
3. The Final Detailed Plan approval is subject to a Memorandum of Understanding with the Town Council to address the timing and funding of the improvements to be constructed prior to Primary Plat approval.

Motion #2:

I move that the Plan Commission **approve / deny / continue** DP-19-074 as filed by Strategic Capital Partners requesting Final Detailed Plan for Architectural and Site Design Review Approval to construct a new 499,200 square foot Building 9 within Metro Air Phase 2 finding that:

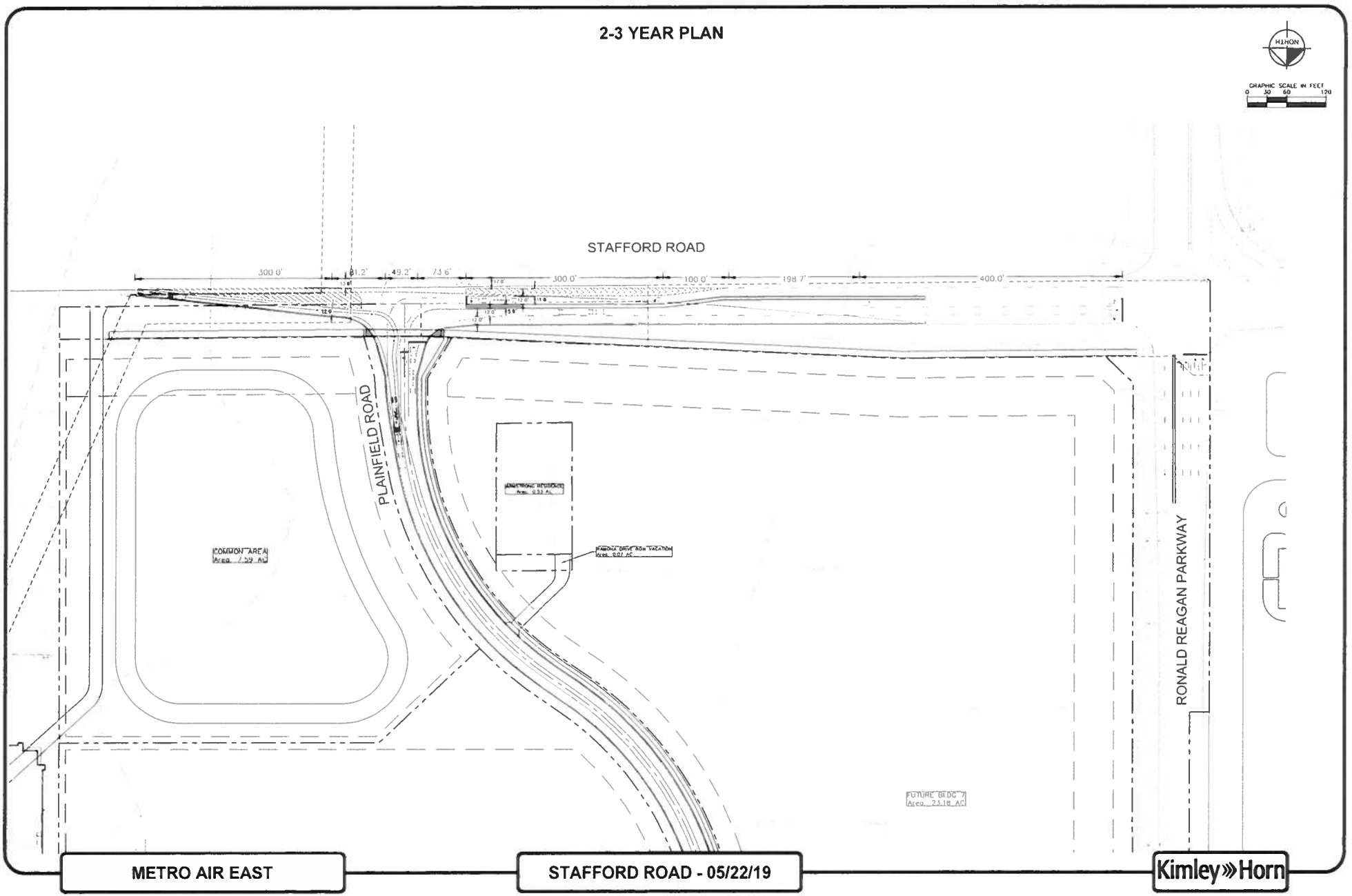
1. The Final Detailed Plan **satisfies / does not satisfy** the development requirements and development standards specified in the PUD District ordinance establishing such District.
2. The Final Detailed Plan **accomplishes / does not accomplish** the intent set forth in the Town of Plainfield Town Code of Ordinances Title XV: Land Usage Chapter 154. Zoning Ordinance Article 6.1; and
3. The Final Detailed Plan **provides / does not provide** for the protection or provision of the site features and amenities outlined in Town of Plainfield Town Code of Ordinances Title XV: Land Usage Chapter 154. Zoning Ordinance Article 6.1C(2)

With the following conditions:

1. Grade level and roof top mechanical and utility units will not be visible from Ronald Reagan Parkway, Stafford Road, or Plainfield Road

2. Owner will provide voluntary commitment to notify Staff of any grade level, roof top mechanical, and/or utility units and equipment to be placed on either Building 8 or Building 9 prior to installation – this will then be forwarded to the Design Review Committee for review, comment, and compliance with the Planned Unit Development Ordinance.
3. The Final Detailed Plan approval is subject to a Memorandum of Understanding with the Town Council to address the timing and funding of the improvements to be constructed prior to Primary Plat approval.

2-3 YEAR PLAN

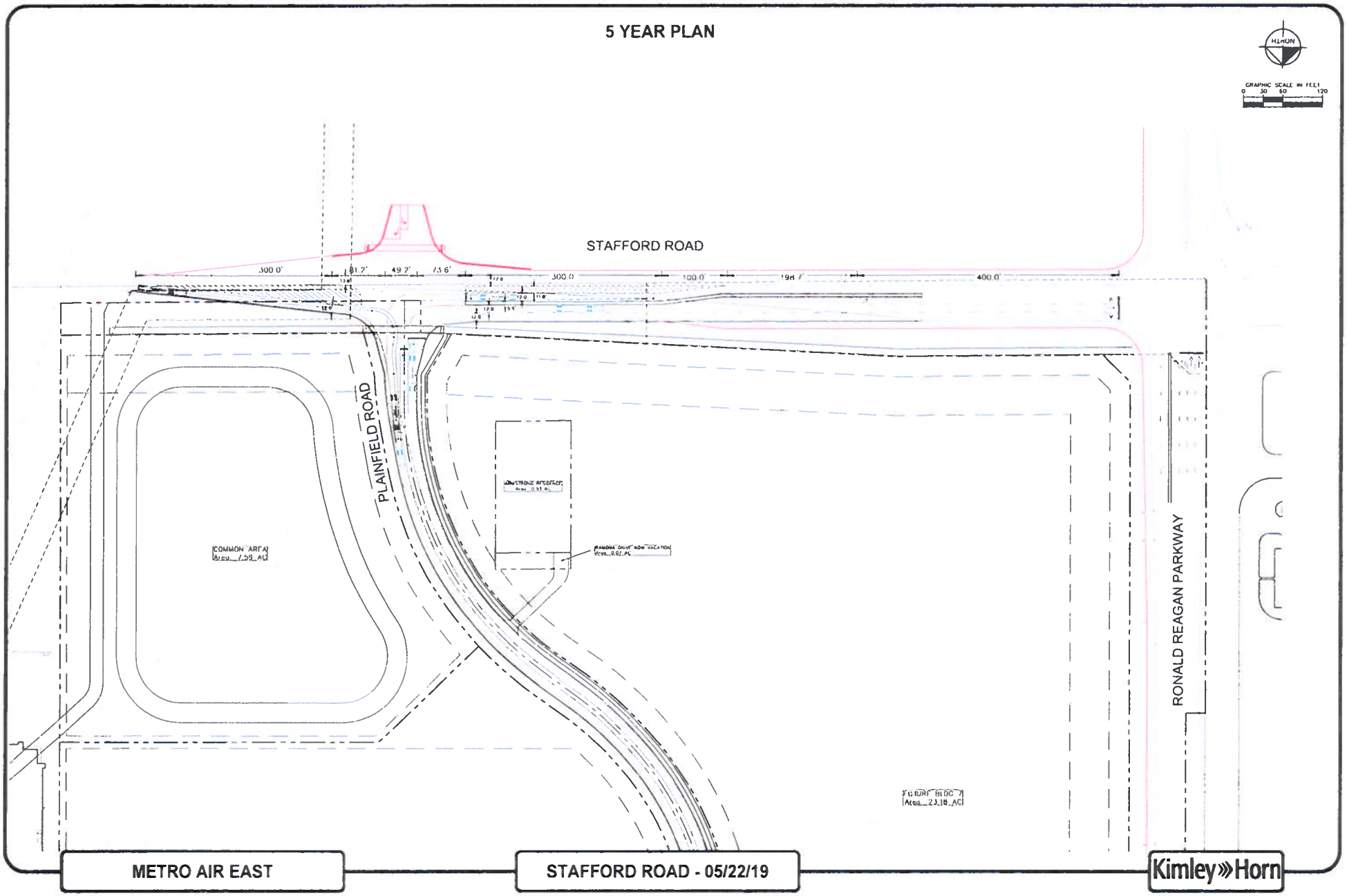


METRO AIR EAST

STAFFORD ROAD - 05/22/19

Kimley»Horn

5 YEAR PLAN



METRO AIR EAST

STAFFORD ROAD - 05/22/19

Kimley»Horn

Spack CONSULTING ENGINEERING TRAFFIC FORWARD

TRAFFICENGINEERING.com

Technical Memorandum

Date: May 17, 2019
Re: Realignment of Plainfield Road/Stafford Road

A developer is proposing two developments in the northeast and southeast corners of the Plainfield Road/Stafford Road intersection in Plainfield, Indiana. This technical memorandum will address the potential impacts of the proposed developments.

Trip Generation

Full build out of the proposed developments is expected to generate 14,564 new trips during an average weekday, 1,315 new trips during the AM peak hour and 1,203 new trips during the PM peak hour. Given that the exact size and use of the Southeast Parcel Development is unknown, an assumed total building area and land use were assumed for the purpose of this analysis. The northeast area is sub-divided based on the expected initial development (Buildings 8 and 9) and an expected next step development. Table 1 below shows the estimated trips.

Table 1 – Trip Generation Estimates

Land Use Code	Description & Size	Daily		AM Peak Hour		PM Peak Hour	
		In	Out	In	Out	In	Out
156	Building 8 (212.5 KSF)	823	823	74	74	92	44
156	Building 9 (499.2 KSF)	1,934	1,934	175	175	217	102
2-Year Build Total		**2,758**	**2,758**	**249**	**249**	**310**	**146**
156	Future Building 7 (267.5 KSF)	1,037	1,037	94	94	116	55
156	Building 9 Expansion (180 KSF)	698	698	63	63	78	37
3-Year Build Total		**4,492**	**4,492**	**406**	**406**	**504**	**237**
156	Southeast Parcel (900 KSF)	3,488	3,488	315	315	392	184
Full Build Total		**7,949**	**7,949**	**721**	**721**	**896**	**422**

It should also be noted that land use 156, per the latest Institute of Transportation Engineers' (ITE) Trip Generation Manual, represents a High-Cube Parcel Hub Warehouse. This land use has the greatest amount of traffic associated with a Warehouse land use and presents a conservatively high estimate of traffic volumes. Examining a higher amount of traffic provides flexibility for whatever type of business ultimately develops.

Analysis – 2- and 3-Year Build

The 2-year build scenarios consider the 5,516 new daily trips generated by the full development and occupation of Buildings 8 and 9. The 3-year build scenarios include an additional 3,468 new daily trips generated by the full development of building 7 and the expansion of building 9. In accordance with the site plan, the access on Ronald Reagan Parkway was modeled as a right-in, right-out (RIRO), and the Stafford Road access as full-movement.

Table 2 presents the existing and forecasted future operations for the three study intersections. Table 3 shows the expected vehicle stacking for the movements from the proposed development for the exiting movements from the site at the side-street stop signs. Based on ITE's recommendation of updating traffic signal timing plans every three to five years and the current project to update the Ronald Reagan Parkway corridor, the signal timing plans for all scenarios were optimized to best accommodate the forecasted traffic volumes.

The 2-year analyses further assume an increase in the turn lane lengths for the westbound Stafford Road approach to Ronald Reagan Parkway as well as an eastbound left turn lane and two southbound lanes (left turn lane and right turn lane) for the Stafford Road/Plainfield Road intersection. Based on the expected increase of left turn movements from southbound Ronald Reagan Parkway onto eastbound Stafford Road, the 3-year analyses assume that movement will be re-striped for dual left turn operations. The intersection is currently designed for this type of operation, but striped as a single lane. The length of the turn lane may need to be extended depending upon the actual volumes in the future.

Table 2 – Overall Intersection Level of Service and Average Delay

Intersection and Approach	Ronald Reagan Pkwy/Stafford Rd LOS – Ave Delay[1]		Plainfield Rd/Stafford Rd LOS – Ave Delay[1]		Ronald Reagan Pkwy/North Access LOS – Ave Delay[1]	
Scenario	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Existing	C – 29.9	C – 33.9	N/A	N/A	N/A	N/A
2-year Build	D – 42.6	D – 52.4	A – 3.5	A – 3.4	A – 4.3	A – 4.9
3-year Build	D – 49.6	E – 65.6	A – 5.7	A – 6.4	A – 4.7	A – 5.1

[1] The letter is the Level of Service for the overall intersection. The number is the average delay for the overall intersection.

Table 3 – Vehicle Queues at Study Intersections for Exiting Movements

Intersection and Approach	Plainfield Rd/Stafford Rd SB 95th Percentile Queue		Ronald Reagan/ North Access WB 95th Percentile Queue	
Scenario	AM Peak	PM Peak	AM Peak	PM Peak
Existing	N/A	N/A	N/A	N/A
2-year Build	3.28 veh (82 ft)	2.32 veh (58 ft)	1.72 veh (43 ft)	1.36 veh (34 ft)
3-year Build	4.68 veh (117 ft)	3.16 veh (79 ft)	2.44 veh (61 ft)	1.80 veh (45 ft)

Tables 4 and 5 below present the existing and forecasted future operations of the westbound leg of the Ronald Reagan Parkway/Stafford Road intersection in the 2- and 3-year build scenarios.

Table 4 – Level of Service (LOS) and Worst Movement Delay at RRP/Stafford Road

Intersection and Approach	Ronald Reagan Parkway/Stafford Road WB Approach LOS – Ave Delay[1]	
Scenario	AM Peak	PM Peak
Existing	E – 58.8	D – 50.0
2-year Build	E – 62.8	D – 51.9
3-year Build	E – 60.4	E – 64.2

[1] The letter is the Level of Service for the overall intersection. The number is the average delay for the overall intersection.

Table 5 – Vehicle Stacking at RRP/Stafford Road

Intersection and Approach	Ronald Reagan Parkway/Stafford Road WB Approach 95th Percentile Queues	
Scenario	AM Peak	PM Peak
Existing	5.10 veh (128 ft)	9.20 veh (230 ft)
2-year Build	9.64 veh (241 ft)	11.76 veh (294 ft)
3-year Build	10.76 veh (269 ft)	14.48 veh (362 ft)

As Table 2 shows, the LOS and delays at the intersection of Ronald Reagan Parkway/Stafford Road are operating acceptably with the new timing. In general, a LOS D is considered the lowest acceptable with LOS E representing 'at capacity' conditions. As mentioned previously, the signal was optimized regarding both cycle length and split times as this corridor is currently in the process of having the signal timings updated. As shown, the future operations are expected to remain about the same as the existing overall with the exception of the p.m. peak hour for the 3-year analysis. Under these forecasted conditions, the overall intersection is expected to operate at LOS E, less than desired. The operations are generally a function of the increased through traffic on Ronald Reagan Parkway as opposed to the proposed development volume.

Vehicle stacking in the westbound direction at the Ronald Reagan Parkway/Stafford Road intersection was also analyzed to aid in determining the placement of the Stafford Road/Plainfield Road intersection. As Table 5 shows, westbound queues in the p.m. peak hour currently experience 95th percentile queues of 294 feet in the lane with the longest queue, the through lane. With the increase in traffic from the three developments, queues are expected to increase to a maximum queue of approximately 362 feet in the 3-year p.m. peak hour. At this distance, the impact is slightly more than today and a reason for the increase in the westbound left turn lane length (300 to 400 feet). However, these Stafford Road queues do not influence operations at the Plainfield Road/Stafford Road intersection within the 3-year build scenario.

Tables 2 through 5 are focused on the two peak hours of a typical weekday. Operations during other times of the day will be better as overall traffic volumes are lower.

Based on these results, the recommended 2-year mitigation is the lengthening of the westbound Stafford Road turn lanes and the retiming of the signal. The recommended 3-year mitigation is re-striping the southbound left turns on Ronald Reagan Parkway at Stafford Road and, again, updating the signal timing to reflect the actual volumes and travel patterns. No other geometric improvements are expected to be needed with the proposed development of the NE area.

Analysis – 5 Year Build

The 5-year build scenarios consider the 7,750 new daily trips generated by the full development and occupation of the southeast parcel, the addition of the Plainfield Road northbound approach to Stafford Road, and the traffic generated in the 3-year build scenario. In accordance with the site plan, the north access on Ronald Reagan Parkway was modeled as a RIRO, and the Stafford Road access as full-movement. Similarly, the south access on Ronald Reagan Parkway was also modeled as a RIRO.

Table 6 presents the existing and forecasted future operations for the study intersections. Table 7 shows the expected vehicle stacking for the movements from the proposed develop at the stop signs. The signal timing plans used in the future analyses were optimized to best accommodate the forecasted traffic volumes. The change to provide dual southbound left turn lanes on Ronald Reagan Parkway is also assumed in this 5-year analysis.

Table 6 – Overall Intersection Level of Service and Average Delay

Intersection and Approach	Ronald Reagan Pkwy/Stafford Road LOS – Ave Delay[1]		Plainfield Road/Stafford Road LOS – Ave Delay[1]		Ronald Reagan Pkwy/North Access LOS – Ave Delay[1]		Ronald Reagan Pkwy/South Access LOS – Ave Delay[1]	
Scenario	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Existing	C – 29.9	C – 33.9	N/A	N/A	N/A	N/A	N/A	N/A
2-year Build	D – 42.6	D – 52.4	A – 3.5	A – 3.4	A – 4.3	A – 4.9	N/A	N/A
3-year Build	D – 49.6	E – 65.6	A – 5.7	A – 6.4	A – 4.7	A – 5.1	N/A	N/A
5-year Build	F – 118.4	F – 155.1	E – 39.7	C – 24.6	A – 5.2	F – 72.3	E – 37.4	E – 45.9

[1] The letter is the Level of Service for the overall intersection. The number is the average delay for the overall intersection.

Table 7 – Vehicle Queues at Study Intersection for Exiting Movements

Intersection and Approach	Plainfield Rd/ Stafford Rd SB 95th %ile Queue		Plainfield Rd/ Stafford Rd NB 95th %ile Queue		Ronald Reagan Pkwy/ North Access WB 95th %ile Queue		Ronald Reagan Pkwy/ South Access WB 95th %ile Queue	
Scenario	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak
Existing	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2-year Build	3.28 veh (82 ft)	2.32 veh (58 ft)	N/A	N/A	1.72 veh (43 ft)	1.36 veh (34 ft)	N/A	N/A
3-year Build	4.68 veh (117 ft)	3.16 veh (79 ft)	N/A	N/A	2.44 veh (61 ft)	1.80 veh (45 ft)	N/A	N/A
5-year Build	9.2 veh (230 ft)	9.32 veh (233 ft)	38.6 veh (965 ft)	17.34 veh (434 ft)	2.32 veh (58 ft)	2.24 veh (56 ft)	39.24 veh (981 ft)	11.48 veh (287 ft)

As Table 7 shows, the side streets experience unacceptable 95th percentile queues in the 5-year build scenarios at some intersections, particularly during the a.m. peak at accesses to/from the southern parcel. Overall, these results show development of the southern parcel will have significant issues with full build-out using conservatively high trip generation. The queues at the southern parcel are excessively long in both the a.m. and p.m. peak hours. Off-peak hours will have better operations since volumes are inherently lower.

Tables 8 and 9 below present the existing and forecasted future operations of the westbound leg of the Ronald Reagan Parkway/Stafford Road intersection in the 5-year build scenario. The signal timing plans used in the 5-year analyses were optimized to best accommodate the forecasted traffic volumes.

Table 8 – Level of Service (LOS) and Worst Movement Delay at RRP/Stafford Road

Intersection and Approach	Ronald Reagan Parkway/Stafford Road WB Approach LOS - Ave Delay[1]	
Scenario	AM Peak	PM Peak
5-year Build	F – 169.5	F – 166.9

[1] The letter is the Level of Service for the overall intersection. The number is the average delay for the overall intersection.

Table 9 – Vehicle Stacking at RRP/Stafford Road

Intersection and Approach	Ronald Reagan Parkway/Stafford Road WB Approach 95th Percentile Queues	
Scenario	AM Peak	PM Peak
5-year Build	49.12 veh (1,228 ft)	48.68 veh (1,217 ft)

As Table 8 shows, delays and LOS at the intersection of Ronald Reagan Parkway/Stafford Road are operating at unacceptable levels during the 5-year peak hours (in general, a LOS D is considered the lowest acceptable with LOS E representing 'at capacity' conditions). As mentioned previously, the signal was optimized regarding both cycle length and split times as this corridor is currently in the process of having the signal timings updated. The intersection should be reevaluated once implementation of the new timings is complete.

As Table 9 shows, westbound queues in the p.m. peak hour are currently experience 95th percentile queues of 230 feet in the lane with the longest queue, the through lane. With the increase in traffic from the two developments, queues are expected to increase to a maximum queue of approximately 1,200 feet in the 5-year peak hour scenarios.

Based on the results presented with 5-year projected volumes and existing geometry, mitigation will be required before full development of the southeast area.

Mitigation – 5 Year Build

Given the large increase in traffic expected as a result of the developments, mitigation strategies such as signal adjustment, geometric changes, and access restrictions were considered to improve operations at the study intersections. The following scenarios were considered:

Scenario 1 focuses on geometric and control changes, including:

- At the Ronald Reagan Parkway/Stafford Road intersection, provide a second westbound through lane, and three northbound/southbound through lanes. Ronald Reagan Parkway's expansion to a six-lane facility in this area has been discussed before as necessary to accommodate expected future volumes.
- Signalize of the Plainfield Road/Stafford road intersections to alleviate the excessively long queues at the accesses. Coordination of the signal with the Ronald Reagan Parkway/Stafford Road signal will also be required. The Northern and Southern accesses are modeled as a RIRO in this scenario as signalization of the intersections worsened operations on Ronald Reagan Parkway due to queuing issues. A ¾-access did not sufficiently improve operations in the study area and could represent a safety issue for drivers turning across three through of a high-speed facility.

Tables 10 to 13 show the operational results at the study intersections during the a.m. peak hour with the recommended mitigation of geometric and control changes. The a.m. peak hour had the worst operations, so improvement at this peak hour means all other hours similarly improve.

Table 10 – Overall Intersection Level of Service and Average Delay with Mitigation

Intersection and Approach	Ronald Reagan Pkwy/Stafford Road LOS – Ave Delay[1]	Plainfield Road/Stafford Road LOS – Ave Delay[1]	Ronald Reagan Pkwy/North Access LOS – Ave Delay[1]	Ronald Reagan Pkwy/South Access LOS – Ave Delay[1]
Scenario	AM Peak	AM Peak	AM Peak	AM Peak
5-year Build	E – 56.8	B – 18.6	A – 4.3	F – 138.1

[1] The letter is the Level of Service for the overall intersection. The number is the average delay for the overall intersection.

Table 11 – Vehicle Queues at Study Intersections for Movements with Mitigation

Intersection and Approach	Plainfield Rd/ Stafford Rd NB 95th %ile Queue	Plainfield Rd/ Stafford Rd SB 95th %ile Queue	Plainfield Rd/ Stafford Rd EB 95th %ile Queue	Plainfield Rd/ Stafford Rd WB 95th %ile Queue
Scenario	AM Peak	AM Peak	AM Peak	AM Peak
5-year Build	12.96 veh (324 ft)	5.56 veh (139 ft)	13.68 veh (342 ft)	6.12 veh (153 ft)

Table 12 – Level of Service (LOS) and Worst Movement Delay at RRP/Stafford Road with Mitigation

Intersection and Approach	Ronald Reagan Parkway/Stafford Road WB Approach LOS – Ave Delay[1]
Scenario	AM Peak
5-year Build	D – 48.1

[1] The letter is the Level of Service for the overall intersection. The number is the average delay for the overall intersection.

Table 13 – Vehicle Stacking at RRP/Stafford Road with Mitigation

Intersection and Approach	Ronald Reagan Parkway/Stafford Road WB Approach 95th Percentile Queue
Scenario	AM Peak
5-year Build	16.04 veh (401 ft)

As shown in the tables above, the mitigation scenario greatly improves operations at the access intersections.

Scenario 2 focuses on using less traffic-intense development with targeted geometric improvements, including:

- At the Ronald Reagan Parkway/Stafford Road intersection, provide a second westbound through lane to help the intersection handle the large increase in westbound movements with the development of both parcels.
- Change the southern parcel's land use from High-Cube Parcel Hub to a lower generating land use or require travel demand management strategies to be implemented for the study area developments. Less intense use of the land will reduce the traffic load. Travel demand management strategies look to shift the traffic outside of the peak periods and change the type of traffic to carpools, transit, bicycling, or walking. These shifts and mode changes can result in the same reduction of traffic during the peak hours as less intensive land use development.

This scenario allows for the intersections on Ronald Reagan Parkway to operate as RIROs, as shown in the site plan. Both intersections were also modeled assuming signalization or under ¾-access to evaluate operations. However, the RIRO access restriction was found to be the best option in this scenario.

Either through land use or strategies to shift the traffic, reducing the volume of traffic to/from the study will improve operations. If significant enough, the expansion to a six-lane facility on Ronald Reagan Parkway may not be necessary.

Although right-of-way should be reserved for the potential expansion of Ronald Reagan Parkway and other recommended changes, the study area should be examined again once the initial phase of development is completed. Actual volumes may differ from the analyzed volumes of this report. Specifically, the background growth could be lower than expected, the development could have less traffic generation than expected, or other regional travel pattern changes could impact the results and potential next steps for accommodating traffic in the study area.

Traffic Study Notes

- A growth rate factor of 1% per year was used for the build scenarios.
- Truck percentages remain at 2% with the assumption that most of the traffic to and from the site during the peak hours will be via passenger car.
- Trip distribution was assumed as follows based on surrounding roads AADT volumes:
    - 40% to/from the North
    - 30% to/from the South
    - 25% to/from the West
    - 5% to/from the East

Geometry Used for Build Scenarios

- Ronald Reagan Pkwy/N Parcel Access
    - SB – 2 Through
    - WB – Right Only
    - NB – Through/Through/Right
- Stafford Rd/Plainfield Rd 2- and 3-year Bld
    - SB – Left/Right
    - WB – Shared Through-Right
    - EB – Left/Through
- Stafford Rd/Plainfield Rd 5-year Build
    - SB – Left/Shared Through-Right
    - WB –Left/Shared Through-Right
    - EB – Left/Through/Right
    - NB – Left/Shared Through-Right
- Ronald Reagan Pkwy/S Parcel Access
    - SB – Through/Through/Through
    - WB – Right Only
    - NB – Through/Through/Through/Right
- Ronald Reagan Pkwy/Stafford Rd 2-year Bld
    - SB- Left/Through/Shared Through-Right
    - WB-Left/Through/Right
    - EB-Left/Through/Right/Right
    - NB- Left/Left/Through/Shared Through-Right
- Ronald Reagan Pkwy/Stafford Rd 3-year Bld
    - SB- Left/Left/Through/Shared Through-Right
    - WB-Left/Through/Right
    - EB-Left/Through/Right/Right
    - NB- Left/Left/Through/Shared Through-Right
- Ronald Reagan Pkwy/Stafford Rd 5-year Bld Mitigation
    - SB- Left/Left/Through/Through/Shared Through-Right
    - WB-Left/Through/Through/Right
    - EB-Left/Through/Right/Right
    - NB-Left/Left/Through/Through/Shared Through-Right