LEVEL 2 TRAFFIC IMPACT ANALYSIS

FOR

NEW BRAUNFELS UTILITIES CAMPUS NEW BRAUNFELS, TEXAS

Prepared for:

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INTRODUCTION

This study evaluates the traffic impacts of the proposed New Braunfels Utilities Campus (Phase 1) to be constructed on approximately 50 acres within the City of New Braunfels, Texas. This report also includes a high-level planning evaluation for a potential New Braunfels Independent School District (ISD) Elementary School (Phase 2) to be constructed on the remaining land, which is approximately 28 acres. The existing land use is Agricultural/Pre-Development.

The proposed Phase 1 (2023) consists of up to 50,000 square feet of Government Office Building (ITE Code 730) and up to 57,000 square feet of Utility (ITE Code 170).

The Build-Out (2025) condition includes the above along with up to 100,000 square feet of Elementary School (ITE Code 520). *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only.*

A map of the impact area and existing land uses are shown in Figure 1.

An image of the site plan for the proposed New Braunfels Utilities Campus (Phase 1) is provided in Figure 2; a larger format is provided in Appendix A.

New Braunfels ISD does not yet know what they intend to use their property for; therefore, a site plan is not available. Within this report a 100,000 square foot Elementary School is considered for planning purposes.

For Phase 1 (2023), two access points are proposed:

- Access 1: A full access intersection that will connect with an extended Westpointe Drive approximately 2,900 feet southwest of Oak Run Parkway. This is the main access for the Utilities campus and will be used by Utility Vehicles, Employees, and Visitors.
- Access 2: A full access intersection that will connect with an extended Westpointe Drive approximately 3,400 feet southwest of Oak Run Parkway. This access will only be used by Employees.

For Build-Out (2025), two access points are considered.

- Access 3: The fourth leg of a full access intersection that connects with an extended Westpointe Drive approximately 2,900 feet southwest of Oak Run Parkway. This planning level evaluation presumes this would be the parent pick-up and drop-off access.
- Access 4: The fourth leg of a full access intersection that connects with an extended Westpointe Drive approximately 3,400 feet southwest of Oak Run Parkway. This planning level evaluation presumes this would be the teacher and school bus access.

Study Scope and Impact Area

Study scope and impact area were established during a scoping meeting that occurred on February 26, 2020. The scoping Meeting worksheet, the anticipated analyses, TIA Determination letter, and Determination form are provided in Appendix B.

Study Elements

This study includes the following elements.

Data Collection

- Turning movement count data were collected in February 2021.
- The proposed site plan was provided by HMT Engineering & Surveying.
- Lee Engineering staff conducted field observations and gathered other relevant information.

Traffic Analysis

- Assessed the general accessibility of the site.
- Estimated the number of trips that will be generated by the proposed development.
- Estimated the directional distribution of traffic approaching/departing the development.
- Assigned the estimated site traffic to the proposed street network.
- Performed capacity analyses at study intersections within the study area.

Recommendations

• Determined if any roadway improvements are needed to accommodate projected traffic generated by the proposed development.

Documentation

• Prepared this report documenting the study procedures and results.

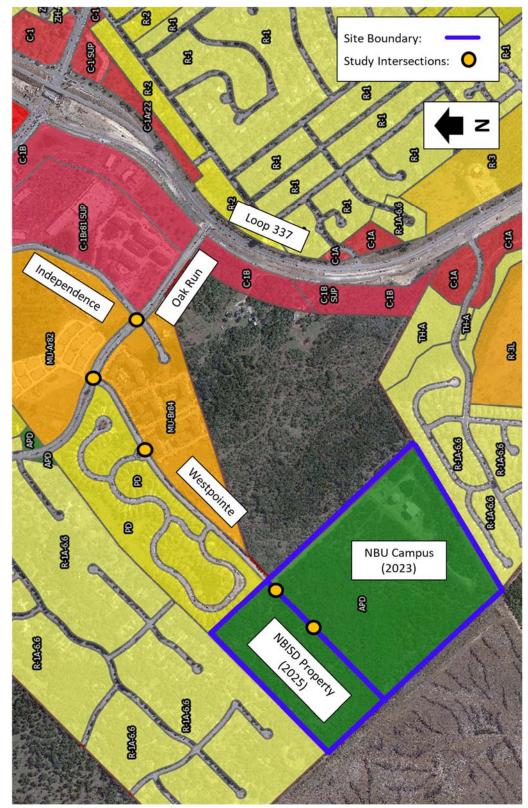


Figure 1. Impact Area and Existing Land Use.



Figure 2. Site Plan.

SITE ACCESSIBILITY AND STUDY IMPACT AREA

Site accessibility describes the means by which people (vehicles) arrive at or depart a development. A site's accessibility is affected by the geographical location of the development with respect to other activity areas, the roadway system, and other physical constraints.

For Phase 1 (2023), two access points are proposed:

- Access 1: A full access intersection that will connect with an extended Westpointe Drive approximately 2,900 feet southwest of Oak Run Parkway. This is the main access for the Utilities campus and will be used by Utility Vehicles, Employees, and Visitors.
- Access 2: A full access intersection that will connect with an extended Westpointe Drive approximately 3,400 feet southwest of Oak Run Parkway. This access will only be used by Employees.

For Build-Out (2025), two access points are considered.

- Access 3: The fourth leg of a full access intersection that connects with an extended Westpointe Drive approximately 2,900 feet southwest of Oak Run Parkway. This planning level evaluation presumes this would be the parent pick-up and drop-off access.
- Access 4: The fourth leg of a full access intersection that connects with an extended Westpointe Drive approximately 3,400 feet southwest of Oak Run Parkway. This planning level evaluation presumes this would be the teacher and school bus access.

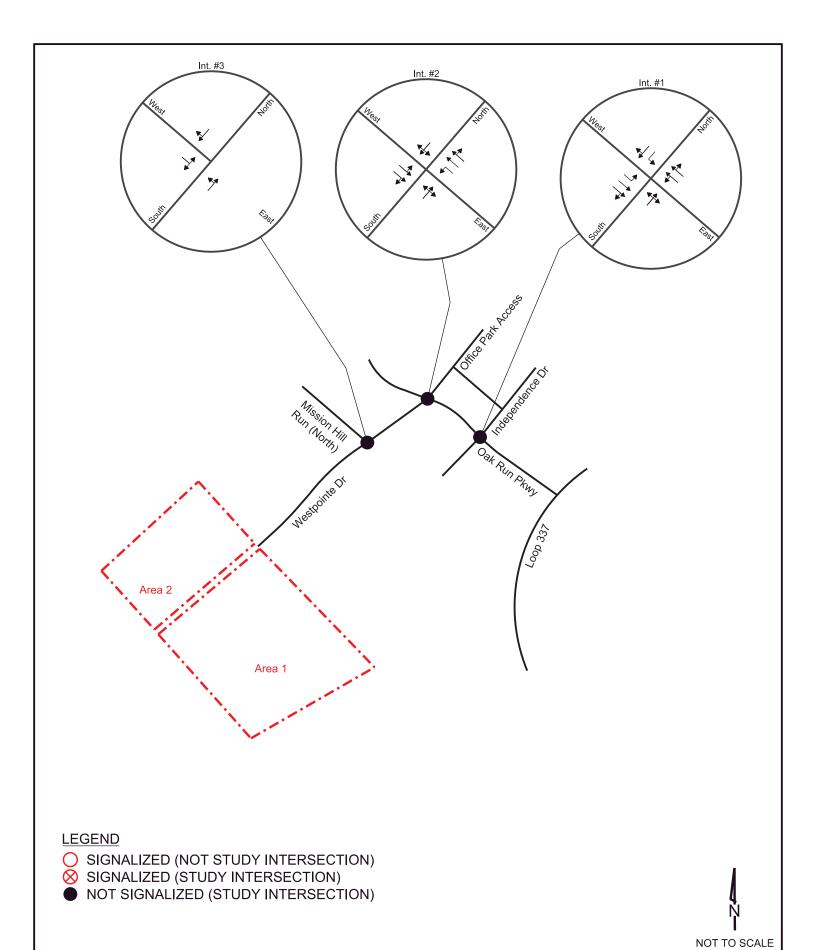
Study Scope and Impact Area

Study scope and impact area were established during a scoping meeting that occurred on February 26, 2020. The scoping Meeting worksheet, the anticipated analyses, TIA Determination letter, and Determination form are provided in Appendix B.

Based upon the scoping meeting, the impact area of the proposed development includes the following proposed intersections associated with this development:

- Oak Run Parkway at Independence Drive.
- Oak Run Parkway at Westpointe Drive.
- Westpointe Drive at Mission Hill Run (northeast intersection).
- Westpointe Drive at Access 1 (New Braunfels Utilities)/Access 3 (New Braunfels ISD).
- Westpointe Drive at Access 2 (New Braunfels Utilities)/Access 4 (New Braunfels ISD).

The existing impact area lane configuration is provided in Exhibit 1.





Existing Roadway Configurations and Adjacent Land Use

The existing public roadways within the impact area are:

- Independence Drive.
- Oak Run Parkway.
- Westpointe Drive.

The following sections discuss the existing roadways, the land uses adjacent to these roadways, and any assumptions associated with these roadways that influence the analysis within this TIA.

Independence Drive

Independence Drive is a 2-lane divided roadway with one lane in each direction and a continuous two-way left-turn lane. It has a paved width of approximately 40 feet and a speed limit of 30 mph. It is classified as a Major Collector in the City of New Braunfels 2012 Regional Transportation Plan. A photo of the existing roadway is provided in Figure 3. As shown in Figure 1, the existing land use along Independence Drive within the impact area are:

- General Business District (C1-B).
- High Intensity Mixed Use District (MU-B).
- Low Intensity Mixed Use District (MU-A).



Figure 3. Northeast Bound Independence Drive Northeast of Oak Run Parkway.

Oak Run Parkway

Oak Run Parkway within the impact area is a 4-lane divided roadway with two lanes in each direction and a raised median. Some intersection approaches have dedicated left-turn lanes. It has a paved width of approximately 48 feet and a speed limit of 30 mph. It is classified as a Major Collector in the City of New Braunfels 2012 Regional Transportation Plan. A photo of the existing roadway is provided in Figure 4. As shown in Figure 1, the existing land use along Independence Drive within the impact area are:

- Agricultural/Pre-development (APD).
- General Business District (C1-B).
- High Intensity Mixed Use District (MU-B).
- Low Intensity Mixed Use District (MU-A).
- Planned Development District (PD).
- Single-Family District (R-1A).



Figure 4. Northwest Bound Oak Run Parkway Northwest of Independence Drive.

Westpointe Drive

Westpointe Drive is a 2-lane undivided roadway with one lane in each direction. It has a paved width of approximately 33 feet and a speed limit of 30 mph. It does not have a classification within the City of New Braunfels 2012 Regional Transportation Plan. A photo of the existing roadway is provided in Figure 5. As shown in Figure 1, the existing land use along Independence Drive within the impact area are:

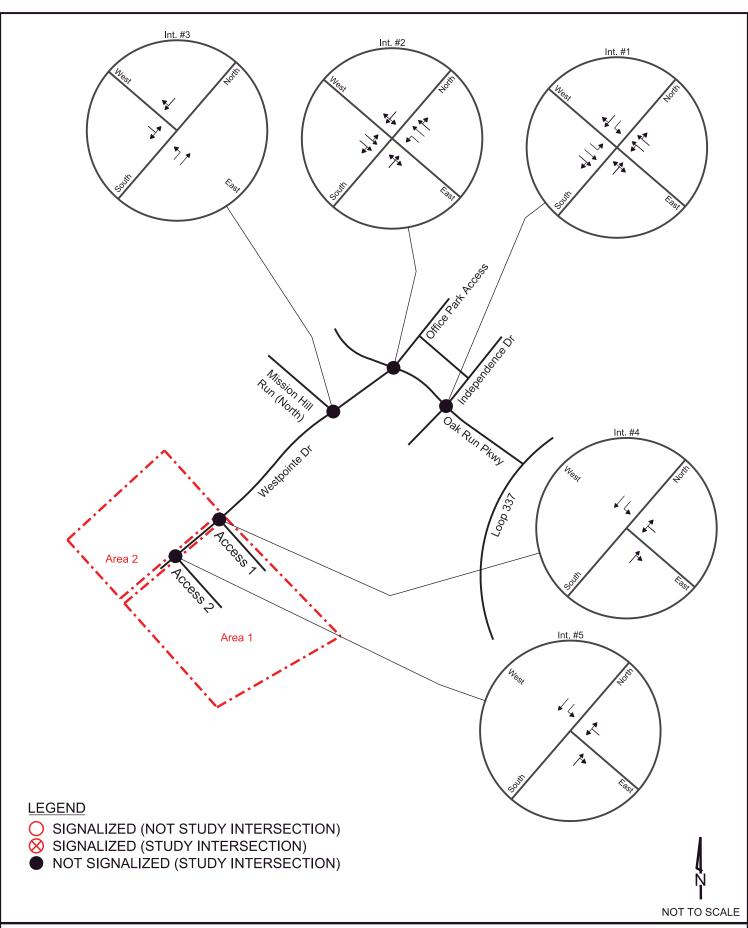
- Agricultural/Pre-development (APD).
- High Intensity Mixed Use District (MU-B).
- Planned Development District (PD).

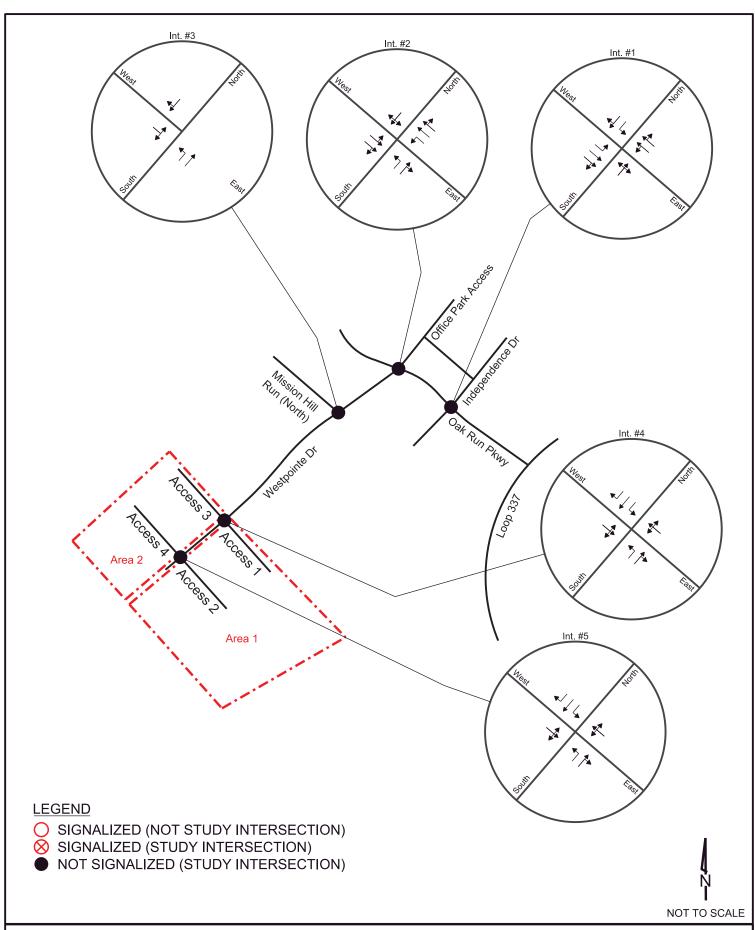


Figure 5. Southwest Bound Westpointe Drive Southwest of Westpointe Drive.

Phase 1 (2023) and Build-Out (2025) Impact Area Roadway Configurations

The Phase 1 (2023) Impact Area Lane Configuration is provided in Exhibit 2. The Build-Out (2025) impact area lane configuration is provided in Exhibit 3. Differences between Existing (2020) lane configuration and the Phase 1 (2023) and Build-Out (2025) impact area lane configurations are a result of mitigations identified within this report's analyses.





PROPOSED DEVELOPMENT

This study evaluates the traffic impacts of the proposed New Braunfels Utilities Campus (Phase 1) to be constructed on approximately 50 acres within the City of New Braunfels, Texas. This report also includes a planning level evaluation for a potential New Braunfels Independent School District (ISD) Elementary School (Phase 2) to be constructed on the remaining land, which is approximately 28 acres. The existing land use is Agricultural/Pre-Development.

The proposed Phase 1 (2023) consists of up to 50,000 square feet of Government Office Building (ITE Code 730) and up to 57,000 square feet of Utility (ITE Code 170).

The Build-Out (2025) condition includes the above along with up to 100,000 square feet of Elementary School (ITE Code 520). *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only.*

The number of vehicle trips generated by the proposed development were estimated based on the trip generation rates provided in the *Trip Generation Manual, Tenth Edition*, which is published by the Institute of Transportation Engineers (ITE). The number of trips generated by the development is a function of the type and quantity of the land use characteristics within the development.

Estimates of the number of trips generated by the site were made for the Average Weekday, the AM peak hour of the adjacent street, and the PM peak hour of the adjacent street. Table 1 shows the weekday trip generation rates, directional splits, and estimated number of trips for the proposed land uses.

The City of New Braunfels Trip Generation Worksheet is provided in Appendix C.

Table 1. Trip Generation Characteristics for Proposed Development.																			
Rates																			
Description	kday	AM Peak Hour PM Peak Hour																	
Government Office Building (2023)	730			22	.59		3.34						1.71						
Utility (2023)	170			13	.24		2.31						2.27						
Elementary School (2025)	520			19	.52		6.97					1.37							
					Dire	ctional S	plit												
Description ITE Code Average Weekday AM Peak Hour PM Peak Hour											ur								
Government Office Building (2023)	730	ln	50)%	Out	50%	ln	75	75% O		25%	ln	25	25%		75%			
Utility (2023)	170	ln	50)%	Out	50%	ln	80% C		Out	20%	ln	20	1%	Out	80%			
Elementary School (2025)	520	ln	50)%	Out	50%	In 55%		55% Out		45%	In 45%		5%	Out	55%			
					Nun	ber of T	rips												
Land Use	Varriable		Aver	age	Wee	kday		A۱	/ Pea	Peak Hour PM Peak Hou					ur				
Eurid 030		То	tal	li	n	Out	То	tal	I	n	Out	То	tal	I	n	Out			
Government Office Building (2023)	50.0 1000 Sq. Ft. GFA	1,1	30	56	65	565	16	167 125 42 86		86		2	22	64					
	57.0																		
Utility (2023)	1000 Sq. Ft. GFA	75	55	37	78	377	13	32	10	06	26	130		130		2	26	104	
Elementary School (2025)	100.0 1000 Sq. Ft. GFA	1,9	,952 97		76	976	69	697 383		33	314	13	37	6	62	75			
Total Volum Added to Adjacen		3,8	37	1,9	19	1,918	99	96	6	14	382	353		1	10	243			

TRAFFIC VOLUMES

Existing (2021) Traffic Volumes

Existing (2021) Traffic count data were collected on February 4, 2021 during the AM Peak Period (7:00 AM to 9:00 AM) and PM Peak Period (4:00 PM to 6:00 PM) at the following intersections:

- 1. Oak Run Parkway at Independence Drive.
- 2. Oak Run Parkway at Westpointe Drive/Office Park Access.
- 3. Westpointe Drive at Mission Hill Run (Northeast Intersection).

The raw traffic count data are provided in Appendix D.

Weekday Peak Hour Traffic Volumes obtained from these count data are shown in Exhibit 4.

COVID-19 Adjustments

Traffic count data used within this report was collected in January 2020, before the effects of the COVID-19 pandemic. Therefore, no adjustments for COVID-19 are necessary.

Background (2023) and Background (2025) Office Park Traffic

As requested at the scoping meeting, this traffic study estimated the anticipated traffic from the office park currently being constructed north of Oak Run Parkway at Westpointe Drive. The estimated trip generation characteristics for this development are provided in Table 2. The estimated traffic includes the following assumptions:

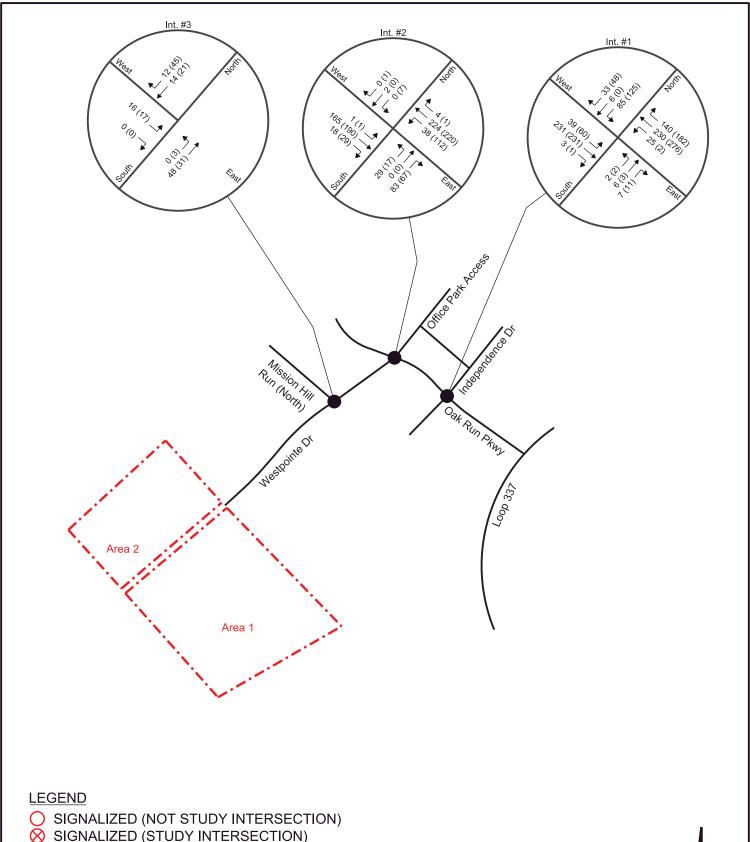
- Land Use of Office Park since the area is zoned low-density mix use.
- 20% of the available land (15.8 acres) will become a gross floor area of 139,000 square feet.
- The Office Park will have the same global distribution discussed at the scoping meeting.

The trip distribution for the office park is provided in Exhibit 5. The anticipated Office Park traffic assigned to the roadway network is provided in Exhibit 6.

Note: The estimated number of trips shown in Table 2 may not match the values shown in the Exhibits. Additionally, there could be minor variations in volumes between intersections. These differences are a result of rounding partial trips up to the nearest whole trip within the trip distribution tables in Appendix E and Appendix F.

Table 2. Trip Generation Characteristics for Office Park.

Rates																
Description	ITE Code	-	kday	AM Peak Hour					PM Peak Hour							
Office Park (2023) Background Traffic	750			1.44					1.07							
					Dire	ctional S	plit									
Description	ITE Code	1	Avera	ige V	Nee	kday	AM Peak Hour				PM Peak Hour					
Office Park (2023) Background Traffic	750	ln	50%	%	Out	50%	ln	89% Ou		Out	11%	ln	7%		Out	93%
				İ	Nun	nber of T	rips									
Land Use	Varriable	/	Avera	ige V	Vee	kday	AM Peak Hour					PM Peak Hour				
		To	tal	In	1	Out	То	tal	I	n	Out	То	tal	I	n	Out
Office Park (2023)	139.0															
Background Traffic	1000 Sq. Ft. GFA	1,5	39	77	0	769	20)1	1	79	22	149		1	0	139
Total Volume Added to Adjacent Streets			39	77	'0	769	201		1	79	22	149		1	0	139



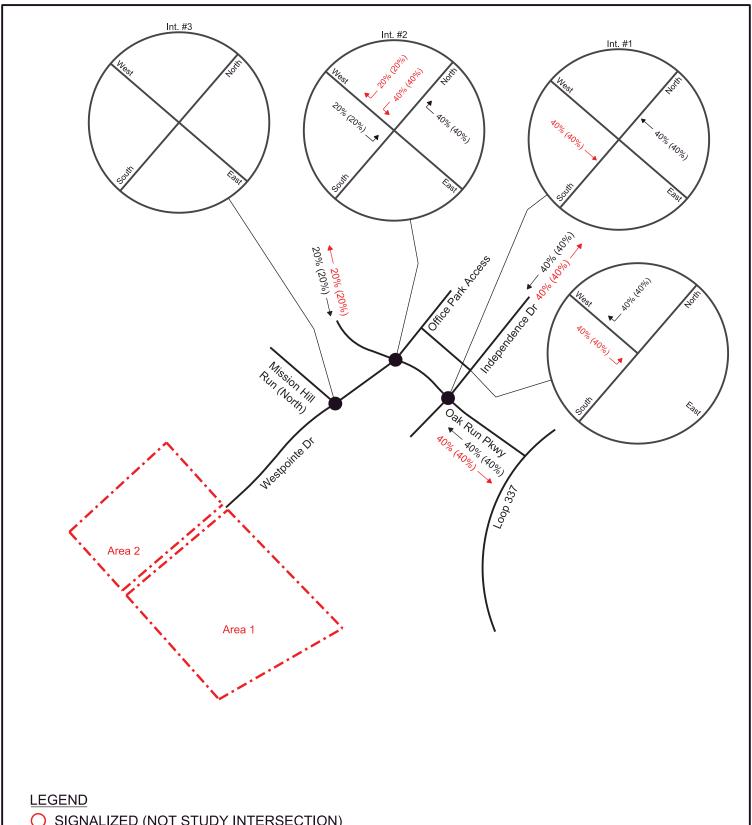


SIGNALIZED (STUDY INTERSECTION)

NOT SIGNALIZED (STUDY INTERSECTION) AM (PM) PEAK HOUR VOLUMES







SIGNALIZED (NOT STUDY INTERSECTION)

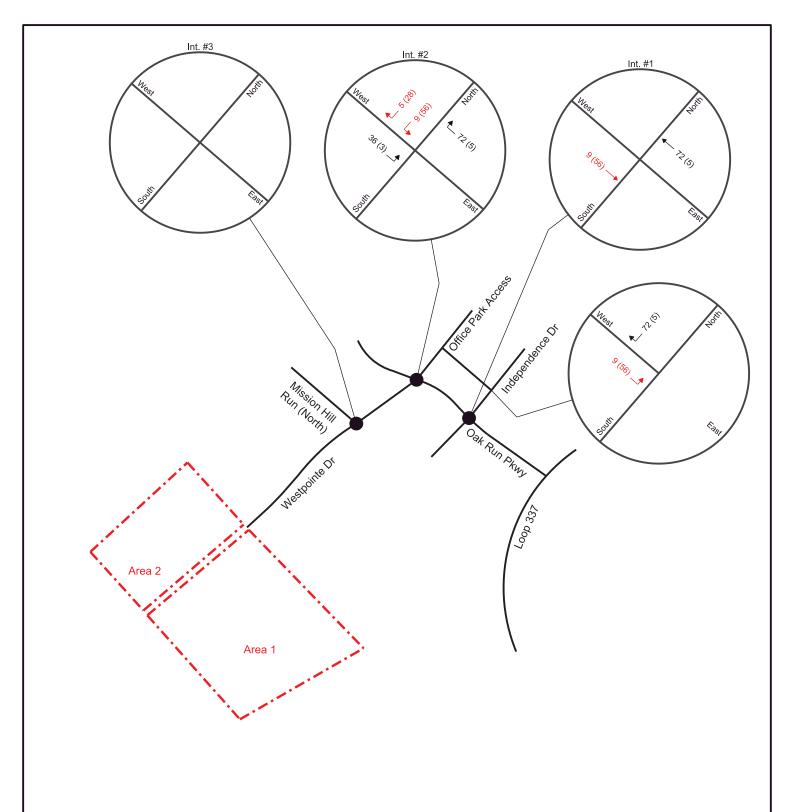
SIGNALIZED (STUDY INTERSECTION)

NOT SIGNALIZED (STUDY INTERSECTION)

AM (PM) % ENTER AM (PM) % EXIT



NOT TO SCALE



LEGEND

SIGNALIZED (NOT STUDY INTERSECTION)

SIGNALIZED (STUDY INTERSECTION)

NOT SIGNALIZED (STUDY INTERSECTION) AM (PM) ENTERING PK. HR. VOLUMES

AM (PM) EXITING PK. HR. VOLUMES





Background (2023) and Background (2025) Traffic Volumes

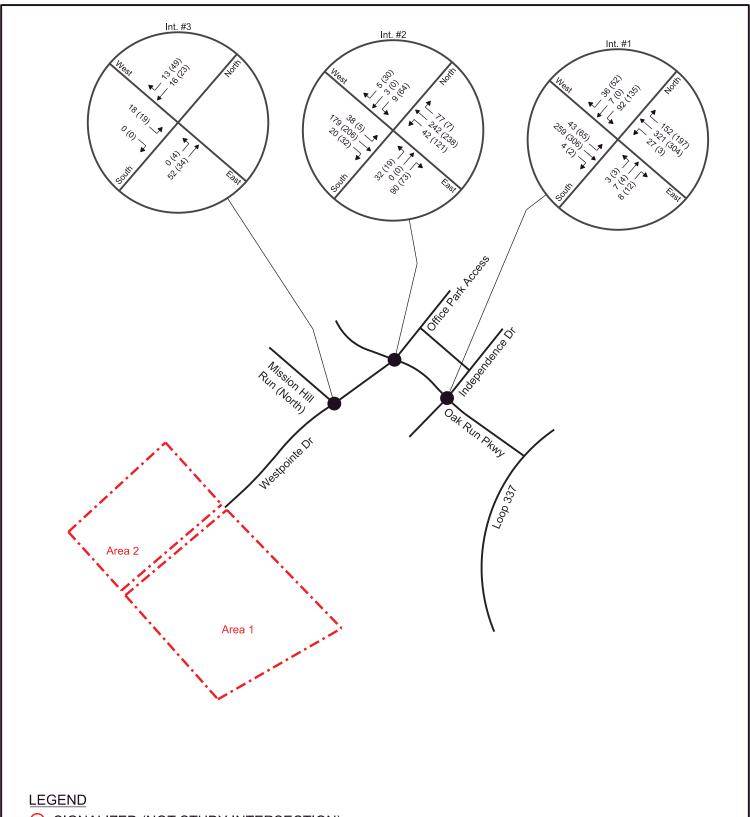
As discussed during project scoping, a growth rate of 3.8% is used to determine anticipated Background (2023) and Background (2025) traffic volumes. A basis for the growth rate is provided in Table 3.

Table 3. Basis for Growth Rate.

S	Buisness 4 South of Loop		Buisness 46 North of Wood Road						
St	ation Flag: 46	H29A	S	I6T13					
Year	AADT	Growth Percent	Year	AADT	Growth Percent				
2019	17,187	0.0%	2019	19,850	23.0%				
2018	17,187	-4.2%	2018	16,140	-3.9%				
2017	17,934	15.6%	2017	16,799	0.3%				
2016	15,518		2016	2016 16,747					
	Average:	3.8%		Average:	6.5%				

Background (2023) traffic volumes are provided in Exhibit 7. These volumes were determined by growing the Existing (2021) traffic volumes to the background year of 2023 using a compound growth rate of 2% and adding the Office Park Traffic to this value.

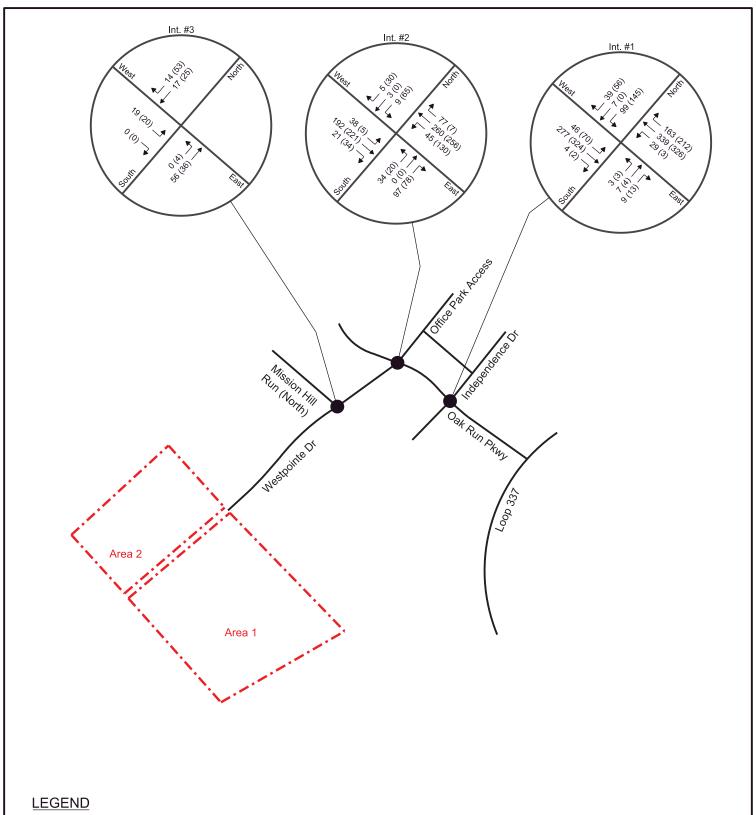
Background (2025) traffic volumes are provided in Exhibit 8. These volumes were determined by growing the Existing (2021) traffic volumes to the background year of 2025 using a compound growth rate of 2% and adding the Office Park Traffic to this value.



○ SIGNALIZED (NOT STUDY INTERSECTION)⊗ SIGNALIZED (STUDY INTERSECTION)

NOT SIGNALIZED (STUDY INTERSECTION)AM (PM) PEAK HOUR VOLUMES





○ SIGNALIZED (NOT STUDY INTERSECTION)⊗ SIGNALIZED (STUDY INTERSECTION)

NOT SIGNALIZED (STUDY INTERSECTION)
AM (PM) PEAK HOUR VOLUMES





TRIP DISTRIBUTION AND ASSIGNMENT

Distribution tables for 2023 volumes are provided in Appendix E. Distribution tables for 2025 volumes are provided in Appendix F.

Trip Distribution

The directional distribution of site traffic was developed based upon available traffic volumes, characteristics of the surrounding area, and the proposed site plan.

Exhibit 9 shows the proposed distribution percentages for Phase 1 (2023) Government Office Building traffic.

Exhibit 10 shows the proposed distribution percentages for Phase 1 (2023) Utility traffic.

Exhibit 11 shows the proposed distribution percentages for Build-Out (2025) Elementary School Traffic. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only.*

Site Trips

Exhibit 12 shows the estimated Government Office Building site traffic assigned to the roadway network during the weekday AM peak hour and weekday PM peak hour.

Exhibit 13 shows the estimated Utility site traffic assigned to the roadway network during the weekday AM peak hour and weekday PM peak hour.

Exhibit 14 shows the estimated Elementary School site traffic assigned to the roadway network during the weekday AM peak hour and weekday PM peak hour. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only.*

Note: The estimated number of trips shown in Table 1 may not match the values shown in the Exhibits. Additionally, there could be minor variations in volumes between intersections. These differences are a result of rounding partial trips up to the nearest whole trip within the trip distribution tables in Appendix E and Appendix F.

Phase 1 (2023) Total Traffic Condition

The Phase 1 (2023) Site Traffic assigned to the roadway network are provided in Exhibit 15. This is the combined volumes from Exhibit 12 and Exhibit 13.

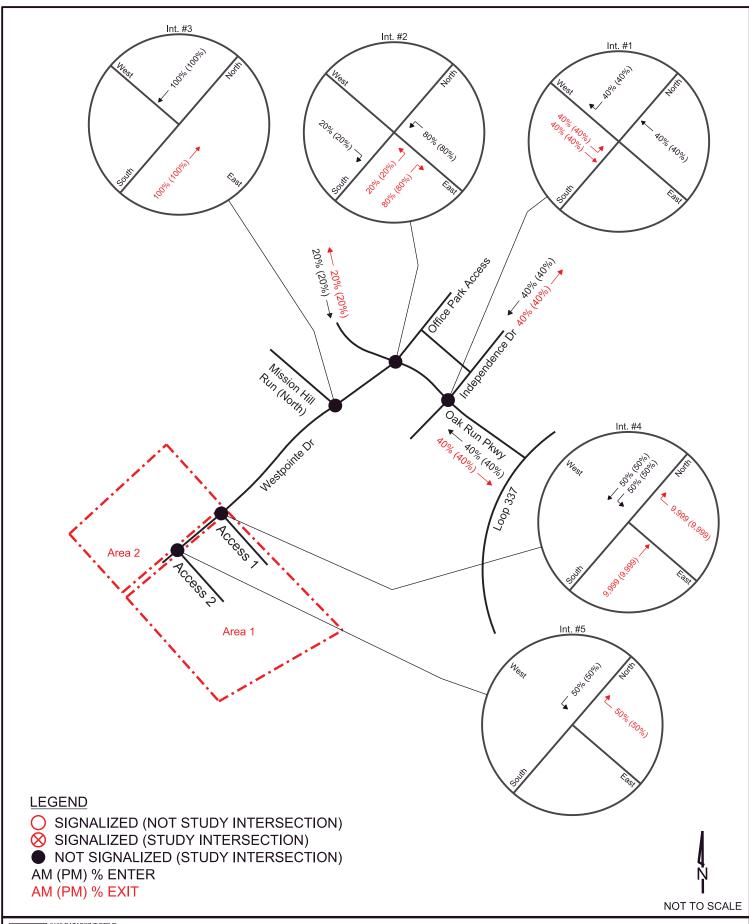
The Phase 1 (2024) Total Traffic condition volumes are provided in Exhibit 16. These volumes are the estimated Area 1 site traffic assigned to the roadway network (shown in Exhibit 15) added to the Background (2023) traffic volumes (shown in Exhibit 7).

Build-Out (2025) Total Traffic Condition

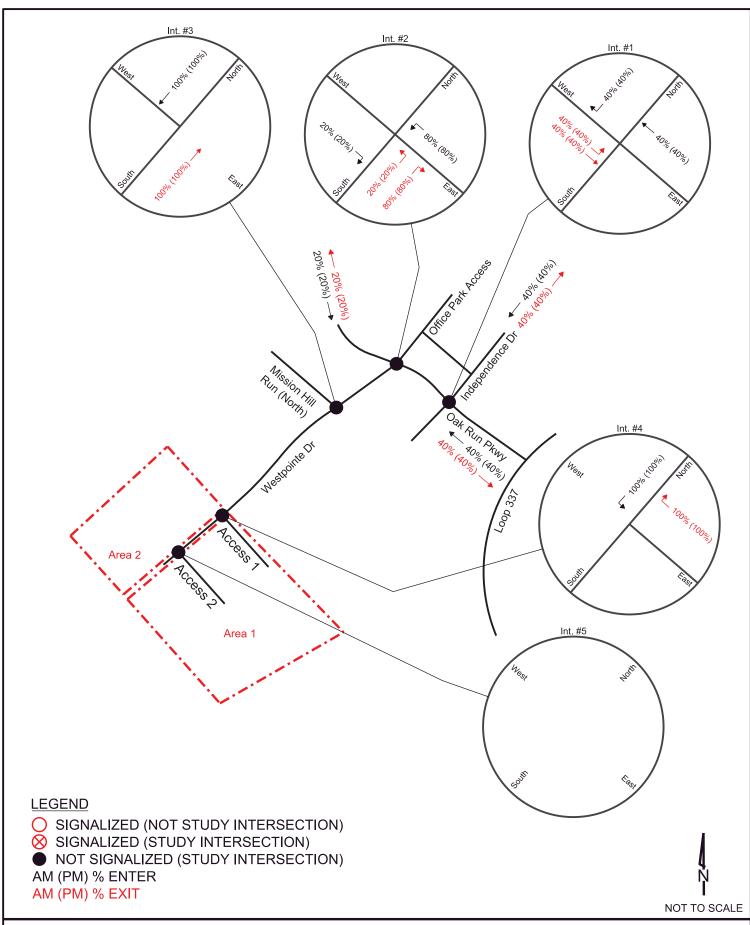
Build-Out Year (2025) Total Site Traffic assigned to the roadway network are provided in Exhibit 17. These are the combined volumes from Exhibit 12, Exhibit 13, and Exhibit 14.

The Build-Out (2025) Total Traffic condition volumes are provided in Exhibit 18. These volumes are the Build-Out (2025) total site traffic assigned to the roadway network (shown in Exhibit 17) added to the Background (2025) traffic volumes (shown in Exhibit 8).

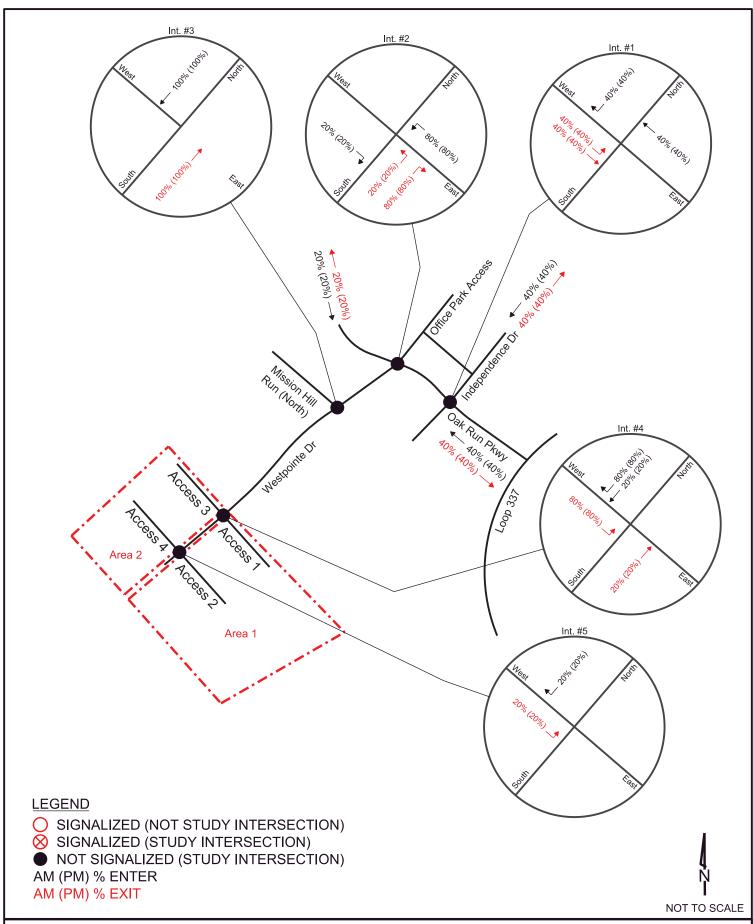
Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only.



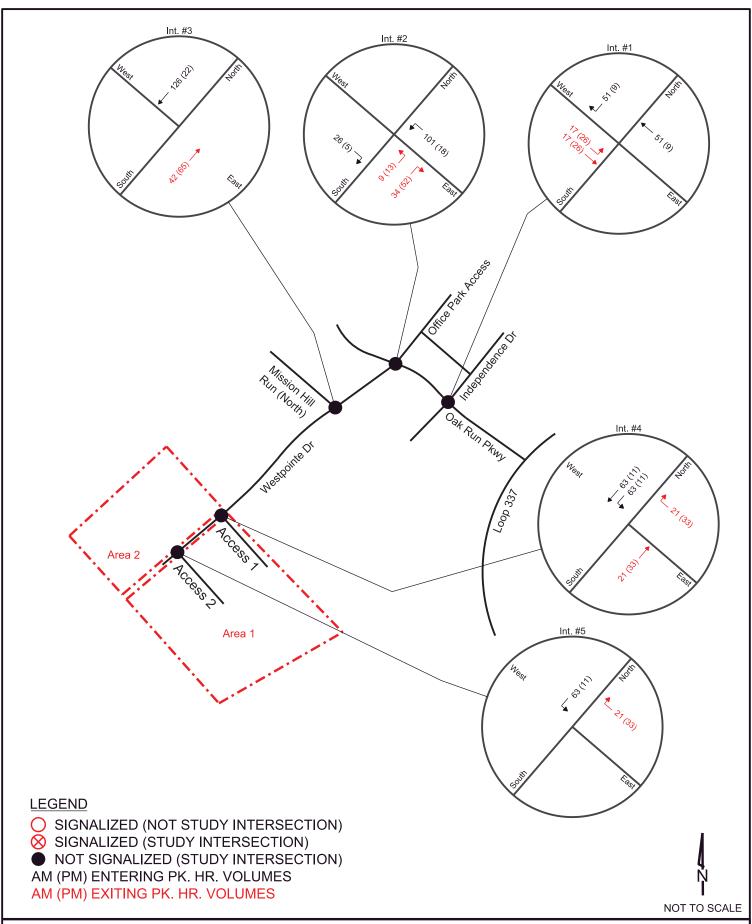




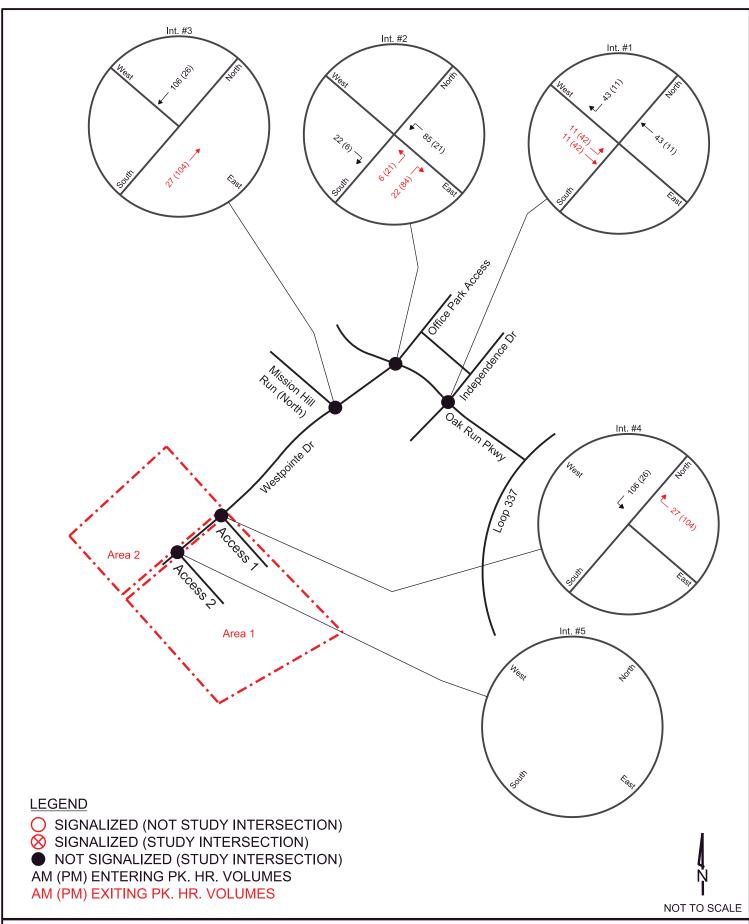




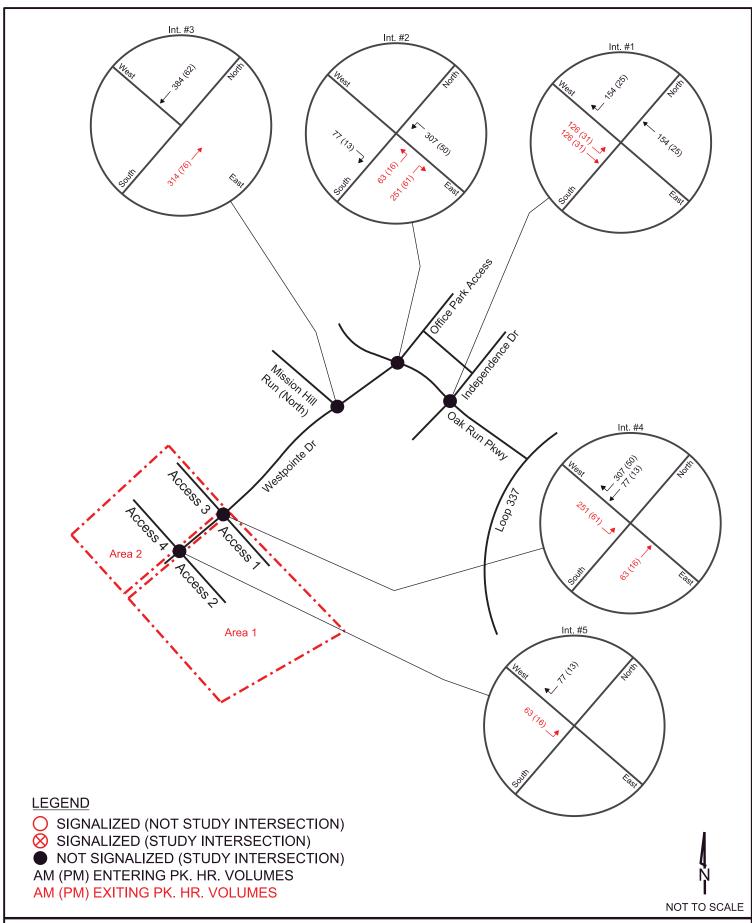




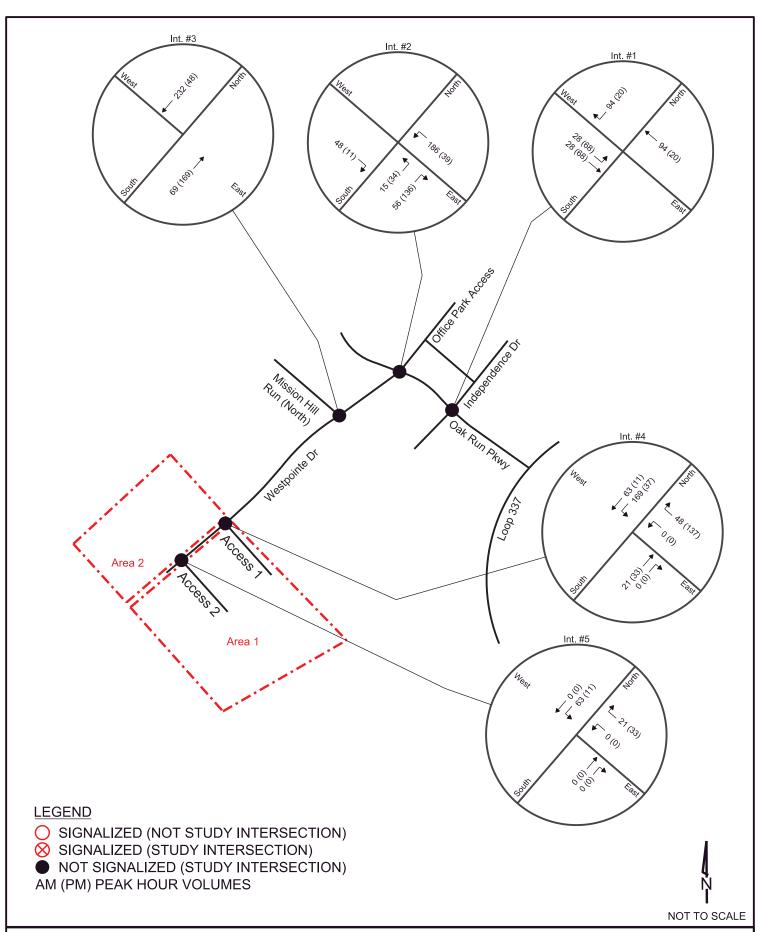


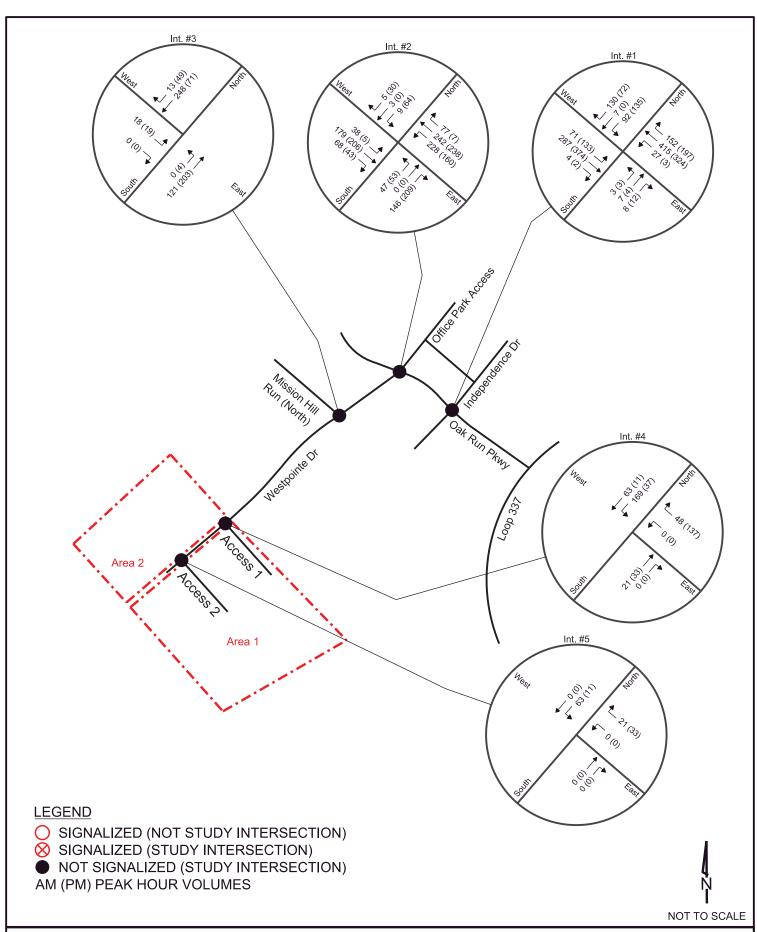


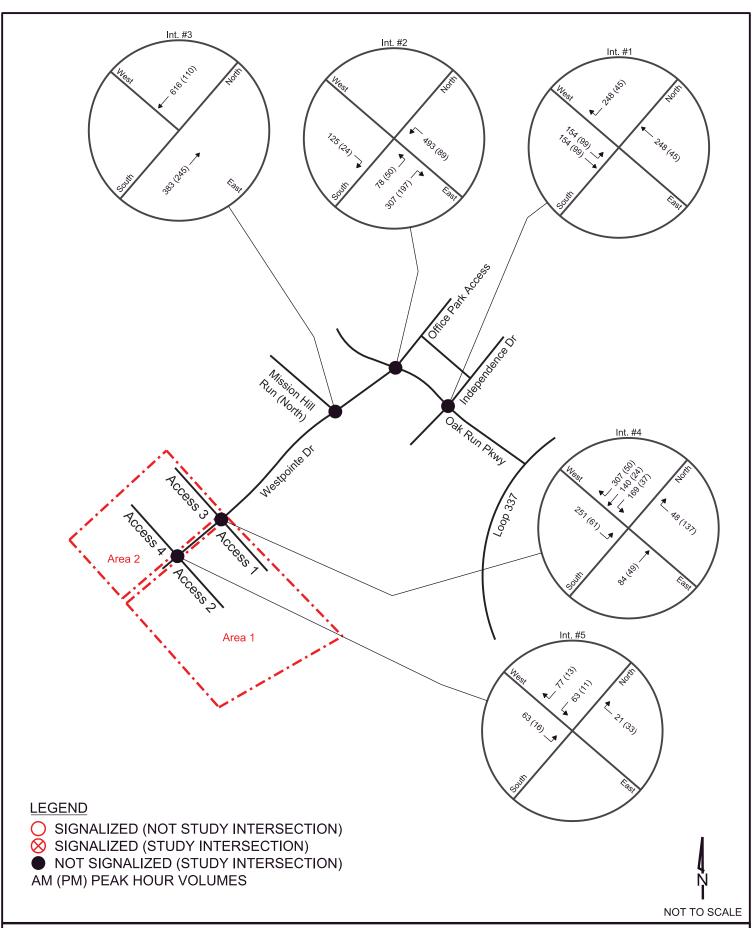




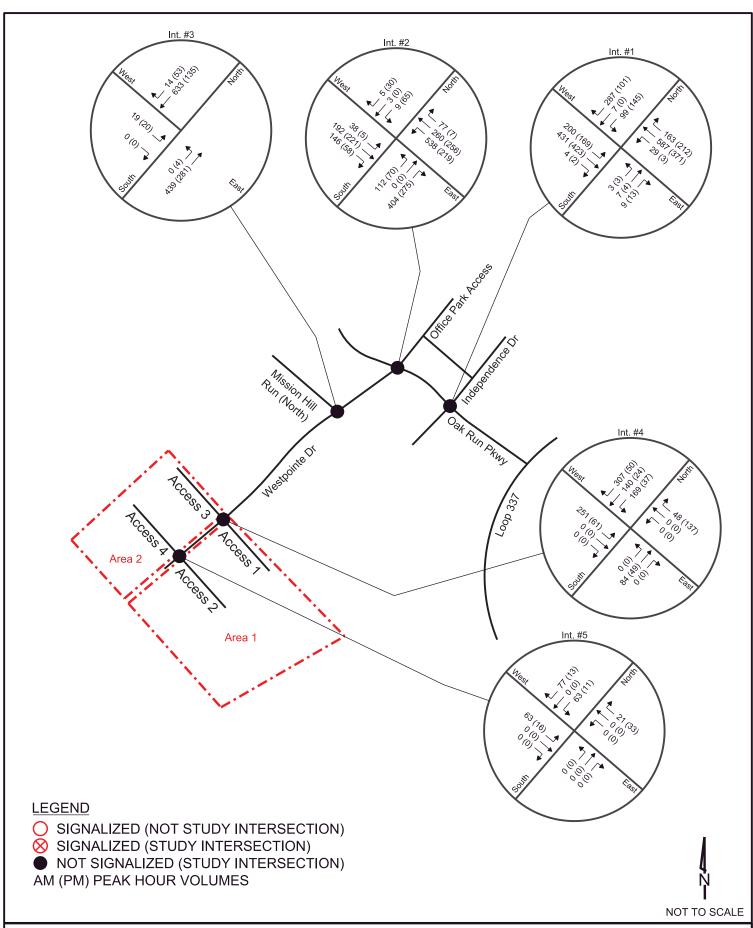














AUXILIARY LANE ANALYSIS

Right-Turn Lane Analysis

As part of this study, a right-turn auxiliary lane analysis was conducted for the following impact area intersection approaches:

- Southwest bound Independence Drive at Oak Run Parkway (Intersection 1).
- Northeast bound Westpointe Drive at Oak Run Parkway (Intersection 2).
- Southeast bound Oak Run Parkway at Westpointe Drive (Intersection 2).
- Southwest bound Westpointe Drive at Access 3 (Intersection 4).
- Southwest bound Westpointe Drive at Access 4 (Intersection 5).

Guidelines for the City of New Braunfels indicate:

• A right turn deceleration lane shall be required when the daily right-turning volume is 500 vehicles or higher or the peak hour right-turning volume is 50 vehicles or higher.

The anticipate right-turn volume for Southwest bound Independence Drive at Oak Run Parkway (Intersection 1) exceeds the threshold for requiring a right-turn deceleration lane in the Background (2023) and Background (2025) traffic conditions. This is anticipated to continue in the Phase 1 (2023) and Build-Out (2025) traffic conditions.

The right-turn volume for northwest bound Oak Run Parkway at Independence Drive (Intersection 1) exceeds the threshold for requiring a right-turn deceleration lane in the Existing (2021) traffic condition. This is anticipated to continue in the Background (2023), Background (2025), Phase 1 (2023), and Build-Out (2025) traffic conditions.

A summary of the evaluation is provided in Table 4.

Table 4: Right-Turn Lane Analysis for Oak Run Parkway at Independence Drive (Intersection 1).

Analysis Period	Approach	Speed Limit (mph)	Threshold (vph)	Volume (vph) AM (PM)	Exceeds Threshold? AM (PM)
Existing (2021)	SW	30	50	33 (48)	No (No)
Existing (2021)	NW	30	50	140 (182)	YES (YES)
Background (2023)	SW	30	50	36 (52)	No (YES)
Background (2023)	NW	30	50 152 (197)		YES (YES)
Background (2025)	SW	30	50	39 (56)	No (YES)
Background (2025)	NW	30	50	163 (212)	YES (YES)
Phase 1 (2023)	SW	30	50	130 (72)	YES (YES)
Phase 1 (2023)	NW	30	50	152 (197)	YES (YES)
Build-Out (2025)	SW	30	50	50 287 (101) YES (YES)	
Build-Out (2025)	NW	30	50	163 (212) YES (Y	

The anticipated right-turn volume for Southeast bound Oak Run Parkway at Westpointe Drive (Intersection 2) exceeds the threshold for requiring a right-turn deceleration lane in the Phase 1 (2023) Traffic Condition. This is anticipated to continue in the Build-Out (2025) Traffic Condition.

The anticipate right-turn volume for northeast bound Westpointe Drive at Oak Run Parkway (Intersection 2) exceeds the threshold for requiring a right-turn deceleration lane in the Existing (2021) traffic condition. This is anticipated to continue in the Background (2023), Background (2025), Phase 1 (2023), and Build-Out (2025) Traffic Conditions.

A summary of the evaluation is provided in Table 5.

Table 5: Right-Turn Lane Analysis for Westpointe Drive at Oak Run Parkway (Intersection 2).

Analysis Period	Approach	Speed Limit (mph)	Threshold (vph)	Volume (vph) AM (PM)	Exceeds Threshold? AM (PM)
Existing (2021)	SE	30	50	18 (29)	No (No)
Existing (2021)	NE	30	50	83 (67)	YES (YES)
Background (2023)	SE	30	50	20 (32)	No (No)
Background (2023)	NE 30		50 90 (73)		YES (YES)
Background (2025)	SE	30	50	21 (34)	No (No)
Background (2025)	NE	30	50	97 (78)	YES (YES)
Phase 1 (2023)	SE	30	50	68 (43)	YES (No)
Phase 1 (2023)	NE	30	50	146 (209) YES (Y	
Build-Out (2025)	SE	30	50	146 (58) YES (YES)	
Build-Out (2025)	NE	30	50	404 (275) YES (YE	

The anticipated right-turn volume for Southwest bound Westpointe Drive at Access 3 (Intersection 4) exceeds the threshold for requiring a right-turn deceleration lane in the Build-Out (2025) Traffic Condition.

A summary of the evaluation is provided in Table 6

Table 6: Right-Turn Lane Analysis for Westpointe Drive at Access 3 (Intersection 4).

Analysis Period	Approach	Speed Limit (mph)	mit I nresnoid Volume (vpn) AM (PM)		Exceeds Threshold? AM (PM)
Build-Out (2025)	SW	30 50		307 (50)	YES (YES)

The anticipated right-turn volume for Southwest bound Westpointe Drive at Access 4 (Intersection 5) exceeds the threshold for requiring a right-turn deceleration lane in the Build-Out (2025) Traffic Condition.

A summary of the evaluation is provided in Table 7

Table 7: Right-Turn Lane Analysis for Westpointe Drive at Access 4 (Intersection 5).

Analysis Period	Approach	Speed Limit (mph)	Threshold (vph)	Volume (vph) AM (PM)	Exceeds Threshold? AM (PM)
Build-Out (2025)	SW	30 50		77 (13)	YES (No)

Left-Turn Auxiliary Lane Analysis

As part of this study, a left-turn auxiliary lane analysis was conducted for the following impact area intersection approaches:

- Northeast bound Westpointe Drive at Oak Run Parkway (Intersection 2).
- Southwest bound Westpointe Drive at Access 1 (Intersection 4).
- Southwest bound Westpointe Drive at Access 2 (Intersection 5).

Guidelines for the City of New Braunfels indicate:

• A left turn deceleration lane shall be required when the daily left-turning volume is 500 vehicles or higher or the peak hour left-turning volume is 50 vehicles or higher.

The anticipated northeast bound left-turn volume for Westpointe Drive at Oak Run Parkway (Intersection 2) exceeds the threshold for requiring a left-turn deceleration lane in the Phase 1 (2023) Traffic Condition.

A summary of the evaluation is provided in Table 8.

Table 8: Left-Turn Lane Analysis for Westpointe Drive at Oak Run Parkway (Intersection 2).

v estponice Diffe at our Run I arriving (intersection 2).							
Analysis Period	Approach	Speed Limit (mph)	Threshold (vph)	Volume (vph) AM (PM)	Exceeds Threshold? AM (PM)		
Existing (2021)	NE	30	50	29 (17)	No (No)		
Background (2023)	NE	30	50	32 (19)	No (No)		
Background (2025)	NE	30	50	34 (20)	No (No)		
Phase 1 (2023)	NE	30	50	47 (53)	No (YES)		
Build-Out (2025)	NE	30	50	112 (70)	YES (YES)		

The anticipated southwest bound left-turn volume for Westpointe Drive at Access 1 (Intersection 4) are anticipated to exceed the threshold for requiring a left-turn declaration lane in the Phase 1 (2023) traffic condition.

A summary of the evaluation is provided in Table 9.

Table 9: Left-Turn Lane Analysis for Westpointe Drive at Access 1 (Intersection 4).

Analysis Period	Approach	Speed Limit (mph)	Threshold (vph)	Volume (vph) AM (PM)	Exceeds Threshold? AM (PM)
Phase 1 (2023)	SW 30 50 169 (7		169 (73)	YES (YES)	
Build-Out (2025)	(2025) SW 30		50	169 (73)	YES (YES)

The anticipated southwest bound left-turn volume for Westpointe Drive at Access 2 (Intersection 5) are anticipated to exceed the threshold for requiring a left-turn declaration lane in the Phase 1 (2023) traffic condition.

A summary of the evaluation is provided in Table 10.

Table 10: Left-Turn Lane Analysis for Westpointe Drive at Access 2 (Intersection 5).

Analysis Period	Approach	Speed Limit (mph)	Threshold (vph)	Volume (vph) AM (PM)	Exceeds Threshold? AM (PM)
Phase 1 (2023)	SW 30 50		63 (11)	YES (No)	
Build-Out (2025)	2025) SW 30 50		63 (11)	YES (No)	

ROADWAY LINK CAPACITY ANALYSIS

Roadway capacity is defined as the volume of traffic that a roadway can accommodate based on the road's width, number of lanes, traffic control, and other factors.

For residential streets, the capacity is primarily based upon resident comfort. If the volume of traffic using a residential street is over 1,000 vehicles per day, then the street may need a residential collector cross-section instead of a residential cross section.

Additionally, City of New Braunfels guidelines indicate residential lots having direct access on a collector or major thoroughfare streets may be platted only if:

- a. All lots are greater than one acre in size, have a minimum lot frontage of 100 feet, and provide for permanent vehicular turnaround on the lot to prevent backing onto the street. A note shall be placed on the plat stating a permanent vehicular turnaround shall be provided on each lot to prevent a vehicle from backing onto the street.
- b. Access points which would permit vehicular access to lots less than one acre in size may be allowed if a marginal access street or easement to serve two or more lots spaced a minimum of 200 feet apart and 200 feet from an existing driveway or street is constructed. The marginal access street or easement shall be designed to prevent a vehicle from backing onto collector or major thoroughfare streets.
- c. The street is classified as a residential collector with a minimum of 36 feet of pavement, has daily traffic volumes of less than 2,000 vehicles per day, and includes traffic calming measures.
- d. The street is classified as a residential collector with a minimum of 40 feet of pavement, has daily traffic volumes of less than 4,000 vehicles per day, and includes traffic calming measures.

Generalized annual average daily capacity volumes for urbanized areas are provided in Table 11. These values come from the 2012 FDOT Quality/Level of Service Handbook. These are used to conduct any roadway link capacity analyses for Collector and Arterial Streets.

Table 11. Generalized Annual Average Daily Volumes for Urbanized Areas from Florida DOT Quality/Level of Service Handbook.

INTERRUPTED FLOW FACILITIES	UNINTERRUPTED FLOW FACILITIES		
STATE SIGNALIZED ARTERIALS	FREEWAYS		
Class I (40 mph or higher posted speed limit)	Core Urbanized		
Lanes Median B C D E 2 Undivided * 16,800 17,700 ** 4 Divided * 37,900 39,800 ** 6 Divided * 58,400 59,900 ** 8 Divided * 78,800 80,100 **	Lanes B C D E 4 47,400 64,000 77,900 84,600 6 69,900 95,200 116,600 130,600 8 92,500 126,400 154,300 176,600 10 115,100 159,700 194,500 222,700		
Class II (35 mph or slower posted speed limit)	12 162,400 216,700 256,600 268,900		
Lanes Median B C D E 2 Undivided * 7,300 14,800 15,600 4 Divided * 14,500 32,400 33,800 6 Divided * 23,300 50,000 50,900 8 Divided * 32,000 67,300 68,100	Urbanized Lanes B C D E 4 45,800 61,500 74,400 79,900 6 68,100 93,000 111,800 123,300 8 91,500 123,500 148,700 166,800 10 114,800 156,000 187,100 210,300		
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%	Freeway Adjustments Auxiliary Lanes Ramp Present in Both Directions Metering + 20,000 + 5%		
	+ 20,000 + 3%		
Median & Turn Lane Adjustments Exclusive Exclusive Adjustment	UNINTERRUPTED FLOW HIGHWAYS Lanes Median B C D E 2 Undivided 8,600 17,000 24,200 33,300 4 Divided 36,700 51,800 65,600 72,600 6 Divided 55,000 77,700 98,300 108,800 Uninterrupted Flow Highway Adjustments		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6	Lanes Median Exclusive left lanes Adjustment factors 2 Divided Yes +5% Multi Undivided Yes -5% Multi Undivided No -25%		
BICYCLE MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.) Paved Shoulder/Bicycle Lane Coverage B C D E 0.49% * 2,900 7,600 19,700 50-84% 2,100 6,700 19,700 >19,700	¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual. ² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.		
85-100% 9,300 19,700 >19,700 **	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.		
PEDESTRIAN MODE ² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)	Cannot be achieved using table input value defaults. Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection canacities have		
Sidewalk Coverage B C D E 0-49% * * 2,800 9,500 50-84% * 1,600 8,700 15,800 85-100% 3,800 10,700 17,400 >19,700	been reached. For the birycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.		
BUS MODE (Scheduled Fixed Route) ³			
(Buses in peak hour in peak direction) Sidewalk Coverage B C D E $0-84\%$ > 5 ≥ 4 ≥ 3 ≥ 2 $85-100\%$ > 4 ≥ 3 ≥ 2 ≥ 1	Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/kos/default.shtm		

Residential Street Analysis

For a single-family development, dwelling units should be distributed such than no more than 105 units are using a single segment of residential street. The estimated daily trips generated by 105 single-family detached housing lots is 992 vehicles per day. At 106 dwelling units, the estimated daily trips become 1,001 vehicles per day, which is higher than the 1,000 vehicles per day capacity.

Within the proposed development, the dwelling units appear to be distributed such that the residential streets segments will have fewer than 1,000 vehicles per day. Therefore, residential street cross-sections should be appropriate for these roadways.

Collector and Local Street Link Capacity Analysis

Roadway link capacity analysis was performed for:

- Independence Drive.
- Oak Run Parkway.
- Westpointe Drive.

The daily volume for each road was estimated based upon the highest peak hour traffic flow along each segment of the roadway. These values can be found in Appendix E and Appendix F. These values presume the highest peak hour volume represents 10 percent of the daily traffic.

Independence Drive

The roadway link capacity analysis for Independence Drive shows the anticipated traffic volumes fall above the threshold for Level of Service D in the Build-Out (2025) traffic condition. This suggests the potential for level of service issues at intersections along the roadway as a result of insufficient link capacity when compared to traffic demand.

Mitigations for intersection level of service issues are considered within the Capacity Analysis chapter of this report.

A summary of the link capacity analysis is provided in Table 12.

Table 12. Link Capacity Analysis for Independence Drive.

	Table 12. Link Capacity Analysis for independence Drive.							
	Independence Drive (Major Collector): Northeast of Oak Run Parkway							
Scenario	Speed	Thru	Turn Lanes	Total	LOS C	LOS D	ADT	LOS
- Cocinairo	Limit	Lanes	Turri Lurico	Adjustments	Threshold	Threshold	,,,,,,	
Existing 2020	30	2	Exclusive Left	-5%	6,935	14,060	4,180	C or
EXISTING 2020	30		EXCIUSIVE LETT	370	0,555	14,000	7,100	Better
Background (2023)	30	2	Exclusive Left	-5%	6,935	14,060	4,530	C or
Buckground (2023)	30		EXCIUSIVE LETT	370	0,555	14,000	4,550	Better
Background (2025)	30	2	Exclusive Left	-5%	6,935	14,060	4,870	C or
Buckground (2023)	50		EXCIDITE LET	3,0	0,333	11,000	1,070	Better
Phase 1 (2023)	30	2	Exclusive Left	-5%	6,935	14,060	5,410	C or
1 11400 2 (2020)		_	2//0/00/10 2010	0,1	0,000	,000	0, .20	Better
Build-Out (2025)	30	2	Exclusive Left	-5%	6,935	14,060	7,630	D
					-	,	,	
	Inde	epende	nce Drive (Local Street): South West	of Oak Run Pa	rkway		
Scenario	Speed	Thru	Turn Lanes	Total	LOS C	LOS D	ADT	LOS
Scenario	Limit	Lanes	Tutti Laties	Adjustments	Threshold	Threshold	ADI	103
Existing 2020	30	2	Undivided	-30%	5,110	10,360	490	C or
LAISTING 2020	30		Ondivided	-30/0	3,110	10,300	430	Better
Background (2023)	30	2	Undivided	-30%	5,110	10,360	560	C or
background (2023)	30		Ondivided	-30/0	5,110	10,300	500	Better
Background (2025)	30	2	Undivided	-30%	5,110	10,360	590	C or
Background (2023)	30		Ondivided	3070	3,110	10,300	330	Better
Phase 1 (2023)	30	2	Undivided	-30%	5,110	10,360	560	C or
1 11030 1 (2023)			Silarvided	3370	5,110	10,300	330	Better
I	1			1				C or
Build-Out (2025)	30	2	Undivided	-30%	5,110	10,360	590	C 01

Oak Run Parkway

The roadway link capacity analysis for Oak Run Parkway shows the anticipated traffic volumes fall above the threshold for Level of Service D in the Build-Out (2025) traffic condition. This suggests the potential for level of service issues at intersections along the roadway as a result of insufficient link capacity when compared to traffic demand.

Mitigations for intersection level of service issues are considered within the Capacity Analysis chapter of this report.

A summary of the link capacity analysis is provided in Table 13.

Table 13. Link Capacity Analysis for Oak Run Parkway.

Table 13. Link Capacity Analysis for Oak Run Parkway.								
Oak Run Parkway (Major Collector): Southeast of Independence Drive								
Scenario	Speed	Thru	Turn Lanes	Total	LOS C	LOS D	ADT	LOS
	Limit	Lanes		Adjustments	Threshold	Threshold		
Existing 2020	30	4	Divided	-10%	13,050	29,160	8,270	C or Better
Background (2023)	30	4	Divided	-10%	13,050	29,160	9,570	C or Better
Background (2025)	30	4	Divided	-10%	13,050	29,160	10,230	C or Better
Phase 1 (2023)	30	4	Divided	-10%	13,050	29,160	10,450	C or Better
Build-Out (2025)	30	4	Divided	-10%	13,050	29,160	13,180	D
	Oak Run	Parkway	y (Major Collector): In	dependence Di	rive to Westp	ointe Drive		
Scenario	Speed Limit	Thru Lanes	Turn Lanes	Total Adjustments	LOS C Threshold	LOS D Threshold	ADT	LOS
Existing 2020	30	4	Divided	-10%	13,050	29,160	6,160	C or Better
Background (2023)	30	4	Divided	-10%	13,050	29,160	7,290	C or Better
Background (2025)	30	4	Divided	-10%	13,050	29,160	7,780	C or Better
Phase 1 (2023)	30	4	Divided	-10%	13,050	29,160	9,070	C or Better
Build-Out (2025)	30	4	Divided	-10%	13,050	29,160	15,090	D
	Oak	Run Pai	kway (Major Collector	r): Northwest o	of Westpointe	e Drive		
Scenario	Speed Limit	Thru Lanes	Turn Lanes	Total Adjustments	LOS C Threshold	LOS D Threshold	ADT	LOS
Existing 2020	30	4	Divided	-10%	13,050	29,160	4,410	C or Better
Background (2023)	30	4	Divided	-10%	13,050	29,160	5,110	C or Better
Background (2025)	30	4	Divided	-10%	13,050	29,160	5,460	C or Better
Phase 1 (2023)	30	4	Divided	-10%	13,050	29,160	5,320	C or Better
Build-Out (2025)	30	4	Divided	-10%	13,050	29,160	6,410	C or Better

Westpointe Drive

The roadway link capacity analysis for Oak Run Parkway shows the anticipated traffic volumes fall above the threshold for Level of Service D in the Build-Out (2025) traffic condition. This suggests the potential for level of service issues at intersections along the roadway as a result of insufficient link capacity when compared to traffic demand.

Mitigations for intersection level of service issues are considered within the Capacity Analysis chapter of this report.

A summary of the link capacity analysis is provided in Table 14.

Table 14. Link Capacity Analysis for Westpointe Drive.

	Westpointe Drive (Local Street): Oak Run Parkway to Mission Hill Run (North)							
Scenario	Speed Limit	Thru Lanes	Turn Lanes	Total Adjustments	LOS C Threshold	LOS D Threshold	ADT	LOS
Existing 2020	30	2	Undivided	-30%	5,110	10,360	2,250	C or Better
Background (2023)	30	2	Undivided	-30%	5,110	10,360	2,450	C or Better
Background (2025)	30	2	Undivided	-30%	5,110	10,360	2,620	C or Better
Phase 1 (2023)	30	2	Undivided	-30%	5,110	10,360	4,920	C or Better
Build-Out (2025)	30	2	Undivided	-30%	5,110	10,360	12,030	E or F
	Westpoi	nte Driv	e (Local Street): Missi	on Hill Run (No	rth) to Acces	s 1/Access 3		
Scenario	Speed Limit	Thru Lanes	Turn Lanes	Total Adjustments	LOS C Threshold	LOS D Threshold	ADT	LOS
Existing 2020	30	2	Undivided	-30%	5,110	10,360	620	C or Better
Background (2023)	30	2	Undivided	-30%	5,110	10,360	680	C or Better
Background (2025)	30	2	Undivided	-30%	5,110	10,360	730	C or Better
Phase 1 (2023)	30	2	Undivided	-30%	5,110	10,360	3,690	C or Better
Build-Out (2025)	30	2	Undivided	-30%	5,110	10,360	10,720	E or F
	Westpointe Drive (Local Street): Access 1/Access 3 to Access 2/Access 4							
Scenario	Speed Limit	Thru Lanes	Turn Lanes	Total Adjustments	LOS C Threshold	LOS D Threshold	ADT	LOS
Phase 1 (2023)	30	2	Undivided	-30%	5,110	10,360	840	C or Better
Build-Out (2025)	30	2	Undivided	-30%	5,110	10,360	2,240	C or Better

INTERSECTION CAPACITY ANALYSIS

Intersection Level of Service (LOS) is a qualitative measure of capacity and operating conditions and is directly related to vehicle delay.

LOS criteria for signalized intersections are shown in Table 15. LOS is given as a letter designation ranging from A to F, with LOS A representing very short delay (less than 10 seconds of average control delay per vehicle) and LOS F representing very long delay (more than 80 seconds of average control delay per vehicle).

LOS criteria for unsignalized intersections are shown in Table 16.

Within the City of New Braunfels, LOS C is considered the minimum acceptable condition for an intersection before improvements might be necessary in order to mitigate the impacts of site traffic.

Capacity analyses were conducted for the following scenarios:

- Phase 1 (2023) Total Traffic Condition.
- Build-Out (2025) Total Traffic Condition.

Capacity analysis results and mitigation analyses are presented by intersection for:

- Oak Run Parkway at Independence Drive (Intersection 1).
- Oak Run Parkway at Westpointe Drive (Intersection 2).
- Westpointe Drive at Mission Hill (Intersection 3).
- Westpointe Drive at Access 1/Access 3 (Intersection 4).
- Westpointe Drive at Access 2/Access 4 (Intersection 5).

The intersection capacity analyses were conducted using HCM methodologies included within the *Synchro 10* traffic analysis software package. The Synchro Output files are provided in Appendix G.

The Existing (2021) evaluations use the Existing (2021) Impact Area Lane Configuration and Existing (2021) Traffic Volumes.

The Background (2023) and Background (2025) evaluations use the Existing (2021) Impact Area Lane Configuration and Background (2023) or Background (2025) traffic volumes.

The Phase 1 (2023) evaluations use the Phase 1 (2023) Impact Area Lane Configuration and Phase 1 (2023) Total Traffic Condition Volumes.

The Build-Out (2025) evaluations use the Build-Out (2025) Impact Area Lane Configuration and the Build-Out (2025) Total Traffic Condition Volumes.

Table 15. Level of Service Criteria for Signalized Intersections.

Level-of-Service (LOS)	Average Control Delay (seconds/vehicle)	Description
A	≤ 10.0	Very low vehicle delays, free flow, signal progression extremely favorable, most vehicles arrive during given signal phase.
В	10.1 to 20.0	Good signal progression, more vehicles stop and experience higher delays than for LOS A.
С	20.1 to 35.0	Stable flow, fair signal progression, significant number of vehicles stop at signals.
D	35.1 to 55.0	Congestion noticeable, longer delays and unfavorable signal progression, many vehicles stop at signals.
E	55.1 to 80.0	Limit of acceptable delay, unstable flow, poor signal progression, traffic near roadway capacity, frequent cycle failures.
F	> 80.0	Unacceptable delays, extremely unstable flow and congestion, traffic exceeds roadway capacity, stop-and-go conditions.

SOURCE: Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016

Table 16. Level of Service Criteria for Unsignalized Intersections.

Table 10. Level of Service effectia for ensignatized intersections.							
Level-of-Service (LOS)	Average Control Delay (seconds/vehicle)	Description					
A	≤ 10.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.					
В	10.1 to 15.0	No delays at intersections with continuous flow of traffic. Uncongested operations: high frequency of long gaps available for all left and right turning traffic. No observable queues.					
С	15.1 to 25.0	Moderate delays at intersections with satisfactory to good traffic flow. Light congestion; infrequent backups on critical approaches.					
D	25.1 to 35.0	Increased probability of delays along every approach. Significant congestion on critical approaches, but intersection functional. No standing long lines formed.					
E	35.1 to 50.0	Heavy traffic flow condition. Heavy delays probable. No available gaps for cross-street traffic or main street turning traffic. Limit of stable flow.					
F	> 50.0	Unstable traffic flow. Heavy congestion. Traffic moves in forced flow condition. Average delays greater than one minute highly probable. Total breakdown.					

SOURCE: Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016

Oak Run Parkway at Independence Drive (Intersection 1)

The capacity analysis results for Oak Run Parkway at Independence Drive (Intersection 1) indicate the westbound approach of Oak Run Parkway is anticipated to operate at level of service D in the Phase 1 (2023) Traffic Condition. As shown in the right-turn auxiliary lane analysis for Intersection 1 (Table 4), the right-turn volume on the northwest bound approach exceeds the threshold for a right-turn auxiliary lane in the Existing (2021) Traffic Condition. The capacity analysis results indicate that constructing this right-turn lane would result in level of service C in the Phase 1 (2023) Traffic Condition.

The capacity analysis results for Oak Run Parkway at Independence Drive (Intersection 1) indicate that the intersection is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there is a need for increased regional connectivity or traffic signalization prior to the construction of the school scenario considered within this report. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.*

A summary of the analysis is provided in Table 17.

Table 17. Capacity Analysis Results for Oak Run Parkway at Independence Drive (Intersection 1).

Scenario	Peak Hour	Intersection	ЕВ	WB	NB	SB
Existing (2021)	AM	11.5 (B)	10.9 (B)	12.2 (B)	9.9 (A)	11.0 (B)
All-Way Stop	PM	12.3 (B)	11.0 (B)	13.4 (B)	9.9 (A)	11.8 (B)
Background (2023)	AM	13.6 (B)	12.0 (B)	15.1 (C)	10.6 (B)	11.9 (B)
All-Way Stop	PM	14.0 (B)	12.4 (B)	15.7 (C)	10.6 (B)	12.8 (B)
Background (2025)	AM	14.8 (B)	12.7 (B)	16.8 (C)	10.9 (B)	12.4 (B)
All-Way Stop	PM	15.3 (C)	13.1 (B)	17.8 (C)	10.9 (B)	13.5 (B)
Phase 1 (2023) All-Way Stop	AM	20.0 (C)	14.9 (B)	25.7 (D)	12.1 (B)	13.1 (B)
	PM	17.0 (C)	15.0 (B)	20.4 (C)	11.6 (B)	14.1 (B)
Phase 1 (2023)	AM	15.6 (C)	14.8 (B)	16.9 (C)	11.9 (B)	13.9 (B)
Mitigation 1 - NW Right-Turn Lane	PM	14.1 (B)	14.8 (B)	13.6 (B)	11.4 (B)	13.8 (B)
Build-Out (2025)	AM	81.6 (F)	33.5 (D)	140.3 (F)	15.8 (C)	46.0 (E)
All-Way Stop	PM	22.2 (C)	18.2 (C)	29.4 (D)	12.5 (B)	15.6 (C)

¹ HCM methodologies discourage the use of intersection-wide delay for 1-Way & 2-Way Stop Control Analysis.

Oak Run Parkway at Westpointe Drive/Office Park Access (Intersection 2)

The capacity analysis results for Oak Run Parkway at Westpointe Drive (Intersection 2) indicate the intersection and all approaches are anticipated to operate at level of service C or better in the Phase 1 (2023) traffic condition.

The capacity analysis results for Oak Run Parkway at Westpointe Drive (Intersection 2) indicate that the intersection is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there is a need for increased regional connectivity or traffic signalization prior to the construction of the school scenario considered within this report. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.*

A summary of the analysis is provided in Table 18.

² Delay in seconds/vehicle (Level of Service)

Table 18. Capacity Analysis Results for Oak Run Parkway at Westpointe Drive/Office Park Access (Intersection 2).

Scenario	Peak Hour	Intersection	EB	WB	NB	SB
Existing (2021)	AM	9.3 (A)	9.4 (A)	9.2 (A)	9.5 (A)	8.8 (A)
All-Way Stop	PM	9.2 (A)	9.4 (A)	9.1 (A)	9.0 (A)	9.2 (A)
Background (2023) All-Way Stop	AM	10.2 (B)	10.6 (B)	9.9 (A)	10.4 (B)	9.6 (A)
	PM	10.2 (B)	10.4 (B)	10.0 (A)	9.7 (A)	10.6 (B)
Background (2025) All-Way Stop	AM	10.5 (B)	10.9 (B)	10.1 (B)	10.8 (B)	9.7 (A)
	PM	10.4 (B)	10.7 (B)	10.3 (B)	10.0 (A)	10.8 (B)
Phase 1 (2023) All-Way Stop	AM	13.2 (B)	13.0 (B)	13.0 (B)	13.2 (B)	10.8 (B)
	PM	13.3 (B)	12.7 (B)	12.3 (B)	15.7 (C)	12.2 (B)
Build-Out (2025) All-Way Stop	AM	127.2 (F)	26.3 (D)	148.3 (F)	168.8 (F)	14.2 (B)
	PM	17.8 (C)	14.9 (B)	15.2 (C)	25.0 (C)	13.5 (B)

¹ HCM methodologies discourage the use of intersection-wide delay for 1-Way & 2-Way Stop Control Analysis.

Westpointe Drive at Mission Hill (Intersection 3)

The capacity analysis results for Westpointe Drive at Mission Hill (Intersection 3) indicate all approaches are anticipated to operate at level of service C or better in the Phase 1 (2023) traffic condition.

The capacity analysis results for Westpointe Drive at Mission Hill (Intersection 3) indicate that the eastbound approached is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there is a need for increased regional connectivity prior to the construction of the school scenario considered within this report. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.*

A summary of the analysis is provided in Table 19.

² Delay in seconds/vehicle (Level of Service)

Table 19. Capacity Analysis Results for Westpointe Drive at Mission Hill (Intersection 3).

Scenario	Peak Hour	Intersection	n EB WB		NB	SB
Existing (2021)	AM		9.1 (A)		0.0 (A)	0.0 (A)
All-Way Stop	PM		9.1 (A)		0.7 (A)	0.0 (A)
Background (2023)	AM		9.2 (A)		0.0 (A)	0.0 (A)
All-Way Stop	PM		9.2 (A)		0.8 (A)	0.0 (A)
Background (2025)	AM		9.2 (A)		0.0 (A)	0.0 (A)
All-Way Stop	PM		9.2 (A)		0.7 (A)	0.0 (A)
Phase 1 (2023)	AM		12.4 (B)		0.0 (A)	0.0 (A)
All-Way Stop	PM		11.7 (B)		0.2 (A)	0.0 (A)
Build-Out (2025)	AM		36.9 (E)		0.0 (A)	0.0 (A)
All-Way Stop	PM		13.2 (B)		0.1 (A)	0.0 (A)

¹ HCM methodologies discourage the use of intersection-wide delay for 1-Way & 2-Way Stop Control Analysis.

Westpointe Drive at Access 1/Access 3 (Intersection 4)

The capacity analysis results for Westpointe Drive at Access 1/Access 3 (Intersection 4) indicate all approaches are anticipated to operate at level of service C or better in the Phase 1 (2023) traffic condition.

The capacity analysis results for Westpointe Drive at Access 1/Access 3 (Intersection 4) indicate that the eastbound approached is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there could be a need for additional mitigations at this intersection if the school were to align their parent drop-off lot with the Utilities Campus main access. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.*

A summary of the analysis is provided in Table 20.

² Delay in seconds/vehicle (Level of Service)

Table 20. Capacity Analysis Results for Westpointe Drive at Access 1/Access 3 (Intersection 4).

Scenario	Peak Hour	Intersection	EB	EB WB		SB	
Phase 1 (2023) All-Way Stop	AM			9.0 (A)	0.0 (A)	5.9 (A)	
	PM			9.8 (A)	0.0 (A)	6.1 (A)	
Build-Out (2025)	AM		56.7 (F)	9.1 (A)	0.0 (A)	2.2 (A)	
All-Way Stop	PM		12.6 (B)	0.6 (A)	0.0 (A)	2.6 (A)	

¹ HCM methodologies discourage the use of intersection-wide delay for 1-Way & 2-Way Stop Control Analysis.

Westpointe Drive at Access 2/Access 4 (Intersection 5)

The capacity analysis results for Westpointe Drive at Access 2/Access 4 (Intersection 5) indicate all approaches are anticipated to operate at level of service C or better in the Build-Out (2025) traffic condition. From a high-level planning perspective, this suggests it could be okay to align the bus drop-off and teach parking access point with the Utility Campus Employee lot access. Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.

A summary of the analysis is provided in Table 21.

Table 21. Capacity Analysis Results for Westpointe Drive at Access 2/Access 4 (Intersection 5).

Scenario	Peak Hour	Intersection	EB WB		NB	SB
Build-Out (2025)	AM		10.2 (B)	8.4 (A)	0.0 (A)	3.3 (A)
All-Way Stop	PM		9.5 (A)	8.8 (A)	0.0 (A)	3.5 (A)

¹ HCM methodologies discourage the use of intersection-wide delay for 1-Way & 2-Way Stop Control Analysis.

² Delay in seconds/vehicle (Level of Service)

² Delay in seconds/vehicle (Level of Service)

NEIGHBORHOOD TRAFFIC PLAN

A neighborhood traffic plan provides means for improving quality of life within a neighborhood through design features and traffic control strategies. For this analysis, the design features and control strategies considered are:

- Pavement Markings.
- Regional Connectivity.

Note: Street names within this Traffic management Plan come from this report or the information provided in Appendix A. These names have the potential to change.

Pavement Markings

The existing Westpointe Drive as a paved width of approximately 33 feet and is marked a two-lane roadway with 1 lane in each direction. The link capacity analysis indicates that this is sufficient in the Phase 1 (2023) Traffic Condition. If desired, the City could add shoulders to reduce the width of the travel lanes. This space could be used for bicycles or on-street parking.

Regional Connectivity

The link capacity analysis and capacity analysis results indicate that the Build-Out (2025) school scenario considered within this report would result in level of service D or worse on many intersection approaches. From a high-level planning perspective, this suggests there is a need for increased regional connectivity prior to the construction of the school scenario considered within this report.

CONCLUSIONS

The proposed Phase 1 (2023) consists of up to 50,000 square feet of Government Office Building (ITE Code 730) and up to 57,000 square feet of Utility (ITE Code 170).

The Build-Out (2025) condition includes the above along with up to 100,000 square feet of Elementary School (ITE Code 520). *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only.*

For Phase 1 (2023), two access points are proposed:

- Access 1: A full access intersection that will connect with an extended Westpointe Drive approximately 2,900 feet southwest of Oak Run Parkway. This is the main access for the Utilities campus and will be used by Utility Vehicles, Employees, and Visitors.
- Access 2: A full access intersection that will connect with an extended Westpointe Drive approximately 3,400 feet southwest of Oak Run Parkway. This access will only be used by Employees.

For Build-Out (2025), two access points are considered.

- Access 3: The fourth leg of a full access intersection that connects with an extended Westpointe Drive approximately 2,900 feet southwest of Oak Run Parkway. This planning level evaluation presumes this would be the parent pick-up and drop-off access.
- Access 4: The fourth leg of a full access intersection that connects with an extended Westpointe Drive approximately 3,400 feet southwest of Oak Run Parkway. This planning level evaluation presumes this would be the teacher and school bus access.

Phase 1 (2023) of the proposed development is anticipated to generate 299 trips in the AM peak hour and 216 trips in the PM peak hour.

The Build-out (2025) scenario considered within this report would generate an additional 614 AM Peak hour trips and 353 PM peak hour trips.

Auxiliary Lane Analysis

- The anticipate right-turn volume for Southwest bound Independence Drive at Oak Run Parkway (Intersection 1) exceeds the threshold for requiring a right-turn deceleration lane in the Background (2023) and Background (2025) traffic conditions.
- The right-turn volume for northwest bound Oak Run Parkway at Independence Drive (Intersection 1) exceeds the threshold for requiring a right-turn deceleration lane in the Existing (2021) traffic condition.
- The anticipated right-turn volume for Southeast bound Oak Run Parkway at Westpointe Drive (Intersection 2) exceeds the threshold for requiring a right-turn deceleration lane in the Phase 1 (2023) Traffic Condition.

- The anticipate right-turn volume for northeast bound Westpointe Drive at Oak Run Parkway (Intersection 2) exceeds the threshold for requiring a right-turn deceleration lane in the Existing (2021) traffic condition.
- The anticipated right-turn volume for Southwest bound Westpointe Drive at Access 3 (Intersection 4) exceeds the threshold for requiring a right-turn deceleration lane in the Build-Out (2025) Traffic Condition.
- The anticipated right-turn volume for Southwest bound Westpointe Drive at Access 4 (Intersection 5) exceeds the threshold for requiring a right-turn deceleration lane in the Build-Out (2025) Traffic Condition.
- The anticipated northeast bound left-turn volume for Westpointe Drive at Oak Run Parkway (Intersection 2) exceeds the threshold for requiring a left-turn deceleration lane in the Phase 1 (2023) Traffic Condition.
- The anticipated southwest bound left-turn volume for Westpointe Drive at Access 1 (Intersection 4) are anticipated to exceed the threshold for requiring a left-turn declaration lane in the Phase 1 (2023) traffic condition.
- The anticipated southwest bound left-turn volume for Westpointe Drive at Access 2 (Intersection 5) are anticipated to exceed the threshold for requiring a left-turn declaration lane in the Phase 1 (2023) traffic condition.
- No other left or right turn volumes exceed the City of New Braunfels threshold guideline for requiring an auxiliary lane.

Link Capacity Analysis

- The roadway link capacity analysis for Independence Drive shows the anticipated traffic volumes fall above the threshold for Level of Service D in the Build-Out (2025) traffic condition. This suggests the potential for level of service issues at intersections along the roadway as a result of insufficient link capacity when compared to traffic demand.
- The roadway link capacity analysis for Oak Run Parkway shows the anticipated traffic volumes fall above the threshold for Level of Service D in the Build-Out (2025) traffic condition. This suggests the potential for level of service issues at intersections along the roadway as a result of insufficient link capacity when compared to traffic demand.
- The roadway link capacity analysis for Oak Run Parkway shows the anticipated traffic volumes fall above the threshold for Level of Service D in the Build-Out (2025) traffic condition. This suggests the potential for level of service issues at intersections along the roadway as a result of insufficient link capacity when compared to traffic demand.

Intersection Capacity Analysis

Phase 1 (2023) Traffic Condition

- The capacity analysis results for Oak Run Parkway at Independence Drive (Intersection 1) indicate the westbound approach of Oak Run Parkway is anticipated to operate at level of service D in the Phase 1 (2023) Traffic Condition. As shown in the right-turn auxiliary lane analysis for Intersection 1 (Table 4), the right-turn volume on the northwest bound approach exceeds the threshold for a right-turn auxiliary lane in the Existing (2021) Traffic Condition. The capacity analysis results indicate that constructing this right-turn lane would result in level of service C in the Phase 1 (2023) Traffic Condition.
- All remaining intersections and approaches are anticipated to operate at Level of Service C or better int eh Phase 1 (2023) Traffic Condition.

Build-Out (2023) Traffic Condition

- The capacity analysis results for Oak Run Parkway at Independence Drive (Intersection 1) indicate that the intersection is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there is a need for increased regional connectivity or traffic signalization prior to the construction of the school scenario considered within this report. Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.
- The capacity analysis results for Oak Run Parkway at Westpointe Drive (Intersection 2) indicate that the intersection is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there is a need for increased regional connectivity or traffic signalization prior to the construction of the school scenario considered within this report. Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.
- The capacity analysis results for Westpointe Drive at Mission Hill (Intersection 3) indicate that the eastbound approached is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there is a need for increased regional connectivity prior to the construction of the school scenario considered within this report. *Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.*

- The capacity analysis results for Westpointe Drive at Access 1/Access 3 (Intersection 4) indicate that the eastbound approached is anticipated to operate at level of service D or worse in the Build-Out (2025) Traffic Condition. From a high-level planning perspective, this suggests there could be a need for additional mitigations at this intersection if the school were to align their parent drop-off lot with the Utilities Campus main access. Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.
- The capacity analysis results for Westpointe Drive at Access 2/Access 4 (Intersection 5) indicate all approaches are anticipated to operate at level of service C or better in the Build-Out (2025) traffic condition. From a high-level planning perspective, this suggests it could be okay to align the bus drop-off and teach parking access point with the Utility Campus Employee lot access. Note: The school district has not decided how they intend to use this property and there is no site plan for a potential school. Therefore, the evaluation provided is for high-level planning purposes only and no further analyses were conducted.

RECOMMENDATIONS

Note: Street names within this recommendations section come from this report or the information provided in Appendix A. These names have the potential to change.

Based on this study, the following recommendations are made for each traffic condition considered:

Existing (2021) Traffic Condition

- 1. Consider constructing a right-turn auxiliary lane on the northwest bound approach of Oak Run Parkway at Independence Drive. *Note: This is also the mitigation identified as an option for maintaining level of service C or better in the Phase 1 (2023) Traffic Condition.*
- 2. Consider constructing a northbound right-turn auxiliary lane on the northeast bound approach of Westpointe Drive at Oak Run Parkway.

Background (2023) Traffic Condition

1. Consider constructing a right-turn auxiliary lane on the southwest bound approach of independence Drive at Oak Run Parkway.

Phase 1 (2023) Utilities Campus

- 1. Consider constructing a right-turn auxiliary lane on the southeast bound approach of Oak Run Parkway at Westpointe Drive.
- 2. Consider providing a dedicated northbound left-turn auxiliary lane on the northeast bound approach of Westpointe Drive. Note: Zero thru movements are anticipated on this approach. Therefore, the dedicated right-turn only lane (identified in the Existing (2021) Traffic Condition) and a shared through left-lane might be sufficient at this location.
- 3. Provide a dedicated left-turn lane on the southbound approach of Westpointe Drive at Access 1.
- 4. Provide a dedicated left-turn lane on the southbound approach of Westpointe Drive at Access 2.

Build-Out (2025) Elementary School Scenario

- 1. Re-evaluate the impact area when the school district decides how they would like to use the property and a site plan becomes available.
- 2. If the school district would like to move forward with constructing an Elementary School at this location, there will likely be a need for increased regional connectivity such that a portion of traffic can get to the school without using Oak Run Parkway.

APPENDIX A – SITE PLAN









APPENDIX B – SCOPING DOCUMENTATION

CITY OF NEW BRAUNFELS TRAFFIC IMPACT ANALYSIS (TIA) SCOPING MEETING WORKSHEET

This worksheet was developed to facilitate the TIA scoping process and supplement the minimum information required for a TIA by the City of New Braunfels Code of Ordinances. The preparer shall complete Sections 1 and 2 and submit this worksheet and required attachments to engineeringtechs@nbtexas.org one week prior to the scoping meeting.

Section 1: General Information								
Project Name: New Braunfels Utilities C	Campus							
Project Address/Location: Westpoint		un Parkwa	ay					
	Location? X City of New Braunfels New Braunfels ETJ						Guadal	upe County
Owner Name: Dean Watson					Owner Email: dwatson@nbutexas.com			
Owner Address: 355 FM 306, New Brau			r Phone: (830)					
Preparer Company: Lee Engineering,	· · · · · · · · · · · · · · · · · · ·				OWITE	1 110116. (666)		
Preparer Name: James Robertson, PhD					Drona	rer Email: jrob	ertson@lee-en	r com
Preparer Address: 8122 Datapoint Driv		70220				rer Phone: (21		g.00111
		0229			РГЕРА	rei Pilone. (2)	10) 301-3411	
Application Type or Reason for TIA		nal Diat		7.00		al Damesit		
	minary Plat 🔲 Fi	nal Plat		_ Con	imerci	al Permit	<u> </u>	ning
Required Attachments			N Duralium	4.				-l:
Conb TIA Determination Form						ribution and		diagrams
Site plan with access locations			X Basis fo	or back	groun	d traffic grow	th rate	
Section 2: TIA Parameters								
			City Co	oncurr	ence			
Parameter	Developer Propos	sed	Yes	-		If no, iden	tify modific	ations required
Trip Generation Method	X ITE Trip Gen, 10 th Ed	<u> </u>						
mp deficiation wethou	Other:							
Background Traffic Growth Rate								
	3.8%							
Proposed Peak Periods	X AM							
	X PM							
	U Other:							
Scenarios and Years for Analysis	1. Existing	202	1					
(e.g. Existing 20XX,	2. Background & Phase 1	202	3					
Background & Phase # 20XX,	3. Background & Build-Out	202	5					
Background & Buildout 20XX)	4.	20						
	5.	20						
	6.	20						
Intersections for Analysis	1. Oak Run Pkwy at Independe	ence Dr						
(in addition to all site access)	2. Oak Run Pkwy at Westpoint							
(iii addition to an site access)	3. Westpointe Dr @ Mission Hill Re	st)						
	4.							
	5.							
	6.							
Section 2. Additional Comments /C	-	in the T	IA Donost	/TvDO	T	a simbt distan		
Section 3: Additional Comments/C								
neighborhood traffic control plan, tr	ajjic caiming, junaea capit	tai ana a	eveloper in	nprove	ments	, parking, tru	ck trajjic, et	<u>c.)</u>
Section 4: Agreement on TIA Baren	notors							
Section 4: Agreement on TIA Paran		1	(504.4.00)	0 DUT)		┌ .	10/4 004	5117
TIA Report Level: Level 1 (101	L-500 PHT)] Level 2	(501-1,00	O PHI)		L Leve	13 (1,001 o	more PHT)
City of New Proupfels Signature					Dra	naror's Signs	nturo	
City of New Braunfels Signature					Pre	eparer's Signa	iture	
Printed Name of Representative & Date					Pri	nted Name o	f Represent	ative & Date

TIA Scoping Meeting Worksheet 12/2019

ANTICIPATED ANALYSES

It's anticipated that the TIA will include the following Analyses:

- Left-Turn Auxiliary Lane Analysis for the following Intersections:
 - 1. Westpointe Driveway @ Driveway 1.
 - 2. Westpointe Driveway @ Driveway 2.
- Right-Turn Auxiliary Lane Analysis for the following Intersections:
 - 1. Oak Run Pkwy at Westpointe Drive
 - 2. Oak Run Parkway at Independence Drive.
- Link Capacity Analysis for the following Roadway Segments:
 - 1. Westpointe Drive from Driveway 2 to Mission Hill Run (southwest).
 - 2. Westpointe Drive from Mission Hill Run (southwest) to Mission Hill Run (northwest).
 - 3. Westpointe Drive from Mission Hill (northwest) to Oak Run Parkway.
- Capacity and Level of Service at the following Intersections:
 - 1. Westpointe Drive @ Mission Hill Run (southwest).
 - 2. Westpointe Drive @ Mission Hill Run (Northwest).
 - 3. Oak Run Pkwy at Westpointe Drive
 - 4. Oak Run Parkway at Independence Drive.
 - 5. Westpointe Driveway @ Driveway 1.
 - 6. Westpointe Driveway @ Driveway 2.
- Traffic Management Plan for Westpointe Drive that includes:
 - 1. Pavement Marking Recommendations.





Engineering Division 550 Landa Street New Braunfels, TX 78130 Tel: (830) 221-4020

TIA DETERMINATION

February 18, 2020 New Braunfels Utilities Campus TIA20-0007

Owner: New Braunfels Utilities Dean Watson 355 FM 306 New Braunfels, TX 78130 Preparer: Lee Engineering, LLC James Robertson, PhD, P.E. 8122 Datapoint Drive, Suite 1005 San Antonio, TX 78229

The Engineering Division reviewed the TIA Determination application and associated documents for the referenced development. Based on the information provided in the application, a Level 1 TIA Report is required. Please work with Kathy Bowlby to schedule a TIA scoping meeting. The attached TIA Scoping Meeting Worksheet must be submitted one week prior to the scheduled scoping meeting, per the instructions on the worksheet.

Please contact the Engineering Division at (830) 221-4016 if you have any questions or need any additional information.

Respectfully,

Mary K. Hamann, P.E.

Engineer

CITY OF NEW BRAUNFELS TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION FORM

Complete this form to determine Traffic Impact Analysis requirements. A site exhibit must be with this form to be considered a complete submittal.

Section 1. General informatio	ction 1: General Informatio
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Section 1: General I	<u>Information</u>													
General Informatio	n													
Project Name: New	Braunfels Utilities	s Campus							Date: 02/	12/2020				
Subdivision Plat Na	ame: New Braun	fels Utilities Ca	ampus		Project	: Address/L	ocation: West	oointe Drive 0.5	miles south of O	ak Run Parkway				
Location? X Cit	ty of New Brai	unfels	New	Braunfels ET	.ì [X Comal C	County		iuadalupe C	ounty				
Owner Name: Dear	Owner Name: Dean Watson Owner Address: 355 FM 306 Owner Address: 355 FM 306 Owner Phone: (830) 608-8991 Overparer Company: Lee Engineering, LLC Oreparer Name: James Robertson, PhD, PE Oreparer Address: 8122 Datapoint Drive, Suite 1005, San Antonio, TX 78229 Oreparer Address: 8122 Datapoint Drive, Suite 1005, San Antonio, TX 78229 Oreparer Address: 8122 Datapoint Drive, Suite 1005, San Antonio, TX 78229 Oreparer Phone: (210) 561-5411 Oreparer Phone: (210) 561-541 Orep													
Owner Address: 35	City of New Braunfels New Braunfels ETJ Comal County Guadalupe County													
Preparer Company	/: Lee Engineering	g, LLC				•								
Preparer Name: Ja	mes Robertson, F	PhD, PE					Preparer Ema	ail: jrobertson(@lee-eng.com					
Preparer Address:	8122 Datapoint D	rive, Suite 100)5, San Ar	ntonio, TX 78229)		Preparer Pho	ne: (210) 561	-5411					
Application Type o	r Reason for T	IA Worksh	eet/Rep	ort										
▼ Master Plan	Pı	reliminary F	Plat	Final P	lat		Commercial P	Permit	Zoning					
TIA Submittal Type	(A TIA Works	heet is requ	ired wi	th <u>all</u> zoning,	plan and p	olat applica	tions)							
								0 peak hou	r trips)					
Level 2 TIA Rep	ort (501-1,00	0 peak hou	r trips)		Lev	el 3 TIA Re	port (1,001 o	r more pea	k hour trips)				
TxDOT Access Appr	oved?													
Yes			No)			X Not	Applicable						
Fst.														
Land Use ITE ITE Code ¹ Unit ² Est. Peak Peak Peak Peak Peak Peak Peak Peak														
and Use ITE Code ¹ Unit ² Est. Project Units Peak Hour Hour Hour Hour Hour Hour Hour Trips Trips														
Land Use ITE Code ¹ Unit ² Est. Project Units Rate Rate Rate Rate RM PM WKND AM PM WKND AM PM WKND Peak Peak Peak Peak Peak Peak Peak Peak														
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	Total from additional tabulation sheet (if necessary):													
							Total:	368	189	2,485				
	stitute of Transportation Engineers (ITE) Trip Generation, 10 th Edition or most recent													
² E.g., Dwelling Units, A	Acres, Employee	es, KSF, etc.												
	D							I p.,						
Internal Use Only	Reviewed by			D		A district		Date:						
,	☐ TIA Worksl	neet only.	□ TIA	Report requi	red.	Additional	information re	equired to n	nake a deter	mination.				

APPENDIX C – TRIP GENERATION WORKBOOK

CITY OF NEW BRAUNFELS TRAFFIC IMPACT ANALYSIS (TIA) WORKSHEET

Complete this worksheet as a requirement for zoning, master plan, plat and permit as specified in City of New Braunfels Code of Ordinances Sections 114-99 and 118-46. Note: The Code provides the minimum information for a TIA report and it is recommended that a scoping meeting be scheduled with the Engineering Division.

Section 1: General Information

Section 1: General Information	
Project Name: New Braunfels Utilities Campus	Date: 03/22/2021
Subdivision Plat Name: New Braunfels Utilities Campus	Project Address/Location: Westpointe Drive 0.5 miles south of Oak Run Parkway
Location?	■ Comal County Guadalupe County
Owner Name: Dean Watson	Owner Email: dwatson@nbutexas.com
Owner Address: 355 FM 306, New Braunfels, TX 78130	Owner Phone: (830) 608-8991
Preparer Company: Lee Engineering, LLC	
Preparer Name: James Robertson, PhD, P.E., PTOE, RSP2IB	Preparer Email: jrobertson@lee-eng.com
Preparer Address: 8122 Datapoint Drive, Suite 1005, San Antonio, TX 78229	Preparer Phone: (210) 625-7418
TIA scoping meeting with City Engineering Yes. Date: 02/26/2021	TIA Worksheet/Report approved with No. Complete Page 1 only.
Division staff? (<u>required</u> for reports) No.	previous zoning, plan, plat or permit? Yes. Complete Pages 1 and 2.
Application Type or Reason for TIA Worksheet/Report	
Zoning/Concept Plan/Detail Plan Master Plan Preliminary Pla	t Final Plat Permit Other
TIA Submittal Type (A TIA Worksheet is required with all zoning, plan, plat and permit as	pplications)
☐ TIA Worksheet Only (100 peak hour trips or less)	Level 1 TIA Report (101-500 peak hour trips)
TIA Worksheet Only – Previous TIA Report Approved	Level 2 TIA Report (501-1,000 peak hour trips)
TIA Worksheet Only – Previous TIA Report not required (supporting documentation	may be required) Level 3 TIA Report (1,001 or more peak hour trips)
Section 2: Proposed Land Use and Trip Information for Application	

Unit	Land Use	ITE Code ¹	ITE Unit ²	Est. Project Units	Critical Peak Hour	AM Peak Hour Rate	PM Peak Hour Rate	WKND Peak Hour Rate	Daily Trip Rate	AM Peak Hour Trips	PM Peak Hour Trips	WKND Peak Hour Trips	Daily Trips
1	Government Office Building	730	1000 Sq Ft GFA	50	AM	3.34	1.71	NA	22.59	167	86	NA	1,130
1	Utility	170	1000 Sq Ft GFA	57	AM	2.31	2.27	NA	13.24	132	130	NA	755
2	Elementary School	520	1000 Sq Ft GFA	100	AM	6.97	1.37	NA	19.52	697	137	NA	1,952
		·		·	Total fro	m addition	al tabulatio	n sheet (if n	ecessary):	NA	NA	NA	NA
									Total:	996	353	NA	3,837

¹Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition or most recent; ²E.g., Dwelling Units, Acres, Employees, KSF, etc.

Internal Use Only	Reviewed by:			Date:
internal use only	☐ TIA Worksheet is acceptable.	☐ TIA Worksheet requires corrections.	□ TIA Report required.	☐ TIA Report not required.

TIA Worksheet Revised 10/2019 Page 1

Section 3: Previously Approved TIA Worksheet/Report

Projec	Name:													
Prepar	er Company:		Prepa	arer Name							Date:			
Type:	TIA Worksheet Only	/	Le	evel 1 TIA F	Report		Lev	el 2 TIA Re	eport		Leve	l 3 TIA Rep	oort	
Appro	ved with: Zoning/Concept Pla	n/Detail P	lan 🔲 M	laster Plan		☐ Plat			Perm	nit		Othe	r	
Section	4: Update to and Status of Land Us	e and Trip	Informatio	n for Total	Developn	nent with	Approved	TIA Work	sheet/Rep	ort (All Su	bdivision	Units)		
Unit	Land Use	Status ³	ITE Code ¹	ITE Unit²	Est. Project Units	Critical Peak Hour	AM Peak Hour Rate	PM Peak Hour Rate	WKND Peak Hour Rate	Daily Trip Rate	AM Peak Hour Trips	PM Peak Hour Trips	WKND Peak Hour Trips	Daily Trips
						Tatal facia		<u> </u>	-ht /:f					
						i otai jrom	uuaitionai	tabulation	sheet (if ne					
	of Transportation Engineers (ITE) Trip (current approved status of unit: PLAN –									Total:	pleted, A –	With this A	pplication (current)

Section 5: Approved TIA Worksheet/Report Conformance

Approved TIA Conformance	AM Peak Hour Trips	PM Peak Hour Trips	WKD Peak Hour Trips	Daily Trips
Approved development total:				
Updated development total:				
Difference development total:				
New TIA Report Required?				
Increase in Peak Hour Yes Trips (PHT) over 100? No	•	rt required to b	e approved pric	or to approval.

Section 6: Required TIA Mitigation Measures

Mitigation Measures	Unit	Total PHT
1.		
2.		
3.		
4.		
5.		
6.		

TIA Worksheet Revised 10/2019 Page 2

APPENDIX D – TRAFFIC VOLUME DATA

Oak Run Parkway at Independence Drive - TMC

Thu Feb 4, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811954, Location: 29.711784, -98.164311, Site Code: 1



Leg Direction	Oak Ru Eastboo		7				Oak Ru Westbo		у				depen- orthbo	dence l	Dr				Indepen		Dr			\Box	
Time	L	Т	R	U	App P	ed*	Westbi	Т	R	U	App Ped	_	L	Т	R	П	Арр	Ped*	L	Т	R	U	App Pe	·d*	Int
2021-02-04 7:00AM	8	45	1		54	0	3	32	24	0	59	_	0	0	0	0	0	0	15	1	4		20		133
7:15AM	11	56	1		68	0	8	34	34	0	76	_	0	0	0	0	0	0	11	2	2		15	\exists	159
7:30AM	4	67	1	_	72	0	8	51	33	0	92	-	0	2	1	0	3	0	21	0	3	0	24	+	191
7:45AM	12	70		0	83	0	9	71	37	0	117	-	1	1	2	0	4	0	18	4	8	0	30	-	234
Hourly Total	35	238	4		277	0	28	188	128	0	344	-	1	3	3	0	7	0	65	7	17	0	89	-	717
8:00AM	13	44	0	0	57	0	6	54	35	0	95	-	1	1	3	0	5	0	21	1	8	0	30	-	18
8:15AM	10	50	1	0	61	0	2	54	35	0	91	-	0	2	1	0	3	1	25	1	14	0	40	-	19
8:30AM	5	35	0	0	40	0	2	40	30	1	73	-	2	2	2	0	6	0	23	0	5	0	28	-	14
8:45AM	11	39	1	0	51	0	0	37	21	1	59	-	0	1	1	0	2	1	16	0	11	0	27	-	139
Hourly Total	39	168	2	0	209	0	10	185	121	2	318	-	3	6	7	0	16	2	85	2	38	0	125	-	66
4:00PM	12	59	0	0	71	0	0	78	26	0	104	-	0	2	4	0	6	0	27	0	8	0	35	-	21
4:15PM	16	51	1	0	68	0	1	83	37	0	121	-	1	0	2	0	3	0	30	1	9	0	40	-	23
4:30PM	7	55	0	0	62	0	1	71	45	0	117	-	0	1	0	0	1	0	18	0	9	0	27	-	20
4:45PM	18	47	1	0	66	0	0	70	50	0	120	-	0	3	1	0	4	0	20	0	13	0	33	-	22
Hourly Total	53	212	2	0	267	0	2	302	158	0	462	-	1	6	7	0	14	0	95	1	39	0	135	-	87
5:00PM	16	65	0	0	81	0	0	67	36	0	103	-	0	0	4	0	4	0	33	0	9	0	42	-	23
5:15PM	14	65	0	0	79	0	2	65	44	0	111	-	2	0	5	0	7	2	33	0	14	0	47	-	24
5:30PM	12	54	0	0	66	0	0	74	52	0	126	-	0	0	1	0	1	1	39	0	12	0	51	-	24
5:45PM	8	43	0	0	51	0	0	55	37	1	93	-	0	1	0	0	1	1	25	1	15	0	41	-	18
Hourly Total	50	227	0	0	277	0	2	261	169	1	433	-	2	1	10	0	13	4	130	1	50	0	181	-	90
Total	177	845	8	0	1030	0	42	936	576	3	1557	-	7	16	27	0	50	6	375	11	144	0	530	-	316
% Approach	17.2%	82.0%	0.8%	0%	-	-	2.7% (60.1%	37.0%	0.2%	-	- 14	1.0% 3	32.0% 5	54.0% 0	%	-	-	70.8%	2.1% 2	27.2%	0%	-	-	
% Total	5.6%	26.7%	0.3%	0% 3	32.5%	-	1.3% 2	29.6%	18.2%	0.1%	49.2%	- 0).2%	0.5%	0.9% 0	%	1.6%	-	11.8%	0.3%	4.5%	0% 1	16.7%	-	
Lights	172	843	8	0	1023	-	42	928	567	3	1540	-	7	15	27	0	49	-	369	11	142	0	522	-	313
% Lights	97.2%	99.8%	100%	0% 9	99.3%	-	100% 9	99.1%	98.4%	100%	98.9%	- 10	00% 9	93.8%	100% 0	% 9	98.0%	-	98.4% 1	100% 9	98.6%	0% 9	98.5%	- /	99.0%
Articulated Trucks	0	0	0	0	0	-	0	1	3	0	4	-	0	0	0	0	0	-	2	0	0	0	2	-	
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.1%	0.5%	0%	0.3%	-	0%	0%	0% 0	%	0%	-	0.5%	0%	0%	0%	0.4%	-	0.29
Buses and Single-Unit																								\neg	
Trucks	5	2	0	0	7	-	0	7	6	0	13	-	0	1	0	0	1	-	4	0	2	0	6	-	2
% Buses and Single-Unit	2.00/	0.20/	00/	00/	0.70/		00/	0.70/	1.00/	00/	0.00/		00/	C 20/	00/ 0	0/	2.00/		1 10/	00/	1 40/	00/	1 10/		0.00
Trucks	2.8%		0%		0.7%	_		0.7%	1.0%	0%	0.8%	-		6.3%			2.0%		1.1%		1.4%			-	0.99
Bicycles on Road	0	0	0		0	_	0	0	0	0	0	-	0	0	0		0		0	0		0	0	-	09
% Bicycles on Road Pedestrians	0%	0%	0%	0% -	0%	- 0	0%	0%	0%	0%	0%	0	0%	0%	0% 0	<u>%</u> -	0%	- 6	0%	0%	0%	0% -	0%	0	09
% Pedestrians	-				-	U	-				- (U					-	100%	-			_	-	U	
	-			-		0	-	-			-	0		-	-	-		100%	-		-		-	0	
Bicycles on Crosswalk	-	-	-			U	-	-			- (U	-		-	-				-	-		-	U	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Run Parkway at Independence Drive - TMC

Thu Feb 4, 2021

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on

Road, Bicycles on Crosswalk)

All Movements

ID: 811954, Location: 29.711784, -98.164311, Site Code: 1



Leg	Oak Ru	n Pkwy	7				Oak R	un Pkw	y			I	Indeper	ndence	Dr				Indepe	ndence	Dr			\exists	
Direction	Eastbou	ınd					Westbo	ound				1	Northb	ound					Southb	ound					
Time	L	T	R	U	App P	ed*	L	T	R	U	App Ped	*	L	T	R	U	App	Ped*	L	T	R	U	App Pe	*d*	Int
2021-02-04 7:30AM	4	67	1	0	72	0	8	51	33	0	92	-	0	2	1	0	3	0	21	0	3	0	24	-	191
7:45AM	12	70	1	0	83	0	9	71	37	0	117	-	1	1	2	0	4	0	18	4	8	0	30	-	234
8:00AM	13	44	0	0	57	0	6	54	35	0	95	-	1	1	3	0	5	0	21	1	8	0	30	-	187
8:15AM	10	50	1	0	61	0	2	54	35	0	91	-	0	2	1	0	3	1	25	1	14	0	40	-	195
Total	39	231	3	0	273	0	25	230	140	0	395	-	2	6	7	0	15	1	85	6	33	0	124	-	807
% Approach	14.3% 8	84.6%	1.1%	0%	-	-	6.3%	58.2%	35.4%	0%	-	- 1	13.3%	40.0%	46.7% 0	%	-	-	68.5%	4.8%	26.6%	0%	-	-	
% Total	4.8% 2	28.6%	0.4%	0% 3	3.8%	-	3.1%	28.5%	17.3%	0% 4	48.9%	-	0.2%	0.7%	0.9% 0	%	1.9%	-	10.5%	0.7%	4.1%	0% 1	15.4%	-	
PHF	0.750	0.825	0.750	- (0.822	-	0.694	0.810	0.946	-	0.844	-	0.500	0.750	0.583	- (0.750	-	0.850	0.375	0.589	-	0.775	-	0.862
Lights	36	229	3	0	268	-	25	225	136	0	386	-	2	6	7	0	15	-	85	6	32	0	123	-	792
% Lights	92.3% 9	99.1%	100%	0% 9	8.2%	-	100% :	97.8%	97.1%	0% 9	97.7%	-	100%	100%	100% 0	1% 1	100%	-	100%	100%	97.0%	0% 9	99.2%	-	98.1%
Articulated Trucks	0	0	0	0	0	-	0	1	1	0	2	-	0	0	0	0	0	-	0	0	0	0	0	-	2
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0.4%	0.7%	0%	0.5%	-	0%	0%	0% 0	%	0%	-	0%	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit	3	2	0		-				2	0	-		0	0	0					0	1				12
Trucks	3	2	0	0	5		0	4	3	0	7	-	0	0	0	0	0		0	0	1	0	1		13
% Buses and Single-Unit Trucks	7.7%	0.9%	0%	0%	1.8%	_	0%	1.7%	2.1%	0%	1.8%	_	0%	0%	0% 0)%	0%	_	0%	0%	3.0%	0%	0.8%	_	1.6%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	_	0%	0%	0%	0%	0%	-	0%	0%	0% 0	1%	0%	-	0%	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	_	-	0	-	-	-	_	-	0	-	-	-	-	-	1	-	_	_	_	_	0	
% Pedestrians	-	_	_	_	-	_	-	_	-	_	-	-	-	-	_	_	-	100%	-	_	_	_	-	-	-
Bicycles on Crosswalk	-	_	_	-	-	0	-	_	_	-	-	0	-	-	_	-	-	0	-	_	_	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-

 $^{^*\}mbox{Pedestrians}$ and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Run Parkway at Independence Drive - TMC

Thu Feb 4, 2021

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811954, Location: 29.711784, -98.164311, Site Code: 1



Leg	Oak Ru	ın Pkwy	У				Oak Rı	ın Pkw	y			Indepe	ndence	Dr				Indeper	nden	ce Dr			Т	
Direction	Eastbou	ınd					Westbo	ound				North	ound					Southbo	ounc	l				
Time	L	T	R	U	App P	ed*	L	T	R	U	App Ped*	L	T	R	U	App	Ped*	L	T	R	U	App Ped]*]	int
2021-02-04 4:45PM	18	47	1	0	66	0	0	70	50	0	120 -	0	3	1	0	4	0	20	0	13	0	33	-	223
5:00PM	16	65	0	0	81	0	0	67	36	0	103 -	0	0	4	0	4	0	33	0	9	0	42	-	230
5:15PM	14	65	0	0	79	0	2	65	44	0	111 -	2	0	5	0	7	2	33	0	14	0	47	-	244
5:30PM	12	54	0	0	66	0	0	74	52	0	126 -	0	0	1	0	1	1	39	0	12	0	51	-	244
Total	60	231	1	0	292	0	2	276	182	0	460 -	2	3	11	0	16	3	125	0	48	0	173	-	941
% Approach	20.5%	79.1%	0.3%	0%	-	-	0.4% (50.0%	39.6%	0%		12.5%	18.8%	68.8% ()%	-	-	72.3%	0% 2	27.7% (0%	-	-	-
% Total	6.4%	24.5%	0.1%	0% 3	31.0%	-	0.2%	29.3%	19.3%	0% 4	8.9% -	0.2%	0.3%	1.2% ()% :	1.7%	-	13.3%	0%	5.1% ()% 1	8.4%	-	-
PHF	0.833	0.888	0.250	-	0.901	-	0.250	0.932	0.875	-	0.913 -	0.250	0.250	0.550	- 0).571	-	0.801	-	0.857	- (0.848	-	0.964
Lights	59	231	1	0	291	-	2	275	180	0	457 -	2	3	11	0	16	-	123	0	48	0	171	-	935
% Lights	98.3%	100%	100%	0% 9	99.7%	-	100% 9	99.6%	98.9%	0% 9	9.3% -	100%	100%	100% ()% 1	100%	-	98.4%	0%	100% (0% 9	8.8%	- 5	99.4%
Articulated Trucks	0	0	0	0	0	-	0	0	1	0	1 -	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	0.5%	0%	0.2% -	0%	0%	0% ()%	0%	-	0%	0%	0% (0%	0%	-	0.1%
Buses and Single-Unit Trucks	1	0	0	0	1	_	0	1	1	0	2 -	0	0	0	0	0	_	2	0	0	0	2	_	5
% Buses and Single-Unit																							寸	
Trucks	1.7%	0%	0%	0%	0.3%	-	0%	0.4%	0.5%	0%	0.4%	0%	0%	0% 0)%	0%	-	1.6%	0%	0% (0%	1.2%	-	0.5%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0 -	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0% -	0%	0%	0% 0)%	0%	-	0%	0%	0% (0%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	- 0	-	-	-	-	-	3	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	- 0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	0%	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Run Parkway at Westpointe Drive - TMC

Thu Feb 4, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811951, Location: 29.713061, -98.166236, Site Code: 2

Leg Direction	Oak R Eastbo	un Pkw ound	у				Oak Ru Westbo		7				Westpo Northbo		Dr				Westpoii Southboo						
Time	L	T	R	U	App P	ed*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-02-04 7:00AM	0	26	2	0	28	0	3	30	3	0	36	0	9	0	15	0	24	0	0	0	0	0	0	0	88
7:15AM	0	40	2	0	42	0	7	32	0	0	39	0	12	0	19	0	31	0	0	0	0	0	0	0	112
7:30AM	0	50	11	0	61	0	7	45	2	0	54	2	10	0	18	0	28	0	0	0	0	0	0	1	143
7:45AM	0	50	1	0	51	0	10	71	1	0	82	0	8	0	23	0	31	0	0	2	0	0	2	0	166
Hourly Total	0	166	16	0	182	0	27	178	6	0	211	2	39	0	75	0	114	0	0	2	0	0	2	1	509
8:00AM	0	35	1	1	37	0	9	51	1	0	61	0	7	0	21	0	28	0	0	0	0	0	0	0	126
8:15AM	1	30	5	0	36	0	12	57	0	0	69	2	4	0	21	0	25	0	0	0	0	0	0	2	130
8:30AM	0	24	1	0	25	0	9	38	1	0	48	0	4	0	14	0	18	0	0	0	0	0	0	1	91
8:45AM	0	30	1	0	31	0	9	37	3	0	49	0	2	0	13	0	15	0	1	0	1	0	2	0	97
Hourly Total	1	119	8	1	129	0	39	183	5	0	227	2	17	0	69	0	86	0	1	0	1	0	2	3	444
4:00PM	0	49	3	1	53	0	32	53	0	0	85	0	8	0	17	0	25	0	0	0	0	0	0	1	163
4:15PM	1	46	12	0	59	0	34	63	0	0	97	0	2	0	12	0	14	0	1	0	0	0	1	0	171
4:30PM	0	47	6	0	53	0	34	45	0	0	79	1	2	0	17	0	19	0	1	0	0	0	1	1	152
4:45PM	0	33	7	0	40	0	30	51	1	3	85	0	4	0	20	0	24	0	1	0	1	0	2	0	151
Hourly Total	1	175	28	1	205	0	130	212	1	3	346	1	16	0	66	0	82	0	3	0	1	0	4	2	637
5:00PM	1	58	7	0	66	0	28	51	0	0	79	0	4	0	16	0	20	0	2	0	0	0	2	2	167
5:15PM	0	56	12	0	68	0	25	59	0	0	84	0	5	0	12	0	17	0	4	0	0	0	4	1	173
5:30PM	0	43	3	1	4 7	0	29	59	0	0	88	4	4	0	19	0	23	0	0	0	0	0	0	3	158
5:45PM	0	31	7	0	38	0	33	40	0	1	74	0	3	0	13	0	16	1	0	0	0	0	0	1	128
Hourly Total	1	188	29	1	219	0	115	209	0	1	325	4	16	0	60	0	76	1	6	0	0	0	6	7	626
Total	3	648	81	3	735	0	311	782	12	4	1109	9	88	0	270	0	358	1	10	2	2	0	14	13	2216
% Approach	0.4%	88.2%	11.0%	0.4%	-	-	28.0% 7	70.5%	1.1%	0.4%	-	-	24.6%	0% 7	75.4% ()%	-	-	71.4% 1	4.3% 1	14.3%	0%	-	-	-
% Total	0.1%	29.2%	3.7%	0.1% 3	33.2%	-	14.0% 3	35.3%	0.5%	0.2% !	50.0%	-	4.0%	0% 1	2.2% ()% 1	6.2%	-	0.5%	0.1%	0.1%	0%	0.6%	-	-
Lights	3	646	78	3	730	-	309	771	12	4	1096	-	88	0	266	0	354	-	10	1	2	0	13	-	2193
% Lights	100%	99.7%	96.3%	100% 9	99.3%	-	99.4% 9	98.6%	100% 1	.00% \$	98.8%	-	100%	0% 9	8.5% ()% 9	8.9%	-	100% 5	0.0%	100%	0% 9	2.9%	-	99.0%
Articulated Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	0.3%	0%	0%	0%	0.1%	-	0%	0%	0% ()%	0%	-	0%	0%	0%	0%	0%	-	0%
Buses and Single-Unit																									
Trucks	0	2	3	0	5	-	1	11	0	0	12	-	0	0	4	0	4	-	0	1	0	0	1	-	22
% Buses and Single-Unit																									
Trucks		0.3%	3.7%		0.7%	-		1.4%	0%			-	_		1.5% (-	0% 5		0%		7.1%	-	1.0%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%		0%		0% (0%	-	0%	0%	0%		0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	13	
% Pedestrians	-	-	-	-	-	-	-	-	-	-		100%		-		-		100%	-	-		-		100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-		- 0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Run Parkway at Westpointe Drive - TMC

Thu Feb 4, 2021

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on

Road, Bicycles on Crosswalk)

All Movements

ID: 811951, Location: 29.713061, -98.166236, Site Code: 2



Leg	Oak R	un Pkw	/y				Oak Ru	n Pkwy	y				Westpo	inte	Dr				Wes	stpointe	Dr				
Direction	Eastbo	ound					Westbo	und					Northbo	ound					Sou	thbound	i				
Time	L	T	R	U	App P	ed*	L	T	R	U	App	Ped*	L	T	R	U	App I	Ped*	L	T	R	U	Арр	Ped*	Int
2021-02-04 7:30AM	0	50	11	0	61	0	7	45	2	0	54	2	10	0	18	0	28	0	0	0	0	0	0	1	143
7:45AM	0	50	1	0	51	0	10	71	1	0	82	0	8	0	23	0	31	0	0	2	0	0	2	0	166
8:00AM	0	35	1	1	37	0	9	51	1	0	61	0	7	0	21	0	28	0	0	0	0	0	0	0	126
8:15AM	1	30	5	0	36	0	12	57	0	0	69	2	4	0	21	0	25	0	0	0	0	0	0	2	130
Total	1	165	18	1	185	0	38	224	4	0	266	4	29	0	83	0	112	0	0	2	0	0	2	3	565
% Approach	0.5%	89.2%	9.7%	0.5%	-	-	14.3%	84.2%	1.5%	0%	-	-	25.9%	0% 7	4.1% ()%	-	-	0%	100%	0% ()%	-	-	-
% Total	0.2%	29.2%	3.2%	0.2% 3	32.7%	-	6.7%	39.6%	0.7%	0% 4	47.1%	-	5.1%	0% 1	4.7% ()% 1	9.8%	-	0%	0.4%	0% ()%	0.4%	-	-
PHF	0.250	0.825	0.409	0.250	0.758	-	0.792	0.789	0.500	-	0.811	-	0.725	- (0.902	-	0.903	-	-	0.250	-	-	0.250	-	0.851
Lights	1	163	17	1	182	-	36	219	4	0	259	-	29	0	81	0	110	-	0	1	0	0	1	-	552
% Lights	100%	98.8%	94.4%	100% 9	98.4%	-	94.7%	97.8%	100%	0% 9	97.4%	-	100%	0% 9	7.6% (9%	98.2%	-	0%	50.0%	0% ()% 5	60.0%	-	97.7%
Articulated Trucks	0	0	0	0	0	-	1	0	0	0	1	-	0	0	0	0	0	-	0	0	0	0	0	-	1
% Articulated Trucks	0%	0%	0%	0%	0%	-	2.6%	0%	0%	0%	0.4%	-	0%	0%	0% 0)%	0%	-	0%	0%	0% ()%	0%	-	0.2%
Buses and Single-Unit	1	2	1	0	2		1		0	0				0	2	0	_			1	0	0			12
Trucks	0	2	1	0	3		1	5	0	0	6		0	0	2	U	2		0	1	0	0	1	-	12
% Buses and Single-Unit Trucks	0%	1.2%	5.6%	0%	1.6%	-	2.6%	2.2%	0%	0%	2.3%	-	0%	0%	2.4% ()%	1.8%	_	0%	50.0%	0% ()% 5	60.0%	-	2.1%
Bicycles on Road	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0%	0%	0% 0)%	0%	-	0%	0%	0% ()%	0%	-	0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	- 1	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Oak Run Parkway at Westpointe Drive - TMC

Thu Feb 4, 2021

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811951, Location: 29.713061, -98.166236, Site Code: 2



Leg	Oak R	un Pkw	у			Oak Rı	ın Pkw	y				Westpo	inte	Dr				Westpo	inte	Dr				
Direction	Eastbo	ound				Westbo	ound					Northbo	ound					Southb	ounc	l				
Time	L	T	R	U	App Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2021-02-04 4:45PM	0	33	7	0	40 0	30	51	1	3	85	0	4	0	20	0	24	0	1	0	1	0	2	0	151
5:00PM	1	58	7	0	66 0	28	51	0	0	79	0	4	0	16	0	20	0	2	0	0	0	2	2	167
5:15PM	0	56	12	0	68 0	25	59	0	0	84	0	5	0	12	0	17	0	4	0	0	0	4	1	173
5:30PM	0	43	3	1	47 0	29	59	0	0	88	4	4	0	19	0	23	0	0	0	0	0	0	3	158
Total	1	190	29	1	221 0	112	220	1	3	336	4	17	0	67	0	84	0	7	0	1	0	8	6	649
% Approach	0.5%	86.0%	13.1%	0.5%		33.3%	65.5%	0.3%	0.9%	-	-	20.2%	0% 7	79.8% ()%	-	-	87.5%	0%	12.5% ()%	-	-	-
% Total	0.2%	29.3%	4.5%	0.2%	34.1% -	17.3%	33.9%	0.2%	0.5%	51.8%	-	2.6%	0% 1	0.3% ()% 1	2.9%	-	1.1%	0%	0.2% ()% 1	1.2%	-	-
PHF	0.250	0.819	0.604	0.250	0.813 -	0.933	0.932	0.250	0.250	0.955	-	0.850	-	0.838	- (0.875	-	0.438	-	0.250	- 0	.500	-	0.938
Lights	1	190	28	1	220 -	112	219	1	3	335	-	17	0	66	0	83	-	7	0	1	0	8	-	646
% Lights	100%	100%	96.6%	100%	99.5% -	100%	99.5%	100%	100%	99.7%	-	100%	0% 9	98.5% ()% 9	98.8%	-	100%	0%	100% ()% 1	.00%	- !	99.5%
Articulated Trucks	0	0	0	0	0 -	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	0% -	0%	0%	0%	0%	0%	-	0%	0%	0% ()%	0%	-	0%	0%	0% ()%	0%	-	0%
Buses and Single-Unit Trucks	0	0	1	0	1 -	0	1	0	0	1		0	0	1	0	1	_	0	0	0	0	0	_	3
% Buses and Single-Unit	-											0						-					\rightarrow	
Trucks	0%	0%	3.4%	0%	0.5% -	0%	0.5%	0%	0%	0.3%	-	0%	0%	1.5% ()%	1.2%	-	0%	0%	0% ()%	0%	-	0.5%
Bicycles on Road	0	0	0	0	0 -	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	0% -	0%	0%	0%	0%	0%	-	0%	0%	0% ()%	0%	-	0%	0%	0% ()%	0%	-	0%
Pedestrians	-	-	-	-	- 0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	6	
% Pedestrians	-	-	-	-		-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	- 1	100%	-
Bicycles on Crosswalk	-	-	-	-	- 0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-		-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

 $^{^{*}}$ Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Westpointe Drive at Mission Hill Run - TMC

Thu Feb 4, 2021

Full Length (7 AM-9 AM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811953, Location: 29.711667, -98.168528, Site Code: 3



Leg Direction	Mission I Eastboun					Westpoii Northboi					Westpoin Southbou					
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	Т	R	U	App	Ped*	Int
2021-02-04 7:00AM	0	0	0	0	0	0	11	0	11	0	1	0	0	1	0	
7:15AM	2	0	0	2	0	0	14	0	14	0	2	2	0	4	0	
7:30AM	4	0	0	4	0	0	6	0	6	0		7	0	9	0	
7:45AM	5	0	0	5	0	0	16	0	16	0	6	3	0	9	0	
Hourly Total	11	0	0	11	0	0	47	0	47	0		12	0	23	0	
8:00AM	5	0	0	5	0	0	12	0	12	0	4	0	0	4	0	
8:15AM	7	0	0	7	0	0	3	0	3	0		2		6	0	
8:30AM	1	0	0	1	2	0	5	0	5	0	1	4	0	5	2	
8:45AM	2	0	0	2	2	0	4	0	4	0	5	3	0	8	0	
Hourly Total	15	0	0	15	4	0	24	0	24	0	14	9	0	23	2	
4:00PM	6	0	0	6	0	0	11	0	11	0	4	10	0	14	0	
4:15PM	4	0	1	5	1	3	2	0	5	0	8	9	0	17	0	
4:30PM	3	0	0	3	0	0	10	0	10	0	6	16	0	22	0	
4:45PM	4	0	0	4	1	0	8	0	8	0	3	10	0	13	0	-
Hourly Total	17	0	1	18	2	3	31	0	34	0	21	45	0	66	0	_
5:00PM	3	0	0	3	0	1	5	0	6	0	5	5	0	10	0	-
5:15PM	1	1	0	2	0	0	8	0	8	0	8	10	0	18	0	
5:30PM	3	0	0	3	5	0	12	0	12	0	6	12	0	18	0	
5:45PM	2	0	0	2	3	0	4	0	4	0		12	0	18	0	
Hourly Total	9	1	0	10	8	1	29	0	30	0	25	39	0	64	0	104
Total	52	1	1	54	14	4	131	0	135	0	71	105	0	176	2	365
% Approach	96.3%	1.9%	1.9%	-	-	3.0%	97.0%	0%	-	-	40.3%	59.7%	0%	-	-	-
% Total	14.2%	0.3%	0.3%	14.8%	-	1.1%	35.9%	0%	37.0%	-	19.5%	28.8%	0%	48.2%	-	-
Lights	48	1	1	50	-	4	130	0	134	-	69	101	0	170	-	354
% Lights	92.3%	100%	100%	92.6%	-	100%	99.2%	0%	99.3%	-	97.2%	96.2%	0%	96.6%	-	97.0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	1.4%	0%	0%	0.6%	-	0.3%
Buses and Single-Unit Trucks	4	0	0	4	-	0	1	0	1	-	1	4	0	5	-	10
% Buses and Single-Unit Trucks	7.7%	0%	0%	7.4%	-	0%	0.8%	0%	0.7%	-	1.4%	3.8%	0%	2.8%	-	2.7%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0		0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	14	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Westpointe Drive at Mission Hill Run - TMC

Thu Feb 4, 2021

AM Peak (7:15 AM - 8:15 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811953, Location: 29.711667, -98.168528, Site Code: 3



Leg	Mission F	Iill R	un			Westp	ointe Dr				Westpointe	e Dr				
Direction	Eastbound	1				North	bound				Southboun	d				
Time	L	R	U	App	Ped*	L	T	U	App	Ped*	T	R	U	Арр	Ped*	Int
2021-02-04 7:15AM	2	0	0	2	0	0	14	0	14	0	2	2	0	4	0	20
7:30AM	4	0	0	4	0	0	6	0	6	0	2	7	0	9	0	19
7:45AM	5	0	0	5	0	0	16	0	16	0	6	3	0	9	0	30
8:00AM	5	0	0	5	0	0	12	0	12	0	4	0	0	4	0	21
Total	16	0	0	16	0	0	48	0	48	0	14	12	0	26	0	90
% Approach	100%	0%	0%	-	-	0%	100%	0%	-	-	53.8%	46.2%	0%	-	-	-
% Total	17.8%	0%	0%	17.8%	-	0%	53.3%	0%	53.3%	-	15.6%	13.3%	0%	28.9%	-	-
PHF	0.800	-	-	0.800	-	-	0.750	-	0.750	-	0.583	0.429	-	0.722	-	0.750
Lights	14	0	0	14	-	0	47	0	47	-	12	10	0	22	-	83
% Lights	87.5%	0%	0%	87.5%	-	0%	97.9%	0%	97.9%	-	85.7%	83.3%	0%	84.6%	-	92.2%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	1	0	0	1	-	1
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	7.1%	0%	0%	3.8%	-	1.1%
Buses and Single-Unit Trucks	2	0	0	2	-	0	1	0	1	-	1	2	0	3	-	6
% Buses and Single-Unit Trucks	12.5%	0%	0%	12.5%	-	0%	2.1%	0%	2.1%	-	7.1%	16.7%	0%	11.5%	-	6.7%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Westpointe Drive at Mission Hill Run - TMC

Thu Feb 4, 2021

PM Peak (4 PM - 5 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Road, Bicycles on Crosswalk)

All Movements

ID: 811953, Location: 29.711667, -98.168528, Site Code: 3



Leg	Mission I	Hill R	un			Westpoir	nte Dr				Westpoint	te Dr				
Direction	Eastboun	d				Northbou	ınd				Southbou	nd				
Time	L	R	U	App	Ped*	L	T	U	Арр	Ped*	T	R	U	Арр	Ped*	Int
2021-02-04 4:00PM	6	0	0	6	0	0	11	0	11	0	4	10	0	14	0	31
4:15PM	4	0	1	5	1	3	2	0	5	0	8	9	0	17	0	27
4:30PM	3	0	0	3	0	0	10	0	10	0	6	16	0	22	0	35
4:45PM	4	0	0	4	1	0	8	0	8	0	3	10	0	13	0	25
Total	17	0	1	18	2	3	31	0	34	0	21	45	0	66	0	118
% Approach	94.4%	0%	5.6%	-	-	8.8%	91.2%	0%	-	-	31.8%	68.2%	0%	-	-	-
% Total	14.4%	0%	0.8%	15.3%	-	2.5%	26.3%	0%	28.8%	-	17.8%	38.1%	0%	55.9%	-	-
PHF	0.708	-	0.250	0.750	-	0.250	0.705	-	0.773	-	0.656	0.703	-	0.750	-	0.843
Lights	15	0	1	16	-	3	31	0	34	-	21	43	0	64	-	114
% Lights	88.2%	0%	100%	88.9%	-	100%	100%	0%	100%	-	100%	95.6%	0%	97.0%	-	96.6%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	2	0	0	2	-	0	0	0	0	-	0	2	0	2	-	4
% Buses and Single-Unit Trucks	11.8%	0%	0%	11.1%	-	0%	0%	0%	0%	-	0%	4.4%	0%	3.0%	-	3.4%
Bicycles on Road	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Bicycles on Road	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Pedestrians	-	-	-	-	2	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	_
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

^{*}Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



Intersection #: 1				Oa	ık Run Pa	arkway at	Indepen	ndence D	rive							
							g Traffic									
			Oak Run	Parkwa	у			ı	ndepend	ence Driv	/e					
		EB			WB			NB			SB					
	4	1	P	4	1	P	4	1	P	4	1	r	Time	PHF	% Trucks	
AM:	39	231	3	25	230	140	2	6	7	85	6	33	7:30 AM	0.86	2.0%	
PM:	60	231	1	2	276	182	2	3	11	125	0	48	4:45 PM	0.96	2.0%	
AM Approach Vol:		273			395			15			124					
PM Approach Vol:		292			460			16			173					
AM Departure Vol:		263			323			34			185					
PM Departure Vol:		324			367			3 49			245 309					
AM Link Total: PM Link Total:		536 616			718 827			19			418					
Estimated Link ADT:		6,160			8,270			490			4,180					
				Growth	of Existi	ng Traffi	to Back		Volumes		,					
		EB			WB			NB			SB		Traffic C	ount Year:	2021	
	7	1	r	1	1	r	4	1	r	7	1	r		ild-Out Yr:		
AM:	43	250	4	27	249	152	3	7	8	92	7	36	Gro	wth Rate:		
PM:	65	250	2	3	299 Office Par	197	3	4	12	135	0	52		Factor	1.08	
		EB		_	WB	K (750) -	Баскуго	NB	IIC		SB					
	4	1	r	1	1	r	4	1	P	4	1	r		Trip Gen	eration Data	
AM Enter Dist:					40%								AM Trips:	201	AM Enter %:	89%
PM Enter Dist:					40%								PM Trips:	149	PM Enter %:	7%
AM Exit Dist:		40%											AM Trips:	201	AM Exit %:	11%
PM Exit Dist:		40%											PM Trips:	149	PM Exit %:	93%
-	7	1	r	1	1	r	1	1	r	1	1	r	Quantity:	139	1000 Sq. Ft. GLA	
AM:	0	9 56	0	0	72 5	0	0	0	0	0	0	0	AM Rate: PM Rate:	1.44		
FIVI.	U	50	U	U		se 2 - Ba			U	U	U	U	FIVI Rate.	1.07		
		EB			WB	30 <u>2</u>	l	NB			SB					
	Ţ	1	Þ	4	1	P	4	1	P	4	1	_		Tuin Con	eration Data	
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AM Enter Dist:													AM Trips:	0	AM Enter %:	
PM Enter Dist: AM Exit Dist:													PM Trips: AM Trips:	0	PM Enter %: AM Exit %:	
PM Exit Dist:													PM Trips:	0	PM Exit %:	
	1	1	r	4	1	r	4	1	P	1	1	r	Quantity:			
AM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate:			
PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:			
					Land U	se 3 - Ba	ckgroun	d Traffic							•	
		EB			WB			NB			SB					
	4	1	P	4	1	P	4	1	P	4	1	P		Trip Gen	eration Data	
AM Enter Dist:													AM Trips:	0	AM Enter %:	
PM Enter Dist:													PM Trips:	0	PM Enter %:	
AM Exit Dist:													AM Trips:	0	AM Exit %:	
PM Exit Dist:													PM Trips:	0	PM Exit %:	
	4	1	P	7	1	r	4	1	r	7	1	r	Quantity:			
AM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate:			
PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:			
				Oa	ık Run Pa	arkway at	Indepen	ndence D	rive							
					Tot	al Backg	round Tr	affic								
			Oak Run	Parkwa	у			1	ndepend	ence Driv	/e					
		EB			WB			NB			SB					
	7	1	r	7	1	r	4	1	r	7	1	r	Time	PHF	% Trucks	
AM:	43 65	259	4	27	321	152	3	7	8	92	7	36 52	7:30 AM	0.86	2.0%	
AM Approach Vol:	65	306 306	2	3	304 500	197	3	18	12	135	135	52	4:45 PM	0.96	2.0%	
PM Approach Vol:		373		<u> </u>	504			19			187					
AM Departure Vol:		357		1	359			38		1	202					
PM Departure Vol:		356		<u> </u>	453			5			266					
		000		1	859		I ——	56			227					
AM Link Total:		663		ļ							337					
AM Link Total: PM Link Total: Estimated Link ADT:		729 7,290			957 9,570			24 560			453 4,530					

Intersection #: 1				Oa	k Run Pa	rkway at	Indener	ndence D	rive							
Continued						al Backg			1146							
Continued			Oak Run	Parkwa		ai Dacky	l cuna m		ndepende	ence Driv	/e					
		EB	oun num		WB			NB	паорона		SB					
	1	1	r	4	1	r	4	1	r	4	1	Þ				
AM:	43	259	4	27	321	152	3	7	8	92	7	36				
PM:	65	306	2	3	304	197	3	4	12	135	0	52				
AM Approach Vol:		306			500			18			135					
PM Approach Vol:		373			504			19			187					
AM Departure Vol: PM Departure Vol:		357 356			359 453			38 5			202 266					
AM Link Total:		663			859			56			337					
PM Link Total:		729			957			24			453					
Estimated Link ADT:		7,290			9,570			560			4,530					
		EB		Are	a 1 - Gov WB	ernment	Office B	uilding (2 NB	2023)	ı	CD					
	4		_	4		_	4		_	_	SB	_		Tolor Occ		
	7	1	ľ	1	1	ľ	1	1	ľ	٦	Î	r			neration Data	
AM Enter Dist: PM Enter Dist:					40% 40%							40% 40%	AM Trips: PM Trips:	167 86	AM Enter %: PM Enter %:	75% 25%
AM Exit Dist:	40%	40%			40%							40%	AM Trips:	167	AM Exit %:	25%
PM Exit Dist:	40%	40%											PM Trips:	86	PM Exit %:	75%
	1	1	r	4	1	r	4	1	r	1	1	r	Quantity:	50	1000 Sq. Ft. GFA	<u>.</u>
AM:	17	17	0	0	51	0	0	0	0	0	0	51	AM Rate:	3.34	OLA	
PM:	26	26	0	0	9	0	0	0	0	0	0	9	PM Rate:	1.71		
						rea 1 - U	tility (202									
	4	EB	r	4	WB	r	4	NB	r	4	SB	P		Trip Ger	neration Data	
AM Enter Dist:	•	•	•	•	40%	•	•	•	•	•	•	40%	AM Trips:	132	AM Enter %:	80%
PM Enter Dist:					40%							40%	PM Trips:	130	PM Enter %:	20%
AM Exit Dist:	40%	40%											AM Trips:	132	AM Exit %:	20%
PM Exit Dist:	40%	40%											PM Trips:	130	PM Exit %:	80%
	4	1	r	4	1	r	4	1	r	7	1	r	Quantity:	57	1000 Sq. Ft. GFA	
AM:	11	11	0	0	43	0	0	0	0	0	0	43	AM Rate:	2.31	GIA	
PM:	42	42	0	0	11	_										
	72	42	U	U		0	0	0	0	0	0	11	PM Rate:	2.27		
	72		U	1	Area 2			ool (2025)		0		11	PM Rate:	2.27	ı	
<u>(* ****</u>		ЕВ	1		Area 2 - WB	Element	ary Scho	ool (2025) NB			SB	1	PM Rate:			
	4		r	1	Area 2 - WB			ool (2025)		1		r			neration Data	
AM Enter Dist:		ЕВ	1		Area 2 - WB	Element	ary Scho	ool (2025) NB			SB	40%	AM Trips:	Trip Ger	AM Enter %:	55%
AM Enter Dist: PM Enter Dist:	7	EB ↑	1		Area 2 - WB	Element	ary Scho	ool (2025) NB			SB	r	AM Trips:	Trip Ger	AM Enter %: PM Enter %:	45%
AM Enter Dist:		ЕВ	1		Area 2 - WB	Element	ary Scho	ool (2025) NB			SB	40%	AM Trips:	Trip Ger	AM Enter %:	
AM Enter Dist: PM Enter Dist: AM Exit Dist:	40%	EB ↑ 1 40% 40%	r	4	Area 2 - WB	F	ary Scho	DOI (2025) NB	r	1	SB T	40% 40%	AM Trips: PM Trips: PM Trips:	Trip Ger 0 0 0 0	AM Enter %: PM Enter %: AM Exit %: PM Exit %: 1000 Sq. Ft.	45% 45%
AM Enter Dist: PM Enter Dist: AM Exit Dist: PM Exit Dist:	40% 40% 40%	40% 40%	r	4	Area 2 - WB 1 40% 40%	F	¶	NB 1	r	4	SB T	40% 40%	AM Trips: PM Trips: AM Trips: PM Trips: Quantity:	Trip Ger 0 0 0 0 0	AM Enter %: PM Enter %: AM Exit %: PM Exit %:	45% 45%
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Intersection #: 3				Wes	tpointe D	rive at M	ission H	ill Run (N	lorth)							
						Existing	g Traffic		-							
		Mis	sion Hill	Run (No	rth)				Westpoi	nte Drive						
		EB			WB			NB			SB					
	7	1	r	1	1	r	4	1	r	7	1	r	Time	PHF	% Trucks	
AM:	16		0				0	48			14	12	7:15 AM	0.75	7.8%	
PM:	17		0				3	31			21	45	4:00 PM	0.84	3.4%	
AM Approach Vol:		16			0			48			26					
PM Approach Vol:		17			0			34			66					
AM Departure Vol: PM Departure Vol:		12 45			0			14 21			64 48					
AM Link Total:		28			0			62			90					
PM Link Total:		62			0			55			114					
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Intersection #: 3				Wes	tpointe D	rive at N	lission H	ill Run (N	orth)							
Continued					•	al Backg			,							
		Mis	ssion Hill	Run (No					Westpoi	nte Drive)					
		EB	1		WB			NB			SB	1				
	4	1	r	4	1	r	4	1	r	7	1	r				
AM:	18	0	0	0	0	0	0	52	0	0	16	13				
PM:	19	0	0	0	0	0	4	34	0	0	23	49				
AM Approach Vol: PM Approach Vol:		18 19			0			52 38			29 72					
AM Departure Vol:		13			0			16			70					
PM Departure Vol:		49			0			23			53					
AM Link Total:		31			0			68			99					
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Intersection #: 4			Westp	ointe Dri	ive at Acc	cess 1 (N	BU Cam	pus) / Ac	cess 3 (S	School)			1			
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	Acce	ss 1 (NB	U Campı	us) / Acc	ess 3 (Sc	hool)			Westpoi	nte Drive)					
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AM:														0.92	2.0%	
PM:														0.92	2.0%	
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Continued Cont	Intersection #: 4			Westp	ointe Dri	ive at Ac	cess 1 (N	BU Cam	pus) / Ac	cess 3 (S	chool)						
ES	Continued					Tot	al Backg	round Tr	affic								
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AMA Approach Vol. O	AM:	0	0	0	0	0	0	0	0	0	0	0	0				
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Estimated Link ADT																	
## Area 1 - Government Office Building (2023) ## WB																	
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Total Site Traffic Access 1 (NBU Campus) / Access 3 (School) Westpointe Drive																	
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Build-Out - Total Traffic Condition Access 1 (NBU Campus) / Access 3 (School) Westpointe Drive																	
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Intersection #: 5			Westp	ointe Dr	ve at Acc	cess 2 (N	BU Cam	pus) / Ac	cess 4 (S	School)						
•						Existing	g Traffic									
	Acce	ss 2 (NB	U Campi	us) / Acc	ess 4 (Sc	hool)			Westpoi	nte Drive	9					
		EB	1		WB			NB	1		SB					
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AM:						_	_		_			_		0.92	2.0%	
PM:														0.92	2.0%	
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PM Departure Vol:		0		ļ	0			0			0					
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Edilliated Ellik AD1.				Growth	of Existi	ng Traffic	to Back		Volumes	l .						
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Office Park (750) - Background Traffic EB	AM:	2	192	21	45	260	5	34	0	97	0	3	0	Gro	wth Rate:	3.8%	
## Company Com	PM:	2	221	34							9	0	2		Factor:	1.16	
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## Enter Dist: 20%				1			1			1			1				
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1																	
AM	PM Exit Dist:										40%	_	20%	PM Trips:	149		93%
AME		7	1	r	1	1	r	1	1		1	1		Quantity:	139		
PME 3	AM:	36	0	0	0	0	72	0	0	0	9	0	5	AM Rate:	1.44	OLA	
B		3	0	0	0	0	5	0	0	0	56	0	28		1.07		
## AM Enter Dist:							se 2 - Ba	ckgroun									
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	Estimated Link ADT:		5,460		1	7,570			2,620		1	1,320					

Intersection #: 2				0	ak Run F	Parkway	at Westp	ointe Dri	ve							
Continued						al Backg										
			Oak Run	Parkway	,				Westpoi	nte Drive						
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	4	1	r	7	1	r	4	1	r	4	1	r				
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PM:	5	221	34	130	256	7	20	0	78	65	0	30				
AM Approach Vol: PM Approach Vol:		251 260			382 393			131 98			17 95					
AM Departure Vol:		265			298			69			115					
PM Departure Vol:		286			364			164			12					
AM Link Total: PM Link Total:		516 546			680 757			200 262			132 107					
Estimated Link ADT:		5,460			7,570			2,620			1,320					
				Area		ernment	Office B		2023)							
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Intersection #: 3				Wes	tpointe D	rive at M	ission H	ill Run (N	lorth)							
						Existing	Traffic									
			sion Hill	Run (No	•				Westpoi	nte Drive						
		<u>EB</u>			WB			NB			SB					
	7	1	r	1	1	r	4	1	r	7	1	r	Time	PHF	% Trucks	
AM:	16		0				0	48			14	12	7:15 AM	0.75	7.8%	
PM:	17	10	0				3	31			21	45	4:00 PM	0.84	3.4%	
AM Approach Vol: PM Approach Vol:		16 17			0			48 34			26 66					
AM Departure Vol:		12			0			14			64					
PM Departure Vol:		45			0			21			48					
AM Link Total:		28			0			62			90					
PM Link Total:		62			0			55			114					
Estimated Link ADT:		620			0	- ~		620			1,140					
		EB		Growth	of Existi	ng i rami	to Baci	(grouna NB	volumes	I	SB		Traffic Co	ount Year:	2021	
	_		_	_			_		_	_		_				
	F	1	ľ	7	ı	r	7	1	r	7	1	r	Bui	ild-Out Yr:	2025	
AM:	19	0	0	0	0	0	0	56	0	0	17	14	Gro	wth Rate:	3.8%	
PM:	20	0	0	0	0	0	4	36	0	0	25	53		Factor:	1.16	
					Office Par	к (750) -	Backgro		ric							
	4	EB		4	WB		4	NB			SB					
	Ţ	1	P	7	1	ľ	1	1	r	7	ı	r		Trip Gen	eration Data	
AM Enter Dist:													AM Trips:	201	AM Enter %:	89%
PM Enter Dist:													PM Trips:	149	PM Enter %:	7%
AM Exit Dist:													AM Trips:	201	AM Exit %:	11%
PM Exit Dist:					_						_		PM Trips:	149	PM Exit %: 1000 Sq. Ft.	93%
	4	1	r	1	1	r	7	1		7	ı	r	Quantity:	139	GLA	
AM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate:	1.44		
PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:	1.07		
						se 2 - Ba	ckgroun									
		EB			WB			NB			SB	1				
	4	1	r	4	1	r	4	1		1	1	r		Trip Gen	eration Data	
AM Enter Dist:													AM Trips:	0	AM Enter %:	
PM Enter Dist:													PM Trips:	0	PM Enter %:	
AM Exit Dist:													AM Trips:	0	AM Exit %:	
PM Exit Dist:													PM Trips:	0	PM Exit %:	
	7	1	r	7	1	ľ	4	1		7	1	r	Quantity:			
AM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate:			
PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:			
						se 3 - Ba	ckgroun									
		EB			WB			NB			SB	1				
	4	↑		4	1	₽	4	1		4	†			Trip Gen	eration Data	
AM Enter Dist:	_	_	_	_	_	_	_	_	_	_	_	_	AM Trips:	0	AM Enter %:	
PM Enter Dist:													PM Trips:	0	PM Enter %:	
AM Exit Dist:													AM Trips:	0	AM Exit %:	
PM Exit Dist:													PM Trips:	0	PM Exit %:	
	4	1	P	4	1	P	4	1	r	4	1	r	Quantity:			
AM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate:			
PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:			
				Wes	tpointe D	rive at M	ission H	ill Run (N	lorth)						-	
						al Backg										
		Mis	sion Hill	Run (No					Westpoi	nte Drive)					
		EB			WB			NB			SB					
	+	1	r	4	1	P	4	1	P	1	1	P	Time	PHF	% Trucks	
AM:	19	0	0	0	0	0	0	56	0	0	17	14	7:15 AM	0.75	7.8%	
PM:	20	0	0	0	0	0	4	36	0	0	25	53	4:00 PM	0.75	3.4%	
AM Approach Vol:	20	19			0	J	7	56	U	,	31	_ 55	7.00 T W	0.07	0.470	
PM Approach Vol:		20			0			40			78					
AM Departure Vol:		14			0			17			75					
PM Departure Vol:		53		1	0			25			56					
AM Link Total: PM Link Total:		33		1	0			73			106					
Estimated Link ADT:		73 730		1	0			65 730			134 1,340					
Louinated Link ADT.		, 50		1	- 0			, 50		·	1,040					

Intersection #: 3				Wes	tpointe D	rive at M	lission H	ill Run (N	orth)							
Continued					•	al Backg			,							
		Mis	ssion Hill	Run (No	orth)				Westpoi	nte Drive)					
		EB			WB		_	NB		4	SB					
	F	1	r	1	1	r	1	1	<u> </u>	1	1					
AM:	19 20	0	0	0	0	0	0 4	56 36	0	0	17 25	14 53				
AM Approach Vol:	20	19	U	0	0	U	4	56	U	U	31	55				
PM Approach Vol:		20			0			40			78					
AM Departure Vol:		14			0			17			75					
PM Departure Vol: AM Link Total:		53 33			0			25 73			<i>56</i> 106					
PM Link Total:		73			0			65			134					
Estimated Link ADT:		730			0			730			1,340					
				Are		ernment	Office B	uilding (2	023)							
	_	EB		_	WB	_	_	NB			SB					
_	F	1	r	٦	1	ľ	4	1	ľ	7	1	r		•	neration Data	
AM Enter Dist: PM Enter Dist:											100%		AM Trips: PM Trips:	167	AM Enter %: PM Enter %:	75%
AM Exit Dist:								100%			100%		AM Trips:	86 167	AM Exit %:	25% 25%
PM Exit Dist:								100%					PM Trips:	86	PM Exit %:	75%
	7	1	r	1	1	ľ	4	1	r	7	1	r	Quantity:	50	1000 Sq. Ft. GFA	
AM:	0	0	0	0	0	0	0	42	0	0	126	0	AM Rate:	3.34		
PM:	0	0	0	0	0	0	0	65	0	0	22	0	PM Rate:	1.71		
		EB		1	WB	rea 1 - U	tility (202	23) NB		1	SB					
	1	1	r	1	1	r	1	1	r	4	1	r		Trin Ger	neration Data	
AM Enter Dist:	•	•	•	•	•	•	•	•	•	•	100%	•	AM Trips:	132	AM Enter %:	80%
PM Enter Dist:											100%		PM Trips:	132	PM Enter %:	20%
AM Exit Dist:								100%			100,0		AM Trips:	132	AM Exit %:	20%
PM Exit Dist:								100%					PM Trips:	130	PM Exit %:	80%
	1	1	r	4	1	r	4	1	r	4	1	r	Quantity:	57	1000 Sq. Ft. GFA	
AM:	0	0	0	0	0	0	0	27	0	0	106	0	AM Rate:	2.31		
PM:	0	0	0	0	0	0	0	104	0	0	26	0	PM Rate:	2.27		
				1		Element	ary Scho	ool (2025)								
		FB			WB			NB			SB					
	+	EB 1	P	4	WB	P	4	NB	P	4	SB	r		Trip Ger	neration Data	
AM Enter Dist:	7	1	r	4	1	r	4	NB	r	1	1	r	AM Trips:			55%
AM Enter Dist: PM Enter Dist:	7		r	1		r	4		۲	4		۲	AM Trips:	Trip Ger 697 137	AM Enter %: PM Enter %:	55% 45%
PM Enter Dist: AM Exit Dist:	4		r	4		r	4	100%	7	4	100%	r	PM Trips: AM Trips:	697 137 697	AM Enter %: PM Enter %: AM Exit %:	45% 45%
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PM Enter Dist: AM Exit Dist: PM Exit Dist: AM:	1 0	1 0	P 0	1 0	1 0	P 0	1 0	100% 100% 1 314	P 0	1 0	100% 100% 100%	P 0	PM Trips: AM Trips: PM Trips: Quantity: AM Rate:	697 137 697 137 100 6.97	AM Enter %: PM Enter %: AM Exit %: PM Exit %: 1000 Sq. Ft.	45% 45%
PM Enter Dist: AM Exit Dist: PM Exit Dist:	1	1	r	4	1	P 0 0 0	4	100% 100% 100% 1314 76	P	4	100% 100%	r	PM Trips: AM Trips: PM Trips: Quantity:	697 137 697 137 100	AM Enter %: PM Enter %: AM Exit %: PM Exit %: 1000 Sq. Ft.	45% 45%
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Intersection #: 4			Westp	ointe Dri	ve at Ac			pus) / Ac	cess 3 (S	School)						
							g Traffic									
	Acce	ess 1 (NB	U Camp	us) / Acc	•	hool)			Westpoi	nte Drive						
		EB			WB			NB			SB					
	4	1	r	7	1	L	4	1	T)	7	1	r	Time	PHF	% Trucks	
AM:														0.92	2.0%	
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PM Approach Vol:		0			0			0			0					
AM Departure Vol:		0			0			0			0					
PM Departure Vol:		0			0			0			0					
AM Link Total:		0			0			0			0					
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Louinated Link AD1.				Growth		ng Traffic	to Back	ground '	Volumes	l	- 0					
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PM:	0	0	0	0	0	0	0	0	0	0	0	0		Factor:	1.16	
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Intersection #: 4			Westp	ointe Dri	ive at Ac	cess 1 (N	BU Cam	pus) / Ac	cess 3 (S	School)						
Continued					Tot	al Backg	round Tr	affic								
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		EB			WB			NB			SB					
	7	1	r	7	1	r	7	1	r	7	1	r				
AM:	0	0	0	0	0	0	0	0	0	0	0	0				
PM:	0	0	0	0	0	0	0	0	0	0	0	0				
AM Approach Vol:		0			0			0			0					
PM Approach Vol: AM Departure Vol:		0			0			0			0					
PM Departure Vol:		0			0			0			0					
AM Link Total:		0			0			0			0					
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PM:	0	0	0	0	0	104	0	0	0	26	0	0	PM Rate:	2.27		
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Intersection #: 5			Westr	ointe Dri	ve at Acc	cess 2 (N	IBU Cam	pus) / Ac	cess 4 (S	School)			1				
							g Traffic	,		,							
	Access 2 (NBU Campus) / Access 4 (School)								Westpoi	nte Drive)						
	EB			WB				NB		1	SB						
	4	1	r	4	1	Þ	4	1	r	4	1	r	Time	PHF	% Trucks		
AM:	-	•	-	-	-	•	•	-	-	•	-	-	-	0.92	2.0%		
PM:														0.92	2.0%		
AM Approach Vol:		0			0			0			0			0.32	2.070		
PM Approach Vol:		0			0			0			0						
AM Departure Vol:		0			0			0			0						
PM Departure Vol:		0			0			0			0						
AM Link Total:		0		0			0			0							
PM Link Total:	0			0			0			0							
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			_	WB			NB			SB				ount Year:			
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PM:	0	0	0	0	0	0	0	0	0	0	0	0		Factor:	1.16		
				C	ffice Par	k (750) -	Backgro		fic								
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AM Enter Dist:	_	_		_	_	_	_	_		_	_	_	AM Trips:	201	AM Enter %:	89%	
PM Enter Dist:													PM Trips:	149	PM Enter %:	7%	
AM Exit Dist:													AM Trips:	201	AM Exit %:	11%	
PM Exit Dist:													PM Trips:	149	PM Exit %:	93%	
	4	t	r	4	1	P	4	1	P	4	1	r	Quantity:	139	1000 Sq. Ft.		
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AM: PM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate: PM Rate:	1.44			
1 101.	-	U	U	U			ckgroun		U		U		T W Nate.	1.07			
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	4 1 6 4 1 6 6 6								r	1	1	r	Trip Generation Data				
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PM Exit Dist:		_					-						PM Trips:	0	PM Exit %:		
	4	1	r	1	1	r	4	1		٦	1	r	Quantity:				
AM:	0	0	0	0	0	0	0	0	0	0	0	0	AM Rate:				
PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:				
	Land Use 3 - Background Traffic														_		
		EB WB NB SB										<u> </u>					
	4	1	P	4	1	P	4	1	P	4	1	P		Trip Gen	eration Data		
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PM Enter Dist:													PM Trips:	0	PM Enter %:		
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PM Exit Dist:													PM Trips:	0	PM Exit %:		
	4	1	P	4	1	P	4	1	P	4	1	P	Quantity:				
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PM:	0	0	0	0	0	0	0	0	0	0	0	0	PM Rate:		ı		
			westp	ointe Dri	ve at Acc				cess 4 (S	спооі)							
							round Tr	affic									
	Acce		U Camp	us) / Acc	ess 4 (Sc	hool)			Westpoi	nte Drive							
		EB .			WB	ı	NB SB										
	4	1	r	4	1	r	4	1	P	4	1	r	Time	PHF	% Trucks		
AM:	0	0	0	0	0	0	0	0	0	0	0	0	12:00 AM	0.92	2.0%		
PM:	0	0	0	0	0	0	0	0	0	0	0	0	12:00 AM	0.92	2.0%		
AM Approach Vol:		0			0			0			0						
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PM Approach Vol:																	
AM Departure Vol:		0			0			0			0						
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AM Departure Vol: PM Departure Vol:		0			0			0			0						

Continued Total Background Terfic Westpoints Drive September Septemb	Intersection #: 5			Westp	ointe Dri	ive at Ac	cess 2 (N	BU Cam	pus) / Ac	cess 4 (S	chool)							
FB	Continued					Tot	al Backg	round Tr	affic									
MAIN Color		Acce	ss 2 (NB	U Campı	us) / Acc	ess 4 (Sc	:hool)	Westpointe Drive										
AM							1						1					
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AM Approach Vot 0																		
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Marco Marc											50%				86		25%	
Trip																		
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MAR O O O O O O O O O																		
Ami:	PM Exit Dist:													PM Trips:	130		80%	
AME		4	1	r	4	1	P	4	1	P	4	1	P	Quantity:	57			
PM: 0	AM·	_		0			0	_		0			0	AM Rate:	2.31	GFA		
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Total Site Traffic Westpointe Drive EB																-		
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T		Acce		U Campi	us) / Acc		:hool)			Westpoi								
AM: 63													т.					
PM: 16		7	T	r	٦	T	ľ	7	T	r	7	T	r					
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Build-Out - Total Traffic Condition Westpointe Drive EB WB NB SB SB																		
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Estimated Link ADT: 1,400 840 0 2,240	DM Link Total:				<u></u>				U									
			29			44			0			73						

APPENDIX G – SYNCHRO OUTPUTS

ntersection	
ntersection Delay, s/veh	11.5
ntersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	K	↑ Ъ	LDI	VVDL	414	WDIX	NDL	4	NDI	SDE *	<u> </u>	JUIN
Traffic Vol, veh/h	39	231	3	25	230	140	2	6	7	85	6	33
Future Vol, veh/h	39	231	3	25	230	140	2	6	7	85	6	33
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	45	269	3	29	267	163	2	7	8	99	7	38
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	10.9			12.2			9.9			11		
HCM LOS	В			В			А			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	13%	100%	0%	0%	18%	0%	100%	0%	
Vol Thru, %	40%	0%	100%	96%	82%	45%	0%	15%	
Vol Right, %	47%	0%	0%	4%	0%	55%	0%	85%	
Sign Control	Stop								
Traffic Vol by Lane	15	39	154	80	140	255	85	39	
LT Vol	2	39	0	0	25	0	85	0	
Through Vol	6	0	154	77	115	115	0	6	
RT Vol	7	0	0	3	0	140	0	33	
Lane Flow Rate	17	45	179	93	163	297	99	45	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.033	0.084	0.306	0.159	0.272	0.455	0.199	0.078	
Departure Headway (Hd)	6.888	6.665	6.16	6.134	6.006	5.529	7.263	6.162	
Convergence, Y/N	Yes								
Cap	519	537	584	584	597	652	494	580	
Service Time	4.647	4.405	3.9	3.873	3.743	3.265	5.011	3.909	
HCM Lane V/C Ratio	0.033	0.084	0.307	0.159	0.273	0.456	0.2	0.078	
HCM Control Delay	9.9	10	11.6	10	11	12.8	11.8	9.4	
HCM Lane LOS	Α	Α	В	Α	В	В	В	Α	
HCM 95th-tile Q	0.1	0.3	1.3	0.6	1.1	2.4	0.7	0.3	

Intersection	
Intersection Delay, s/veh	9.3
Intersection Delay, s/veh Intersection LOS	А

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€Î∌		7	ħβ			4			4	
Traffic Vol, veh/h	1	165	18	38	224	4	29	0	83	0	2	0
Future Vol, veh/h	1	165	18	38	224	4	29	0	83	0	2	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	1	194	21	45	264	5	34	0	98	0	2	0
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB				SB	
Opposing Approach	WB			EB			SB				NB	
Opposing Lanes	3			2			1				1	
Conflicting Approach Left	SB			NB			EB				WB	
Conflicting Lanes Left	1			1			2				3	
Conflicting Approach Right	NB			SB			WB				EB	
Conflicting Lanes Right	1			1			3				2	
HCM Control Delay	9.4			9.2			9.5				8.8	
HCM LOS	Α			Α			Α				Α	

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	26%	1%	0%	100%	0%	0%	0%	
Vol Thru, %	0%	99%	82%	0%	100%	95%	100%	
Vol Right, %	74%	0%	18%	0%	0%	5%	0%	
Sign Control	Stop							
Traffic Vol by Lane	112	84	101	38	149	79	2	
LT Vol	29	1	0	38	0	0	0	
Through Vol	0	83	83	0	149	75	2	
RT Vol	83	0	18	0	0	4	0	
Lane Flow Rate	132	98	118	45	176	93	2	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.197	0.152	0.179	0.07	0.25	0.131	0.004	
Departure Headway (Hd)	5.388	5.581	5.449	5.636	5.133	5.098	5.966	
Convergence, Y/N	Yes							
Cap	663	640	655	634	697	701	595	
Service Time	3.147	3.34	3.208	3.385	2.882	2.846	3.746	
HCM Lane V/C Ratio	0.199	0.153	0.18	0.071	0.253	0.133	0.003	
HCM Control Delay	9.5	9.3	9.4	8.8	9.6	8.6	8.8	
HCM Lane LOS	Α	Α	Α	Α	Α	Α	Α	
HCM 95th-tile Q	0.7	0.5	0.6	0.2	1	0.4	0	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	THE STATE OF THE S	LDK	NDL	H INDI) 	אשכ
Traffic Vol, veh/h	16	0	0	48	14	12
Future Vol, veh/h	16	0	0	48	14	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Jiop	None	-	None	-	None
Storage Length	0	-	_	-	_	-
Veh in Median Storage		_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	8	8	8	8	8
Mymt Flow	21	0	0	64	19	16
IVIVIIICT IOW	21	U	U	04	17	10
	Minor2		Major1		/lajor2	
Conflicting Flow All	91	27	35	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	64	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372		-	-	-
Pot Cap-1 Maneuver	895	1031	1538	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	895	1031	1538	-	-	-
Mov Cap-2 Maneuver	895	-	-	-	-	-
Stage 1	980	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Approach	EB		NB		SB	
	9.1		0		0	
HCM Control Delay, s HCM LOS	9. I		U		U	
HCIVI LU3	А					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1538	-	895	-	-
HCM Lane V/C Ratio		-	-	0.024	-	-
HCM Control Delay (s)		0	-	9.1	-	-
HCM Lane LOS		Α	-	Α	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection												
Intersection Delay, s/veh	12.3											
Intersection LOS	В											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR

Movement	FRL	FRI	FRK	WRL	WRI	WBK	MRL	MRI	NRK	SRF	2R1	SRK
Lane Configurations	ሻ	ħβ			€ 1Ъ			4		7	4	
Traffic Vol, veh/h	60	231	1	2	276	182	2	3	11	125	0	48
Future Vol, veh/h	60	231	1	2	276	182	2	3	11	125	0	48
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	63	241	1	2	288	190	2	3	11	130	0	50
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	11			13.4			9.9			11.8		
HCM LOS	В			В			Α			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	12%	100%	0%	0%	1%	0%	100%	0%	
Vol Thru, %	19%	0%	100%	99%	99%	43%	0%	0%	
Vol Right, %	69%	0%	0%	1%	0%	57%	0%	100%	
Sign Control	Stop								
Traffic Vol by Lane	16	60	154	78	140	320	125	48	
LT Vol	2	60	0	0	2	0	125	0	
Through Vol	3	0	154	77	138	138	0	0	
RT Vol	11	0	0	1	0	182	0	48	
Lane Flow Rate	17	62	160	81	146	333	130	50	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.032	0.119	0.283	0.143	0.245	0.523	0.265	0.085	
Departure Headway (Hd)	6.897	6.863	6.356	6.347	6.057	5.648	7.317	6.107	
Convergence, Y/N	Yes								
Cap	517	522	565	564	592	637	491	585	
Service Time	4.669	4.612	4.106	4.097	3.8	3.391	5.07	3.86	
HCM Lane V/C Ratio	0.033	0.119	0.283	0.144	0.247	0.523	0.265	0.085	
HCM Control Delay	9.9	10.5	11.6	10.2	10.8	14.5	12.7	9.4	
HCM Lane LOS	Α	В	В	В	В	В	В	Α	
HCM 95th-tile Q	0.1	0.4	1.2	0.5	1	3	1.1	0.3	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€î∌		7	ħβ			4			4	
Traffic Vol, veh/h	1	190	29	112	220	1	17	0	67	7	0	1
Future Vol, veh/h	1	190	29	112	220	1	17	0	67	7	0	1
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	202	31	119	234	1	18	0	71	7	0	1
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	9.4			9.1			9			9.2		
HCM LOS	А			Α			Α			Α		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	20%	1%	0%	100%	0%	0%	88%	
Vol Thru, %	0%	99%	77%	0%	100%	99%	0%	
Vol Right, %	80%	0%	23%	0%	0%	1%	12%	
Sign Control	Stop							
Traffic Vol by Lane	84	96	124	112	147	74	8	
LT Vol	17	1	0	112	0	0	7	
Through Vol	0	95	95	0	147	73	0	
RT Vol	67	0	29	0	0	1	1	
Lane Flow Rate	89	102	132	119	156	79	9	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.135	0.157	0.196	0.183	0.218	0.11	0.015	
Departure Headway (Hd)	5.426	5.527	5.357	5.527	5.024	5.015	6.355	
Convergence, Y/N	Yes							
Cap	658	646	667	648	713	712	560	
Service Time	3.183	3.279	3.109	3.271	2.768	2.759	4.128	
HCM Lane V/C Ratio	0.135	0.158	0.198	0.184	0.219	0.111	0.016	
HCM Control Delay	9	9.3	9.4	9.5	9.2	8.4	9.2	
HCM Lane LOS	Α	Α	Α	А	А	Α	А	
HCM 95th-tile Q	0.5	0.6	0.7	0.7	0.8	0.4	0	

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		EBK	NDL			SBK
Lane Configurations	\	0	2	ન	þ	45
Traffic Vol, veh/h	17	0	3	31	21	45
Future Vol, veh/h	17	0	3	31	21	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	20	0	4	37	25	54
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	97	52	79	0	-	0
	52					
Stage 1		-	-	-	-	-
Stage 2	45	- / 22	112	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527		2.227	-	-	-
Pot Cap-1 Maneuver	900	1013	1513	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	897	1013	1513	-	-	-
Mov Cap-2 Maneuver	897	-	-	-	-	-
Stage 1	965	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Annraaah	ED		MD		CD	
Approach	EB		NB		SB	
HCM Control Delay, s	9.1		0.7		0	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBL	NRT	EBLn1	SBT	SBR
Capacity (veh/h)		1513	-		-	-
HCM Lane V/C Ratio		0.002		0.023	-	-
HCM Control Delay (s)		7.4	0	9.1	-	-
HCM Lane LOS						
	١	A	А	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection		
Intersection Delay, s/veh	13.6	
Intersection LOS	В	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ħβ			414			4		7	f)	
Traffic Vol, veh/h	43	259	4	27	321	152	3	7	8	92	7	36
Future Vol, veh/h	43	259	4	27	321	152	3	7	8	92	7	36
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	301	5	31	373	177	3	8	9	107	8	42
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	12			15.1			10.6			11.9		
HCM LOS	В			С			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	17%	100%	0%	0%	14%	0%	100%	0%	
Vol Thru, %	39%	0%	100%	96%	86%	51%	0%	16%	
Vol Right, %	44%	0%	0%	4%	0%	49%	0%	84%	
Sign Control	Stop								
Traffic Vol by Lane	18	43	173	90	188	313	92	43	
LT Vol	3	43	0	0	27	0	92	0	
Through Vol	7	0	173	86	161	161	0	7	
RT Vol	8	0	0	4	0	152	0	36	
Lane Flow Rate	21	50	201	105	218	363	107	50	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.043	0.098	0.365	0.19	0.377	0.586	0.23	0.092	
Departure Headway (Hd)	7.451	7.044	6.537	6.506	6.219	5.802	7.731	6.633	
Convergence, Y/N	Yes								
Cap	478	508	548	549	578	621	463	538	
Service Time	5.243	4.804	4.298	4.267	3.97	3.553	5.504	4.405	
HCM Lane V/C Ratio	0.044	0.098	0.367	0.191	0.377	0.585	0.231	0.093	
HCM Control Delay	10.6	10.6	13	10.8	12.7	16.5	12.8	10.1	
HCM Lane LOS	В	В	В	В	В	С	В	В	
HCM 95th-tile Q	0.1	0.3	1.7	0.7	1.7	3.8	0.9	0.3	

ntersection	
ntersection Delay, s/veh ntersection LOS	10.2
ntersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		۔}		7	ħβ			4			4	
Traffic Vol, veh/h	38	179	20	42	242	77	32	0	90	9	3	5
Future Vol, veh/h	38	179	20	42	242	77	32	0	90	9	3	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	45	211	24	49	285	91	38	0	106	11	4	6
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	10.6			9.9			10.4			9.6		
HCM LOS	В			Α			В			Α		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	26%	30%	0%	100%	0%	0%	53%	
Vol Thru, %	0%	70%	82%	0%	100%	51%	18%	
Vol Right, %	74%	0%	18%	0%	0%	49%	29%	
Sign Control	Stop							
Traffic Vol by Lane	122	128	110	42	161	158	17	
LT Vol	32	38	0	42	0	0	9	
Through Vol	0	90	90	0	161	81	3	
RT Vol	90	0	20	0	0	77	5	
Lane Flow Rate	144	150	129	49	190	185	20	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.235	0.256	0.21	0.082	0.287	0.262	0.037	
Departure Headway (Hd)	5.888	6.143	5.863	5.941	5.437	5.092	6.575	
Convergence, Y/N	Yes							
Cap	610	585	613	607	664	710	545	
Service Time	3.616	3.87	3.591	3.641	3.137	2.792	4.31	
HCM Lane V/C Ratio	0.236	0.256	0.21	0.081	0.286	0.261	0.037	
HCM Control Delay	10.4	11	10.2	9.2	10.3	9.6	9.6	
HCM Lane LOS	В	В	В	А	В	А	А	
HCM 95th-tile Q	0.9	1	0.8	0.3	1.2	1	0.1	

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		EBK	NDL			SBK
Lane Configurations	\	0	٥	<u>ન</u>	þ	11
Traffic Vol, veh/h	18	0	0	52	16	13
Future Vol, veh/h	18	0	0	52	16	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	24	0	0	69	21	17
Major/Minor	Minor2	1	Major1	N	/lajor2	
Conflicting Flow All	99	30	38	0	- najorz	0
Stage 1	30	-	-	-	-	-
Stage 2	69	-	-		-	
			110			-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372		-	-	-
Pot Cap-1 Maneuver	885	1027	1534	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	885	1027	1534	-	-	-
Mov Cap-2 Maneuver	885	-	-	-	-	-
Stage 1	977	-	-	-	-	-
Stage 2	939	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		0		0	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1534	_		_	_
HCM Lane V/C Ratio		-	_	0.027	_	_
HCM Control Delay (s))	0			_	
HCM Lane LOS		A	_	Α.	_	_
HCM 95th %tile Q(veh)	0	_		_	_
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Intersection			
Intersection Delay, s/veh	14		
Intersection LOS	В		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ħβ			414			4		7	₽	
Traffic Vol, veh/h	65	306	2	3	304	197	3	4	12	135	0	52
Future Vol, veh/h	65	306	2	3	304	197	3	4	12	135	0	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	68	319	2	3	317	205	3	4	13	141	0	54
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	12.4			15.7			10.6			12.8		
HCM LOS	В			С			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	16%	100%	0%	0%	2%	0%	100%	0%	
Vol Thru, %	21%	0%	100%	98%	98%	44%	0%	0%	
Vol Right, %	63%	0%	0%	2%	0%	56%	0%	100%	
Sign Control	Stop								
Traffic Vol by Lane	19	65	204	104	155	349	135	52	
LT Vol	3	65	0	0	3	0	135	0	
Through Vol	4	0	204	102	152	152	0	0	
RT Vol	12	0	0	2	0	197	0	52	
Lane Flow Rate	20	68	212	108	161	364	141	54	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.042	0.134	0.39	0.198	0.286	0.603	0.302	0.098	
Departure Headway (Hd)	7.55	7.111	6.604	6.59	6.379	5.969	7.73	6.516	
Convergence, Y/N	Yes								
Cap	477	502	542	542	560	603	463	547	
Service Time	5.25	4.884	4.377	4.363	4.147	3.737	5.514	4.299	
HCM Lane V/C Ratio	0.042	0.135	0.391	0.199	0.287	0.604	0.305	0.099	
HCM Control Delay	10.6	11	13.6	11	11.7	17.5	13.9	10	
HCM Lane LOS	В	В	В	В	В	С	В	Α	
HCM 95th-tile Q	0.1	0.5	1.8	0.7	1.2	4	1.3	0.3	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€Î∌		7	ħβ			4			4	
Traffic Vol, veh/h	5	206	32	121	238	7	19	0	73	64	0	30
Future Vol, veh/h	5	206	32	121	238	7	19	0	73	64	0	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	219	34	129	253	7	20	0	78	68	0	32
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	10.4			10			9.7			10.6		
HCM LOS	В			А			Α			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	21%	5%	0%	100%	0%	0%	68%	
Vol Thru, %	0%	95%	76%	0%	100%	92%	0%	
Vol Right, %	79%	0%	24%	0%	0%	8%	32%	
Sign Control	Stop							
Traffic Vol by Lane	92	108	135	121	159	86	94	
LT Vol	19	5	0	121	0	0	64	
Through Vol	0	103	103	0	159	79	0	
RT Vol	73	0	32	0	0	7	30	
Lane Flow Rate	98	115	144	129	169	92	100	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.16	0.195	0.236	0.215	0.258	0.139	0.179	
Departure Headway (Hd)	5.891	6.113	5.921	6.013	5.508	5.45	6.444	
Convergence, Y/N	Yes							
Cap	609	588	607	599	653	659	557	
Service Time	3.624	3.842	3.65	3.735	3.23	3.173	4.175	
HCM Lane V/C Ratio	0.161	0.196	0.237	0.215	0.259	0.14	0.18	
HCM Control Delay	9.7	10.3	10.5	10.4	10.1	9.1	10.6	
HCM Lane LOS	А	В	В	В	В	Α	В	
HCM 95th-tile Q	0.6	0.7	0.9	0.8	1	0.5	0.6	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		EBK	INDL			SBK
Lane Configurations	\	0	1	ન	þ	40
Traffic Vol, veh/h	19	0	4	34	23	49
Future Vol, veh/h	19	0	4	34	23	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	23	0	5	40	27	58
Major/Minor	Minor2	1	Major1	N	/lajor2	
Conflicting Flow All	106	56	85	0	- najorz	0
Stage 1	56	-	-	-	_	-
Stage 2	50	-	-		_	-
Critical Hdwy	6.43	6.23	4.13			-
	5.43	0.23	4.13	-	-	-
Critical Hdwy Stg 1			-	-	-	-
Critical Hdwy Stg 2	5.43	2 227	2 227	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	889	1008	1505	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %	001	1000	4505	-	-	-
Mov Cap-1 Maneuver	886	1008	1505	-	-	-
Mov Cap-2 Maneuver	886	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Approach	EB		NB		SB	
	9.2		0.8		0	
HCM Control Delay, s HCM LOS	9.2 A		0.0		U	
HCIVI LU3	A					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1505	-	886	_	-
HCM Lane V/C Ratio		0.003	-	0.026	-	-
HCM Control Delay (s)		7.4	0	9.2	-	-
HCM Lane LOS		А	A	Α	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-
/ 54 / 54 6	,			3.1		

Intersection	
Intersection Delay, s/veh	14.8
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ħβ			413-			4		7	ĵ»	
Traffic Vol, veh/h	46	277	4	29	339	163	3	7	9	99	7	39
Future Vol, veh/h	46	277	4	29	339	163	3	7	9	99	7	39
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	322	5	34	394	190	3	8	10	115	8	45
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	12.7			16.8			10.9			12.4		
HCM LOS	В			C			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	16%	100%	0%	0%	15%	0%	100%	0%	
Vol Thru, %	37%	0%	100%	96%	85%	51%	0%	15%	
Vol Right, %	47%	0%	0%	4%	0%	49%	0%	85%	
Sign Control	Stop								
Traffic Vol by Lane	19	46	185	96	199	333	99	46	
LT Vol	3	46	0	0	29	0	99	0	
Through Vol	7	0	185	92	170	170	0	7	
RT Vol	9	0	0	4	0	163	0	39	
Lane Flow Rate	22	53	215	112	231	387	115	53	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.048	0.107	0.399	0.207	0.408	0.638	0.253	0.101	
Departure Headway (Hd)	7.769	7.202	6.695	6.666	6.357	5.936	7.918	6.811	
Convergence, Y/N	Yes								
Cap	464	496	535	535	563	607	451	523	
Service Time	5.469	4.976	4.468	4.439	4.12	3.699	5.705	4.596	
HCM Lane V/C Ratio	0.047	0.107	0.402	0.209	0.41	0.638	0.255	0.101	
HCM Control Delay	10.9	10.8	13.9	11.2	13.5	18.7	13.4	10.4	
HCM Lane LOS	В	В	В	В	В	С	В	В	
HCM 95th-tile Q	0.2	0.4	1.9	0.8	2	4.5	1	0.3	

ntersection	
ntersection Delay, s/veh	10.5
ntersection Delay, s/veh ntersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€Î∌		7	ħβ			4			4	
Traffic Vol, veh/h	38	192	21	45	260	77	34	0	97	9	3	5
Future Vol, veh/h	38	192	21	45	260	77	34	0	97	9	3	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	3	3	3	3	3	3	3	3	3	3	3	3
Mvmt Flow	45	226	25	53	306	91	40	0	114	11	4	6
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	10.9			10.1			10.8			9.7		
HCMIOS	B			R			R			Α		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	26%	28%	0%	100%	0%	0%	53%	
Vol Thru, %	0%	72%	82%	0%	100%	53%	18%	
Vol Right, %	74%	0%	18%	0%	0%	47%	29%	
Sign Control	Stop							
Traffic Vol by Lane	131	134	117	45	173	164	17	
LT Vol	34	38	0	45	0	0	9	
Through Vol	0	96	96	0	173	87	3	
RT Vol	97	0	21	0	0	77	5	
Lane Flow Rate	154	158	138	53	204	193	20	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.256	0.273	0.228	0.088	0.312	0.277	0.037	
Departure Headway (Hd)	5.987	6.238	5.968	6.016	5.511	5.178	6.711	
Convergence, Y/N	Yes							
Cap	601	577	603	599	657	699	534	
Service Time	3.716	3.967	3.697	3.716	3.211	2.878	4.448	
HCM Lane V/C Ratio	0.256	0.274	0.229	0.088	0.311	0.276	0.037	
HCM Control Delay	10.8	11.3	10.5	9.3	10.7	9.8	9.7	
HCM Lane LOS	В	В	В	Α	В	Α	Α	
HCM 95th-tile Q	1	1.1	0.9	0.3	1.3	1.1	0.1	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	- W			र्स	Þ	
Traffic Vol, veh/h	19	0	0	56	17	14
Future Vol, veh/h	19	0	0	56	17	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e,# 0	-	-	0	0	-
Grade, %	0	_		0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	8	8	8	8	8	8
Mvmt Flow	25	0	0	75	23	19
IVIVIIICI IOVV	20	U	U	73	20	17
Major/Minor	Minor2		Major1	١	/lajor2	
Conflicting Flow All	108	33	42	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	75	-	-	-	-	-
Critical Hdwy	6.48	6.28	4.18	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	_	-	-	_	-
Follow-up Hdwy		3.372	2.272	-	_	_
Pot Cap-1 Maneuver	875	1024	1529	_	_	_
Stage 1	974	1024	1027	_	_	_
Stage 2	933	-	-			-
Platoon blocked, %	733		•	_	-	
	075	1024	1520	-		-
Mov Cap-1 Maneuver	875	1024	1529	-	-	-
Mov Cap-2 Maneuver	875	-	-	-	-	-
Stage 1	974	-	-	-	-	-
Stage 2	933	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		0		0	
HCM LOS	A					
. 10111 200	/\					
		NE	NET	EDI. 1	05=	055
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1529	-	875	-	-
HCM Lane V/C Ratio		-	-	0.029	-	-
HCM Control Delay (s))	0	-	9.2	-	-
HCM Lane LOS		Α	-	Α	-	-
HCM 95th %tile Q(veh	1)	0	-	0.1	-	-
	,					

Intersection Delay, s/veh 15.3
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ħβ			414			4		7	f)	
Traffic Vol, veh/h	70	324	2	3	326	212	3	4	13	145	0	56
Future Vol, veh/h	70	324	2	3	326	212	3	4	13	145	0	56
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	338	2	3	340	221	3	4	14	151	0	58
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	13.1			17.8			10.9			13.5		
HCM LOS	В			С			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	15%	100%	0%	0%	2%	0%	100%	0%	
Vol Thru, %	20%	0%	100%	98%	98%	43%	0%	0%	
Vol Right, %	65%	0%	0%	2%	0%	57%	0%	100%	
Sign Control	Stop								
Traffic Vol by Lane	20	70	216	110	166	375	145	56	
LT Vol	3	70	0	0	3	0	145	0	
Through Vol	4	0	216	108	163	163	0	0	
RT Vol	13	0	0	2	0	212	0	56	
Lane Flow Rate	21	73	225	115	173	391	151	58	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.045	0.148	0.424	0.216	0.314	0.664	0.333	0.109	
Departure Headway (Hd)	7.824	7.292	6.785	6.772	6.533	6.123	7.93	6.714	
Convergence, Y/N	Yes								
Cap	460	489	527	526	546	586	450	529	
Service Time	5.524	5.082	4.574	4.561	4.315	3.905	5.73	4.513	
HCM Lane V/C Ratio	0.046	0.149	0.427	0.219	0.317	0.667	0.336	0.11	
HCM Control Delay	10.9	11.4	14.5	11.4	12.3	20.3	14.7	10.3	
HCM Lane LOS	В	В	В	В	В	С	В	В	
HCM 95th-tile Q	0.1	0.5	2.1	0.8	1.3	4.9	1.4	0.4	

Intersection	
Intersection Delay, s/veh Intersection LOS	10.4
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€ 1₽		7	↑ ↑			4			4	
Traffic Vol, veh/h	5	221	34	130	256	7	20	0	78	65	0	30
Future Vol, veh/h	5	221	34	130	256	7	20	0	78	65	0	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	235	36	138	272	7	21	0	83	69	0	32
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	10.7			10.3			10			10.8		
HCM LOS	В			В			Α			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	20%	4%	0%	100%	0%	0%	68%	
Vol Thru, %	0%	96%	76%	0%	100%	92%	0%	
Vol Right, %	80%	0%	24%	0%	0%	8%	32%	
Sign Control	Stop							
Traffic Vol by Lane	98	116	145	130	171	92	95	
LT Vol	20	5	0	130	0	0	65	
Through Vol	0	111	111	0	171	85	0	
RT Vol	78	0	34	0	0	7	30	
Lane Flow Rate	104	123	154	138	182	98	101	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.174	0.212	0.257	0.234	0.281	0.151	0.185	
Departure Headway (Hd)	6.014	6.216	6.028	6.083	5.577	5.524	6.582	
Convergence, Y/N	Yes							
Cap	596	578	596	592	645	650	546	
Service Time	3.753	3.951	3.762	3.809	3.303	3.25	4.321	
HCM Lane V/C Ratio	0.174	0.213	0.258	0.233	0.282	0.151	0.185	
HCM Control Delay	10	10.6	10.8	10.7	10.5	9.2	10.8	
HCM Lane LOS	Α	В	В	В	В	Α	В	
HCM 95th-tile Q	0.6	0.8	1	0.9	1.1	0.5	0.7	

Intersection						
Int Delay, s/veh	1.5					
		EDD	NDL	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	**	0	4	€	1	Ε0.
Traffic Vol, veh/h	20	0	4	36	25	53
Future Vol, veh/h	20	0	4	36	25	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	0	5	43	30	63
Major/Minor	Minor2		Major1	, A	/aior?	
			Major1		/lajor2	^
Conflicting Flow All	115	62	93	0	-	0
Stage 1	62	-	-	-	-	-
Stage 2	53	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	879	1000	1495	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	876	1000	1495	-	-	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	955	-	-	-	-	-
Stage 2	967	-	-	-	-	-
3						
			ND		0.0	
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		0.7		0	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBL	MRT	EBLn1	SBT	SBR
	iit					
Capacity (veh/h) HCM Lane V/C Ratio		1495	-	0,0	-	-
	\	0.003		0.027	-	-
HCM Long LOS)	7.4	0	9.2	-	-
HCM Lane LOS	.\	A	А	A	-	-
HCM 95th %tile Q(veh	1)	0	-	0.1	-	-

ntersection	
ntersection Delay, s/veh	20
ntersection LOS	С

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ħβ			413-			4		7	f)	
Traffic Vol, veh/h	71	287	4	27	415	152	3	7	8	92	7	130
Future Vol, veh/h	71	287	4	27	415	152	3	7	8	92	7	130
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	83	334	5	31	483	177	3	8	9	107	8	151
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	14.9			25.7			12.1			14.1		
HCM LOS	В			D			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	17%	100%	0%	0%	12%	0%	100%	0%	
Vol Thru, %	39%	0%	100%	96%	88%	58%	0%	5%	
Vol Right, %	44%	0%	0%	4%	0%	42%	0%	95%	
Sign Control	Stop								
Traffic Vol by Lane	18	71	191	100	235	360	92	137	
LT Vol	3	71	0	0	27	0	92	0	
Through Vol	7	0	191	96	208	208	0	7	
RT Vol	8	0	0	4	0	152	0	130	
Lane Flow Rate	21	83	222	116	273	418	107	159	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.052	0.186	0.47	0.244	0.543	0.79	0.258	0.332	
Departure Headway (Hd)	8.864	8.113	7.602	7.574	7.163	6.803	8.681	7.496	
Convergence, Y/N	Yes								
Cap	404	443	474	474	504	531	414	479	
Service Time	6.627	5.857	5.347	5.318	4.903	4.542	6.429	5.244	
HCM Lane V/C Ratio	0.052	0.187	0.468	0.245	0.542	0.787	0.258	0.332	
HCM Control Delay	12.1	12.7	16.9	12.8	18.1	30.6	14.4	13.9	
HCM Lane LOS	В	В	С	В	С	D	В	В	
HCM 95th-tile Q	0.2	0.7	2.5	0.9	3.2	7.4	1	1.4	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	∱ ∱			41₽	7		4		7	f)	
Traffic Vol, veh/h	71	287	4	27	415	152	3	7	8	92	7	130
Future Vol, veh/h	71	287	4	27	415	152	3	7	8	92	7	130
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	83	334	5	31	483	177	3	8	9	107	8	151
Number of Lanes	1	2	0	0	2	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			3			3		
HCM Control Delay	14.8			16.9			11.9			13.9		
HCM LOS	В			C			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	
Vol Left, %	17%	100%	0%	0%	16%	0%	0%	100%	0%	
Vol Thru, %	39%	0%	100%	96%	84%	100%	0%	0%	5%	
Vol Right, %	44%	0%	0%	4%	0%	0%	100%	0%	95%	
Sign Control	Stop									
Traffic Vol by Lane	18	71	191	100	165	277	152	92	137	
LT Vol	3	71	0	0	27	0	0	92	0	
Through Vol	7	0	191	96	138	277	0	0	7	
RT Vol	8	0	0	4	0	0	152	0	130	
Lane Flow Rate	21	83	222	116	192	322	177	107	159	
Geometry Grp	8	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.05	0.185	0.466	0.242	0.382	0.632	0.312	0.254	0.326	
Departure Headway (Hd)	8.647	8.048	7.538	7.51	7.16	7.077	6.364	8.541	7.368	
Convergence, Y/N	Yes									
Cap	414	447	478	479	504	512	566	421	487	
Service Time	6.405	5.788	5.278	5.25	4.897	4.814	4.101	6.283	5.11	
HCM Lane V/C Ratio	0.051	0.186	0.464	0.242	0.381	0.629	0.313	0.254	0.326	
HCM Control Delay	11.9	12.6	16.7	12.6	14.3	21.2	12	14.2	13.7	
HCM Lane LOS	В	В	С	В	В	С	В	В	В	
HCM 95th-tile Q	0.2	0.7	2.4	0.9	1.8	4.3	1.3	1	1.4	

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		€ 1₽		7	∱ ∱			4			4	
Traffic Vol, veh/h	38	179	68	228	242	77	47	0	146	9	3	5
Future Vol, veh/h	38	179	68	228	242	77	47	0	146	9	3	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	45	211	80	268	285	91	55	0	172	11	4	6
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	13			13			14.2			10.8		
HCM LOS	В			В			В			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	24%	30%	0%	100%	0%	0%	53%	
Vol Thru, %	0%	70%	57%	0%	100%	51%	18%	
Vol Right, %	76%	0%	43%	0%	0%	49%	29%	
Sign Control	Stop							
Traffic Vol by Lane	193	128	158	228	161	158	17	
LT Vol	47	38	0	228	0	0	9	
Through Vol	0	90	90	0	161	81	3	
RT Vol	146	0	68	0	0	77	5	
Lane Flow Rate	227	150	185	268	190	185	20	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.419	0.298	0.344	0.488	0.319	0.293	0.043	
Departure Headway (Hd)	6.649	7.15	6.691	6.55	6.043	5.696	7.655	
Convergence, Y/N	Yes							
Cap	540	501	536	550	594	629	466	
Service Time	4.41	4.918	4.458	4.3	3.793	3.446	5.437	
HCM Lane V/C Ratio	0.42	0.299	0.345	0.487	0.32	0.294	0.043	
HCM Control Delay	14.2	13	13	15.4	11.6	10.8	10.8	
HCM Lane LOS	В	В	В	С	В	В	В	
HCM 95th-tile Q	2.1	1.2	1.5	2.7	1.4	1.2	0.1	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/			र्स	Þ	
Traffic Vol, veh/h	18	0	0	121	248	13
Future Vol, veh/h	18	0	0	121	248	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		_	_	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	13	13	13	13	13	13
Mymt Flow	24	0	0	161	331	17
IVIVIIIL FIUW	24	U	U	101	331	17
Major/Minor	Minor2	1	Major1	ı N	/lajor2	
Conflicting Flow All	501	340	348	0		0
Stage 1	340	-	-	_	_	-
Stage 2	161	_	_	_	_	_
Critical Hdwy	6.53	6.33	4.23	_	_	_
Critical Hdwy Stg 1	5.53	- 0.00	7.20	_	_	_
	5.53		_	-	-	-
Critical Hdwy Stg 2		2 417	2 217	-		
Follow-up Hdwy			2.317	-	-	-
Pot Cap-1 Maneuver	511	678	1152	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	511	678	1152	-	-	-
Mov Cap-2 Maneuver	511	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	842	-	-	-	-	-
<u> </u>						
A	ED		NID		CD	
Approach	EB		NB		SB	
HCM Control Delay, s	12.4		0		0	
HCM LOS	В					
Minor Lane/Major Mvm	ot	NBL	MRT	EBLn1	SBT	SBR
	TC .		NDII		301	אומכ
Capacity (veh/h)		1152	-	511	-	-
HCM Card V/C Ratio		-	-	0.047	-	-
HCM Control Delay (s))	0	-	12.4	-	-
HCM Lane LOS		Α	-	В	-	-
HCM 95th %tile Q(veh		0		0.1		

Intersection						
	6					
Int Delay, s/veh						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	- 14		ĵ.		- 1	•
Traffic Vol, veh/h	0	48	21	0	169	63
Future Vol, veh/h	0	48	21	0	169	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	_	-	200	-
Veh in Median Storage			0	_	-	0
Grade, %	ο, π Ο	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	44	44	44	44	44	44
Mvmt Flow	0	52	23	0	184	68
Major/Minor I	Minor1	N	/lajor1		Major2	
Conflicting Flow All	459	23	0	0	23	0
Stage 1	23	-	-	-	-	-
Stage 2	436	-	-	-	-	
					4.54	
Critical Hdwy	6.84	6.64	-	-		-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy			-	-	2.596	-
Pot Cap-1 Maneuver	490	945	-	-	1358	-
Stage 1	901	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	424	945	-	-	1358	-
Mov Cap-2 Maneuver	424	-	-	_	-	-
Stage 1	901	_	-	_	-	_
Stage 2	494	_	_		_	_
Juge 2	7/7					
Approach	WB		NB		SB	
HCM Control Delay, s	9		0		5.9	
HCM LOS	Α					
Minor Long/Major Mayor	.+	NDT	MDDV	M/DI 1	CDI	CDT
Minor Lane/Major Mvm	Il	NBT	INRKA	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	945	1358	-
HCM Lane V/C Ratio		-	-	0.055		-
HCM Control Delay (s)		-	-	9	8.1	-
HCM Lane LOS		-	-	Α	Α	-
HCM 95th %tile Q(veh))	-	-	0.2	0.5	-

Intersection						
Int Delay, s/veh	0					
		NIDD	051	057	N 1) A 41	NULTO
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	f			<u></u>	W	
Traffic Vol, veh/h	0	0	63	0	0	21
Future Vol, veh/h	0	0	63	0	0	21
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	200	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	0	0	68	0	0	23
Major/Minor	010-1		/oles		Mine 1	
	ajor1		Major2		Minor1	
Conflicting Flow All	0	0	0	0	136	0
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	136	-
Critical Hdwy	-	-	4.23	-	6.53	6.33
Critical Hdwy Stg 1	-	-	-	-	5.53	-
Critical Hdwy Stg 2	-	-	-	-	5.53	-
Follow-up Hdwy	-	-	2.317	-	3.617	3.417
Pot Cap-1 Maneuver	-	-	-	-	832	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %	_	-		-		
Mov Cap-1 Maneuver	-	-	-	-	832	-
Mov Cap-2 Maneuver	_		_	_	832	_
Stage 1	_		_	_	-	_
Stage 2				_	864	_
Jiaye Z	-	-	-	-	004	-
Approach	NB		SB		NW	
HCM Control Delay, s	0					
HCM LOS					-	
NA: 1 /NA : 24		NDT	NDD	11471 - 4	CD!	CDT
Minor Lane/Major Mvmt		NBT	NRKI/	IWLn1	SBL	SBT
Capacity (veh/h)		-	-	-	-	-
HCM Lane V/C Ratio		-	-	-	-	-
HCM Control Delay (s)		-	-	-	-	-
HCM Lane LOS		-	-	-	-	-
HCM 95th %tile Q(veh)		-	-	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ħβ			414			4		ሻ	₽	
Traffic Vol, veh/h	133	374	2	3	324	197	3	4	12	135	0	72
Future Vol, veh/h	133	374	2	3	324	197	3	4	12	135	0	72
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	139	390	2	3	338	205	3	4	13	141	0	75
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	15			20.4			11.6			14.1		
HCM LOS	В			С			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	16%	100%	0%	0%	2%	0%	100%	0%	
Vol Thru, %	21%	0%	100%	98%	98%	45%	0%	0%	
Vol Right, %	63%	0%	0%	2%	0%	55%	0%	100%	
Sign Control	Stop								
Traffic Vol by Lane	19	133	249	127	165	359	135	72	
LT Vol	3	133	0	0	3	0	135	0	
Through Vol	4	0	249	125	162	162	0	0	
RT Vol	12	0	0	2	0	197	0	72	
Lane Flow Rate	20	139	260	132	172	374	141	75	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.046	0.294	0.515	0.261	0.34	0.699	0.334	0.153	
Departure Headway (Hd)	8.442	7.649	7.141	7.129	7.13	6.73	8.554	7.333	
Convergence, Y/N	Yes								
Cap	424	471	506	505	507	538	420	489	
Service Time	6.2	5.37	4.861	4.85	4.847	4.447	6.296	5.075	
HCM Lane V/C Ratio	0.047	0.295	0.514	0.261	0.339	0.695	0.336	0.153	
HCM Control Delay	11.6	13.5	17.2	12.4	13.5	23.6	15.5	11.4	
HCM Lane LOS	В	В	С	В	В	С	С	В	
HCM 95th-tile Q	0.1	1.2	2.9	1	1.5	5.5	1.4	0.5	

Intersection	
Intersection Delay, s/veh Intersection LOS	14.1
Intersection LOS	В

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ţ	∱ ∱			41₽	7		4		7	f)	
Traffic Vol, veh/h	133	374	2	3	324	197	3	4	12	135	0	72
Future Vol, veh/h	133	374	2	3	324	197	3	4	12	135	0	72
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	10	10	10	10	10	10	10	10	10	10	10	10
Mvmt Flow	139	390	2	3	338	205	3	4	13	141	0	75
Number of Lanes	1	2	0	0	2	1	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			3			3		
HCM Control Delay	14.8			13.6			11.4			13.8		
HCM LOS	В			В			В			В		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1	SBLn2	
Vol Left, %	16%	100%	0%	0%	3%	0%	0%	100%	0%	
Vol Thru, %	21%	0%	100%	98%	97%	100%	0%	0%	0%	
Vol Right, %	63%	0%	0%	2%	0%	0%	100%	0%	100%	
Sign Control	Stop									
Traffic Vol by Lane	19	133	249	127	111	216	197	135	72	
LT Vol	3	133	0	0	3	0	0	135	0	
Through Vol	4	0	249	125	108	216	0	0	0	
RT Vol	12	0	0	2	0	0	197	0	72	
Lane Flow Rate	20	139	260	132	116	225	205	141	75	
Geometry Grp	8	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.045	0.291	0.509	0.258	0.228	0.443	0.363	0.328	0.15	
Departure Headway (Hd)	8.211	7.566	7.058	7.046	7.102	7.088	6.376	8.388	7.18	
Convergence, Y/N	Yes									
Cap	436	477	512	512	508	511	566	429	500	
Service Time	5.965	5.283	4.775	4.764	4.819	4.805	4.094	6.13	4.921	
HCM Lane V/C Ratio	0.046	0.291	0.508	0.258	0.228	0.44	0.362	0.329	0.15	
HCM Control Delay	11.4	13.4	16.9	12.2	11.9	15.3	12.7	15.2	11.2	
HCM Lane LOS	В	В	С	В	В	С	В	С	В	
HCM 95th-tile Q	0.1	1.2	2.8	1	0.9	2.2	1.6	1.4	0.5	

Intersection	
	12.2
ection Delay, s/veh	13.3
ntersection LOS	R
HEI SECHOIT LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		۔}		7	ħβ			4			4	
Traffic Vol, veh/h	5	206	43	160	238	7	53	0	209	64	0	30
Future Vol, veh/h	5	206	43	160	238	7	53	0	209	64	0	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	14	14	14	14	14	14	14	14	14	14	14	14
Mvmt Flow	5	219	46	170	253	7	56	0	222	68	0	32
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	12.7			12.3			15.7			12.2		
HCM LOS	В			В			С			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	20%	5%	0%	100%	0%	0%	68%	
Vol Thru, %	0%	95%	71%	0%	100%	92%	0%	
Vol Right, %	80%	0%	29%	0%	0%	8%	32%	
Sign Control	Stop							
Traffic Vol by Lane	262	108	146	160	159	86	94	
LT Vol	53	5	0	160	0	0	64	
Through Vol	0	103	103	0	159	79	0	
RT Vol	209	0	43	0	0	7	30	
Lane Flow Rate	279	115	155	170	169	92	100	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.501	0.233	0.305	0.333	0.307	0.165	0.207	
Departure Headway (Hd)	6.475	7.304	7.07	7.05	6.541	6.483	7.434	
Convergence, Y/N	Yes							
Cap	555	488	505	507	547	550	479	
Service Time	4.253	5.1	4.865	4.829	4.319	4.261	5.232	
HCM Lane V/C Ratio	0.503	0.236	0.307	0.335	0.309	0.167	0.209	
HCM Control Delay	15.7	12.3	13	13.3	12.2	10.6	12.2	
HCM Lane LOS	С	В	В	В	В	В	В	
HCM 95th-tile Q	2.8	0.9	1.3	1.4	1.3	0.6	0.8	

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/A			र्स	Þ	
Traffic Vol, veh/h	19	0	4	203	71	49
Future Vol, veh/h	19	0	4	203	71	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage	e,# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	_
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	39	39	39	39	39	39
Mvmt Flow	23	0	5	242	85	58
IVIVIII I IOVV	23	U	5	272	0.0	30
Major/Minor	Minor2	ا	Major1	۱	/lajor2	
Conflicting Flow All	366	114	143	0	-	0
Stage 1	114	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Critical Hdwy	6.79	6.59	4.49	-	-	-
Critical Hdwy Stg 1	5.79	-	_	_		_
Critical Hdwy Stg 2	5.79	_	_	_	_	_
Follow-up Hdwy	3.851	3.651	2.551	_		_
Pot Cap-1 Maneuver	566	847	1242	_	_	_
Stage 1	827	-	1272	_	_	_
Stage 2	711	-			-	
Platoon blocked, %	/ 1 1	-	-			-
	F/2	0.47	1040	-	-	-
Mov Cap-1 Maneuver	563	847	1242	-	-	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	823	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	11.7		0.2		0	
HCM LOS	В		0.2		U	
TICIVI LOS	D					
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1242		563	-	-
HCM Lane V/C Ratio		0.004	-	0.04	-	-
HCM Control Delay (s)	7.9	0	11.7	-	-
HCM Lane LOS		Α	A	В	_	
HCM 95th %tile Q(veh	1)	0	-	0.1	-	_
1101VI 73111 701116 Q(VEI	'/	U		0.1		

Intersection						
Int Delay, s/veh	7.5					
		MDD	NET	NDD	CDI	CDT
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	N/		f)		7	^
Traffic Vol, veh/h	0	137	33	0	37	11
Future Vol, veh/h	0	137	33	0	37	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	200	-
Veh in Median Storage	, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	60	60	60	60	60	60
Mvmt Flow	0	149	36	0	40	12
		117	- 00		- 10	, _
	/linor1		/lajor1		Major2	
Conflicting Flow All	128	36	0	0	36	0
Stage 1	36	-	-	-	-	-
Stage 2	92	-	-	-	-	-
Critical Hdwy	7	6.8	-	-	4.7	-
Critical Hdwy Stg 1	6	-	-	-	-	-
Critical Hdwy Stg 2	6	-	_	_	-	-
Follow-up Hdwy	4.04	3.84	_	_	2.74	_
Pot Cap-1 Maneuver	746	893	-	-	1271	-
Stage 1	856	-	_	_	-	_
Stage 2	805	_	-		-	_
Platoon blocked, %	000					
Mov Cap-1 Maneuver	723	893	-	-	1271	-
						-
Mov Cap-2 Maneuver	723	-	-	-	-	-
Stage 1	856	-	-	-	-	-
Stage 2	780	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	9.8		0		6.1	
HCM LOS	7.0 A		U		0.1	
TIOWI LOS	А					
Minor Lane/Major Mvm	t	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	-	893	1271	-
HCM Lane V/C Ratio		-	_		0.032	-
HCM Control Delay (s)		_	_	9.8	7.9	_
HCM Lane LOS		_	_	Α.	Α	_
HCM 95th %tile Q(veh)			_	0.6	0.1	
HOW FOUT WITE Q(VEH)				0.0	U. I	_

	0	B 13 - 11	
SBL	SBT	NWL	NWR
- ሻ		W	
	0	0	33
11	0	0	33
0		0	0
Free		Stop	Stop
-		-	None
200	-	0	-
-	0	0	-
-	_	0	-
92		92	92
			60
			36
12			- 00
0	0	24	0
-	-	0	-
-	-	24	-
4.7	-	7	6.8
-	-	6	-
-	-	6	-
2.74	-		3.84
=,, ,	-		-
_	_	-	
_	_		_
		000	
		942	_
-			
-	-		-
-	-		-
-	-	868	-
SB		NW	
		_	
NBRN	NWLn1	SBL	SBT
-	-	-	-
-	-	-	-
-	-	_	-
-	-	-	-
	111	11 0 11 0 0 0 Free Free - None 200 - 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	11 0 0 11 0 0 11 0 0 7 Free Free Stop - None - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 92 92 92 60 60 60 60 12 0 0 Major2 Minor1 0 0 24 - 0 0 - 24 - 0 24 6 6 2.74 - 4.04 - 862 868 862 868 SB NW NBRNWLn1 SBL

Intersection												
Intersection Delay, s/veh	81.6											
Intersection LOS	F											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	♦ 13			ፈተሴ			Δ		75	1	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ħβ			€ 1Ъ			4		7	f)	
Traffic Vol, veh/h	200	431	4	29	587	163	3	7	9	99	7	287
Future Vol, veh/h	200	431	4	29	587	163	3	7	9	99	7	287
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	233	501	5	34	683	190	3	8	10	115	8	334
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	33.5			140.3			15.8			46		
HCM LOS	D			F			С			Е		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	16%	100%	0%	0%	9%	0%	100%	0%	
Vol Thru, %	37%	0%	100%	97%	91%	64%	0%	2%	
Vol Right, %	47%	0%	0%	3%	0%	36%	0%	98%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	19	200	287	148	323	457	99	294	
LT Vol	3	200	0	0	29	0	99	0	
Through Vol	7	0	287	144	294	294	0	7	
RT Vol	9	0	0	4	0	163	0	287	
Lane Flow Rate	22	233	334	172	375	531	115	342	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.071	0.613	0.834	0.428	0.971	1.329	0.337	0.888	
Departure Headway (Hd)	12.131	10.001	9.484	9.464	9.322	9.016	11.083	9.866	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	297	363	384	383	390	403	327	369	
Service Time	9.831	7.701	7.184	7.164	7.05	6.744	8.783	7.566	
HCM Lane V/C Ratio	0.074	0.642	0.87	0.449	0.962	1.318	0.352	0.927	
HCM Control Delay	15.8	27.3	45.2	19.1	69.8	190.1	19.3	55	
HCM Lane LOS	С	D	Е	С	F	F	С	F	
HCM 95th-tile Q	0.2	3.9	7.6	2.1	11.2	24.5	1.4	8.8	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414		7	ħβ			4			4	
Traffic Vol, veh/h	38	192	146	538	260	77	112	0	404	9	3	5
Future Vol, veh/h	38	192	146	538	260	77	112	0	404	9	3	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	8	8	8	8	8	8	8	8	8	8	8	8
Mvmt Flow	45	226	172	633	306	91	132	0	475	11	4	6
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	26.3			148.3			168.8			14.2		
HCM LOS	D			F			F			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	22%	28%	0%	100%	0%	0%	53%	
Vol Thru, %	0%	72%	40%	0%	100%	53%	18%	
Vol Right, %	78%	0%	60%	0%	0%	47%	29%	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	
Traffic Vol by Lane	516	134	242	538	173	164	17	
LT Vol	112	38	0	538	0	0	9	
Through Vol	0	96	96	0	173	87	3	
RT Vol	404	0	146	0	0	77	5	
Lane Flow Rate	607	158	285	633	204	193	20	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	1.285	0.394	0.668	1.428	0.432	0.39	0.054	
Departure Headway (Hd)	8.113	10.365	9.765	8.99	8.469	8.126	10.856	
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Cap	455	350	373	411	428	447	332	
Service Time	5.813	8.065	7.465	6.69	6.169	5.826	8.556	
HCM Lane V/C Ratio	1.334	0.451	0.764	1.54	0.477	0.432	0.06	
HCM Control Delay	168.8	19.6	30	230.7	17.5	15.9	14.2	
HCM Lane LOS	F	С	D	F	С	С	В	
HCM 95th-tile Q	24.5	1.8	4.6	28.9	2.1	1.8	0.2	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	EDL	LDK	NDL	ND1		אטכ
Traffic Vol, veh/h	'T' 19	0	0	€ 1439	6 33	14
Future Vol, veh/h	19	0		439	633	14
	0	0	0			0
Conflicting Peds, #/hr		-		O From	0 Froo	
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	13	13	13	13	13	13
Mvmt Flow	25	0	0	585	844	19
Major/Minor	Minor2	1	Major1	N	/lajor2	
Conflicting Flow All	1439	854	863	0	- najorz	0
Stage 1	854	- 034	003		_	-
	585	-	-	-	-	-
Stage 2			4.00	-		-
Critical Hdwy	6.53	6.33	4.23	-	-	-
Critical Hdwy Stg 1	5.53	-	-	-	-	-
Critical Hdwy Stg 2	5.53	- 0.447	-	-	-	-
Follow-up Hdwy	3.617	3.417	2.317	-	-	-
Pot Cap-1 Maneuver	138	343	735	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	138	343	735	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	399	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Ü						
Approach	EB		NB		SB	
HCM Control Delay, s	36.9		0		0	
HCM LOS	50.7 E		U		U	
HCWI LOS						
Minor Lane/Major Mvn	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		735		138	-	-
HCM Lane V/C Ratio		-		0.184	-	-
HCM Control Delay (s)	0	-		-	
HCM Lane LOS		A	_	E	_	_
HCM 95th %tile Q(veh	1)	0	_		_	_
HOW FORT FORTIE CE(VE)	'/	U		0.0		_

Int Delay, s/veh 16
Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR Lane Configurations Image: Configuration of the co
Lane Configurations Image: Configuration of the confi
Traffic Vol, veh/h 251 0 0 0 48 0 84 0 169 140 307 Future Vol, veh/h 251 0 0 0 0 48 0 84 0 169 140 307 Conflicting Peds, #/hr 0
Future Vol, veh/h 251 0 0 0 48 0 84 0 169 140 307 Conflicting Peds, #/hr 0
Conflicting Peds, #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 Sign Control Stop Stop Stop Stop Stop Stop Stop Stop
Sign Control Stop Stop Stop Stop Stop Stop Free Free Free Free Free Free Free Fre
RT Channelized None None None
Storage Length 200 200
Veh in Median Storage, # - 0 0 0 -
Grade, % - 0 0 0 0 -
Peak Hour Factor 92 92 92 92 92 92 92 92 92 92 92 92 92
Heavy Vehicles, % 13 13 13 13 13 13 13 13 13 13 13 13 13
Mvmt Flow 273 0 0 0 52 0 91 0 184 152 334
WINITIOW 273 0 0 0 0 32 0 71 0 104 132 334
Major/Minor Minor2 Minor1 Major1 Major2
Conflicting Flow All 637 611 152 778 945 91 486 0 0 91 0 0
Stage 1 520 520 - 91 91
Stage 2 117 91 - 687 854
Critical Hdwy 7.23 6.63 6.33 7.23 6.63 6.33 4.23 4.23
Critical Hdwy Stg 1 6.23 5.63 - 6.23 5.63
Critical Hdwy Stg 2 6.23 5.63 - 6.23 5.63
Follow-up Hdwy 3.617 4.117 3.417 3.617 4.117 3.417 2.317 2.317 14.027
Pot Cap-1 Maneuver 375 394 866 301 251 937 1022 1437
Stage 1 520 514 - 890 799
Stage 2 862 799 - 420 360
Platoon blocked, %
Mov Cap-1 Maneuver 320 344 866 272 219 937 1022 1437
Mov Cap-2 Maneuver 320 344 - 272 219
3
Stage 2 814 799 - 366 314
Approach EB WB NB SB
HCM Control Delay, s 56.7 9.1 0 2.2
HCM LOS F A
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR
Capacity (veh/h) 1022 320 937 1437
Oupdoity (volin) 1022 - 320 737 1437
HCM Lane V/C Ratio 0.853 0.056 0.128
HCM Lane V/C Ratio 0.853 0.056 0.128

	-	×	7	~	×	*	ን	×	~	Ĺ	×	*
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		4			4		, A	ĵ»		J.	†	7
Traffic Volume (veh/h)	63	0	0	0	0	21	0	0	0	63	0	77
Future Volume (Veh/h)	63	0	0	0	0	21	0	0	0	63	0	77
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	68	0	0	0	0	23	0	0	0	68	0	84
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	159	136	0	136	220	0	84			0		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	159	136	0	136	220	0	84			0		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	91	100	100	100	100	98	100			96		
cM capacity (veh/h)	764	723	1085	808	650	1085	1513			1623		
Direction, Lane #	SE 1	NW 1	NE 1	NE 2	SW 1	SW 2	SW 3					
Volume Total	68	23	0	0	68	0	84					
Volume Left	68	0	0	0	68	0	0					
Volume Right	0	23	0	0	0	0	84					
cSH	764	1085	1700	1700	1623	1700	1700					
Volume to Capacity	0.09	0.02	0.00	0.00	0.04	0.00	0.05					
Queue Length 95th (ft)	7	2	0	0	3	0	0					
Control Delay (s)	10.2	8.4	0.0	0.0	7.3	0.0	0.0					
Lane LOS	В	Α			Α							
Approach Delay (s)	10.2	8.4	0.0		3.3							
Approach LOS	В	А										
Intersection Summary												
Average Delay			5.7									
Intersection Capacity Utilizat	tion		20.3%	IC	CU Level	of Service			Α			
Analysis Period (min)			15									

ntersection Delay, s/veh 22.2	Intersection			
ntorcoction LOS	Intersection Delay, s/veh	22.2		
HIGH SECTION LOS	Intersection LOS	С		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ħβ			€ि			4		7	ĵ.	
Traffic Vol, veh/h	169	423	2	3	371	212	3	4	13	145	0	101
Future Vol, veh/h	169	423	2	3	371	212	3	4	13	145	0	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	176	441	2	3	386	221	3	4	14	151	0	105
Number of Lanes	1	2	0	0	2	0	0	1	0	1	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	2			3			2			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	2			1			3			2		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			2			2			3		
HCM Control Delay	18.2			29.4			12.5			15.6		
HCM LOS	С			D			В			С		

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1	SBLn2	
Vol Left, %	15%	100%	0%	0%	2%	0%	100%	0%	
Vol Thru, %	20%	0%	100%	99%	98%	47%	0%	0%	
Vol Right, %	65%	0%	0%	1%	0%	53%	0%	100%	
Sign Control	Stop								
Traffic Vol by Lane	20	169	282	143	189	398	145	101	
LT Vol	3	169	0	0	3	0	145	0	
Through Vol	4	0	282	141	186	186	0	0	
RT Vol	13	0	0	2	0	212	0	101	
Lane Flow Rate	21	176	294	149	196	414	151	105	
Geometry Grp	8	8	8	8	8	8	8	8	
Degree of Util (X)	0.053	0.394	0.616	0.312	0.414	0.827	0.381	0.23	
Departure Headway (Hd)	9.171	8.063	7.553	7.543	7.584	7.194	9.085	7.859	
Convergence, Y/N	Yes								
Cap	389	447	479	477	475	505	396	457	
Service Time	6.952	5.813	5.303	5.293	5.332	4.943	6.845	5.619	
HCM Lane V/C Ratio	0.054	0.394	0.614	0.312	0.413	0.82	0.381	0.23	
HCM Control Delay	12.5	16	21.7	13.7	15.6	35.9	17.4	13	
HCM Lane LOS	В	С	С	В	С	Е	С	В	
HCM 95th-tile Q	0.2	1.8	4.1	1.3	2	8.2	1.7	0.9	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		414		ሻ	ħβ			4			4	
Traffic Vol, veh/h	5	221	58	219	256	7	70	0	275	65	0	30
Future Vol, veh/h	5	221	58	219	256	7	70	0	275	65	0	30
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	5	235	62	233	272	7	74	0	293	69	0	32
Number of Lanes	0	2	0	1	2	0	0	1	0	0	1	0
Approach	EB			WB			NB			SB		
Opposing Approach	WB			EB			SB			NB		
Opposing Lanes	3			2			1			1		
Conflicting Approach Left	SB			NB			EB			WB		
Conflicting Lanes Left	1			1			2			3		
Conflicting Approach Right	NB			SB			WB			EB		
Conflicting Lanes Right	1			1			3			2		
HCM Control Delay	14.9			15.2			25			13.5		
HCM LOS	В			С			С			В		

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	WBLn3	SBLn1	
Vol Left, %	20%	4%	0%	100%	0%	0%	68%	
Vol Thru, %	0%	96%	66%	0%	100%	92%	0%	
Vol Right, %	80%	0%	34%	0%	0%	8%	32%	
Sign Control	Stop							
Traffic Vol by Lane	345	116	169	219	171	92	95	
LT Vol	70	5	0	219	0	0	65	
Through Vol	0	111	111	0	171	85	0	
RT Vol	275	0	58	0	0	7	30	
Lane Flow Rate	367	123	179	233	182	98	101	
Geometry Grp	7	8	8	7	7	7	7	
Degree of Util (X)	0.709	0.277	0.39	0.497	0.361	0.194	0.231	
Departure Headway (Hd)	6.955	8.111	7.84	7.674	7.161	7.106	8.238	
Convergence, Y/N	Yes							
Cap	521	442	459	471	503	505	436	
Service Time	4.698	5.869	5.598	5.422	4.908	4.854	5.999	
HCM Lane V/C Ratio	0.704	0.278	0.39	0.495	0.362	0.194	0.232	
HCM Control Delay	25	14	15.6	17.8	13.9	11.6	13.5	
HCM Lane LOS	С	В	С	С	В	В	В	
HCM 95th-tile Q	5.6	1.1	1.8	2.7	1.6	0.7	0.9	

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N/A			र्स	Þ	
Traffic Vol, veh/h	20	0	4	281	135	53
Future Vol, veh/h	20	0	4	281	135	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storag	e,# 0	-	-	0	0	-
Grade, %	0	-	_	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	27	27	27	27	27	27
Mymt Flow	24	0	5	335	161	63
IVIVIIIL I IOVV	24	U	J	333	101	03
Major/Minor	Minor2		Major1	Λ	/lajor2	
Conflicting Flow All	538	193	224	0		0
Stage 1	193	-	-	-	-	-
Stage 2	345	_		_	_	
Critical Hdwy	6.67	6.47	4.37	_	_	_
Critical Hdwy Stg 1	5.67	- 0.47	4.57	_	_	_
Critical Hdwy Stg 2	5.67	-			_	
Follow-up Hdwy	3.743	3.543	2 442		-	
				-		
Pot Cap-1 Maneuver	463	789	1210	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver		789	1210	-	-	-
Mov Cap-2 Maneuver	461	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Ü						
Annroach	EB		NB		SB	
Approach						
HCM Control Delay, s	13.2		0.1		0	
HCM LOS	В					
Minor Lane/Major Mvr	nt	NBL	NRT	EBLn1	SBT	SBR
Capacity (veh/h)		1210	IVDI	461	ODI	ODIC
HCM Lane V/C Ratio		0.004	-	0.052	-	
	١				-	-
HCM Control Delay (s)	8	0	13.2	-	-
HCM Lane LOS		А	Α	B 0.2	-	-
HCM 95th %tile Q(veh	\	0	_		_	

Intersection												
Int Delay, s/veh	6.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		- 1	₽		- ሽ		7
Traffic Vol, veh/h	61	0	0	0	0	137	0	49	0	37	24	50
Future Vol, veh/h	61	0	0	0	0	137	0	49	0	37	24	50
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	200	-	-	200	-	200
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	36	36	36	36	36	36	36	36	36	36	36	36
Mvmt Flow	66	0	0	0	0	149	0	53	0	40	26	54
Major/Minor	Minor2			Minor1		1	Major1			Major2		
Conflicting Flow All	234	159	26	186	213	53	80	0	0	53	0	0
Stage 1	106	106	-	53	53	-	-	-	-	-	-	-
Stage 2	128	53	_	133	160	_	_	_	_	_	_	_
Critical Hdwy	7.46	6.86	6.56	7.46	6.86	6.56	4.46			4.46	_	
Critical Hdwy Stg 1	6.46	5.86	0.50	6.46	5.86	0.00				- 1.70	_	_
Critical Hdwy Stg 2	6.46	5.86		6.46	5.86	-	_	_		_	-	_
Follow-up Hdwy	3.824	4.324	3.624	3.824	4.324	3.624	2.524			2.524	_	
Pot Cap-1 Maneuver	655	676	960	706	629	926	1328			1361	_	
Stage 1	823	746	700	880	788	720	1320	_	_	-	_	_
Stage 2	800	788	_	795	705		_					
Platoon blocked, %	000	700		175	703						_	
Mov Cap-1 Maneuver	537	656	960	690	611	926	1328			1361	_	
Mov Cap-1 Maneuver	537	656	700	690	611	720	1020			-	_	_
Stage 1	823	724	_	880	788		_	_				
Stage 2	671	788	_	772	685	_	_	_	_	_	_	_
Stuge 2	071	, 00		112	000							
A				MP			ND			C.D.		
Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.6			9.6			0			2.6		
HCM LOS	В			Α								
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1328			537	926	1361					
HCM Lane V/C Ratio		1320	-		0.123		0.03	-	-			
HCM Control Delay (s))	0			12.6	9.6	7.7					
HCM Lane LOS		A	-	_	12.0 B	Α.	Α.	_	_			
HCM 95th %tile Q(veh	1)	0	-		0.4	0.6	0.1	-	-			
How four four Q(ven	'/	U			0.4	0.0	0.1					

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Movement	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	ሻ	₽		ሻ	↑	7		4			4	
Traffic Volume (veh/h)	0	0	0	11	0	13	16	0	0	0	0	33
Future Volume (Veh/h)	0	0	0	11	0	13	16	0	0	0	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	12	0	14	17	0	0	0	0	36
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	14			0			60	24	0	24	38	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	14			0			60	24	0	24	38	0
tC, single (s)	4.5			4.5			7.5	6.9	6.6	7.5	6.9	6.6
tC, 2 stage (s)												
tF (s)	2.5			2.5			3.8	4.3	3.6	3.8	4.3	3.6
p0 queue free %	100			99			98	100	100	100	100	96
cM capacity (veh/h)	1409			1426			822	800	993	901	786	993
Direction, Lane #	NB 1	NB 2	SB 1	SB 2	SB 3	SE 1	NW 1					
Volume Total	0	0	12	0	14	17	36					
Volume Left	0	0	12	0	0	17	0					
Volume Right	0	0	0	0	14	0	36					
cSH	1700	1700	1426	1700	1700	822	993					
Volume to Capacity	0.00	0.00	0.01	0.00	0.01	0.02	0.04					
Queue Length 95th (ft)	0	0	1	0	0	2	3					
Control Delay (s)	0.0	0.0	7.5	0.0	0.0	9.5	8.8					
Lane LOS	0.0	0.0	A	0.0	0.0	A	A					
Approach Delay (s)	0.0		3.5			9.5	8.8					
Approach LOS	0.0		0.0			A	A					
Intersection Summary												
Average Delay			7.2									
Intersection Capacity Utiliz	ation		17.6%	IC	CU Level	of Service			Α			
Analysis Period (min)			15		2 = 3.01 (
2												