



DEVELOPMENT APPLICATION

City of Rockwall
Planning and Zoning Department
385 S. Goliad Street
Rockwall, Texas 75087

STAFF USE ONLY

PLANNING & ZONING CASE NO. _____

NOTE: THE APPLICATION IS NOT CONSIDERED ACCEPTED BY THE CITY UNTIL THE PLANNING DIRECTOR AND CITY ENGINEER HAVE SIGNED BELOW.

DIRECTOR OF PLANNING: _____

CITY ENGINEER: _____

PLEASE CHECK THE APPROPRIATE BOX BELOW TO INDICATE THE TYPE OF DEVELOPMENT REQUEST [SELECT ONLY ONE BOX]:

PLATTING APPLICATION FEES:

- MASTER PLAT (\$100.00 + \$15.00 ACRE) ¹
- PRELIMINARY PLAT (\$200.00 + \$15.00 ACRE) ¹
- FINAL PLAT (\$300.00 + \$20.00 ACRE) ¹
- REPLAT (\$300.00 + \$20.00 ACRE) ¹
- AMENDING OR MINOR PLAT (\$150.00)
- PLAT REINSTATEMENT REQUEST (\$100.00)

SITE PLAN APPLICATION FEES:

- SITE PLAN (\$250.00 + \$20.00 ACRE) ¹
- AMENDED SITE PLAN/ELEVATIONS/LANDSCAPING PLAN (\$100.00)

ZONING APPLICATION FEES:

- ZONING CHANGE (\$200.00 + \$15.00 ACRE) ¹
- SPECIFIC USE PERMIT (\$200.00 + \$15.00 ACRE) ^{1 & 2}
- PD DEVELOPMENT PLANS (\$200.00 + \$15.00 ACRE) ¹

OTHER APPLICATION FEES:

- TREE REMOVAL (\$75.00)
- VARIANCE REQUEST/SPECIAL EXCEPTIONS (\$100.00) ²

NOTES:

¹: IN DETERMINING THE FEE, PLEASE USE THE EXACT ACREAGE WHEN MULTIPLYING BY THE PER ACRE AMOUNT. FOR REQUESTS ON LESS THAN ONE ACRE, ROUND UP TO ONE (1) ACRE.
²: A **\$1,000.00** FEE WILL BE ADDED TO THE APPLICATION FEE FOR ANY REQUEST THAT INVOLVES CONSTRUCTION WITHOUT OR NOT IN COMPLIANCE TO AN APPROVED BUILDING PERMIT.

PROPERTY INFORMATION [PLEASE PRINT]

| | | | | | |
|------------------|--|-----|---|-------|---|
| ADDRESS | | | | | |
| SUBDIVISION | Rockwall High School 9th Grade Center | LOT | 1 | BLOCK | 1 |
| GENERAL LOCATION | Northwest corner of Quail Run Road and FM 1141 | | | | |

ZONING, SITE PLAN AND PLATTING INFORMATION [PLEASE PRINT]

| | | | | | |
|-----------------|----------------|----------------|---------------|-----------------|---|
| CURRENT ZONING | AG | CURRENT USE | Public School | | |
| PROPOSED ZONING | PD for NS uses | PROPOSED USE | Public School | | |
| ACREAGE | 76.08 acres | LOTS [CURRENT] | 1 | LOTS [PROPOSED] | 1 |

SITE PLANS AND PLATS: BY CHECKING THIS BOX YOU ACKNOWLEDGE THAT DUE TO THE PASSAGE OF HB3167 THE CITY NO LONGER HAS FLEXIBILITY WITH REGARD TO ITS APPROVAL PROCESS, AND FAILURE TO ADDRESS ANY OF STAFF'S COMMENTS BY THE DATE PROVIDED ON THE DEVELOPMENT CALENDAR WILL RESULT IN THE DENIAL OF YOUR CASE.

OWNER/APPLICANT/AGENT INFORMATION [PLEASE PRINT/CHECK THE PRIMARY CONTACT/ORIGINAL SIGNATURES ARE REQUIRED]

| | | | |
|--------------------------------|--|------------------------------------|--------------------------------------|
| <input type="checkbox"/> OWNER | Rockwall Independent School District | <input type="checkbox"/> APPLICANT | Rockwall Independent School District |
| CONTACT PERSON | William Salee - Executive Director of Operations | CONTACT PERSON | Robert Howman |
| ADDRESS | 1191 T.L. Townsend Drive | ADDRESS | 4500 Fuller Drive Suite 220 |
| CITY, STATE & ZIP | Rockwall, Texas 75087 | CITY, STATE & ZIP | Irving, Texas 75038 |
| PHONE | 469-698-7031 | PHONE | 972.989.2174 (mobile) |
| E-MAIL | will.salee@rockwallisd.org | E-MAIL | rahowman@glennengineering.com |

NOTARY VERIFICATION [REQUIRED]

BEFORE ME, THE UNDERSIGNED AUTHORITY, ON THIS DAY PERSONALLY APPEARED WILL SALEE [OWNER] THE UNDERSIGNED, WHO STATED THE INFORMATION ON THIS APPLICATION TO BE TRUE AND CERTIFIED THE FOLLOWING:

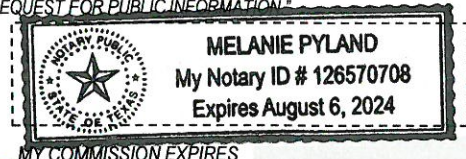
"I HEREBY CERTIFY THAT I AM THE OWNER FOR THE PURPOSE OF THIS APPLICATION; ALL INFORMATION SUBMITTED HEREIN IS TRUE AND CORRECT; AND THE APPLICATION FEE OF \$ 1,341.20 TO COVER THE COST OF THIS APPLICATION, HAS BEEN PAID TO THE CITY OF ROCKWALL ON THIS THE 16th DAY OF JUNE, 2022 BY SIGNING THIS APPLICATION, I AGREE THAT THE CITY OF ROCKWALL (I.E. "CITY") IS AUTHORIZED AND PERMITTED TO PROVIDE INFORMATION CONTAINED WITHIN THIS APPLICATION TO THE PUBLIC. THE CITY IS ALSO AUTHORIZED AND PERMITTED TO REPRODUCE ANY COPYRIGHTED INFORMATION SUBMITTED IN CONJUNCTION WITH THIS APPLICATION, IF SUCH REPRODUCTION IS ASSOCIATED OR IN RESPONSE TO A REQUEST FOR PUBLIC INFORMATION."

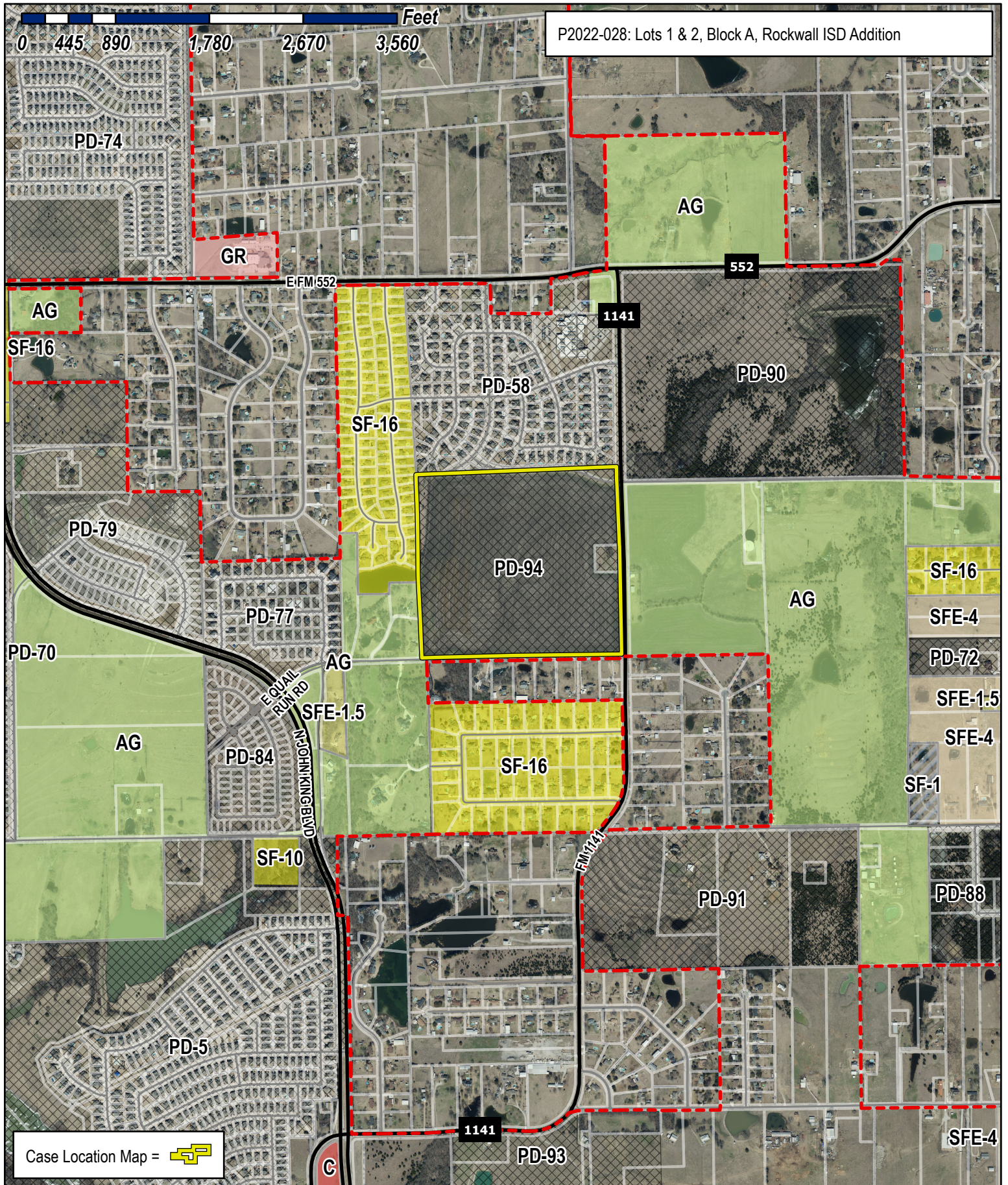
GIVEN UNDER MY HAND AND SEAL OF OFFICE ON THIS THE 16th DAY OF June, 2022

OWNER'S SIGNATURE


William Salee

NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS





P2022-028: Lots 1 & 2, Block A, Rockwall ISD Addition

Case Location Map = 

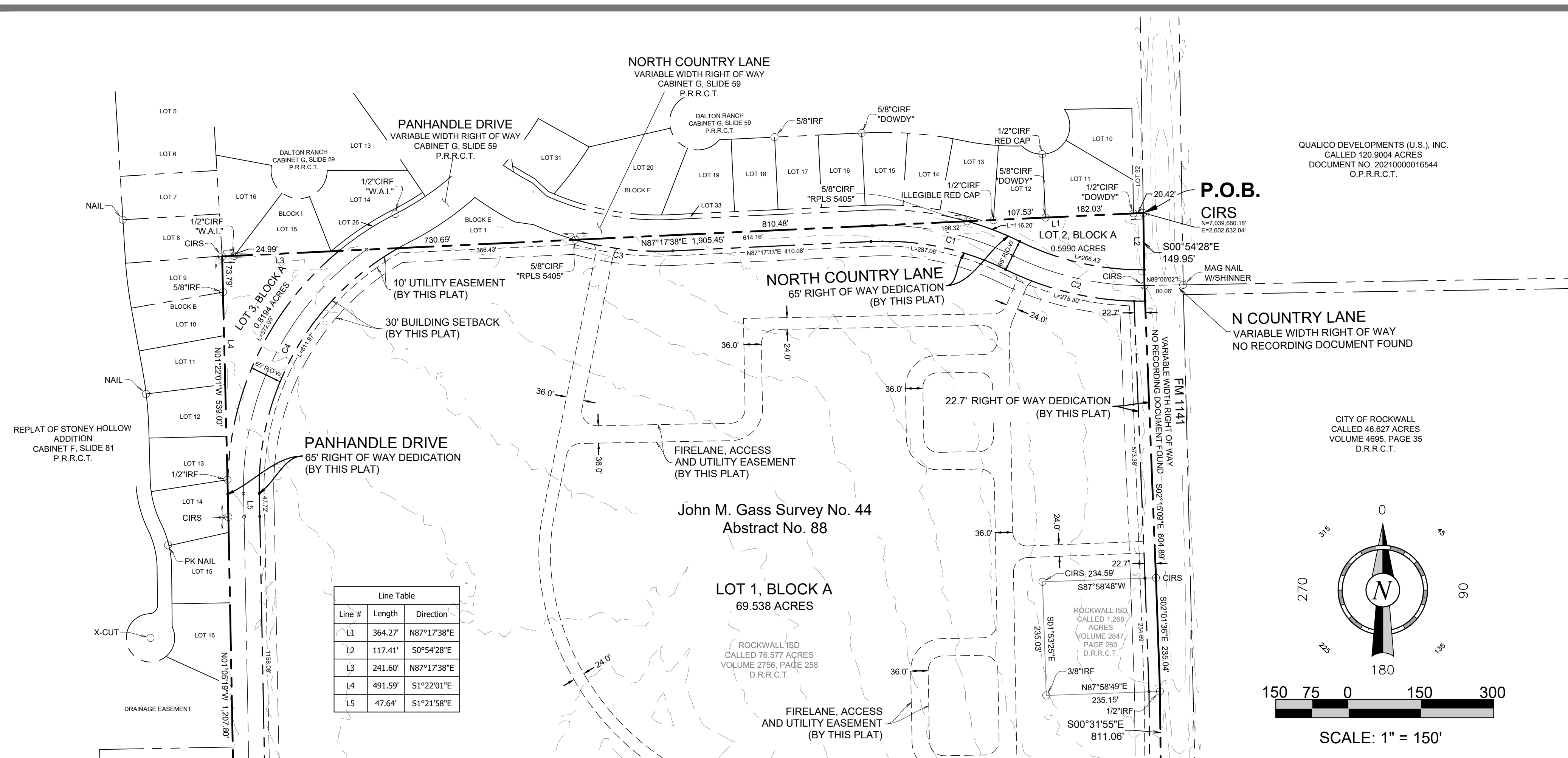


City of Rockwall

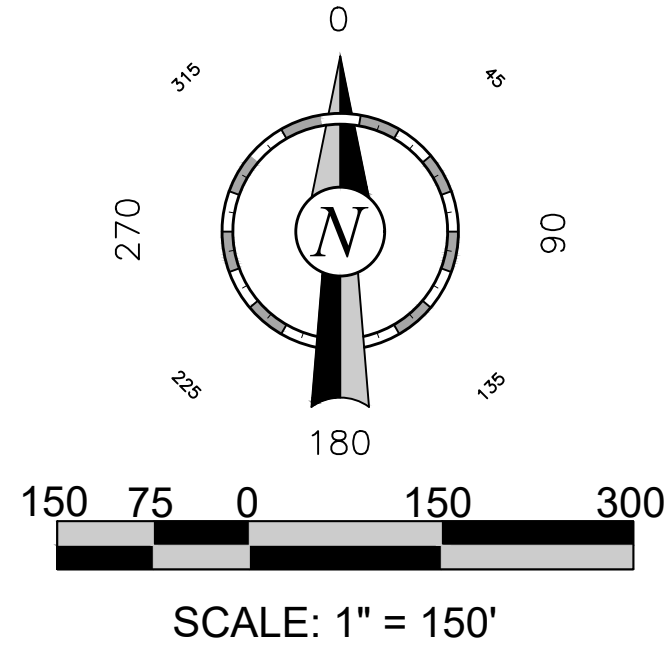
Planning & Zoning Department
 385 S. Goliad Street
 Rockwall, Texas 75032
 (P): (972) 771-7745
 (W): www.rockwall.com

The City of Rockwall GIS maps are continually under development and therefore subject to change without notice. While we endeavor to provide timely and accurate information, we make no guarantees. The City of Rockwall makes no warranty, express or implied, including warranties of merchantability and fitness for a particular purpose. Use of the information is the sole responsibility of the user.

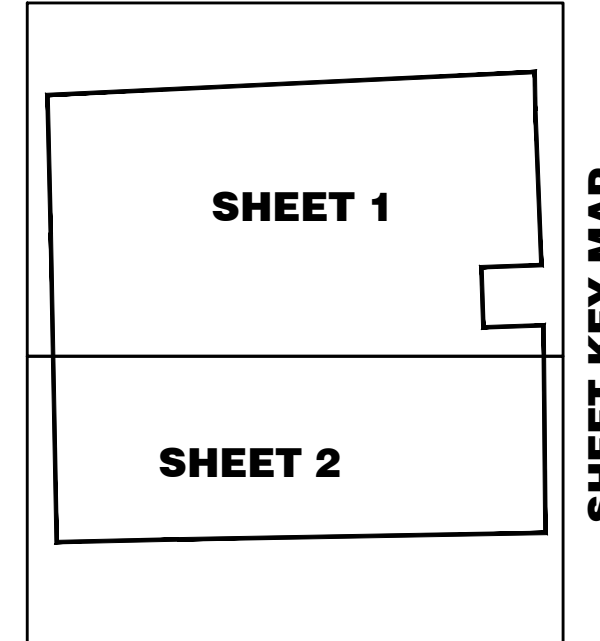
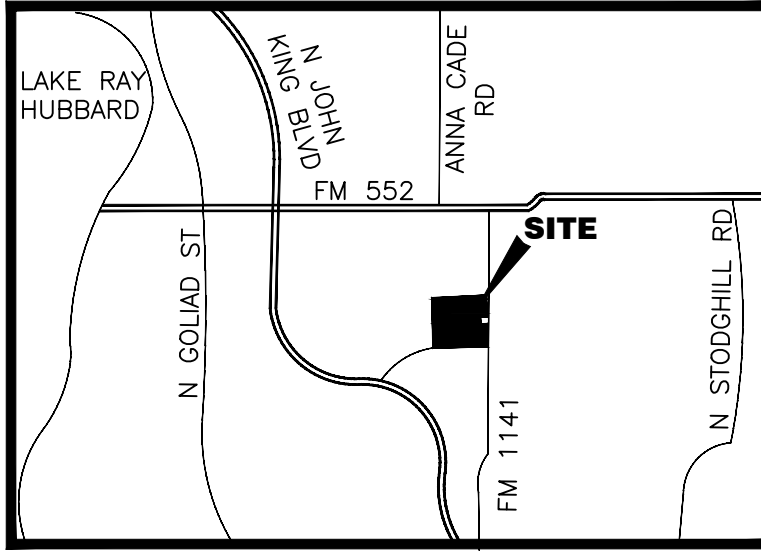




| Line # | Length | Direction |
|--------|---------|-------------|
| L1 | 364.27' | N87°17'38"E |
| L2 | 117.41' | S0°54'28"E |
| L3 | 241.60' | N87°17'38"E |
| L4 | 491.59' | S1°22'01"E |
| L5 | 47.64' | S1°21'58"E |



Match Line - See Sheet 2



LEGEND

DEED RECORDS, ROCKWALL COUNTY, TEXAS

OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS

PLAT RECORDS ROCKWALL COUNTY, TEXAS

IRF IRON ROD FOUND
CIRF CAPPED IRON ROD FOUND AS NOTED
CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
MNF MAG NAIL FOUND
MNS MAG NAIL SET
P.O.B. POINT OF BEGINNING
A.E. ACCESS EASEMENT
B.L. BUILDING LINE
D.E. DRAINAGE EASEMENT
N.G.E. NATURAL GAS EASEMENT
U.E. UTILITY EASEMENT
S.S.E. SANITARY SEWER EASEMENT
W.E. WATER LINE EASEMENT
D.U.E. DRAINAGE AND UTILITY EASEMENT
DIM DIMENSION

OWNER:
Rockwall ISD
801 East Washington St.
Rockwall Texas, 75087
(469) 698-7031
Contact: William Salee

ENGINEER:
Glenn Engineering Corp.
105 Decker Court, Suite 910
Irving, Texas 75062
TBPE FIRM NO. F-303
(972) 989-2174 Cell
(972) 717-5151 Office
Contact: Robert Howman

SURVEYOR:
Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300
Fort Worth, TX 76104

PRELIMINARY PLAT

ROCKWALL I.S.D. ADDITION

LOTS 1 AND 2, BLOCK A
BEING 76.536 ACRES
SITUATED WITHIN THE
JOHN M. GASS SURVEY NO. 44, ABSTRACT NUMBER 88
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

Bowman

© 2021 Bowman Consulting Group, Ltd.
1200 West Magnolia Blvd., Suite 300 Fort Worth, TX 76104
Phone: (214) 484-8586
www.bowman.com
TBPELS #10120600

Bowman Job No.: 10305 Drawn By: RAP Sheet: 1 of 3

Match Line - See Sheet 1

| Curve Table | | | | | |
|-------------|---------------|----------------|------------|---------|-----------|
| Curve # | Chord Bearing | Chord Distance | Arc Length | Radius | Delta |
| C1 | S78°01'54"E | 296.49' | 299.59' | 600.08' | 28°36'17" |
| C2 | S77°11'02"E | 279.26' | 281.85' | 600.09' | 26°54'37" |
| C3 | S83°29'06"E | 202.79' | 203.67' | 632.59' | 18°26'48" |
| C4 | S26°43'30"W | 565.15' | 588.45' | 600.09' | 56°11'02" |

John M. Gass Survey No. 44
Abstract No. 88

LOT 1, BLOCK A
69.538 ACRES

ROCKWALL ISD
CALLED 76.577 ACRES
VOLUME 2756, PAGE 258
D.R.R.C.T.

PANHANDLE DRIVE
65' RIGHT OF WAY DEDICATION
(BY THIS PLAT)

EAST QUAIL RUN ROAD
VARIABLE WIDTH RIGHT OF WAY
NO RECORDING DOCUMENT FOUND

49.5' RIGHT OF WAY DEDICATION
(BY THIS PLAT)

FIRELANE, ACCESS
AND UTILITY EASEMENT
(BY THIS PLAT)

22.7' RIGHT OF WAY DEDICATION
(BY THIS PLAT)

30' BUILDING SETBACK
(BY THIS PLAT)

10' UTILITY EASEMENT
(BY THIS PLAT)

VARIABLE WIDTH RIGHT OF WAY
NO RECORDING DOCUMENT FOUND
FM 1141

CITY OF ROCKWALL
CALLED 46.627 ACRES
VOLUME 4695, PAGE 35
D.R.R.C.T.

REMAINDER OF
CALLED 4.0005 ACRES
DOYL C. TULLY AND WIFE,
VONETTE S. TULLY
VOLUME 951, PAGE 61
D.R.R.C.T.

NALLEY MICHAEL R & LORI D
CALLED 2.517 ACRES
VOLUME 1024, PAGE 324
D.R.R.C.T.

MAG NAIL
W/SHINNER

GERALD GLEN COX & ROSALBA CARRASCO COX
CALLED 29.97 ACRES
DOCUMENT NO. 2016-00006512
O.P.R.R.C.T.

FOUND MAG NAIL BEARS
S72°41'19"W, 2.77'

SHEILA FLANNERY ET AL
VOLUME 1124, PAGE 65
D.R.R.C.T.

NO DEED FOUND

LOT 3

LOT 4

LOT 5

LOT 6

LOT 7

LOT 8

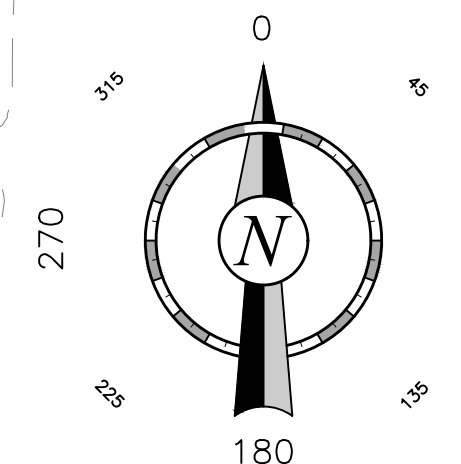
LOT 9

LOT 10

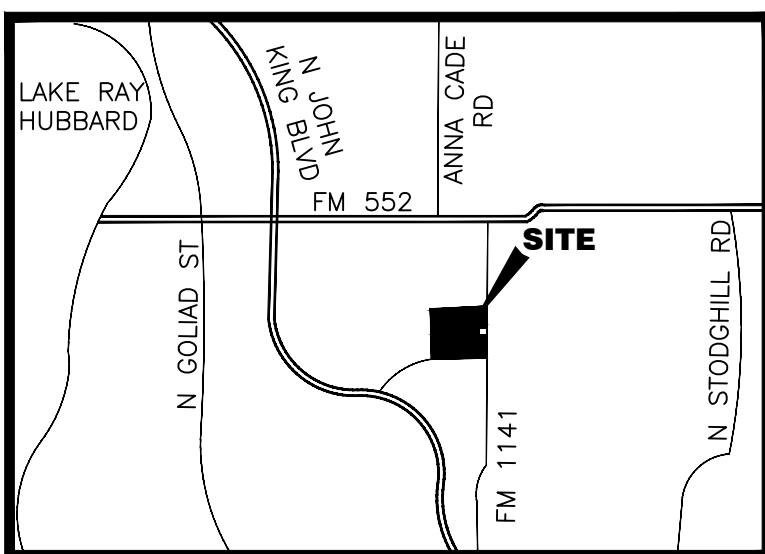
SADDLEBROOK ESTATES
CABINET A, SLIDE 307
P.R.R.C.T.

RYAN S HUDDIN AND JADA HUDDIN
CALLED 2.00 ACRES
DOCUMENT NO. 2020000001690
O.P.R.R.C.T.

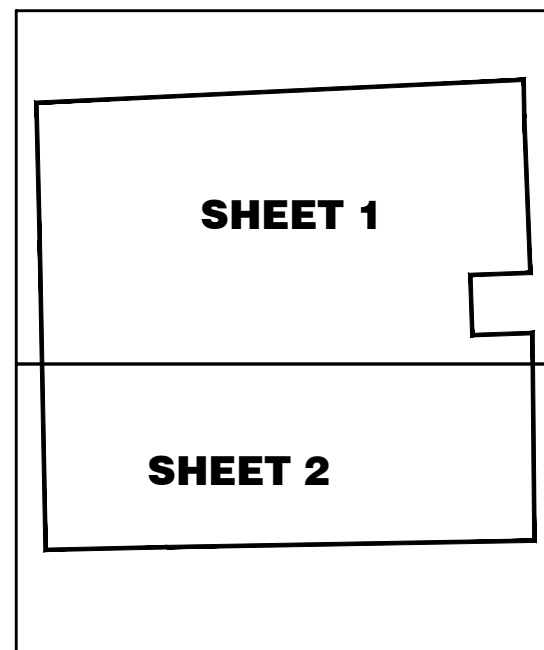
JEFFREY LEWIS AND BOBBIE JO LEWIS
CALLED 2.00 ACRES
DOCUMENT NO. 2016-00005283
O.P.R.R.C.T.



SCALE: 1" = 150'



LOCATION MAP
NOT TO SCALE



SHEET KEY MAP

LEGEND

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OFFICIAL PUBLIC RECORDS, ROCKWALL COUNTY, TEXAS

PLAT RECORDS ROCKWALL COUNTY, TEXAS

- IRF IRON ROD FOUND
- CIRF CAPPED IRON ROD FOUND AS NOTED
- CIRS 1/2" CAPPED IRON ROD STAMPED "BOWMAN PROP COR"
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PRELIMINARY PLAT

**ROCKWALL I.S.D.
ADDITION**

LOTS 1 AND 2, BLOCK A
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SITUATED WITHIN THE
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Bowman Job No.: 10305
Drawn By: RAP
Sheet: 2 of 3

PLAT PERIMETER LEGAL DESCRIPTION

STATE OF TEXAS §
 COUNTY OF ROCKWALL §

WHEREAS, Rockwall Independent School District being the owner of a 69.538 acre tract of land situated within the John M Gass Survey No. 44, Abstract No. 88, City of Rockwall, Rockwall County, Texas, and being all of a called 76.577 acre tract of land as described in the deed to Rockwall ISD recorded in Volume 2756, Page 258 of the Deed Records of Rockwall County, Texas (hereafter referred to as the ISD Tract). Said 69.538 acre tract of land being more particularly describes by metes and bounds as follows:

BEGINNING at a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set at the northeast corner of said ISD Tract, being on the west right of way line of FM 1141, a variable width right of way, as evidenced by the plat designated as "Dalton Ranch" recorded in Cabinet G, Slide 59 of the Plat Records of Rockwall County, Texas;

THENCE SOUTH 00 degrees 54 minutes 28 seconds EAST, 149.95 feet with the west right of way line of said FM 1141 to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set;

THENCE SOUTH 02 degrees 15 minutes 09 seconds EAST, 604.89 feet with the west right of way line of said FM 1141 to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set at the northeast corner of a called 1.268 acre tract of land as described in the deed to Rockwall ISD recorded in Volume 2847, Page 260 of said Deed Records;

THENCE SOUTH 02 degrees 01 minute 36 seconds EAST, 235.04 feet with the with the west right of way line of said FM 1141 to a 1/2-inch iron rod found at the southeast corner of said called 1.268 acre tract of land;

THENCE SOUTH 00 degrees 31 minutes 55 seconds EAST, 811.06 feet with the west right of way line of said FM 1141 to a MAG nail with shiner set at the southeast corner of said ISD Tract, being the northeast corner of a 30-foot right of way dedication for East Quail Run Road as dedicated on the plat designated as "Saddlebrook Estates" recorded in Cabinet A, Slide 307 of said Plat Records;

THENCE SOUTH 88 degrees 58 minutes 59 seconds WEST, 1,435.90 feet with the south line of said ISD Tract, being the north line of said right of way dedication and the approximate centerline of said East Quail Run Road to a MAG nail with shiner set at the northwest corner of said right of way dedication;

THENCE SOUTH 88 degrees 42 minutes 51 seconds WEST, 473.96 feet with the south line of said ISD Tract and the approximate centerline of said East Quail Run Road to the southwest corner of said ISD Tract from which a found MAG nail bears SOUTH 72 degrees 41 minutes 19 seconds WEST, 2.77 feet;

THENCE NORTH 01 degree 05 minutes 19 seconds WEST, 1,207.80 feet with the west line of said ISD Tract and being the east line of a called 2.517 acre tract of land as described in the deed to Michael R and Lori D Nalley recorded in Volume 1024, Page 324 of said Deed Records, the east line of the remainder of a called 4.0005 acre tract of land as described in the deed to Doyl C. Tully and wife, Vonette S. Tully recorded in Volume 951, Page 61 of said Deed Records and being the east line of Block B of the plat designated as "Replat of Stoney Hollow Addition" recorded in Cabinet F, Slide 81 of said Plat Records to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set;

THENCE NORTH 01 degree 22 minutes 01 second WEST, 539.00 feet with the west line of said ISD Tract and being the east line of said Block B to a 1/2-inch capped iron rod stamped "BOWMAN PROP COR" set at the northwest corner of said ISD Tract and being the southwest corner of said Dalton Ranch;

THENCE NORTH 87 degrees 17 minutes 38 seconds EAST, 1,905.45 feet with the north line of said ISD Tract and being the south line of said Dalton Ranch to the POINT OF BEGINNING containing 69.538 acres.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS:

STATE OF TEXAS

COUNTY OF ROCKWALL

I (we) the undersigned owner(s) of the land shown on this plat, and designated herein as the **ROCKWALL I.S.D. ADDITION** a subdivision to the City of Rockwall, Texas, and whose name is subscribed hereto, hereby dedicate to the use of the public forever all streets, alleys, parks, water courses, drains, easements and public places thereon shown on the purpose and consideration therein expressed. I (we) further certify that all other parties who have a mortgage or lien interest in the **ROCKWALL I.S.D. ADDITION** subdivision have been notified and signed this plat. I (we) understand and do hereby reserve the easement strips shown on this plat for the purposes stated and for the mutual use and accommodation of all utilities desiring to use or using same. I (we) also understand the following:

- No buildings shall be constructed or placed upon, over, or across the utility easements as described herein.
- Any public utility shall have the right to remove and keep removed all or part of any buildings, fences, trees, shrubs, or other growths or improvements which in any way endanger or interfere with construction, maintenance or efficiency of their respective system on any of these easement strips; and any public utility shall at all times have the right of ingress or egress to, from and upon the said easement strips for purpose of construction, reconstruction, inspecting, patrolling, maintaining, and either adding to or removing all or part of their respective system without the necessity of, at any time, procuring the permission of anyone.
- The City of Rockwall will not be responsible for any claims of any nature resulting from or occasioned by the establishment of grade of streets in the subdivision.
- The developer and subdivision engineer shall bear total responsibility for storm drain improvements.
- The developer shall be responsible for the necessary facilities to provide drainage patterns and drainage controls such that properties within the drainage area are not adversely affected by storm drainage from the development.
- No house dwelling unit, or other structure shall be constructed on any lot in this addition by the owner or any other person until the developer and/or owner has complied with all requirements of the Subdivision Regulations of the City of Rockwall regarding improvements with respect to the entire block on the street or streets on which property abuts, including the actual installation of streets with the required base and paving, curb and gutter, water and sewer, drainage structures, storm structures, storm sewers, and alleys, all according to the specifications of the City of Rockwall; or
 Until an escrow deposit, sufficient to pay for the cost of such improvements, as determined by the city's engineer and/or city administrator, computed on a private commercial rate basis, has been made with the city secretary, accompanied by an agreement signed by the developer and/or owner, authorizing the city to make such improvements at prevailing private commercial rates, or have the same made by a contractor and pay for the same out of the escrow deposit, should the developer and/or owner fail or refuse to install the required improvements within the time stated in such written agreement, but in no case shall the City be obligated to make such improvements itself. Such deposit may be used by the owner and/or developer as progress payments as the work progresses in making such improvements by making certified requisitions to the city secretary, supported by evidence of work done; or
 Until the developer and/or owner files a corporate surety bond with the city secretary in a sum equal to the cost of such improvements for the designated area, guaranteeing the installation thereof within the time stated in the bond, which time shall be fixed by the city council of the City of Rockwall.
- Property owner shall be responsible for maintaining, repairing, and replacing all systems in the detention and drainage easements.

I (we) further acknowledge that the dedications and/or exaction's made herein are proportional to the impact of the Subdivision upon the public services required in order that the development will comport with the present and future growth needs of the City; I (we), my (our) successors and assigns hereby waive any claim, damage, or cause of action that I (we) may have as a result of the dedication of exactions made herein.

Rockwall Independent School District

Rockwall Independent School District - Dr. John Villarreal
 Superintendent

STATE OF TEXAS COUNTY OF ROCKWALL

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, **2022**.

Notary Public in and for the State of Texas My Commission Expires

PLAT NOTES:

- The Basis of Bearings for this plat is GRID NORTH as established by GPS observation utilizing the Texas Coordinate System of 1983, North Central Zone. To obtain a grid distance, multiply the ground distance by 0.999853886.
- NOTICE: Selling a portion of this addition by metes and bounds is a violation of City ordinance and state law and is subject to fines and withholding of utilities and building permits.
- All corners are 1/2" iron rods set with a plastic cap stamped "BOWMAN PROP COR" unless otherwise noted.
- Lot, block and ROW corners will be set after substantial completion of the infrastructure.
- According to Map No. 48397C0035L and 48397C0030L, both dated 09/26/2008 of the National Flood Insurance Program Map, Flood Insurance Rate Map of Rockwall County, Texas, Federal Emergency Management Agency, Federal Insurance Administration, Panel 30 and 35 of 145, this property is within Zone X unshaded, based on scaled imaging.

GENERAL NOTES:

- It shall be the policy of the City of Rockwall to withhold issuing building permits until all streets, water, sewer and storm drainage systems have been accepted by the City. The approval of a plat by the City does not constitute any representation, assurance or guarantee that any building within such plat shall be approved, authorized or permit therefore issued, nor shall such approval constitute any representation, assurance or guarantee by the City of the adequacy and availability for water for personal use and fire protection within such plat, as required under Ordinance 83 - 54.

CERTIFICATE OF SURVEYOR

NOW, THEREFORE KNOW ALL MEN BY THESE PRESENTS:

I, THE UNDERSIGNED, A LSLS & REGISTERED PROFESSIONAL LAND SURVEYOR IN THE STATE OF TEXAS, HEREBY CERTIFY THAT THIS PLAT IS TRUE AND CORRECT AND WAS PREPARED FROM AN ACTUAL SURVEY OF THE PROPERTY MADE UNDER MY SUPERVISION ON THE GROUND.

Preliminary, this document shall not be recorded for any purpose and shall not be used or viewed or relied upon as a final survey document. Released to the City for review. 2022-06

 ROBERT A. HANSEN
 LSLS & REGISTERED PROFESSIONAL
 LAND SURVEYOR, NO. 6439
 RHANSEN@BOWMAN.COM
 DATE:

**STATE OF TEXAS
 COUNTY OF
 ROCKWALL**

Before me, the undersigned authority, on this day personally appeared Dr. John Villarreal known to me to be the person whose name is subscribed to the foregoing instrument, and acknowledged to me that he executed the same for the purpose and consideration therein stated.

Given upon my hand and seal of office this _____ day of _____, **2022**.


Notary Public in and for the State of Texas My Commission Expires

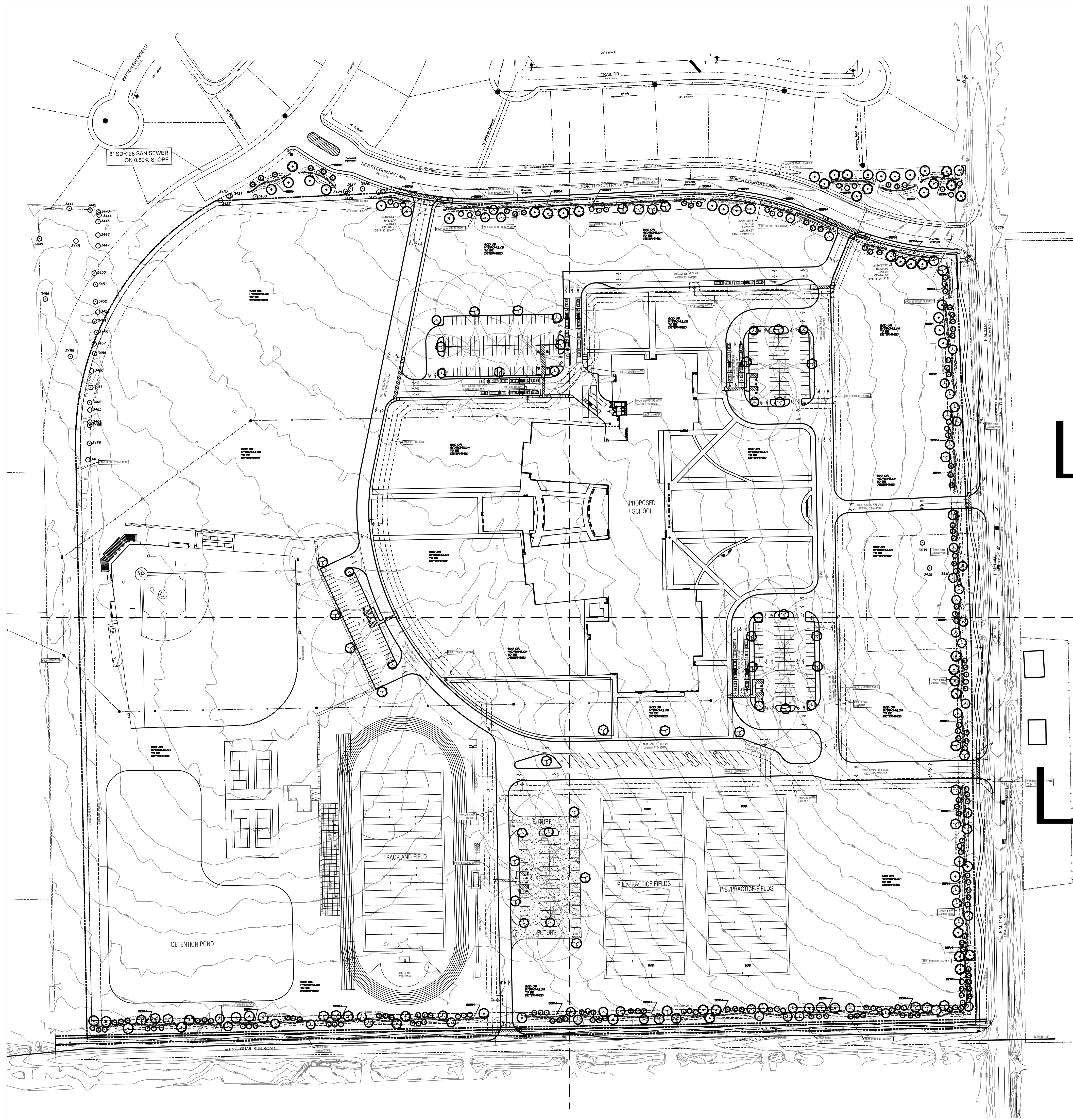
| | | |
|---|-----------------------|----------------------|
| <p>RECOMMENDED FOR FINAL APPROVAL:</p> <p>_____</p> <p><i>Planning & Zoning Commission, Chairman Date</i></p> | | |
| <p>APPROVED:</p> <p>I hereby certify that the above and foregoing plat of an addition to the City of Rockwall, Texas, was approved by the City Council of the City of Rockwall on the _____ day of _____, 2022.</p> <p>This approval shall be invalid unless the approved plat for such addition is recorded in the office of the County Clerk of Rockwall, County, Texas, within one hundred eighty (180) days from said date of final approval.</p> <p>WITNESS OUR HANDS, this _____ day of _____, 2022.</p> | | |
| _____ | _____ | _____ |
| <i>Mayor, City of Rockwall</i> | <i>City Secretary</i> | <i>City Engineer</i> |

OWNER:
 Rockwall ISD
 801 East Washington St.
 Rockwall Texas, 75087
 (469) 698-7031
 Contact: William Salee

ENGINEER:
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 105 Decker Court, Suite 910
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 1200 West Magnolia Blvd., Suite 300
 Fort Worth, TX 76104

| | | |
|--|---------------|---------------|
| PRELIMINARY PLAT ROCKWALL I.S.D. ADDITION LOTS 1 AND 2, BLOCK A BEING 76.536 ACRES SITUATED WITHIN THE JOHN M. GASS SURVEY NO. 44, ABSTRACT NUMBER 88 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS | | |
|  | | |
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| Bowman Job No.: 10305 | Drawn By: RAP | Sheet: 3 of 3 |



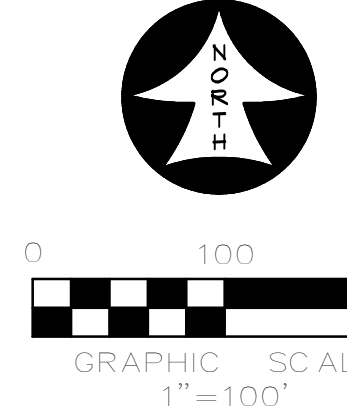
L5

L2

L4

L3

| SITE DATA SUMMARY | |
|---|-------------------------------------|
| EXISTING ZONING | AG |
| PROPOSED ZONING | PD FOR NS USES (22022-015) |
| USE | PUBLIC SCHOOL |
| LOT AREA | 3,044,079 S.F. OR 69.88 AC. |
| BUILDING AREA (FLOOR AREA) | |
| PROPOSED FIRST FLOOR | 150,170 S.F. |
| PROPOSED SECOND FLOOR | 41,019 S.F. |
| TOTAL BUILDING AREA | 190,170 S.F. |
| TOTAL FLOOR AREA (FIRST FLOOR) | 150,170 S.F. |
| LOT COVERAGE | 150,170 S.F./3,044,079 S.F. = 4.93% |
| FLOOR AREA RATIO | 0.051 |
| TOTAL IMPERVIOUS AREA | 731,645.08 S.F. OR 24.04 AC. |
| BUILDING HEIGHT | 13'-10" (2 STORY) |
| TOTAL REQUIRED PARKING (1 PER 5 STUDENTS) | 263 SPACES |
| PARKING PROVIDED: | |
| PARKING SURFACE | |
| 9'0"x18'0" | 202 SPACES |
| 9'0"x20'0" | 199 SPACES |
| 15'0"x30'0" | 20 SPACES |
| TOTAL PARKING PROVIDED | 381 SPACES |



APPROVED:
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Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - NINTH GRADE CENTER
LOT 1, BLOCK A
OUT OF THE
JOHN M. GASS SURVEY, ABSTRACT NO. 88
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

| | | |
|--|---|--|
| OWNER/DEVELOPER: ROCKWALL ISD 801 E. WASHINGTON ST. SUITE 300 ROCKWALL, TEXAS 75087 (972) 711-0605 CONTACT: JAMES WATSON | SURVEYOR: BOWMAN 1200 W. MAGNOLIA BLVD. SUITE 300 FORT WORTH, TEXAS 76104 (214) 484-8386 CONTACT: ROBERT HANSEN | ENGINEER: GLENN ENGINEERING CORP. 4500 FULLER DR. IRVING, TEXAS 75038 (972) 717-5151 CONTACT: CHERALYN M. ARMUO |
|--|---|--|

CITY OF ROCKWALL CASE NO. SP2022-017

CORGAN ■
401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

| ISSUES | |
|--------|------------------------|
| 1 | 06/07/22 PERMIT REVIEW |
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| REVISIONS | |
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THIS DOCUMENT IS RELEASED FOR PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 362-5433
EMAIL: MIKE.RLA@ATT.NET

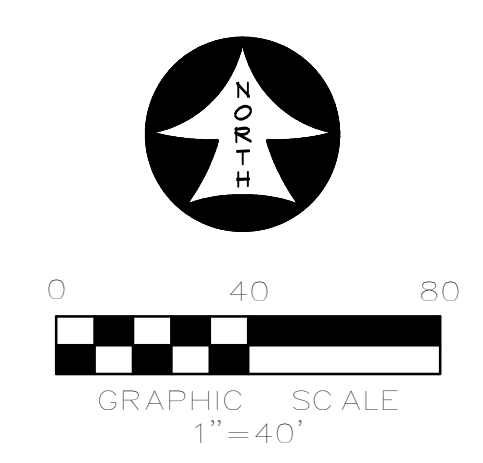
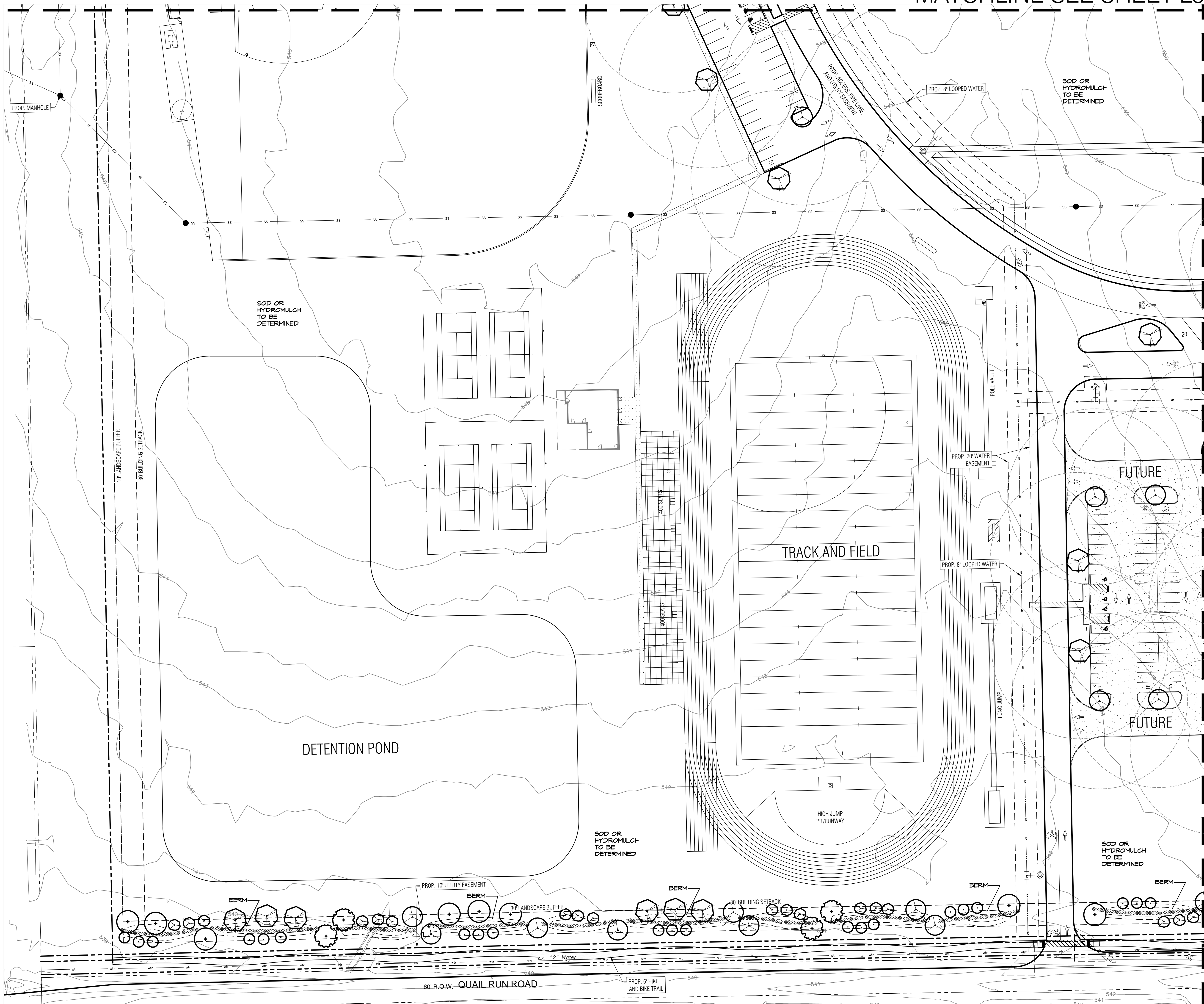
ROCKWALL NINTH GRADE CENTER
F.M. 1141 AND QUAIL RUN ROAD
ROCKWALL ISD

OVERALL LANDSCAPE PLAN

JOB 21572.0000
DATE 06/07/22
SHEET L1

MATCHLINE SEE SHEET L5

MATCHLINE SEE SHEET L3



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 Planning & Zoning Commission, Chairman

 Director of Planning and Zoning

ROCKWALL - NINTH GRADE CENTER
LOT 1, BLOCK A

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 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

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 CONTACT: JAMES WATSON

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMUJO

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

CITY OF ROCKWALL CASE NO. SP2022-017

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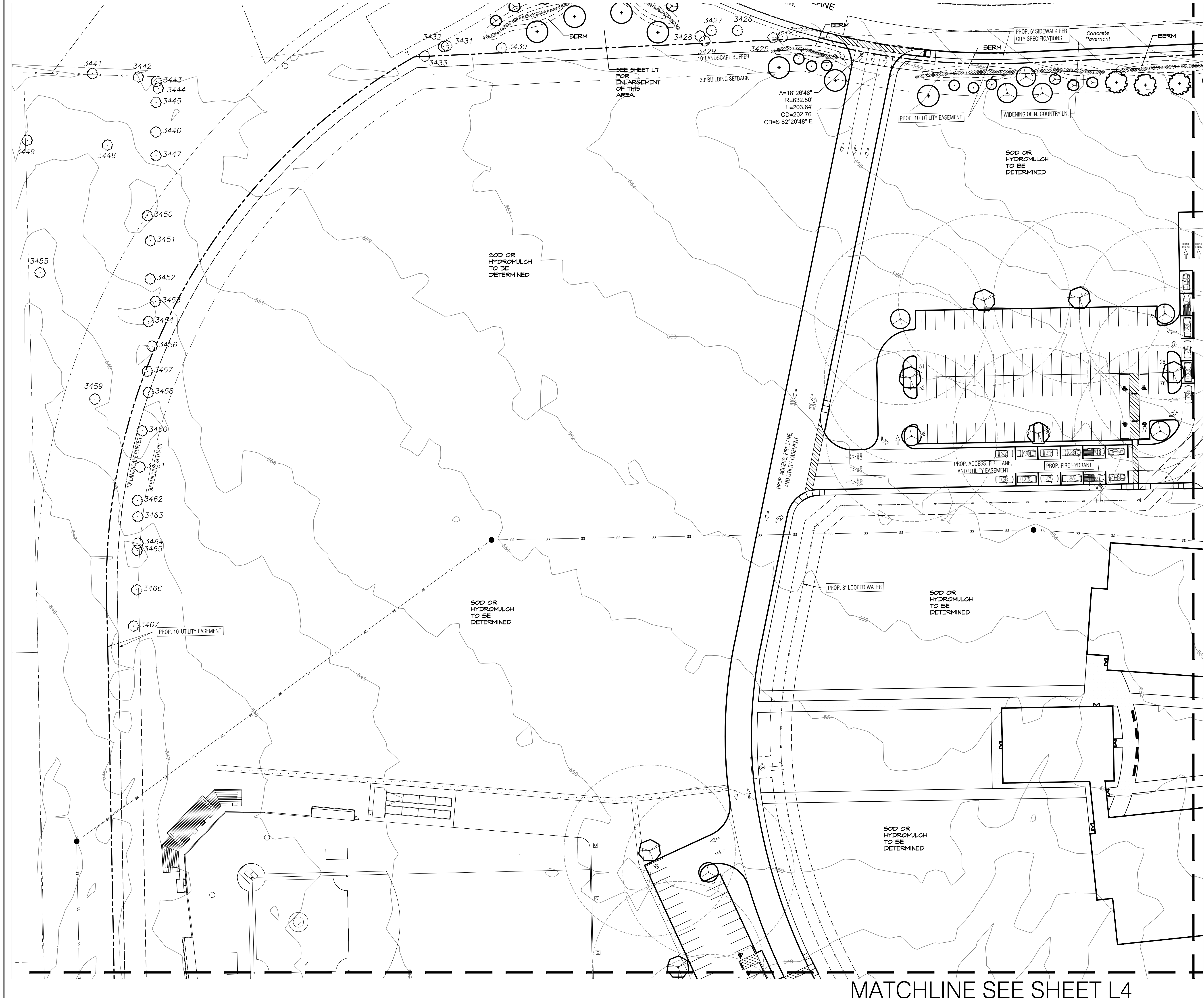
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 PHONE (972) 335-0889
 FAX (469) 382-5433
 EMAIL: MIKE.RLA@ATT.NET

ROCKWALL NINTH GRADE CENTER
 F.M. 1141 AND QUAIL RUN ROAD
 ROCKWALL ISD

LANDSCAPE PLAN
 AREA C

JOB 21572.0000
DATE 06/07/22
SHEET



CORGAN

401 N. Houston St
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T: 214-748-2000

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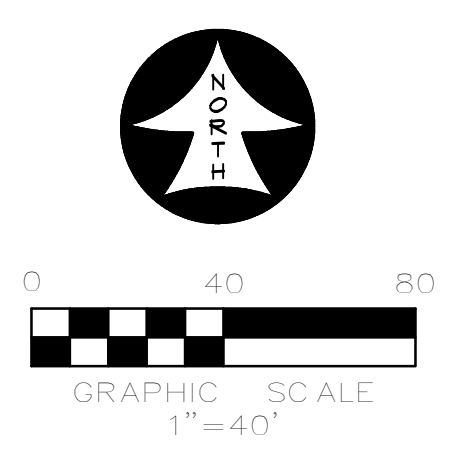
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ROCKWALL NINTH GRADE CENTER

F.M. 1141 AND QUAIL RUN ROAD
ROCKWALL ISD



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Planning & Zoning Commission, Chairman

Director of Planning and Zoning

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LOT 1, BLOCK A
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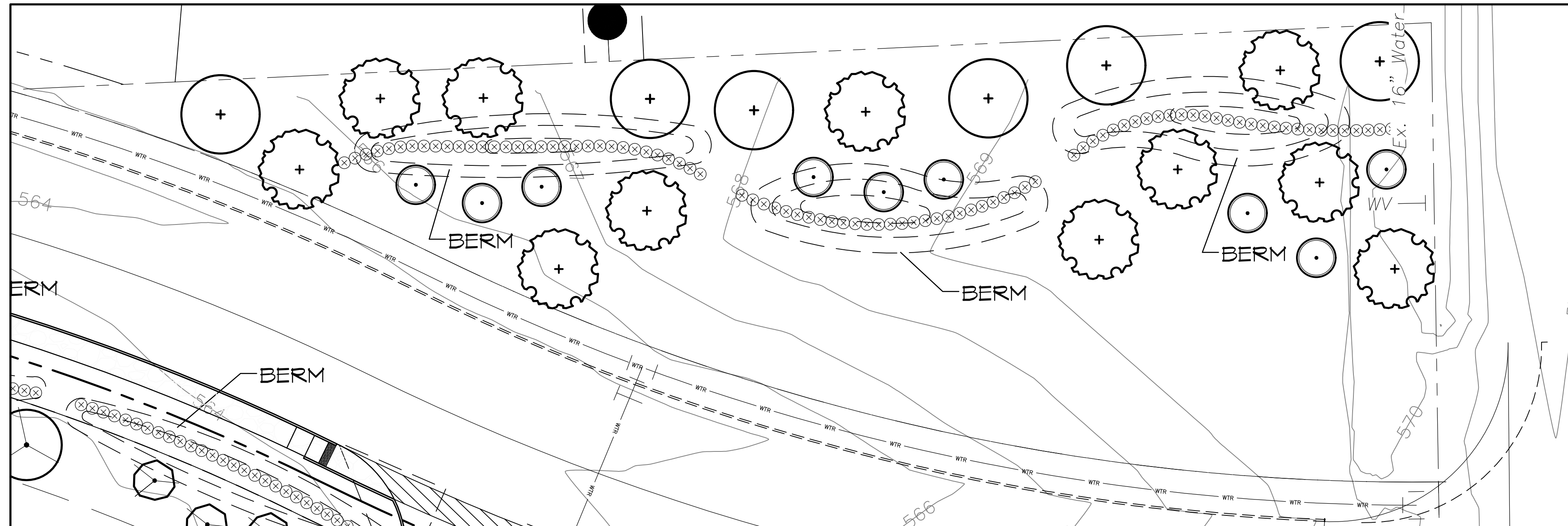
SURVEYOR:
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FORT WORTH, TEXAS 76104
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CONTACT: ROBERT HANSEN

LANDSCAPE PLAN
AREA D

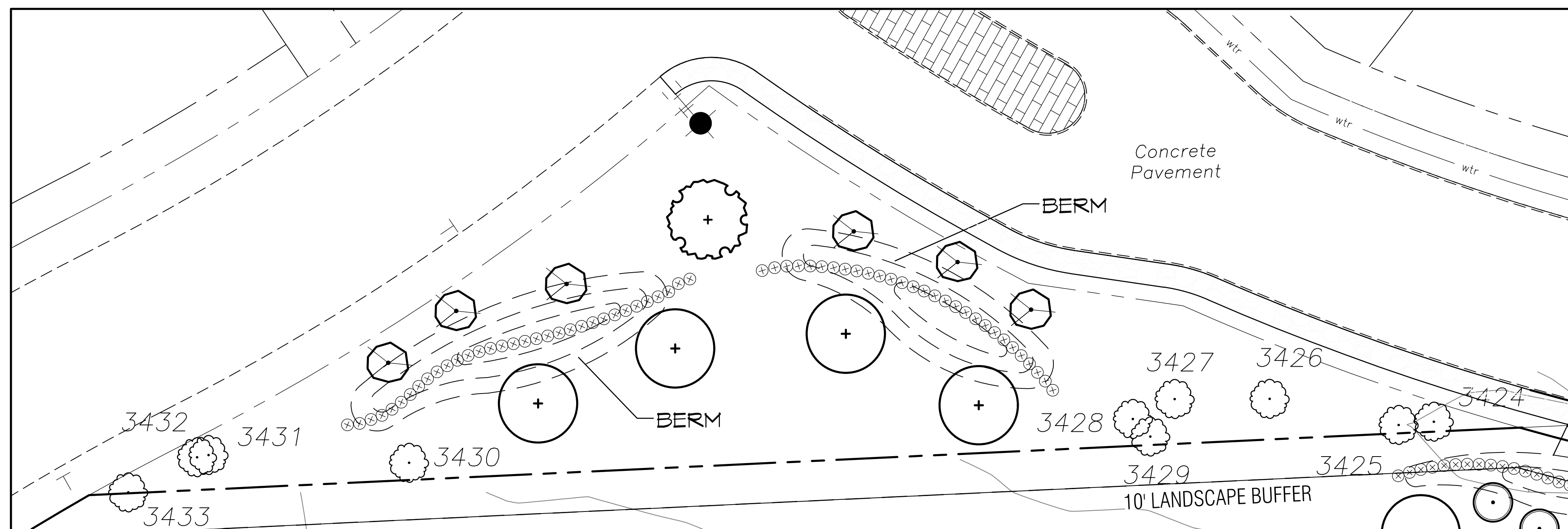
JOB 21572.0000
DATE 06/07/22
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CITY OF ROCKWALL CASE NO. SP2022-017



EAST REMAINDER NORTH OF NORTH COUNTRY LANE
SCALE: 1" = 20'-0"



WEST REMAINDER NORTH OF NORTH COUNTRY LANE
SCALE: 1" = 20'-0"

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Director of Planning and Zoning

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CITY OF ROCKWALL CASE NO. SP2022-017

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401 N. Houston St
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ISSUES

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REVISIONS

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RAMSEY LANDSCAPE ARCHITECTS, LLC

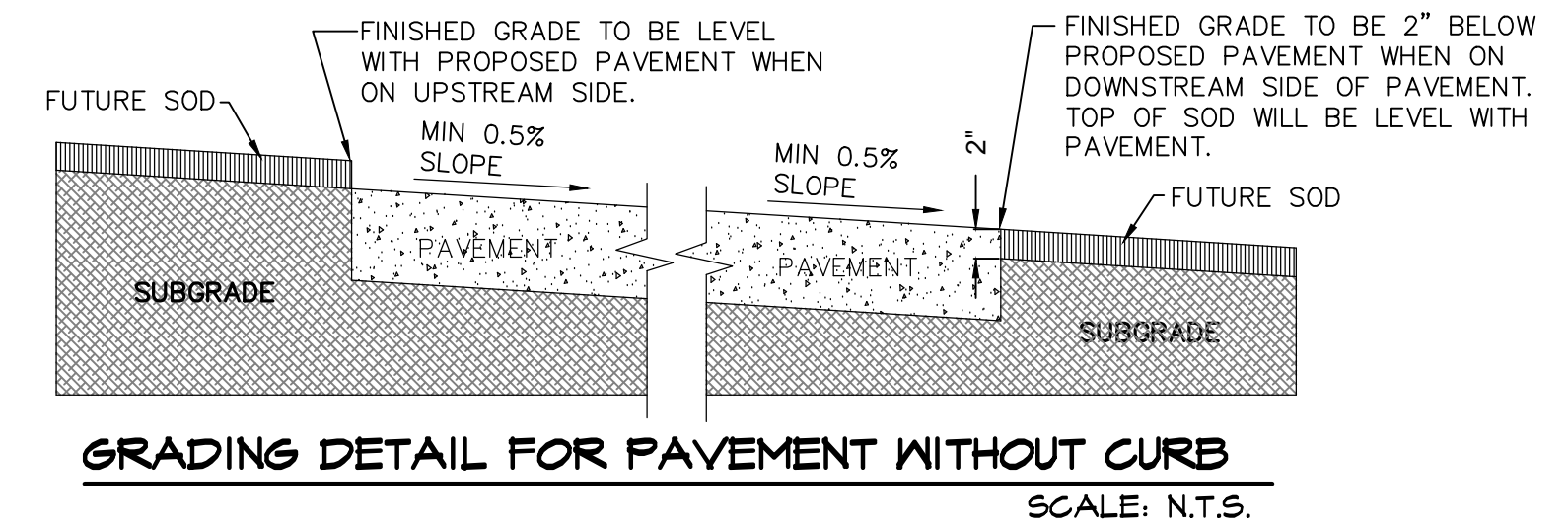
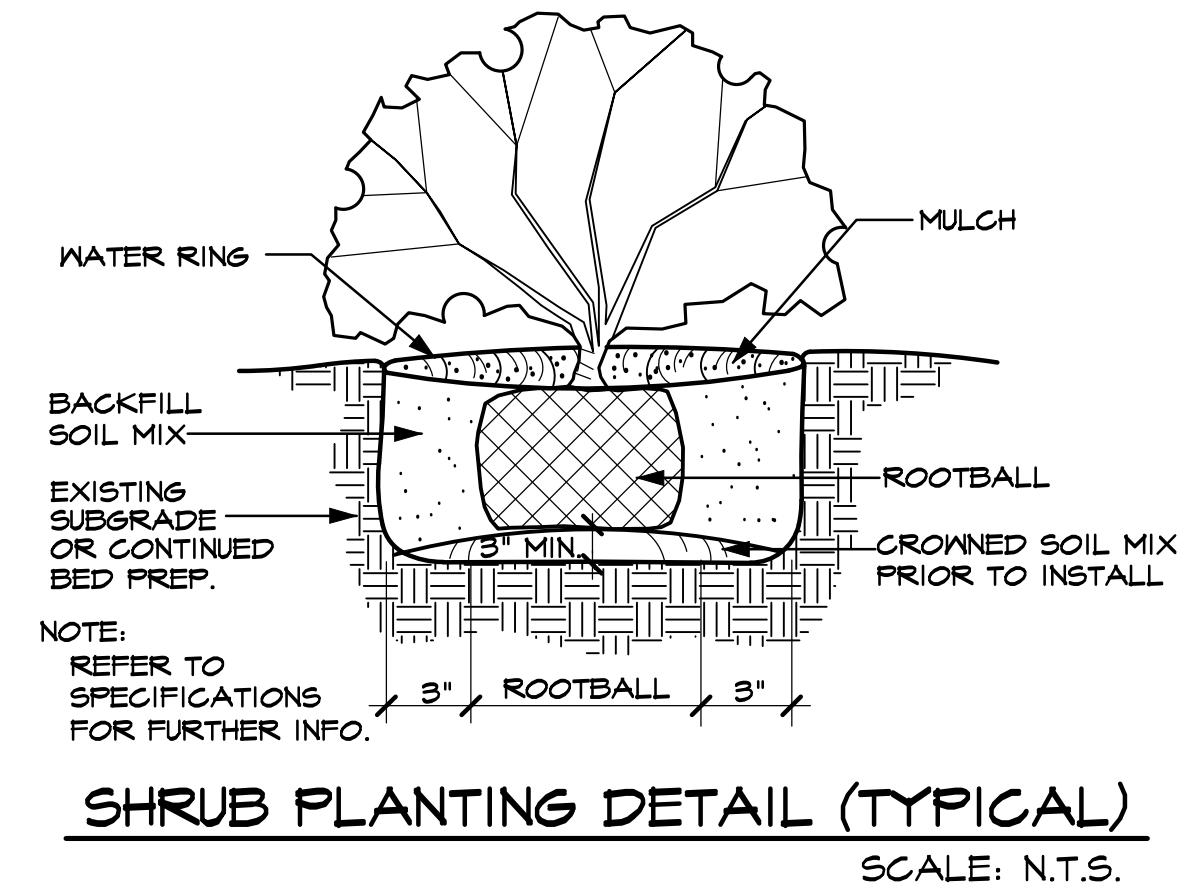
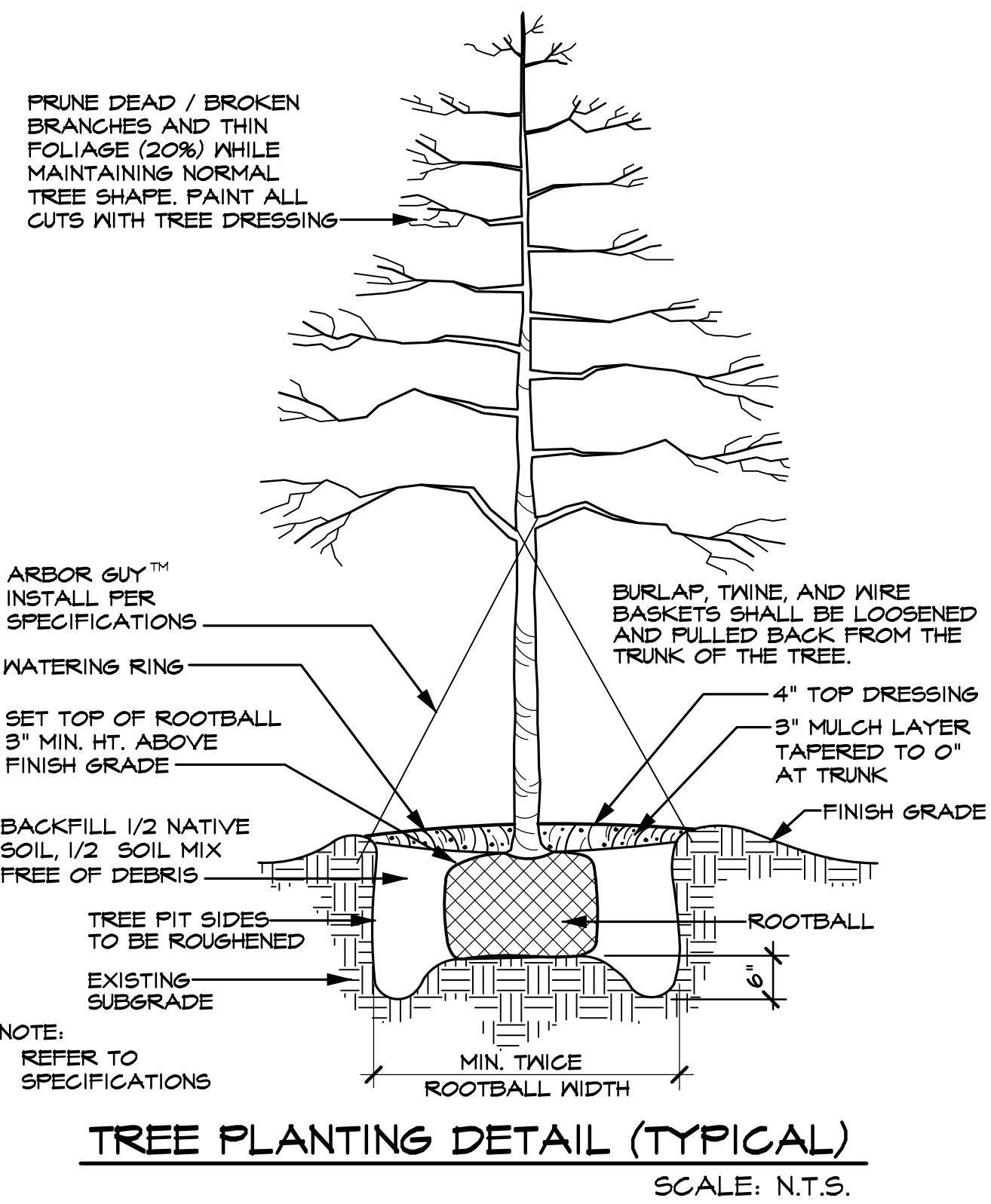
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**ROCKWALL NINTH
GRADE CENTER**
F.M. 1141 AND QUAIL RUN ROAD
ROCKWALL ISD

**LANDSCAPE
ENLARGEMENTS**

JOB 21572.0000
DATE 06/07/22
SHEET

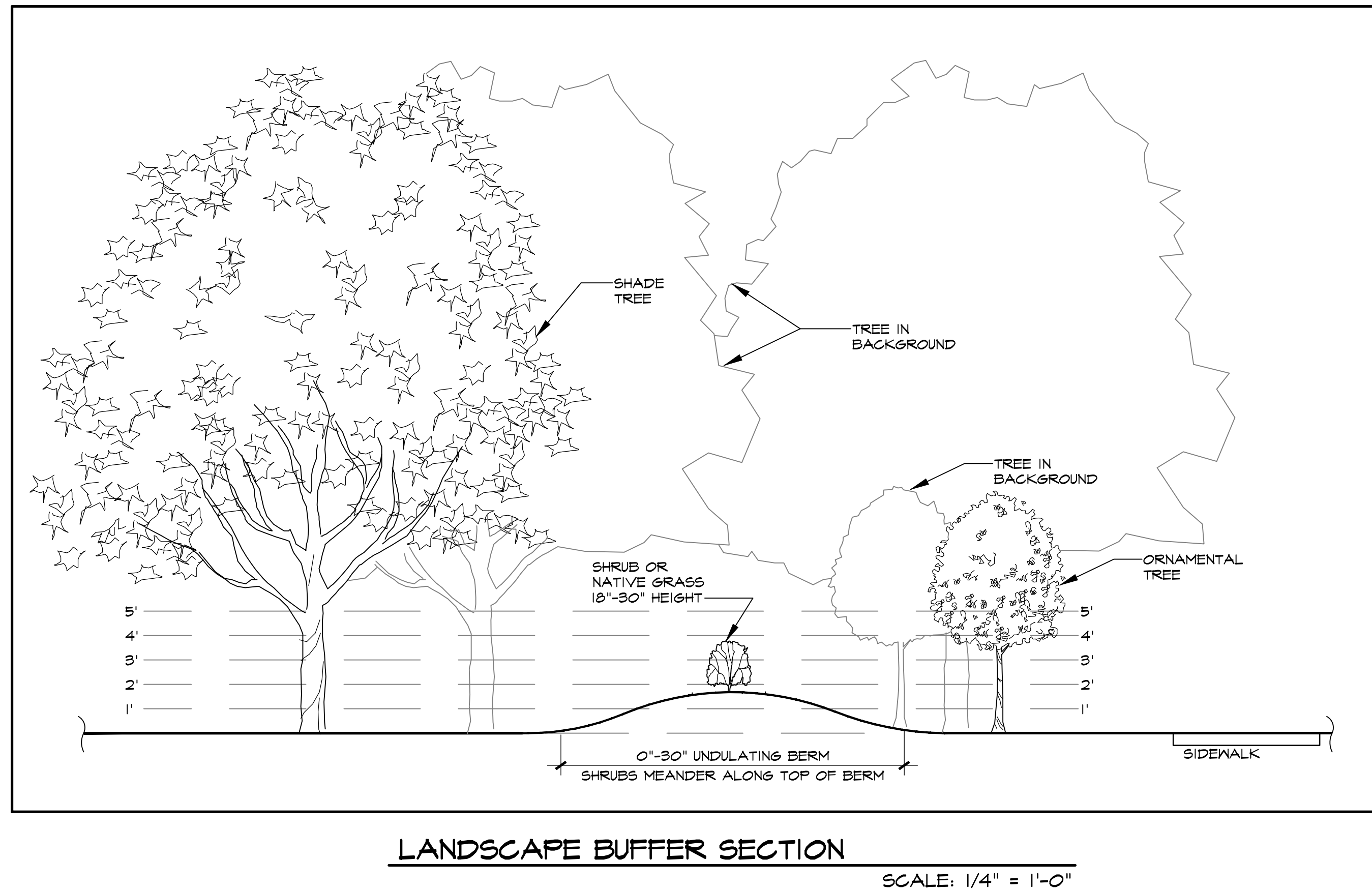
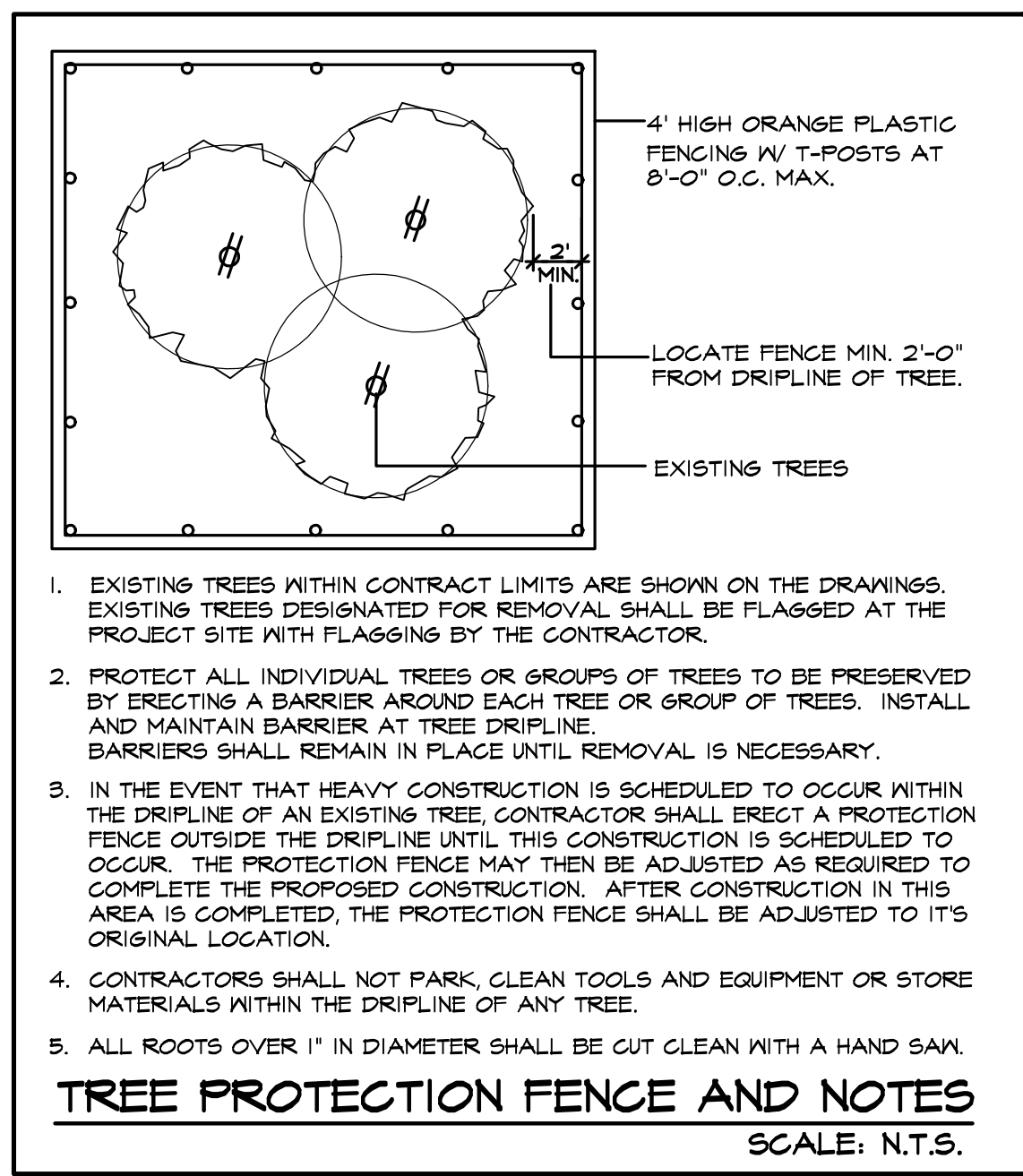
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| TREES | | | | | |
|-------------|--------|-----------|----------------------|-------------------------------------|--|
| QUANTITY | SYMBOL | CALLOUT | COMMON NAME | SCIENTIFIC NAME | SIZE & CONDITION |
| 36 | | LIVE OAK | Live Oak | <i>Quercus virginiana</i> | 4" caliper, 12'-14' Ht./ 6'-7" spread, B&B straight trunk full rounded canopy |
| 35 | | RED OAK | Shumard Red Oak | <i>Quercus shumardii</i> | 4" caliper, 12'-14' Ht./ 6'-7" spread, B&B straight trunk full rounded canopy |
| 54 | | LACEBARK | Lacebark Elm | <i>Ulmus parvifolia</i> | 4" caliper, 12'-14' Ht./ 6'-7" spread, B&B straight trunk full rounded canopy |
| 65 | | PISTACHIO | Chinese Pistachio | <i>Pistacia chinensis</i> | 4" caliper, 12'-14' Ht./ 6'-7" spread, B&B straight trunk full rounded canopy |
| 82 | | T. YAUPON | Yaupon Holly | <i>Ilex vomitoria</i> | 3/4" caliper per trunk, 5 trunk min., 6' Ht./4' spread, container, female - heavily berried tree form, limited to 3' |
| 95 | | RED BUD | Oklahoma Red Bud | <i>Cercis canadensis 'oklahoma'</i> | 5'-6' ht, 3'-4' spread, container |
| SHRUBS | | | | | |
| QUANTITY | SYMBOL | CALLOUT | COMMON NAME | SCIENTIFIC NAME | SIZE AND CONDITION |
| 1,706 | | P. MUHLY | Pink Muhly Grass | <i>Muhlenbergia capillaris</i> | 5 gallon, 18" Ht./18" full |
| GROUNDCOVER | | | | | |
| QUANTITY | SYMBOL | CALLOUT | COMMON NAME | SCIENTIFIC NAME | SIZE AND CONDITION |
| AS SHOWN | | SOD | Common Bermuda Grass | <i>Cynodon dactylon</i> | Sod refer to specifications |
| AS SHOWN | | HYDRO | Common Bermuda Grass | <i>Cynodon dactylon</i> | Hydromulch refer to specifications |

LANDSCAPE CONTRACTOR SHALL VERIFY ALL PLANT QUANTITIES

| LANDSCAPE TABULATIONS | |
|--|---|
| F.M. 1141 AND QUAIL RUN ROAD STREET BUFFER 30' BUFFER, BERM, SHRUBS, BERM AND SHRUBS 30' MIN. HEIGHT, 3 CANOPY/4 ACCENT TREES PER 100LF. F.M. 1141 STREET BUFFER REQUIRED BUFFER TREES PROVIDED | 30' BUFFER 30' BUFFER 15.8 UNITS 47 CANOPY/63 ACCENT 47 BUFFER TREES PROVIDED |
| QUAIL RUN ROAD STREET BUFFER REQUIRED BUFFER TREES PROVIDED | 30' BUFFER 30' BUFFER |
| QUAIL RUN BUFFER TREES REQUIRED (1,824 LF/100 LF =) BUFFER TREES REQ. (CAN. 3x18.2=55, ACC. 4x18.2=73) | 18.2 UNITS 55 CANOPY/73 ACCENT 55 BUFFER TREES PROVIDED |
| NORTH COUNTRY LANE AND PANHANDLE DRIVE STREET BUFFER 10' BUFFER, BERM, SHRUBS, BERM AND SHRUBS 30' MIN. HEIGHT, 1 CANOPY/1 ACCENT TREE PER 50LF. NORTH COUNTRY LANE STREET BUFFER REQUIRED BUFFER TREES PROVIDED | 10' BUFFER 10' BUFFER 24 UNITS 24 CANOPY/24 ACCENT 24 BUFFER TREES PROVIDED |
| PANHANDLE DRIVE STREET BUFFER REQUIRED BUFFER TREES PROVIDED | 10' BUFFER 10' BUFFER |
| NORTH COUNTRY LANE BUFFER TREES REQUIRED (1,712 LF/50 LF =) BUFFER TREES REQ. (CAN. 1x24=24, ACC. 1x24=24) | 36 UNITS 24 CANOPY/24 ACCENT 24 BUFFER TREES PROVIDED |
| PANHANDLE DRIVE STREET BUFFER REQUIRED BUFFER TREES PROVIDED | 10' BUFFER 10' BUFFER |
| NORTH COUNTRY LANE BUFFER TREES REQUIRED (1,712 LF/50 LF =) BUFFER TREES REQ. (CAN. 1x36=36, ACC. 1x36=36) | 36 UNITS 36 CANOPY/36 ACCENT 36 BUFFER TREES PROVIDED (FUTURE WHEN DEVELOPED) |
| WEST OF PANHANDLE AND NORTH OF N. COUNTRY LANE HEAVY LANDSCAPING, BERM, 3 TIER SCREEN, 1-SMALL/MID SHRUBS, 2-L6 SHRUBS OR ACCENT TREES, 3-CANOPY MIN. 20' CENTERS. NORTH COUNTRY LANE REMAINDER REMAINDER TREES REQUIRED (360 LF / 20' =) REMAINDER TREES PROVIDED | 360 LF 18 TREES 18 TREES |
| PANHANDLE DRIVE REMAINDER REMAINDER TREES REQUIRED (440 LF / 20' =) REMAINDER TREES PROVIDED (FUTURE WHEN DEVELOPED) | 440 LF 22 TREES 0 TREES |
| PARKING LOT LANDSCAPING LOT WITH 3 ROWS HAVE GREATER OF 5% OR 200 SF LANDSCAPE, IF LOT OVER 20,000 SF 1 LG TREE PER 10 SPACES INTERIOR TO LOT, MAX 80 LF FROM TREE TO SPACE. PARKING SPACES PARKING LANDSCAPE REQUIRED 102,330 SF X 5% =) PARKING LANDSCAPE PROVIDED | 382 SPACES 5,117 SF 8,203 SF |
| AMOUNT OF LANDSCAPING & LANDSCAPE BY ZONING, COMMERCIAL 15%, 50% LOCATED FRONT AND SIDE, DETENTION LANDSCAPED GRASSES, SHRUBS, TREES IN NATURAL MANNER, 1 TREE PER 750 SF OF DRY LAND AREA. SITE AREA SITE LANDSCAPE REQUIRED 3,044,080 SF X 15% =) SITE LANDSCAPE PROVIDED & LANDSCAPE PROVIDED FRONT/SIDE SITE IMPERVIOUS AREA | 3,044,080 SF 456,612 SF 1,178,250 SF (18%) 540,843 SF 1,244,655 SF |
| ALL REQUIRED LANDSCAPE AREAS TO RECEIVE AUTOMATIC UNDERGROUND IRRIGATION WITH RAIN AND FREEZE PROTECTION TO MEET REQUIREMENTS OF UDC. | |



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Planning & Zoning Commission, Chairman Director of Planning and Zoning

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LOT 1, BLOCK A
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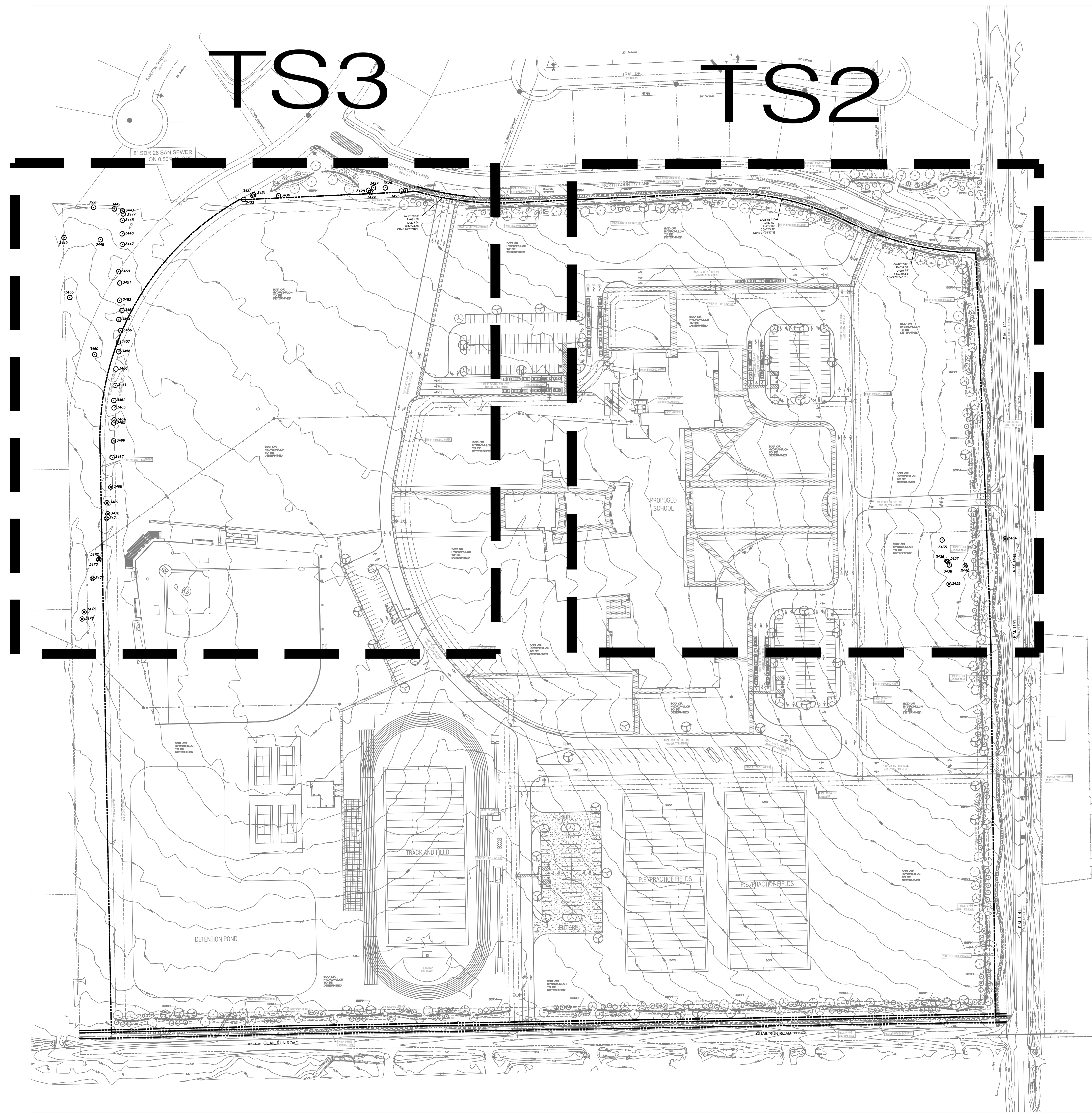
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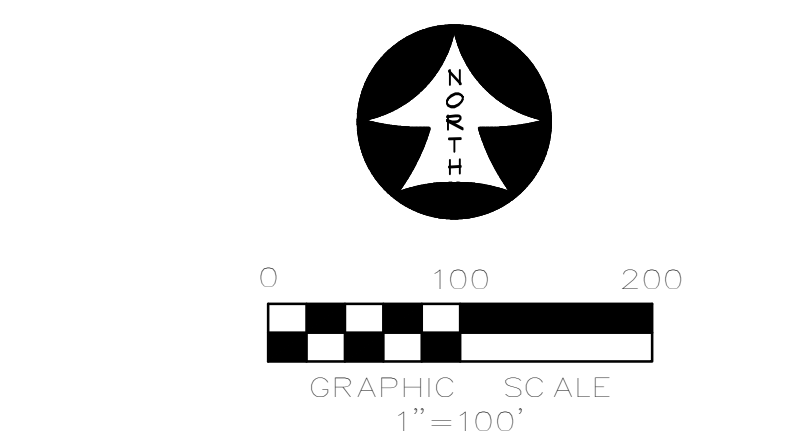


| TREE # | TREE TYPE/COND. | DEMO/SAVE | MITIGATE | CREDIT |
|--------|--------------------------|---------------|----------|--------|
| 3424 | TREE 16" HACKBERRY | OFF-SITE | 0 | |
| 3425 | TREE 14" HACKBERRY | OFF-SITE | 0 | |
| 3426 | TREE 13" HACKBERRY | OFF-SITE | 0 | |
| 3427 | TREE 16" HACKBERRY | OFF-SITE | 0 | |
| 3428 | TREE 13" HACKBERRY | OFF-SITE | 0 | |
| 3429 | TREE 13" HACKBERRY | OFF-SITE | 0 | |
| 3430 | TREE 15" HACKBERRY MT | OFF-SITE | 0 | |
| 3431 | TREE 12" HACKBERRY MT | OFF-SITE | 0 | |
| 3432 | TREE 16" HACKBERRY MT | OFF-SITE | 0 | |
| 3433 | TREE 14" HACKBERRY MT | OFF-SITE | 0 | |
| 3434 | TREE 30" PECAN | OFF-SITE/ROAD | 0 | |
| 3435 | TREE 31" PECAN | SAVE | 0 | 31 |
| 3436 | TREE 18" ELM | DEMO | 18 | |
| 3437 | TREE 15" ELM | DEMO | 15 | |
| 3438 | TREE 30" ELM | SAVE | 0 | 38 |
| 3439 | TREE 18" HACKBERRY | DEMO | 9 | |
| 3440 | TREE 18" PEAR | DEMO-1/2 DEAD | EXEMPT | SICK |
| 3441 | TREE 19" HACKBERRY MT | SAVE | 0 | |
| 3442 | TREE 11" HACKBERRY | SAVE | 0 | |
| 3443 | TREE 12" HACKBERRY | SAVE | 0 | |
| 3444 | TREE 13" HACKBERRY MT | SAVE | 0 | |
| 3445 | TREE 14" HACKBERRY SPLIT | SAVE | 0 | |
| 3446 | TREE 18" HACKBERRY | SAVE | 0 | |
| 3447 | TREE 12" HACKBERRY | SAVE | 0 | |
| 3448 | TREE 12" HACKBERRY MT | SAVE | 0 | |
| 3449 | TREE 12" HACKBERRY MT | SAVE | 0 | |
| 3450 | TREE 14" HACKBERRY | SAVE | 0 | |
| 3451 | TREE 16" HACKBERRY MT | SAVE | 0 | |
| 3452 | TREE 13" HACKBERRY | SAVE | 0 | |
| 3453 | TREE 14" HACKBERRY | SAVE | 0 | |
| 3454 | TREE 12" HACKBERRY | SAVE | 0 | |
| 3455 | TREE 23" HACKBERRY MT | SAVE | 0 | |
| 3456 | TREE 13" HACKBERRY MT | SAVE | 0 | |
| 3457 | TREE 11" HACKBERRY MT | SAVE | 0 | |
| 3458 | TREE 12" HACKBERRY MT | SAVE | 0 | |
| 3459 | TREE 13" HACKBERRY MT | SAVE | 0 | |
| 3460 | TREE 19" HACKBERRY MT | SAVE | 0 | |
| 3461 | TREE 15" HACKBERRY | SAVE | 0 | |
| 3462 | TREE 12" HACKBERRY | SAVE | 0 | |
| 3463 | TREE 14" HACKBERRY | SAVE | 0 | |
| 3464 | TREE 11" HACKBERRY | SAVE | 0 | |
| 3465 | TREE 13" HACKBERRY MT | SAVE | 0 | |
| 3466 | TREE 12" HACKBERRY | SAVE | 0 | |
| 3467 | TREE 14" HACKBERRY | SAVE | 0 | |
| 3468 | TREE 16" HACKBERRY | DEMO | 8 | |
| 3469 | TREE 12" HACKBERRY | DEMO | 6 | |
| 3470 | TREE 12" HACKBERRY | DEMO | 6 | |
| 3471 | TREE 12" HACKBERRY | DEMO | 6 | |
| 3472 | TREE 12" HACKBERRY MT | DEMO | 6 | |
| 3473 | TREE 12" HACKBERRY MT | DEMO | 6 | |
| 3474 | TREE 18" HACKBERRY | DEMO | 9 | |
| 3475 | TREE 12" HACKBERRY | DEMO | 6 | |
| 3476 | TREE 13" HACKBERRY | DEMO | 6.5 | |
| TOTAL | | | 101.5 | 69 |

MITIGATION 101.5 - 69 = 32.5 X \$100.00 = \$3,250.00

| EXISTING TREE LEGEND | |
|----------------------|----------------------------------|
| | 3467 EXISTING TREE TO BE SAVED |
| | 3468 EXISTING TREE TO BE REMOVED |

| SITE DATA SUMMARY | |
|---|-------------------------------------|
| EXISTING ZONING | AC |
| PROPOSED ZONING | PD FOR NS USES (2202-015) |
| USE | PUBLIC SCHOOL |
| LOT AREA | 3,044.079 S.F. OR 69.88 AC. |
| BUILDING AREA (FLOOR AREA) | 150,170 S.F. |
| PROPOSED FIRST FLOOR | 41,019 S.F. |
| PROPOSED SECOND FLOOR | 109,151 S.F. |
| TOTAL BUILDING AREA | 150,170 S.F. |
| TOTAL FLOOR AREA (FIRST FLOOR) | 150,170 S.F. |
| FLOOR AREA RATIO | 150,170 S.F./3,044.079 S.F. = 4.93% |
| TOTAL IMPERVIOUS AREA | 731,845.08 S.F. OR 24.04 AC. |
| BUILDING HEIGHT | 137'-10" (2 STORY) |
| TOTAL REQUIRED PARKING (1 PER 5 STUDENTS) | 203 SPACES |
| PARKING PROVIDED | |
| PARKING SURFACE | 202 SPACES |
| 9.0x18.0' | 159 SPACES |
| 9.0x20.0' | 20 SPACES |
| 15.0x30.0' | 20 SPACES |
| TOTAL PARKING PROVIDED | 381 SPACES |



APPROVED: I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - NINTH GRADE CENTER
LOT 1, BLOCK A
OUT OF THE
JOHN M. GASS SURVEY, ABSTRACT NO. 88
CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER:
ROCKWALL ISD
801 E. WASHINGTON ST.
ROCKWALL, TEXAS 75087
CONTACT: JAMES WATSON

SURVEYOR:
BOWMAN
1200 W. MAGNOLIA BLVD.
SUITE 300
FORT WORTH, TEXAS 76104
(214) 484-8586
CONTACT: ROBERT HANSEN

ENGINEER:
GLENN ENGINEERING CORP.
4500 FULLER DR.
IRVING, TEXAS 75038
(972) 717-5151
CONTACT: CHERALYN M. ARMUO

CITY OF ROCKWALL CASE NO. SP2022-017

CORGAN
401 N. Houston St
Dallas, TX 75202
T: 214-748-2000

| ISSUES | |
|--------|------------------------|
| 1 | 06/07/22 PERMIT REVIEW |
| 2 | |
| 3 | |
| 4 | |
| 5 | |
| 6 | |

| REVISIONS | |
|-----------|--|
| | |
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THIS DOCUMENT IS RELEASED UNDER PERMIT REVIEW UNDER THE AUTHORITY OF: MICHAEL RAMSEY REGISTERED LANDSCAPE ARCHITECT #1901. IT IS NOT TO BE USED FOR CONSTRUCTION PURPOSES.

RAMSEY LANDSCAPE ARCHITECTS, LLC
11914 WISHING WELL CT.
FRISCO, TEXAS 75035
PHONE (972) 335-0889
FAX (469) 382-5433
EMAIL: MIKE.RLA@ATT.NET

ROCKWALL NINTH GRADE CENTER
F.M. 1141 AND QUAIL RUN ROAD
ROCKWALL ISD

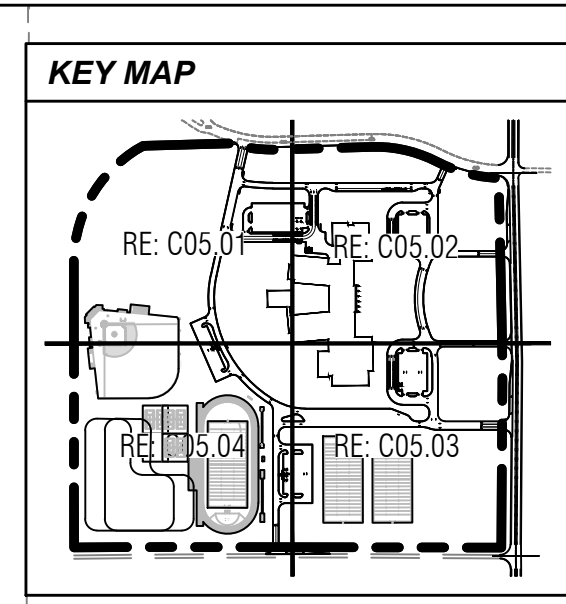
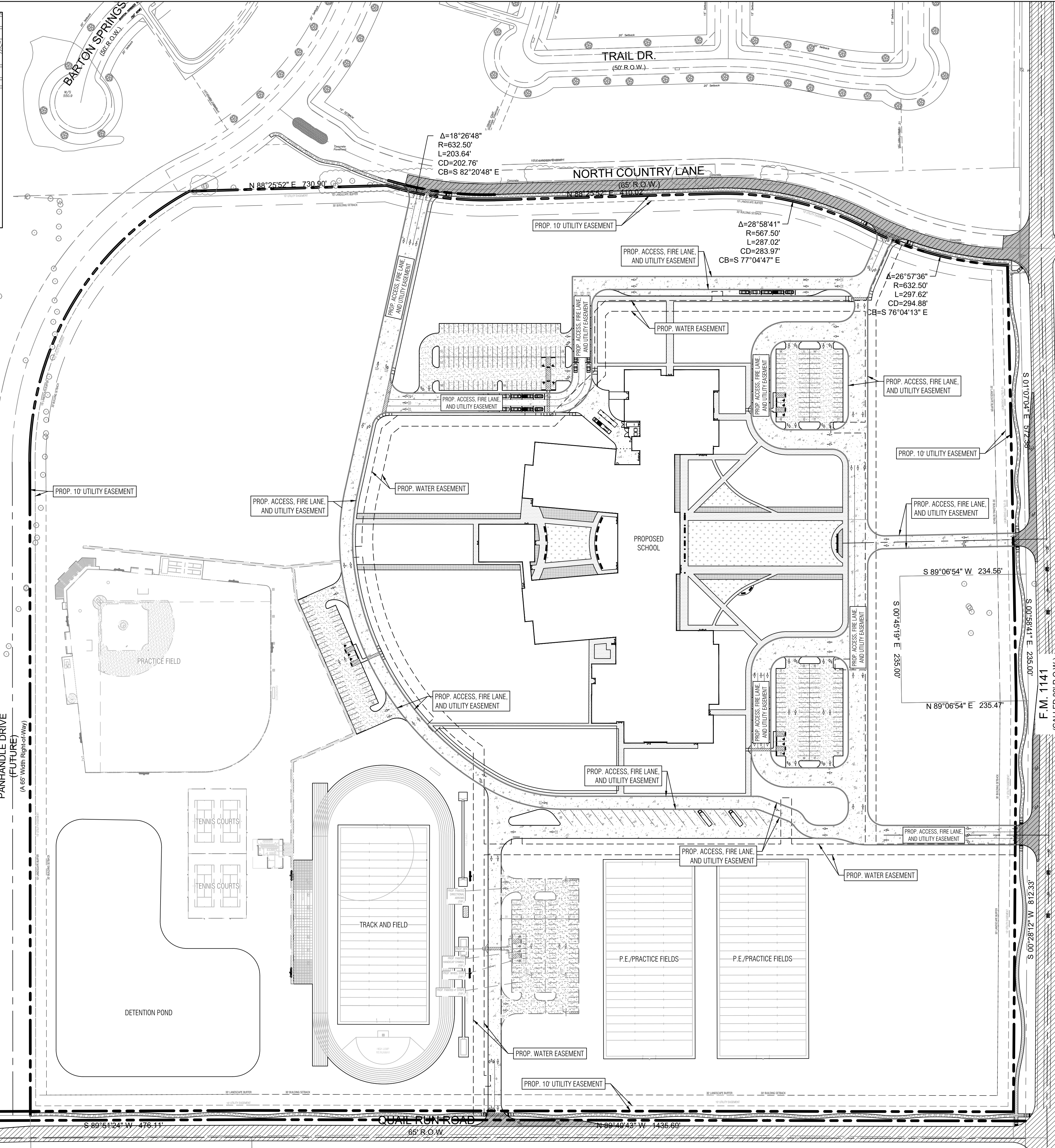
OVERALL TREESCAPE PLAN

JOB 21572.0000
DATE 06/07/22
SHEET TS 1

Jun 07, 2022 - 10:12am
 User: Cheryl
 R:\ROCKWALL\NEW HIGH SCHOOL #4 - CAMERON\2022 9th GRADE CENTER\BID SET\ROCKWALL HS NINTH GRADE CENTER-ENG.dwg



LOCATION MAP (NOT TO SCALE)



- GENERAL SITE NOTES**
1. STRIPING & SIGNAGE DIMENSIONS ARE FROM FACE OF CURB.
 2. ALL FIRE LANES, PARKING STRIPING, HANDICAP PARKING STRIPING & SIGNAGE ARE TO BE IN ACCORDANCE WITH CITY OF ROCKWALL REQUIREMENTS, TYP.
 3. PRIOR TO ANY CONSTRUCTION, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF WITH THE CONTRACT DOCUMENTS AND SPECIFICATIONS, THE PLANS INCLUDING ALL NOTES, THE CITY OF ROCKWALL SPECIFICATIONS AND ANY OTHER APPLICABLE STANDARDS OR SPECIFICATIONS RELATANT TO THE PROPER COMPLETION OF THE WORK SPECIFIED. FAILURE ON THE PART OF THE CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL STANDARDS OR SPECIFICATIONS PERTAINING TO THIS WORK SHALL IN NO WAY RELIEVE THE CONTRACTOR OF RESPONSIBILITY FOR PERFORMING THE WORK IN ACCORDANCE WITH ALL SUCH APPLICABLE STANDARDS AND SPECIFICATIONS.
 4. CONTRACTOR SHALL HAVE IN HIS POSSESSION, PRIOR TO CONSTRUCTION, ALL NECESSARY PERMITS, LICENSES, ETC. CONTRACTOR SHALL HAVE AT LEAST ONE SET OF APPROVED ENGINEERING PLANS AND SPECIFICATIONS ON-SITE AT ALL TIMES.
 5. ALL WORK SHALL CONFORM TO THE CITY OF ROCKWALL SPECIFICATIONS, STANDARDS, AND DETAILS.
 6. IF UNFORESEEN PROBLEMS OR CONFLICTS ARE ENCOUNTERED IN THE CONSTRUCTION, FOR WHICH AN IMMEDIATE SOLUTION IS NOT APPARENT, THE ENGINEER AND OWNER SHALL BE NOTIFIED IMMEDIATELY. IT WILL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT ALL EXISTING PUBLIC AND PRIVATE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. CONTRACTOR SHALL CONTACT THE APPROPRIATE UTILITY COMPANIES FOR LINE LOCATIONS. PRIOR TO COMMENCEMENT OF CONSTRUCTION AND SHALL ASSUME FULL LIABILITY TO THOSE COMPANIES FOR ANY DAMAGES CAUSED TO THEIR FACILITIES.
 7. CONTRACTORS SHALL BE RESPONSIBLE FOR FIELD LOCATING EXISTING UTILITIES AND IMPROVEMENTS PRIOR TO CONSTRUCTION.
 8. TRUCK SAFETY DESIGN WILL BE THE RESPONSIBILITY OF THE UTILITY CONTRACTOR. CONTRACTOR SHALL SUBMIT DESIGN TO THE CITY OF ROCKWALL ENGINEERING DEPARTMENT FOR REVIEW.
 9. MARK FIRE LANES TO THE CITY OF ROCKWALL SPECIFICATION, "NO PARKING FIRE LANE" EVERY 25' WHITE 4" LETTERS ON A RED STRIPED BACKGROUND.
 10. CONTRACTOR TO VERIFY LOCATION OF ALL EXISTING UTILITIES.
 11. BARRIERS/FIRE BARRIERS IN PUBLIC R.O.W. SHALL BE PER CITY SPECIFICATIONS.
 12. ALL OUTDOOR LIGHTING MUST BE ORIENTED SO THAT LIGHTING LEVELS AT ALL PROPERTY LINES ARE 1 FOOT CANDLE OR LESS.

PAVING LEGEND (PROPOSED)

| | |
|----------|--|
| [Symbol] | CONCRETE CURB |
| [Symbol] | EDGE OF ASPHALT |
| [Symbol] | EDGE OF CONCRETE |
| [Symbol] | PROPERTY LINE |
| [Symbol] | ORNAMENTAL FENCE |
| [Symbol] | PAINTED TRAFFIC DIRECTIONAL ARROW |
| [Symbol] | PROPERTY LINE |
| [Symbol] | TO MASONRY SCREENING WALL |
| [Symbol] | (PRIVATE) 6" REINFORCED CONCRETE PAVEMENT 3.600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH & SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY |
| [Symbol] | RE: GEOTECHNICAL REPORT |
| [Symbol] | (PRIVATE) 6" REINFORCED CONCRETE PAVEMENT 3.600 P.S.I. CONCRETE, 6/8 SACK HAND FINISH & SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY |
| [Symbol] | RE: GEOTECHNICAL REPORT |
| [Symbol] | (PUBLIC) 7" REINFORCED CONCRETE PAVEMENT 4.000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH & SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY |
| [Symbol] | RE: GEOTECHNICAL REPORT |
| [Symbol] | (PRIVATE) 7" REINFORCED CONCRETE PAVEMENT 4.000 P.S.I. CONCRETE, 6/8 SACK HAND FINISH & SACK MACHINE FINISH W/ #4 REBARS ON 18" CENTERS EACH WAY |
| [Symbol] | RE: GEOTECHNICAL REPORT |
| [Symbol] | (PUBLIC) 7" AC SURFACE COURSE (TYPE D) OVER 6.5" AC SURFACE COURSE (TYPE B) OVER 9" STABILIZED SUBGRADE OVER 9" RECOMPACTED SUBGRADE |
| [Symbol] | (PRIVATE) 7" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 18" CENTERS EACH WAY |
| [Symbol] | RE: GEOTECHNICAL REPORT |
| [Symbol] | (PUBLIC) 4" REINFORCED CONCRETE SIDEWALK W/ #3 REBARS ON 24" CENTERS EACH WAY |
| [Symbol] | RE: GEOTECHNICAL REPORT |
| [Symbol] | PLANTING AREAS |
| [Symbol] | RE: LANDSCAPE |

PAVING LEGEND (EXISTING)

| | |
|----------|------------------|
| [Symbol] | CONCRETE CURB |
| [Symbol] | EDGE OF ASPHALT |
| [Symbol] | EDGE OF CONCRETE |
| [Symbol] | FENCE |
| [Symbol] | PROPERTY LINE |

SITE DATA SUMMARY TABLE

| EXISTING ZONING | AG | PD FOR NS USES (2302-015) |
|---|--------------------------------------|---------------------------|
| PROPOSED ZONING | PD FOR NS USES (2302-015) | PUBLIC SCHOOL |
| LOT AREA | 3,044.079 S.F. OR 69.88 AC. | |
| BUILDING AREA (FLOOR AREA) | 153.187 S.F. | |
| PROPOSED FIRST FLOOR | 41.019 S.F. | |
| PROPOSED SECOND FLOOR | 112.168 S.F. | |
| TOTAL BUILDING AREA | 153.187 S.F. | |
| TOTAL FLOOR AREA (FIRST FLOOR) | 153.187 S.F. (3,044.079 S.F. = 5.03% | |
| LOT COVERAGE | 5.03% | |
| FLOOR AREA RATIO | 0.061 | |
| TOTAL WORKED AREA | 744.862 S.F. OR 16.87 AC. | |
| BUILDING HEIGHT | 13' 10" (2 STORY) | |
| TOTAL REQUIRED PARKING (1 PER 5 STUDENTS) | 203 SPACES | |
| PARKING PROVIDED | | |
| PARKING SURFACE | 202 SPACES | |
| 8' X 20' 0" | 159 SPACES | |
| 15' X 20' 0" | 29 SPACES | |
| TOTAL PARKING PROVIDED | 381 SPACES | |

APPROVED:

I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR]. WITNESS OUR HANDS, THIS [DAY] day of [MONTH], [YEAR].

 Planning & Zoning Commission, Chairman Director of Planning and Zoning

ROCKWALL - NINTH GRADE CENTER
 LOT 1, BLOCK A
 OUT OF THE
 JOHN M. GASS SURVEY, ABSTRACT NO. 88
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DRIVE
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMUHO

CITY OF ROCKWALL CASE NO. SP2022-017

CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

| | | |
|---|----------|------------------|
| 1 | 05/11/22 | 30% PROGRESS SET |
|---|----------|------------------|

REVISIONS

| | | |
|--|--|--|
| | | |
|--|--|--|

GLENN ENGINEERING

TEXAS REGISTRATION # 17527
 PHONE (972) 717-5151 FAX (972) 717-5176
 4500 FULLER DRIVE, SUITE 200 IRVING, TEXAS 75038

PRELIMINARY - FOR REVIEW ONLY
 These documents are for design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheryl Armo, P.E., 84568
 Date: 05/11/22

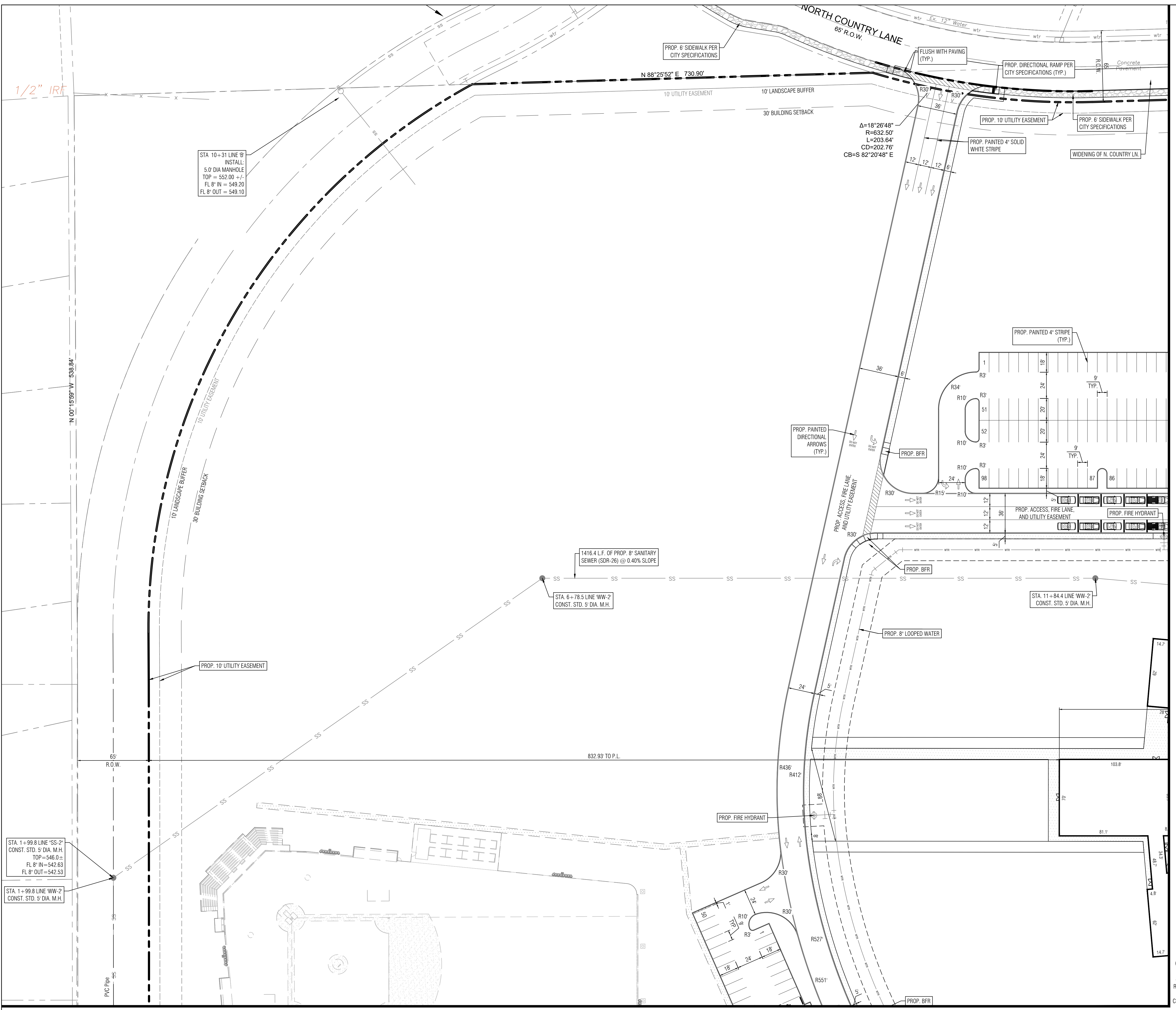
ROCKWALL NINTH GRADE CENTER

OVERALL SITE PLAN

JOB 21572.0000
 DATE 05/11/22
 SHEET C05.00

2852 F.M. 1141
 Rockwall, TX 75087

Jun 07, 2022 - 9:38am User: Cheryl
 C:\Users\Cheryl\AppData\Local\Temp\AcPublish_200292\ROCKWALL_HS_NINTH_GRADE_CENTER-ENG.dwg



STA. 1+99.8 LINE SS-2
 CONST. STD. 5' DIA. M.H.
 TOP = 546.0
 FL 8" IN = 542.63
 FL 8" OUT = 542.53

STA. 10+31 LINE 8"
 INSTALL
 5.0' DIA. MANHOLE
 TOP = 552.00 +/-
 FL 8" IN = 549.20
 FL 8" OUT = 549.10

1416.4 L.F. OF PROP. 8" SANITARY
 SEWER (SDR-26) @ 0.40% SLOPE

STA. 6+78.5 LINE WW-2
 CONST. STD. 5' DIA. M.H.

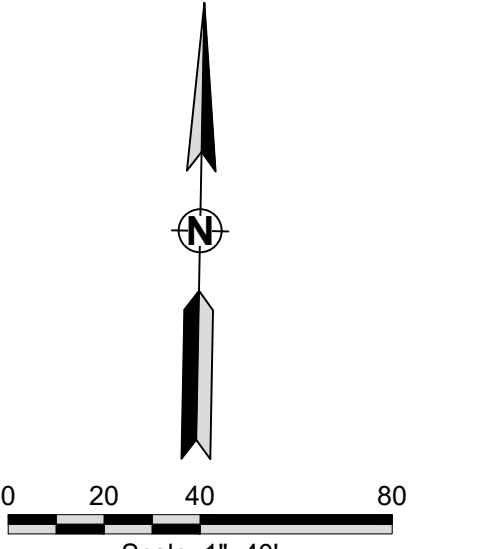
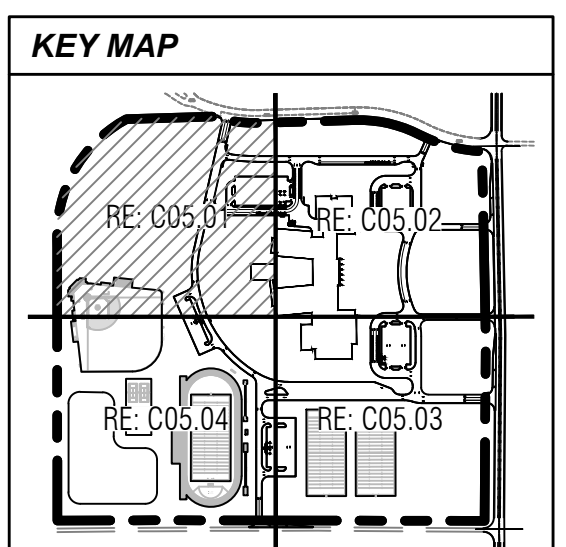
STA. 11+84.4 LINE WW-2
 CONST. STD. 5' DIA. M.H.

SITE LEGEND (PROPOSED)

| |
|-----------------------------------|
| CONCRETE CURB |
| EDGE OF ASPHALT |
| EDGE OF CONCRETE |
| ORNAMENTAL FENCE |
| FIRE LANE |
| PAINTED TRAFFIC DIRECTIONAL ARROW |
| PLANTING AREAS |
| RE LANDSCAPE |
| PROPERTY LINE |
| WASTEWATER |
| 10' MASONRY SCREENING WALL |
| SS |
| SIDEWALK (PRIVATE) |
| SIDEWALK (PUBLIC) |
| WTR |
| WATER |

SITE LEGEND (EXISTING)

| |
|------------------|
| CONCRETE CURB |
| EDGE OF ASPHALT |
| EDGE OF CONCRETE |
| FENCE |
| PROPERTY LINE |
| WASTEWATER |
| SS |
| STORM SEWER |
| WTR |
| WATER |



CORGAN

CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

ISSUES

| | | |
|---|----------|------------------|
| 1 | 05/11/22 | 30% PROGRESS SET |
|---|----------|------------------|

REVISIONS

| | | |
|--|--|--|
| | | |
|--|--|--|

GLENN ENGINEERING

TEXAS REGISTRATION # F-581
 PHONE 972-717-5151
 4500 FULLER DRIVE, SUITE 200
 IRVING, TEXAS 75038

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 Date: 05/11/22

ROCKWALL NINTH GRADE CENTER

2852 F.M. 1141
 Rockwall, TX 75087

APPROVED:
 I hereby certify that the above and foregoing site plan for a development in the City of Rockwall, Texas, was approved by the Planning & Zoning Commission of the City of Rockwall on the [DAY] day of [MONTH], [YEAR].
 WITNESS OUR HANDS, this [DAY] day of [MONTH], [YEAR].

Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

**ROCKWALL - NINTH GRADE CENTER
 LOT 1, BLOCK A
 OUT OF THE
 JOHN M. GASS SURVEY, ABSTRACT NO. 88
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER:
 ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 CONTACT: JAMES WATSON

SURVEYOR:
 BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER:
 GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERYL M. ARMPF

CITY OF ROCKWALL CASE NO. SP2022-017

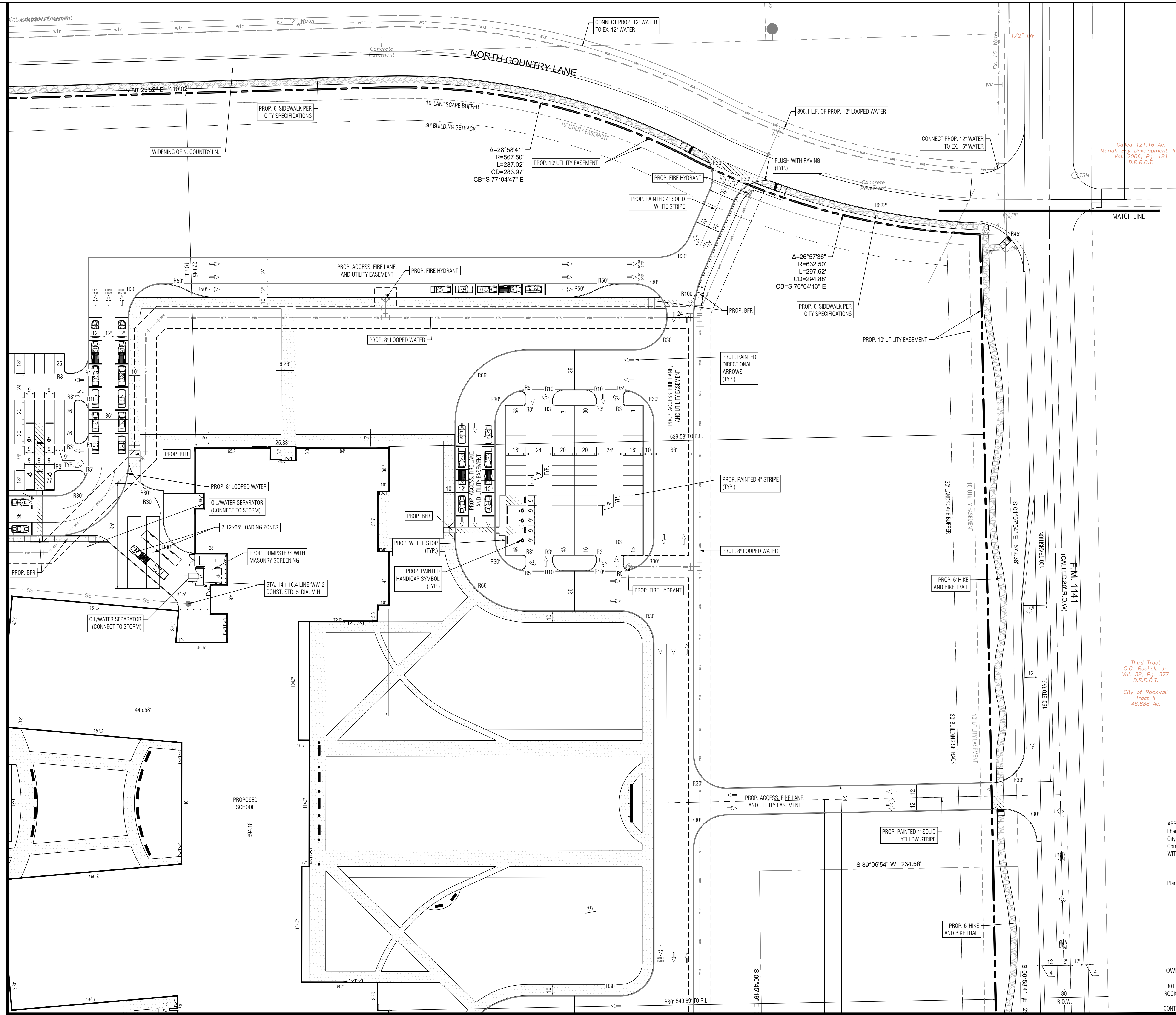
DETAILED NORTHWEST SITE PLAN

JOB DATE SHEET
 21572.0000
 05/11/22

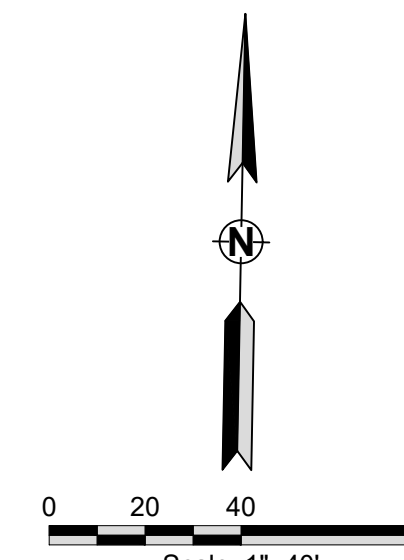
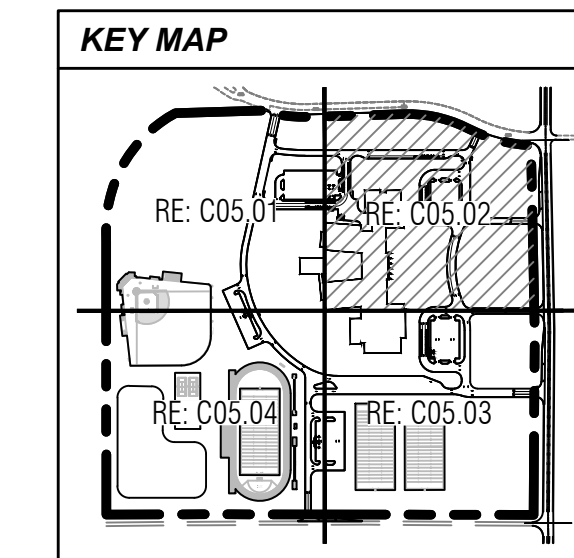
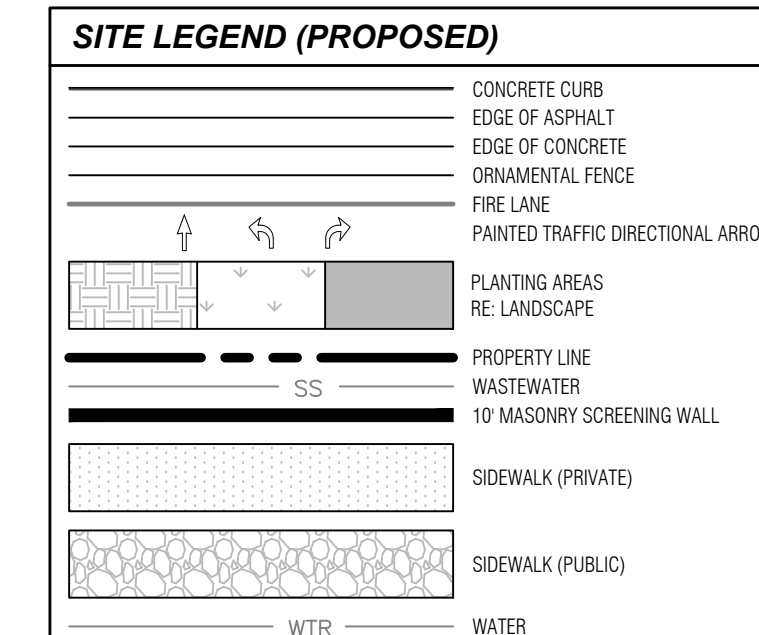
C05.01

Jun 07, 2022 - 9:39am User: Cheryl
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MATCH LINE RE: C05.01 - DETAILED NORTHWEST SITE PLAN



MATCH LINE RE: C05.03 - DETAILED SOUTHEAST SITE PLAN



Called 121.16 Ac.
 Marion, Eby Development, Inc.
 Vol. 2006, Pg. 181
 D.R.R.C.T.

Third Tract
 G.C. Rochell, Jr.
 Vol. 38, Pg. 377
 D.R.R.C.T.
 City of Rockwall
 Tract II
 45.888 Ac.

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Planning & Zoning Commission, Chairman Director of Planning and Zoning

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 LOT 1, BLOCK A
 OUT OF THE
 JOHN M. GASS SURVEY, ABSTRACT NO. 88
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMOUR

CITY OF ROCKWALL CASE NO. SP2022-017

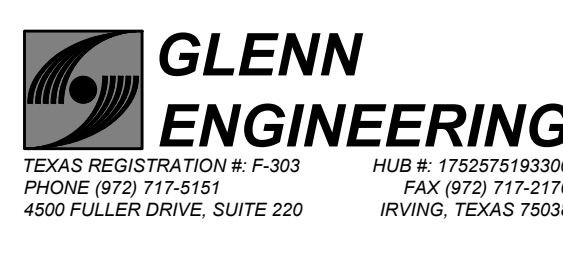


ISSUES

| NO. | DATE | DESCRIPTION |
|-----|----------|------------------|
| 1 | 05/11/22 | 30% PROGRESS SET |

REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|-----|------|-------------|



PRELIMINARY—FOR REVIEW ONLY
 These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheryl Armpy, P.E., 84566 Date: 05/11/22

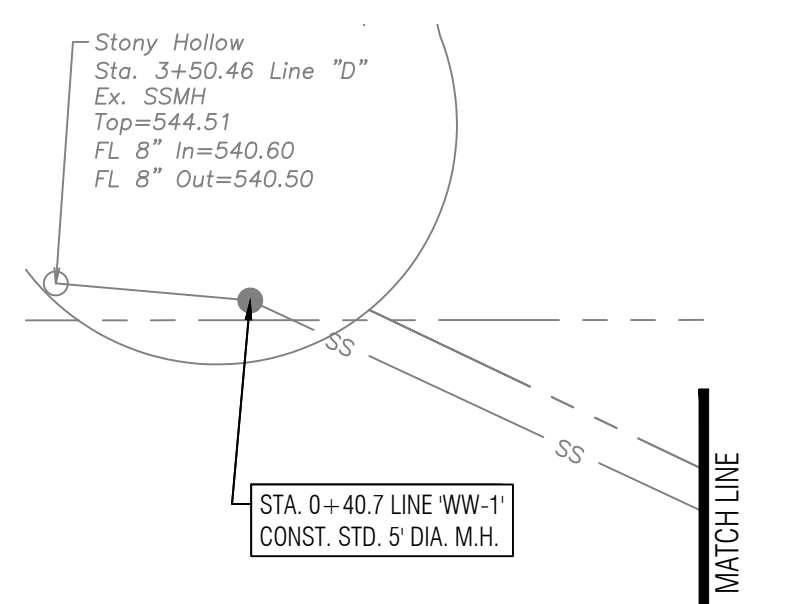
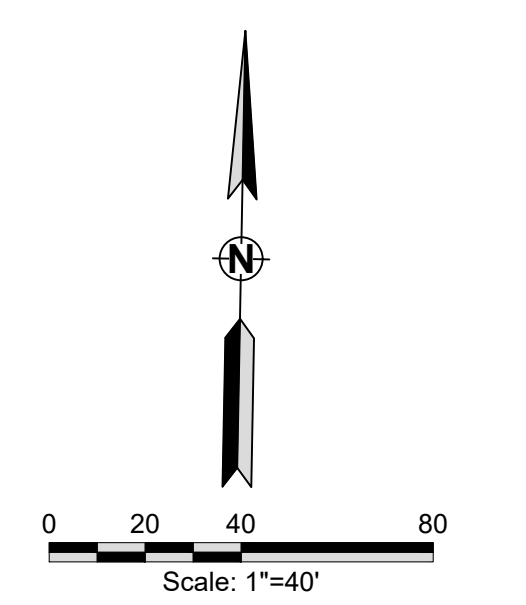
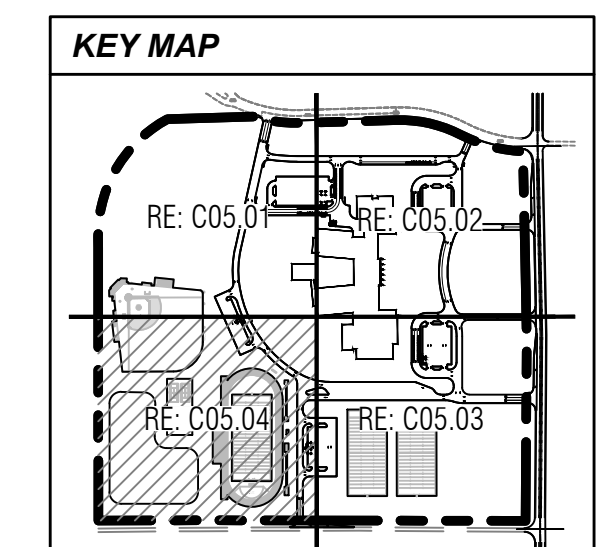
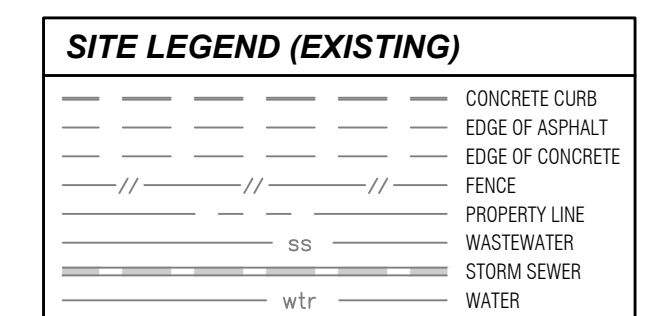
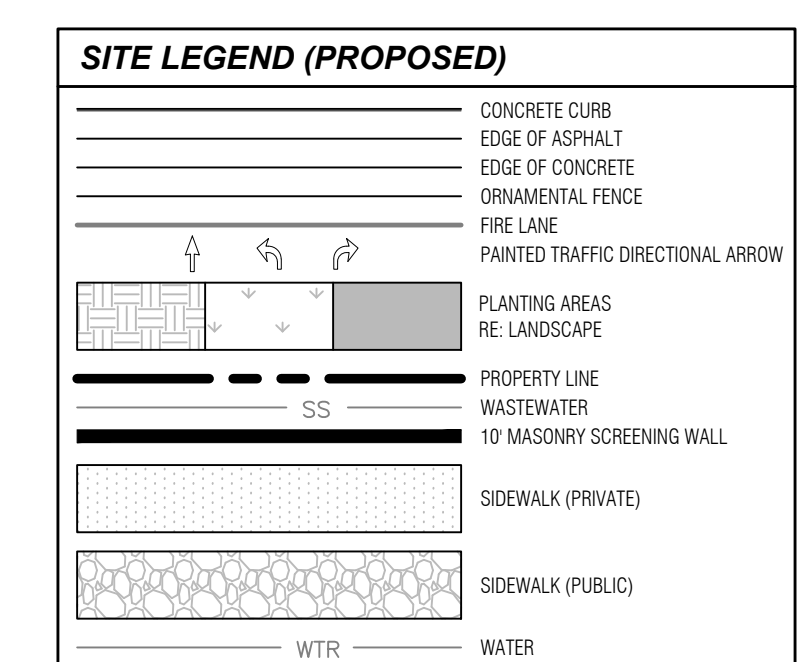
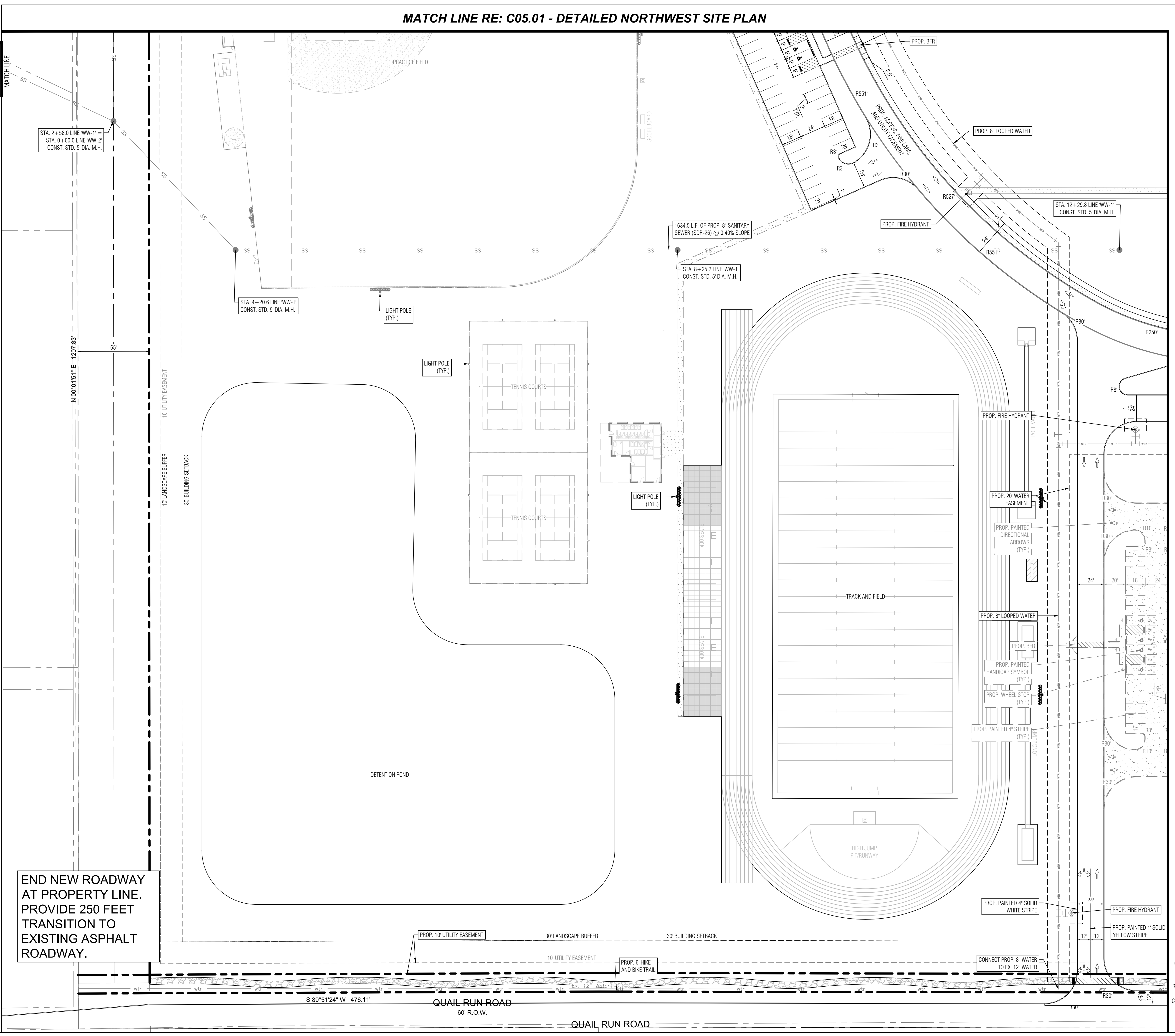
ROCKWALL NINTH GRADE CENTER

2852 F.M. 1141
 Rockwall, TX 75087

DETAILED NORTHEAST SITE PLAN

JOB 21572.0000
 DATE 05/11/22
 SHEET C05.02

Jun 07, 2022 - 9:39am User: Cheryl M. Armitage
 C:\Users\CherylM\AppData\Local\Temp\Temp\Pub\2022\2022\ROCKWALL_HS_NINTH_GRADE_CENTER-ENG.dwg



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Planning & Zoning Commission, Chairman Director of Planning and Zoning

**ROCKWALL - NINTH GRADE CENTER
 LOT 1, BLOCK A
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 JOHN M. GASS SURVEY, ABSTRACT NO. 88
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

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 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

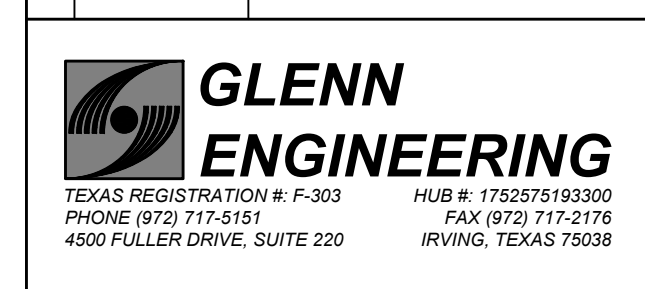
ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-017



ISSUES

| | | |
|---|----------|------------------|
| 1 | 05/11/22 | 30% PROGRESS SET |
| | | |
| | | |
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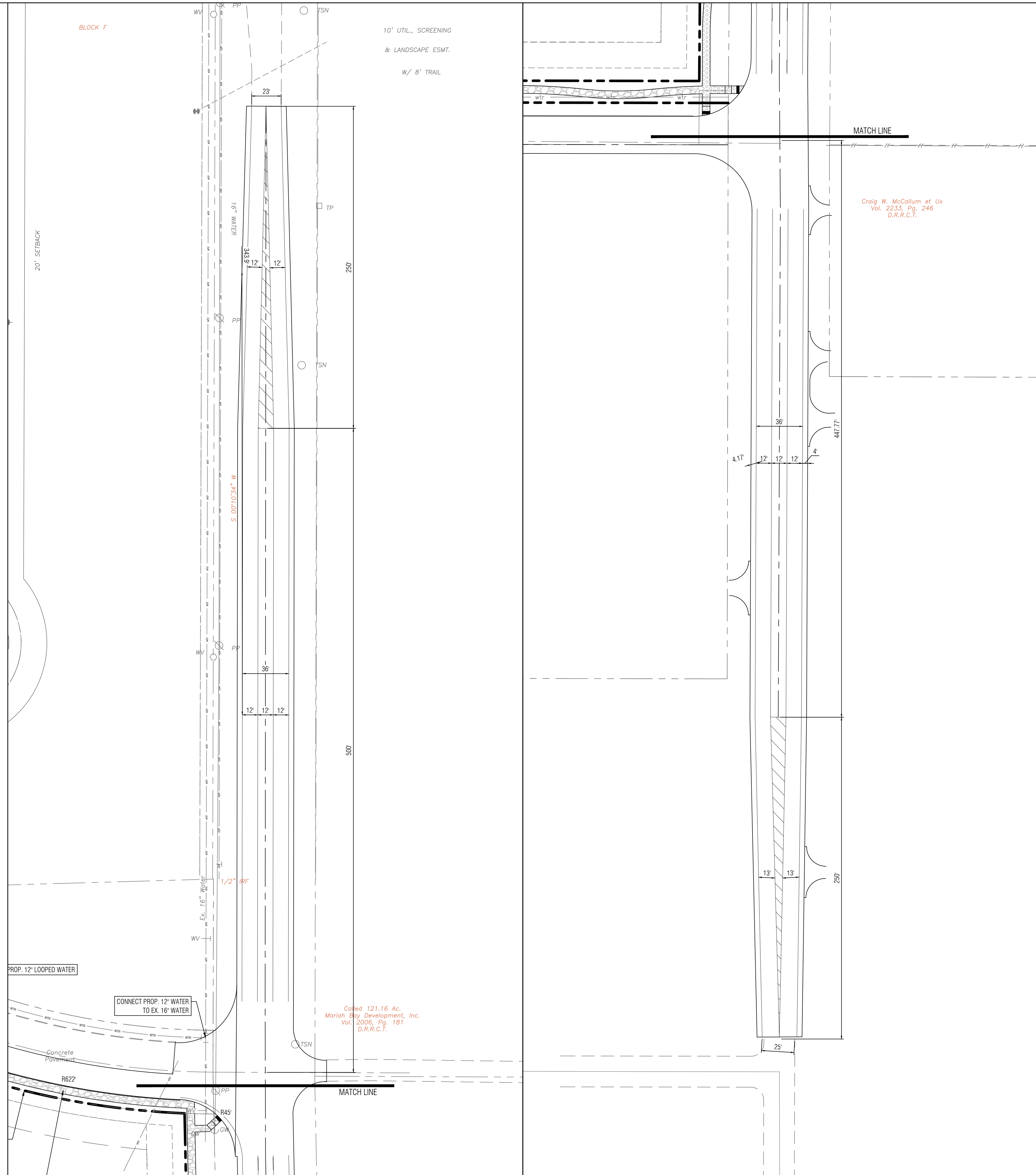
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 Date: 05/11/22

ROCKWALL NINTH GRADE CENTER

DETAILED SOUTHWEST SITE PLAN

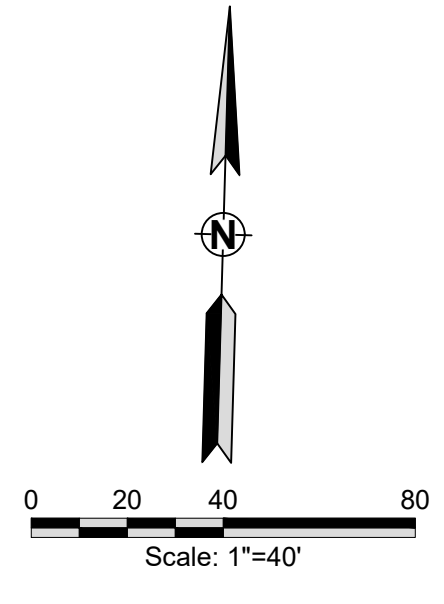
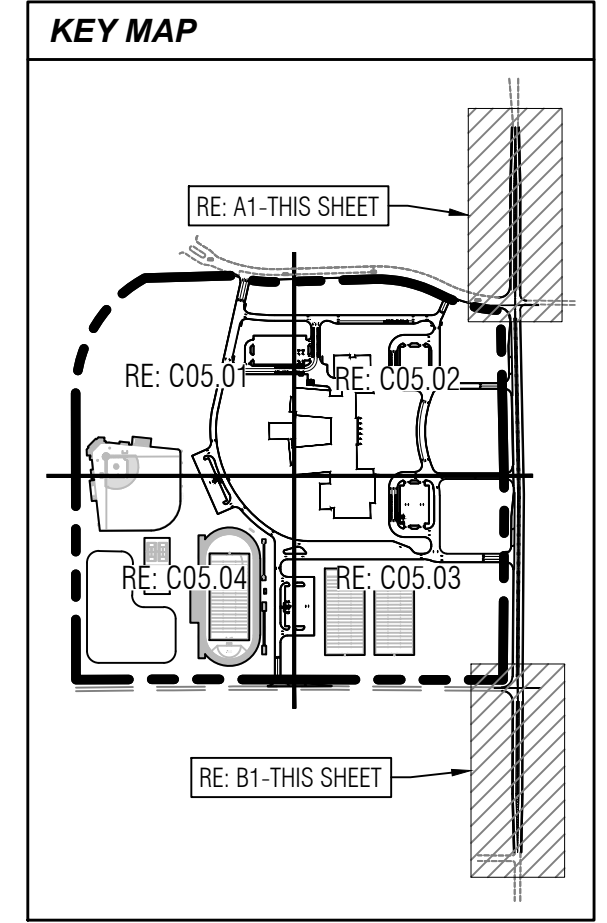
JOB 21572.0000
 DATE 05/11/22
 SHEET **C05.04**

Jun 07, 2022 - 9:39am User: Cherylm
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A1 NORTHEAST F.M. 1141 PAVING IMPROVEMENTS
 1"=40'

B1 SOUTHEAST F.M. 1141 PAVING IMPROVEMENTS
 1"=40'



CORGAN
 CORGAN ASSOCIATES, INC.
 401 North Houston Street
 Dallas, Texas 75202
 Tel 214 748 2000
 Fax 214 653 6281

| ISSUES | |
|--------|---------------------------|
| 1 | 05/11/22 30% PROGRESS SET |

| REVISIONS | |
|-----------|--|
| | |

GLENN ENGINEERING
 TEXAS REGISTRATION # F-351
 PHONE 972 717-5151 FAX 972 717-5176
 4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

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Planning & Zoning Commission, Chairman
 Director of Planning and Zoning

**ROCKWALL - NINTH GRADE CENTER
 LOT 1, BLOCK A
 OUT OF THE
 JOHN M. GASS SURVEY, ABSTRACT NO. 88
 CITY OF ROCKWALL, ROCKWALL COUNTY, TEXAS**

OWNER/DEVELOPER: ROCKWALL ISD
 801 E. WASHINGTON ST.
 ROCKWALL, TEXAS 75087
 (972) 771-0605
 CONTACT: JAMES WATSON

SURVEYOR: BOWMAN
 1200 W. MAGNOLIA BLVD.
 SUITE 300
 FORT WORTH, TEXAS 76104
 (214) 484-8586
 CONTACT: ROBERT HANSEN

ENGINEER: GLENN ENGINEERING CORP.
 4500 FULLER DR.
 IRVING, TEXAS 75038
 (972) 717-5151
 CONTACT: CHERALYN M. ARMITAGE

CITY OF ROCKWALL CASE NO. SP2022-017

ROCKWALL NINTH GRADE CENTER

2852 F.M. 1141
 Rockwall, TX 75087

F.M. 1141 ROAD IMPROVEMENTS

JOB 21572.0000
 DATE 05/11/22
 SHEET
C05.05

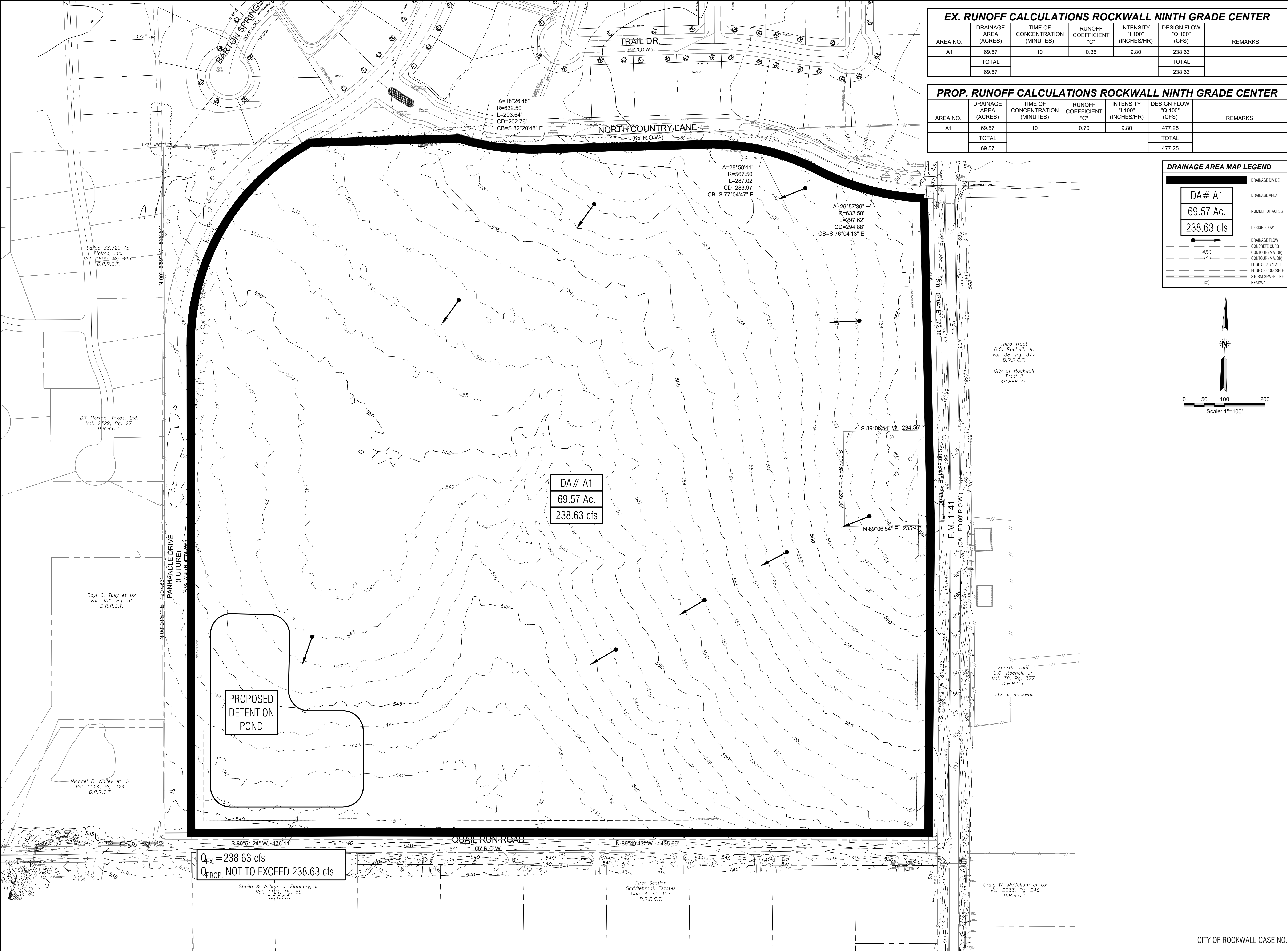
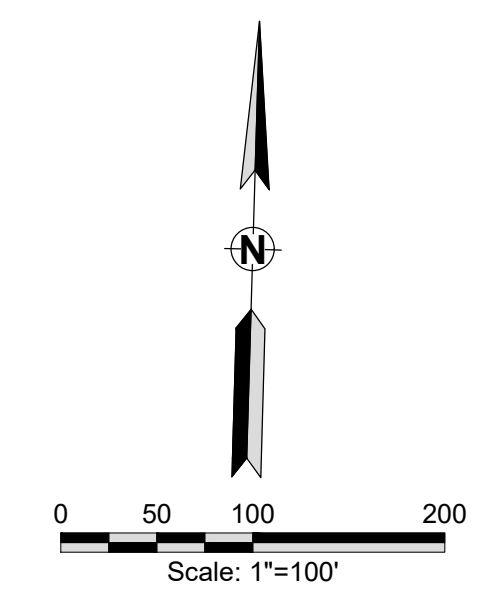
| EX. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER | | | | | | |
|---|-----------------------|---------------------------------|------------------------|-------------------------------|---------------------------|---------|
| AREA NO. | DRAINAGE AREA (ACRES) | TIME OF CONCENTRATION (MINUTES) | RUNOFF COEFFICIENT "C" | INTENSITY "I 100" (INCHES/HR) | DESIGN FLOW "Q 100" (CFS) | REMARKS |
| A1 | 69.57 | 10 | 0.35 | 9.80 | 238.63 | |
| TOTAL | | | | | 238.63 | |
| | | | | | 238.63 | |

| PROP. RUNOFF CALCULATIONS ROCKWALL NINTH GRADE CENTER | | | | | | |
|---|-----------------------|---------------------------------|------------------------|-------------------------------|---------------------------|---------|
| AREA NO. | DRAINAGE AREA (ACRES) | TIME OF CONCENTRATION (MINUTES) | RUNOFF COEFFICIENT "C" | INTENSITY "I 100" (INCHES/HR) | DESIGN FLOW "Q 100" (CFS) | REMARKS |
| A1 | 69.57 | 10 | 0.70 | 9.80 | 477.25 | |
| TOTAL | | | | | 477.25 | |
| | | | | | 477.25 | |

DRAINAGE AREA MAP LEGEND

DA# A1
69.57 Ac.
238.63 cfs

- DRAINAGE DIVIDE
- DRAINAGE AREA
- NUMBER OF ACRES
- DESIGN FLOW
- DRAINAGE FLOW
- CONCRETE CURB
- CONTOUR (MAJOR)
- CONTOUR (MINOR)
- EDGE OF ASPHALT
- EDGE OF CONCRETE
- STORM SEWER LINE
- HEADWALL



Q_{EX} = 238.63 cfs
Q_{PROP} NOT TO EXCEED 238.63 cfs

CORGAN

CORGAN ASSOCIATES, INC.
401 North Houston Street
Dallas, Texas 75202
Tel 214 748 2000
Fax 214 653 8281

ISSUES

| NO. | DATE | DESCRIPTION |
|-----|----------|------------------|
| 1 | 05/11/22 | 30% PROGRESS SET |

REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|------|-------------|
|-----|------|-------------|

GLENN ENGINEERING

TEXAS REGISTRATION #: F-303 HUB #: 1752575193300
PHONE (972) 717-5151 FAX (972) 717-2176
4500 FULLER DRIVE, SUITE 220 IRVING, TEXAS 75038

PRELIMINARY—FOR REVIEW ONLY
These documents are for Design Review and not intended for Construction, Bidding, or Permit Purposes. They were prepared by, or under the supervision of, Cheryl Amijio, P.E. 84568
Date: 6/16/22

ROCKWALL NINTH GRADE CENTER

2852 F.M. 1141
Rockwall, TX 75087

EXISTING DRAINAGE AREA MAP

JOB 21572.0000
DATE 6/16/22
SHEET

C08.00

Statement of Service

Prepared for
Rockwall Independent School District
Rockwall High School Ninth Grade Center Site
On Farm to Market 1141
South of North Country Road and North of East Quail Run Road

City of Rockwall, Rockwall County, Texas

June 2022

Prepared By:



GLENN ENGINEERING CORPORATION
T.B.P.E. REGISTRATION NO. F-303
4500 Fuller Drive, Suite 220
Irving, Texas 75038
(972) 717-5151

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UTILITIES

Utility Information

Water

Presently there is a 16" water line on the east side of FM 1141, a 12" water line on the north side of North Country Lane and a 12" Water Line on the north side of Quail Run Road. A looped 8" line around the Proposed Rockwall Ninth Grade Center will be constructed for fire protection. The 12" water line on the north side of North Country Lane will be extended east to the existing 16" line in FM 1141 completing the loop connection. A 4" domestic line will be provided from the proposed 12" in North Country Lane to the new Rockwall Ninth Grade Center. Based the existing water pressures and with the above improvements the City of Rockwall is capable of providing the water needs for the new Rockwall Heath Ninth Grade Center. (see Site plan sheets C5.01 – C5.04.)

Sanitary Sewer

Presently there is an 8" sanitary sewer stubbed out in Panhandle Road for future development from the south. This line has the capacity for the Rockwall Ninth Grade Center, however, based on the proposed Finish Floor elevation of the new Rockwall Ninth Grade Center a gravity line to the manhole cannot be achieved. Therefore an 8" sanitary sewer line is proposed from the new Rockwall Ninth Grade Center to the existing 8" line in the cul de sac at the end of Cobblestone Drive in the Stoney Hollow Addition. This existing 8" line has the capacity to serve the new Rockwall High School Ninth Grade Center and is the same drainage basin as the line on Panhandle. (see Site plan sheets C5.01 – C5.04.)

Storm Sewer

For the purpose of this study, it is assumed that all drainage will discharge into the existing bar ditch on the North side of Quail Run Road and flow west in the bar ditch on the North side to a triple 5'x4' box culverts flowing south under Quail Run Road. The storm sewer lines will be private and owned and operated by Rockwall ISD. A detention facility will be constructed at the southeast corner of the site and will not negatively impact the downstream neighbors. The design of the detention will be in accordance with the City of Rockwall's Standards of drainage and construction. (See Site plan sheets C5.01 – C5.04 and C8.00 Drainage area map.)

Electric

Electric service is available to the existing school site. Oncor Electric Delivery is capable of providing adequate 3-phase power to the site, but requires a site plan and load calculations to determine the size and location of lines.

Gas

If Atmos Energy is capable of providing adequate gas service to the school site, a site plan and load calculations will be required to determine the size and location of lines.

Telephone

Telephone service is available from AT&T.

ROADWAYS

Roadway Information

Farm to Market 1141 (FM 1141)

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. This roadway is capable of handling the additional traffic for the new Rockwall High School Ninth Grade Center with the improvements shown on the site plans. (See both reports for detailed information) These improvements include widening the existing roadway for the entire length of the site from and 2 lane roadway without any shoulders to a 3 lane roadway with 4 foot shoulders. This new roadway will also include deceleration lanes for all proposed driveways and both North Country Lane and Quail Run Road. The 3-lane configuration will provide a left turn lane for the entire site while allowing an open travel lane in both directions so the existing traffic will not be impacted. (See Traffic Management Plan)

Panhandle Drive

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall High School Ninth Grade Center does not show or require access to this future roadway. While we acknowledge that Panhandle Drive is shown on the City of Rockwall's Master Thoroughfare Plan the current Panhandle Drive is not required to handle the daily traffic. Panhandle will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

Quail Run Road

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall High School Ninth Grade Center does not utilize Quail Run Road for access for drop off and pick up. The access to Quail Run Road is a courtesy drive for afterhours access and emergency vehicles. While we acknowledge that Quail Run Road is shown on the City of Rockwall's Master Thoroughfare Plan the current asphalt road can handle the daily traffic. Quail Run Road will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

North Country Lane

The school district has performed two traffic Impact Analysis (TIA) for this site per the request of the City of Rockwall's staff. The current plan for the new Rockwall High School Ninth Grade Center will utilize North Country Lane for access for drop off and pick up. The access from North Country Lane is primarily for drop off and pick up for southbound traffic off of FM 1141. While we acknowledge that North Country Lane Road is shown on the City of Rockwall's Master Thoroughfare Plan the current concrete half section road can handle the daily traffic. North Country Lane will be constructed in a future phase of construction as this site continues to grow if required by an updated TIA. (See Traffic Management Plan)

May 24, 2022

PK# 5359-22.340

TRAFFIC IMPACT ANALYSIS

Project:

Rockwall ISD North Ninth Grade Center TIA

In Rockwall, Texas

Prepared for:

City of Rockwall

On behalf of:

Glenn Engineering Corp.

Prepared by:



Hunter W. Lemley, P.E., PTOE



7557 Rambler Road, Suite 1400
Dallas, Texas 75231-2388
(972) 235-3031 www.pkce.com
TX.REG: ENGINEERING FIRM F-469
TX. REG. SURVEYING FIRM LS-100080-00

EXECUTIVE SUMMARY

The services of **Pacheco Koch** were retained by **Glenn Engineering Corp.** to prepare a Traffic Impact Analysis (TIA) for the proposed public school known as *Rockwall ISD North Ninth Grade Center* (the "Project") located at the southwest corner of FM 1141 and N Country Lane in Rockwall, Texas. The Project will consist of a ninth-grade center with an approximate max enrollment of 1,000 students. Buildout of the Project is estimated to occur by 2024. A TIA is required by the City of Rockwall for review as part of the Owner's request for site plan approval.

The purpose of this report is to estimate the incremental impact on the background traffic operational conditions caused by the proposed development within a specific study area as determined by standardized engineering analyses. The study parameters used in this TIA are based upon the requirements of the City and are consistent with the standard industry practices used in similar studies.

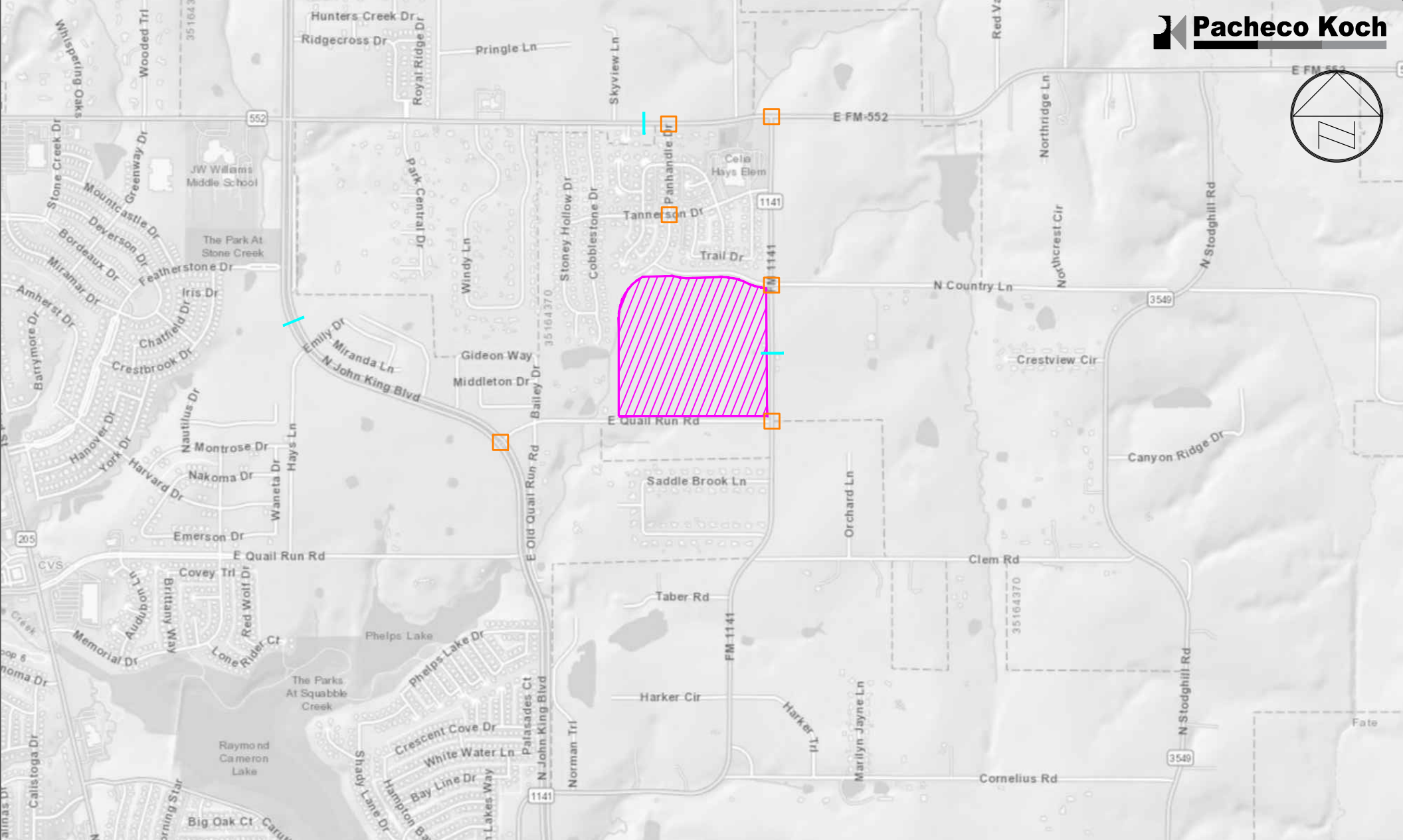
Based upon the analyses performed herein, Pacheco Koch developed the following findings and recommendations.






FINDING: The intersection of FM 1141 and FM 552 currently operates efficiently and at "acceptable" Levels of Service during peak traffic periods. However, with the addition of projected school traffic, the calculated average delays for the northbound left-turning maneuvers at the intersection are projected to degrade to "unacceptable" LOS. This condition is common for similar unsignalized intersections on major roadways where a traffic signal being the only mitigation measure to improve the condition. However, with the low projected traffic volumes at the driveway, a traffic signal would not be warranted.

❖ **RECOMMENDATION:** As part of the development, the following improvements will be constructed and are assumed to be implemented in the "Build" Scenario of the study:

1. Right-turn deceleration lanes at all inbound driveways along FM 1141 and E Quail Run Road.
2. Construction and widening of FM 1141 along the frontage of the site to a three-lane cross-section to include a center two-way left-turn lane for separation of inbound left-turns entering the campus.

END



-  - Project Location
-  - Study Area Intersection (Signalized)
-  - Road-Tube Counts
-  - Traffic Signal
-  - Study Area Intersection (Unsignalized)

Site Location Map

RISD North 9th Grade Center, Rockwall, Texas

PK 5359-22.340 (LHC: 05/23/22)

TRAFFIC IMPACT ANALYSIS
Rockwall ISD North Ninth Grade Center
Rockwall, Texas

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- Exhibit 1. Site Location and Study Area Map

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- Appendix A. Traffic Volume Exhibits
- Appendix B. Detailed Traffic Volume Data
- Appendix C. Site-Generated Traffic Supplement
- Appendix D. Detailed Intersection Capacity Analysis Results

INTRODUCTION

The services of **Pacheco Koch** (PK) were retained by **Glenn Engineering Corp.** (the “Owner”) to prepare a Traffic Impact Analysis for a proposed public school located at the southwest corner of FM 1141 and N Country Lane in Rockwall, Texas. The Project is referred to herein as Rockwall ISD North Ninth Grade Center. A proposed site plan for the Project, prepared by Corgan Associates, Inc., and a site location map (**Exhibit 1**) are provided following the EXECUTIVE SUMMARY section of this report.

In order to facilitate development of the Project, Glenn Engineering Corp. (the “Applicant”) has made a request to the City of Rockwall (the “Approving Agency”) for site plan approval. As part of application process for this request, submittal of a TIA commissioned by the Applicant must be submitted to the Approving Agency for review.

This TIA was prepared by traffic engineers at Pacheco Koch (the “Engineer”) in accordance with industry and local standards. Pacheco Koch is a licensed engineering firm, based in Texas, that provides professional engineering and related services.

Purpose

A Traffic Impact Analysis (TIA) is an engineering study used to provide information on the projected off-site impacts produced by a specific Project on the traffic operations of public traffic facilities. In some instances, those Project impacts can be sufficiently accommodated by the existing roadway network; while in other cases, Project impacts may require mitigation. Determination of mitigation requirements is subject to the standards and expectations of the Approving Agency.

Commissioning a TIA may be required by an Approving Agency when an Applicant is seeking approvals or entitlements for the Project. Using standardized analysis methodologies, the findings of the TIA are used to gage the direct impacts on the transportation system that are attributable to the Project. Under certain circumstances and within legal parameters, the Approving Agency may require the Applicant to fund the improvement(s) needed to mitigate the impacts.

A TIA should be prepared by a licensed Engineer skilled in the principles of traffic and transportation engineering and planning. The general methodologies, processes, and guidelines used in a TIA are established by industry standards—which are maintained by organizations such as the Institute of Transportation Engineers (ITE) and others—although, the project-specific parameters of the study (e.g., study locations, analysis scenarios, analytical assumptions, etc.) may be established by local ordinances or technical staff of the Approving Agency.

Generally, existing and background conditions of the transportation system are assumed to be the responsibility of the respective governing agency(-ies).

May 24, 2022

Although the explicit purpose of a TIA is not to evaluate those conditions and identify deficiencies, this information may be evident from the study's findings. The Engineer may suggest or recommend modifications to the transportation system that, in the Engineer's opinion, could improve overall traffic operations, safety, site access, circulation, etc. However, such proposals may be unrelated to the traffic impacts of the Project and are not considered to be the responsibility of the Developer. Implementation of such modifications are subject to the discretion and approval of the respective agency. In general all proposals from the Engineer should not be considered mandatory and are not intended to assign or imply funding responsibility.

A TIA is not a detailed site plan review nor a substitute for local or regional transportation planning.

Project Description

The Project will consist of a ninth-grade center with a maximum enrollment of approximately 1,000 students. The Project will be built in a single phase. Buildout of the Project is estimated to occur by 2024.

Access to the school will be provided by a total of three driveways along FM 1141 and two driveways along N Country Lane. The surrounding roads of FM 1141 (M4D), North Country Lane (M4U), Panhandle Drive (M4U – Not constructed adjacent to the site), and E Quail Run Road (M4U) are designated roads according to the City of Rockwall throughfare plan.

The undeveloped, 24-acre subject site is currently zoned AG.

Study Parameters

The study parameters used in this TIA are based upon industry standard practices and requirements of the City of Rockwall. Project-specific study parameters were reviewed with the City staff at the outset of the study.

This TIA analyzed the day-to-day traffic operations on the public roadway system at time periods that have the greatest combined volume of the background traffic and site-related traffic. Due to the predominant influence of background traffic, the weekday AM and PM peak hours of adjacent street traffic are typically analyzed.

The analysis scenarios addressed in this study include the following:

- at existing conditions ("Existing" scenario)
- at site buildout year with site-generated traffic ("Build" scenario)

NOTE: Analyses of all future conditions scenarios utilize projected traffic volumes derived by Pacheco Koch using reasonable and customary assumptions that are based upon existing conditions where possible. ITE appropriately points out that, due to natural changes in traffic patterns that occur over time, the margin of error for projected traffic volumes increases as the length of time of the projection increases; and, any projection of hourly turning movement volumes beyond five years inherently contain significant assumptions.

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Study Area

The study area for a TIA is typically defined to allow an assessment of the most relevant traffic impacts to the local area. The extent of the study area is discretionary but is generally commensurate with the scale of the proposed development. Special localized factors may also be considered. The specific locations included in the study area of this TIA are listed below and depicted in **Exhibit 1**.

STOP-Sign-Controlled Intersections:

- (a) N John King Boulevard and E Quail Run Road
- (b) FM 552 and Panhandle Drive
- (c) Panhandle Drive and Tannerson Drive
- (d) FM 552 and FM 1141
- (e) FM 1141 and N Country Lane
- (f) FM 1141 and E Quail Run Road

Roadway Links:

- (A) N John King Boulevard, between Featherstone Drive and Emily Drive/Hays Lane
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *P6D*
 - ❑ Current Daily Traffic Volume: *13,679 (Tuesday, May 10, 2022)*
- (B) FM 552, between Panhandle Drive and Skyview Lane
 - ❑ Existing operation and cross-section: *two lanes, two-way operation, no median*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *TxDOT 4D*
 - ❑ Current Daily Traffic Volume: *6,269 (Tuesday, May 10, 2022)*
- (C) FM 1141, adjacent to the site
 - ❑ Existing operation and cross-section: *four lanes, two-way operation, median-divided*
 - ❑ City of Rockwall Thoroughfare Plan Designation: *M4D*
 - ❑ Current Daily Traffic Volume: *2,217 (Tuesday, May 10, 2022)*

TRAFFIC IMPACT ANALYSIS

The following is a description of the analyses performed as part of this Traffic Impact Analysis.

Approach

The TIA presented in this report analyzed the operational conditions of the study area intersections for the relevant peak hours using standardized analytical methodologies, where applicable. Actual traffic volumes (with adjustments described previously) represent background traffic conditions with no site-related traffic included. Then, traffic generated by the proposed development was calculated using the industry-standard four-step approach of trip generation, mode split, trip distribution, and traffic assignment. By adding the site-generated traffic to the background traffic, the resulting site-plus-background operational conditions were re-analyzed in order to measure the “impact” created by the Project. For any scenario, where appropriate, the Engineer considered and may recommend measures to mitigate undue operational conditions. Recommendations may be unrelated to impact of the Project. However, any recommendations provided by the Engineer are for the consideration of the Approving Agency who may or may not accept the recommendations. Recommendations provided by the Engineer are not intended to assign or imply a mandate nor financial responsibility as such decisions are for the Approving Agency and Applicant to resolve.

Background Traffic Volume Data

Existing Volumes

Current traffic volumes were collected during the analysis periods at the study area intersections on Tuesday, May 10th, 2022. Traffic volumes are graphically summarized in **Appendix A**; detailed data sheets are provided in **Appendix B**.

Site-Related Traffic

Trip Generation and Mode Split

Trip generation is calculated in terms of “trip ends” – a trip end is a one-way vehicular trip entering or exiting a site driveway (i.e., a single vehicle entering and exiting a site represents two trip ends). Trip generation for this Project was calculated using the Institute of Transportation Engineers (ITE) *Trip Generation* manual (11th Edition). *ITE Trip Generation* is a compilation of actual, vehicular traffic volume generation data and statistics by land use as collected over several decades by credible sources across the country. Using the ITE equations and rates is an accepted methodology to calculate the projected site-generated traffic volumes for many land uses (though engineering judgment is strongly advised).

The base trip generation data from ITE generally reflect average conditions for a standalone use on a typical day. However, in some cases, the Engineer may judge that other factors may be of sufficient significance to warrant adjusting the base

May 24, 2022

ITE calculations in order to more accurately reflect Project-specific conditions. For this analysis, no adjustments to the base ITE data were applied.

“Mode split” refers to the consideration of all modes of transportation. Typically, the majority of trips occur by passenger vehicles such as personal autos and ridesharing services. But, some alternative modes—such as travel by public transit, bicycle, and walking—do not generate additional vehicle trips. The default trip generation data from ITE is summarized in vehicular trip ends and incorporate “typical” mode split characteristics. However, when travel by alternative mode has the potential to be greater than normal, a reduction in the number of vehicular trip volume may be warranted. For this analysis, mode split in terms of bus and pedestrian reductions are assumed to be already in the ITE Trip Generation calculations.

NOTE: As comparison, a trip generation study performed by Glenn Engineering Corp dated April 13th, 2022, was conducted to determine the AM inbound trip generation for the site.

The study determined the following assumptions:

1. 1,000 students x 45% = 450 students by bus (13 buses)
2. 1,000 students x 55% = 550 students by parent
3. 1,000 students x 0% = 0 pedestrian traffic

1,000 students x 0.55 non-bus mode / 1.4 students per vehicles = 393 trip ends (cars/vans)

This calculated trip generation for the inbound AM peak hour is found to resemble the calculated ITE Trip Generation trips and therefore, ITE Trip Generation calculations were determined to be sufficient for this study.

All information from the trip generation study performed by Glenn Engineering Corp. for trip generation purposes has been provided in **Appendix C** for reference.

Table 1 provides a summary of the calculated trip ends generated by the project. Supplemental information used in the trip generation calculations is provided in **Appendix C**.

Table 1. Projected Trip Generation Summary

| SCENARIO | ITE TRIP GENERATION DAILY VOLUMES | AM PEAK HOUR TRIP ENDS (ADJACENT STREET PEAK) | PM PEAK HOUR TRIP ENDS (GENERATOR STREET PEAK) |
|----------------------------|-----------------------------------|---|--|
| | | Total (In/Out) | Total (In/Out) |
| School trips (ITE LUC 525) | 1,940 | 520 (354/166) | 320 (102/218) |

Trip Distribution and Assignment

The distribution and assignment of site-generated trip ends to the surrounding roadway system is determined by proportionally estimating the orientation of travel via various travel routes. This is a subjective exercise based upon professional judgment considering such factors as directional characteristics of existing local traffic, trip attributes (e.g., trip purpose, trip length, travel time, etc.), roadway features (e.g., capacity, operational conditions, character of environment), regional demographics, etc.

Traffic for the proposed redevelopment was distributed and assigned to the study area roadway network based upon consideration of the factors listed above. Separate traffic assignments were generated for parent traffic and bus traffic. Detailed trip distribution and traffic assignment calculations and results are summarized in **Appendix C**.

Site-Generated Traffic Volumes

Site-generated traffic is calculated by multiplying the trip generation value (from **Table 1**) by the corresponding traffic assignments (from **Appendix C**). The resulting cumulative (for all uses) peak period site-generated traffic volumes at buildout of the Project are graphically summarized in **Appendix A**.

Traffic Operational Analysis — Roadway Links

Description

A roadway link is a segment of roadway between two intersections. Roadway link capacity analysis is a comparison of actual or forecasted traffic volumes to the theoretically optimum roadway capacity. The capacity of the roadway link is predominantly a function of the roadway's cross-section (i.e., number of lanes, lane widths, type of center divider, etc.). However, other more theoretical factors also apply, such as the character of environment and the functional classification of the roadway. Generally, roadway link capacity is less critical than intersection capacity; however, it can provide a gage of the utilization of given roadway.

A specific industry standard for roadway link capacity does not exist, but the typical concept is derived from a base saturation flow rate (i.e., the maximum theoretical rate of continuous flow under ideal, unobstructed conditions -- in the traffic engineering industry, this value is generally considered to range between 1,900-2,100 vehicles per lane per hour). A series of adjustment factors are then applied to the saturation flow rate to reflect the characteristics of a given location.

The North Central Texas Council of Governments (NCTCOG) – the metropolitan planning agency for the Dallas-Fort Worth region – has derived internal “hourly service volume” guidelines used for transportation modelling purposes. The NCTCOG values were based upon the principals presented in the *Highway Capacity Manual* with “regional calibration” factors applied. Though these per-lane capacities, or “Service Volumes” (summarized in the table below), are intended for modelling purposes, they do provide a reasonable gage of theoretical capacity.

| Area Type | Hourly Service Volumes By Roadway Function | | | | | |
|------------------|--|-------------------|--------------------------------|-------------------|---------------------------|-------------------|
| | Principal Arterial | | Minor Arterial & Frontage Road | | Collector & Local Street | |
| | Median-Divided or One-Way | Undivided Two-Way | Median-Divided or One-Way | Undivided Two-Way | Median-Divided or One-Way | Undivided Two-Way |
| CBD | 725 | 650 | 725 | 650 | 475 | 425 |
| Urban/Commercial | 850 | 775 | 825 | 750 | 525 | 475 |
| Residential | 925 | 875 | 900 | 825 | 575 | 525 |
| Rural | 1,025 | 925 | 975 | 875 | 600 | 550 |

To determine the utilization of a roadway, the volume:capacity ratio can be calculated – a v/c ratio of less than 1.0 indicates that the roadway is operating under capacity. NCTCOG's Level of Service denominations are as follows:

- Volume:Capacity Ratio \leq 25% is LOS A,
- Volume:Capacity Ratio $>$ 25% and \leq 45% is LOS B,
- Volume:Capacity Ratio $>$ 45% and \leq 65% is LOS C,
- Volume:Capacity Ratio $>$ 65% and \leq 80% is LOS D,
- Volume:Capacity Ratio $>$ 80% and \leq 100% is LOS E,
- Volume:Capacity Ratio \geq 100% is LOS F

Summary of Results

For roadways adjacent to or in the vicinity of the subject site, the volume/capacity ratio was calculated for existing and site buildout conditions. A summary of the link capacity analysis is provided in **Table 2**. See specific recommendations in the *Recommendations* section of this report.

Table 2. Roadway Link Capacity Analysis Results Summary

| ROADWAY/ SCENARIO | DAILY VOLUME | THEORETICAL DAILY CAPACITY | V:C RATIO/ LEVEL OF SERVICE |
|-------------------------------------|-----------------|----------------------------------|-----------------------------------|
| <u><i>N John King Boulevard</i></u> | | | |
| Existing Conditions | 13,679 | 37,000 | 0.37 – B |
| "Build" Conditions | 14,063 | 37,000 | 0.38 – B |
| <u><i>FM 552</i></u> | | | |
| Existing Conditions | 6,269 | 16,500 | 0.38 – B |
| "Build" Conditions | 7,037 | 17,500 | 0.43 – B |
| <u><i>FM 1141</i></u> | | | |
| Existing Conditions | 2,217 | 37,000 | 0.12 – A |
| "Build" Conditions | 3,273 | 37,000 | 0.18 – A |

Traffic Operational Analysis — Roadway Intersections

Description

The level of performance of civil infrastructure can often be measured through an analysis of volume and capacity that considers various physical and operational characteristics of the system. For vehicular traffic an operational analysis of roadway intersection capacity over a 60-minute period is the most detailed type of analysis. An industry-standardized methodology for this type of analysis was developed by the Transportation Research Board and is presented in the Highway Capacity Manual (HCM). HCM uses the term “Level of Service” (or, LOS) to qualitatively describe the efficiency using a letter grade of A through F. Generally, LOS can be described as follows:

LOS A = free, unobstructed flow

LOS B = reasonably free flow

LOS C = stable flow

LOS D = approaching unstable flow

LOS E = unstable flow, operating at design capacity

LOS F = operating over design capacity

Traffic operational analysis is typically measured in one-hour periods during day-to-day peak conditions. In most urban settings, LOS C, or better, is desirable, although LOS D is considered to be acceptable in urban conditions; LOS E indicates a facility or maneuver is approaching capacity, while LOS F is theoretically an over-capacity condition. On highly-utilized transportation facilities, brief periods of LOS E or F conditions are not uncommon for during peak periods. In some cases measures to increase capacity, either through operational changes and/or physical improvements, can be identified to improve efficiency and sometimes raise Level of Service.

For traffic-signal-controlled (“signalized”) intersections and STOP-controlled (“unsignalized”) intersections, LOS is determined based upon the calculated average seconds of delay per vehicle. For signalized intersections the average delay per vehicle can be effectively calculated for the entire intersection; however, for unsignalized intersections the average delay per vehicle is calculated only by approach or by individual traffic maneuvers that must stop or yield right-of-way.

NOTE: The HCM unsignalized intersection analysis methodology was developed and calibrated for low-to-moderate volume intersections. When applied to intersections with one or more high-volume or high-capacity approaches, the analyses often reflect poor results (i.e., low Level of Service). However, the actual delay/operational conditions are typical of similar locations and do not necessarily represent unique conditions. Low-performing, high-volume, unsignalized intersections cannot be analytically mitigated unless a traffic signal is installed. (Traffic signal installation is subject to a detailed analysis of established criteria AND approval of the responsible agency. Neither Level of Service nor vehicle delay is a warrant for traffic signal installation.)

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The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the latest edition of the *Highway Capacity Manual*.

| | Signalized Intersection (Average Delay per Vehicle) | Unsignalized Intersection (Average Delay per Vehicle) |
|-------|--|--|
| LOS A | ≤ 10 | ≤ 10 |
| LOS B | $> 10 - \leq 20$ | $> 10 - \leq 15$ |
| LOS C | $> 20 - \leq 35$ | $> 15 - \leq 25$ |
| LOS D | $> 35 - \leq 55$ | $> 25 - \leq 35$ |
| LOS E | $> 55 - \leq 80$ | $> 35 - \leq 50$ |
| LOS F | > 80 | > 50 |

Analysis Traffic Volumes

Determination of the traffic impact associated with the Project is measured by comparing the incremental change in operational conditions during peak periods with and without site-related traffic. **Appendix A** provides exhibits summarizing the following:

- Existing traffic volumes during study peak hours
- Projected Site-Generated traffic volumes during study peak hours
- Projected "Build" traffic volumes at the Site Buildout Year during study peak hours

A summary of the existing intersection/roadway geometry and traffic control devices is also graphically summarized in **Appendix A**.

Summary of Results

Intersection capacity analyses presented in this study were performed using the *Synchro* software package. **Table 3** provides a summary of the peak period intersection operational conditions under the analysis conditions presented previously. Detailed software output is provided in **Appendix D**.

NOTE: Traffic signal operational parameters used in this analysis were based upon actual, existing traffic signal operational characteristics observed in the field at the time of traffic data collection.

See specific recommendations in the *SUMMARY OF FINDINGS AND RECOMMENDATIONS* section of this report.

Table 3. Peak Hour Intersection Capacity Analysis Results Summary
(Unsignalized Intersections)

| INTERSECTION | TRAFFIC MANEUVER | EXISTING CONDITIONS | | BUILD CONDITIONS | |
|---|------------------|---------------------|-------------|------------------|-------------|
| | | AM | PM | AM | PM |
| Panhandle Drive @ Tannerson Drive | EB | A (7.1) | A (6.8) | A (7.1) | A (6.9) |
| | WB | A (7.2) | A (7.0) | A (7.3) | A (7.1) |
| | NB | A (6.9) | A (7.3) | A (7.1) | A (7.3) |
| | SB | A (7.6) | A (7.1) | A (7.6) | A (7.1) |
| FM 1141 @ FM 552 | WB | A (1.4) | A (0.7) | A (2.7) | A (1.2) |
| | NB | C (15.7) | B (11.9) | D (33.2) | C (16.1) |
| FM 1141 @ N Country Lane | EB | A (9.3) | A (9.1) | B (12.9) | B (11.1) |
| | WB | A (9.5) | A (9.5) | B (10.1) | A (9.8) |
| | NB | A (0.5) | A (0.6) | A (0.5) | A (0.6) |
| | SB | A (0.4) | A (1.1) | A (0.2) | A (0.5) |
| FM 1141 @ E Quail Run Road | EB | B (10.1) | A (9.1) | B (11.5) | A (10.0) |
| | NB | A (0.7) | A (0.3) | A (0.4) | A (0.3) |
| N John King Boulevard @ E Quail Run Road | WB | C (23.2) | C (19.5) | C (22.9) | B (14.9) |
| | SB | A (0.1) | A (0.2) | A (1.0) | A (0.5) |
| FM 552 @ Panhandle Drive | WB | A (0.2) | A (0.2) | A (0.1) | A (0.2) |
| | NB | C (15.4) | B (12.7) | C (21.3) | B (14.7) |
| N Country Lane @ Site Driveway 1 (Inbound Only) | | - | - | - | - |
| | | - | - | - | - |
| N Country Lane @ Site Driveway 2 | NB | - | - | A (9.1) | A (9.0) |
| FM 1141 @ Site Driveway 3 | NB | - | - | A (5.4) | A (2.5) |
| FM 1141 @ Site Driveway 4 | EB | - | - | B (10.2) | A (9.3) |
| FM 1141 @ Site Driveway 5 | EB | - | - | A (9.8) | A (9.3) |
| | NB | - | - | A (0.2) | A (0.0) |

KEY:

A, B, C, D, E, F = Level-of-Service
 NB-, SB-, EB-, WB- = Intersection Approach
 AM = AM Peak Hour of Adjacent Street

(##.#) = Average Seconds of Delay Per Vehicle
 -L, -T, -R = Left, Through, Right Turning Movement
 PM = PM Peak Hour of Generator

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SUMMARY OF FINDINGS AND RECOMMENDATIONS

NOTE: Recommendations presented in this report reflect the opinion of Pacheco Koch based solely upon technical analysis and professional judgment but are not intended to infer mandates or funding responsibility. Any proposed improvements in the public right-of-way are subject to approval of the responsible agency(-ies). Should the approving agency determine that any off-site improvements are required for approval of the Project, legal precedents apply with regard to jurisdiction and funding allocation.

The following findings and, if applicable, recommendations were based upon an analysis of the anticipated traffic impact generated by the proposed development scenario outlined in the Project Description section of this report.

FINDING: The intersection of FM 1141 and FM 552 currently operates efficiently and at "acceptable" Levels of Service during peak traffic periods. However, with the addition of projected school traffic, the calculated average delays for the northbound left-turning maneuvers at the intersection are projected to degrade to "unacceptable" LOS. This condition is common for similar unsignalized intersections on major roadways where a traffic signal being the only mitigation measure to improve the condition. However, with the low projected traffic volumes at the driveway, a traffic signal would not be warranted.

❖ **RECOMMENDATION:** As part of the development, the following improvements will be constructed and are assumed to be implemented in the "Build" Scenario of the study:

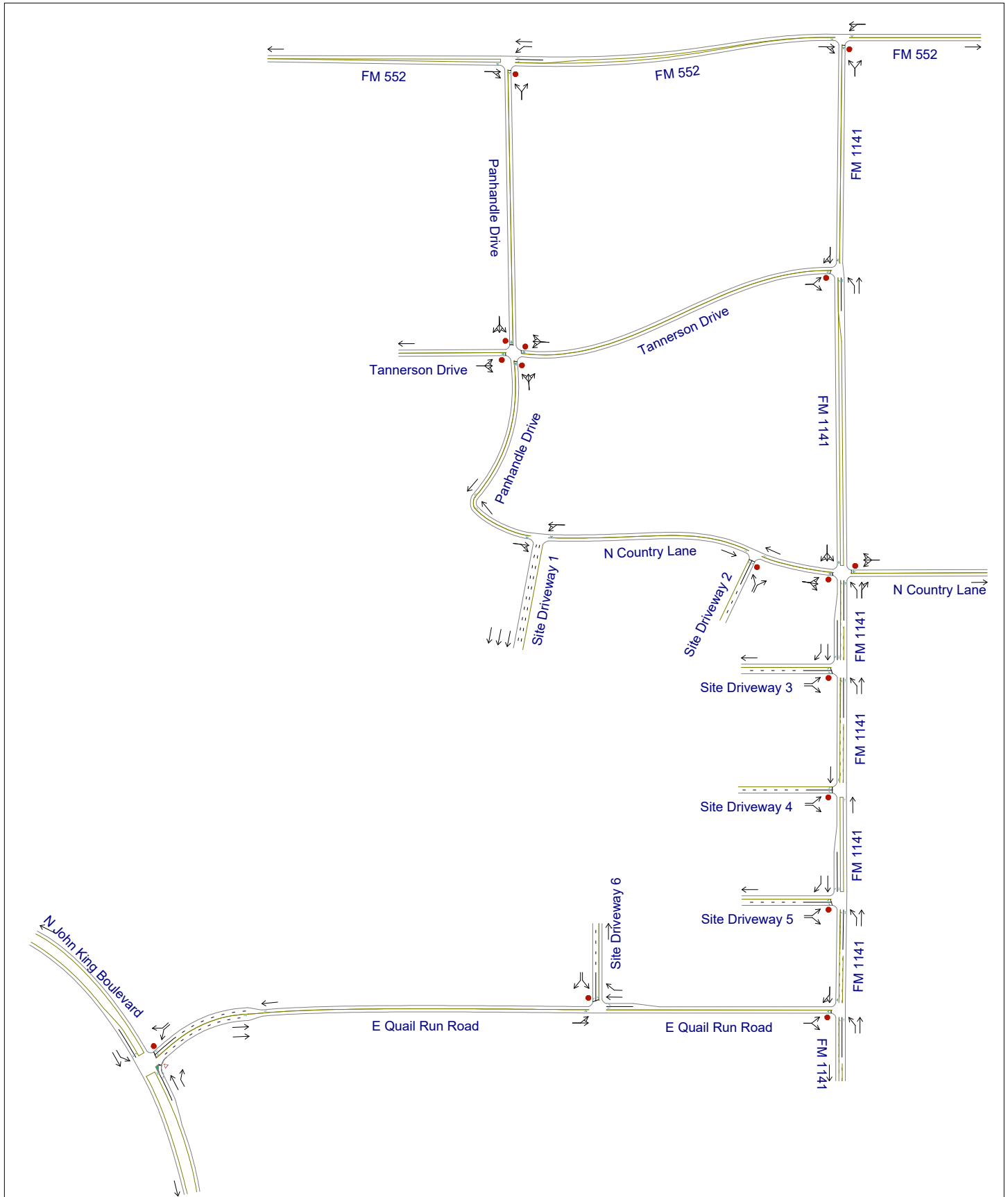
3. Right-turn deceleration lanes at all inbound driveways along FM 1141 and E Quail Run Road.
4. Construction and widening of FM 1141 along the frontage of the site to a three-lane cross-section to include a center two-way left-turn lane for separation of inbound left-turns entering the campus.

END OF MEMO

Appendix A. Traffic Volume Exhibits

Appendix A1 - Roadway Geometry

North ^
Not to Scale

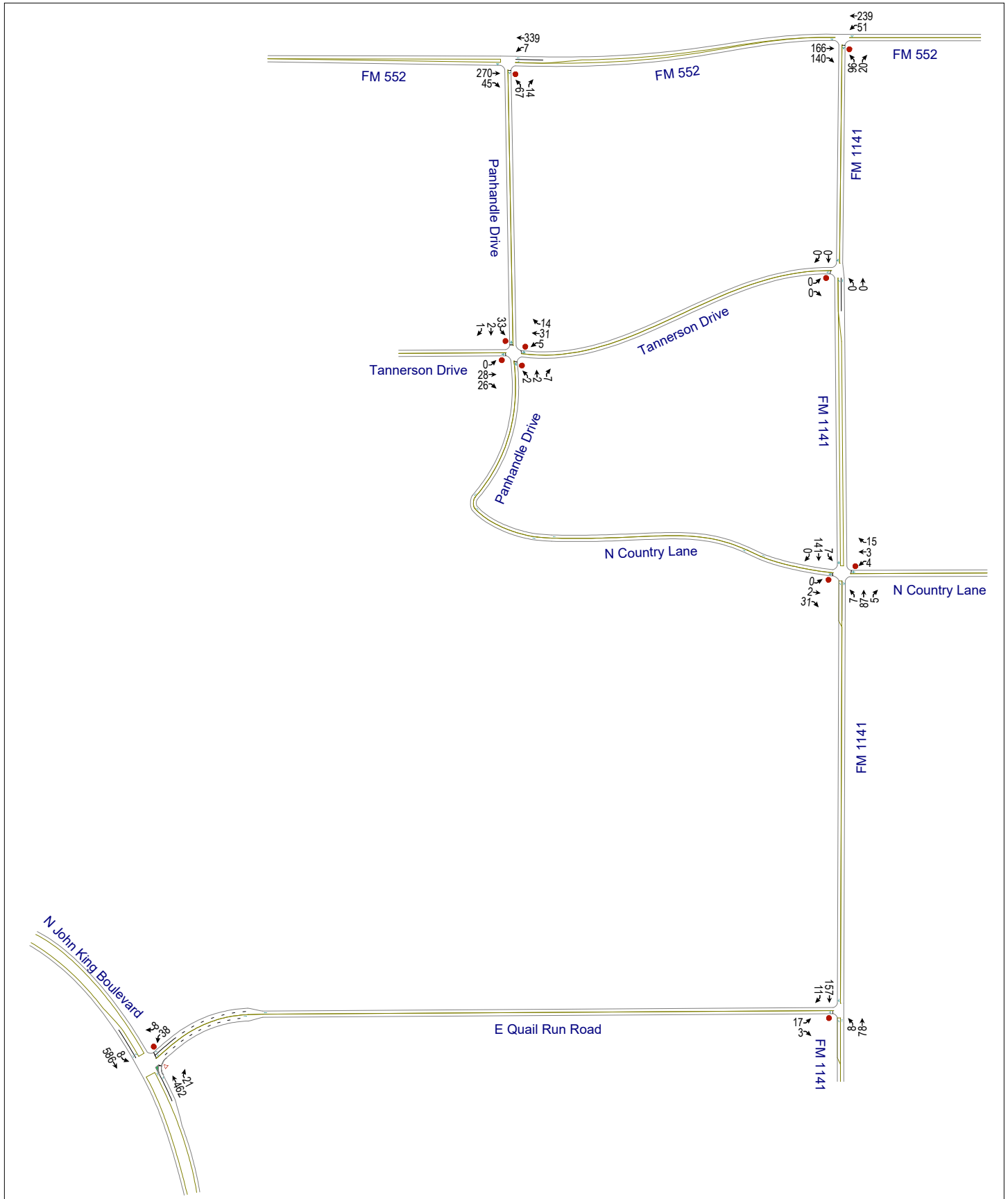


5359-22.340
LHC

04/18/2022
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Appendix A2 - Existing AM

North ^
Not to Scale

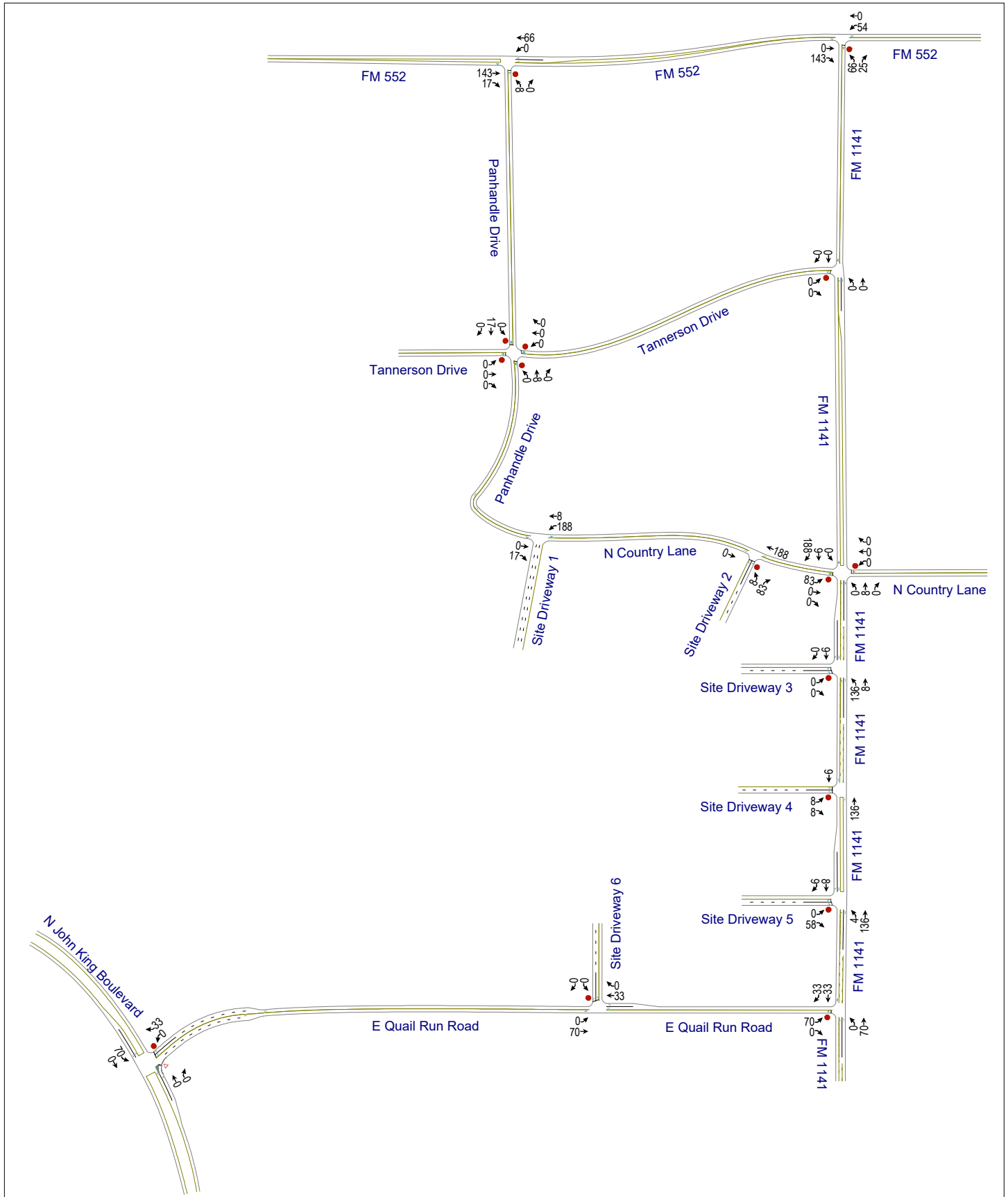


5359-22.340
LHC

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Appendix A4 - Site Generated AM

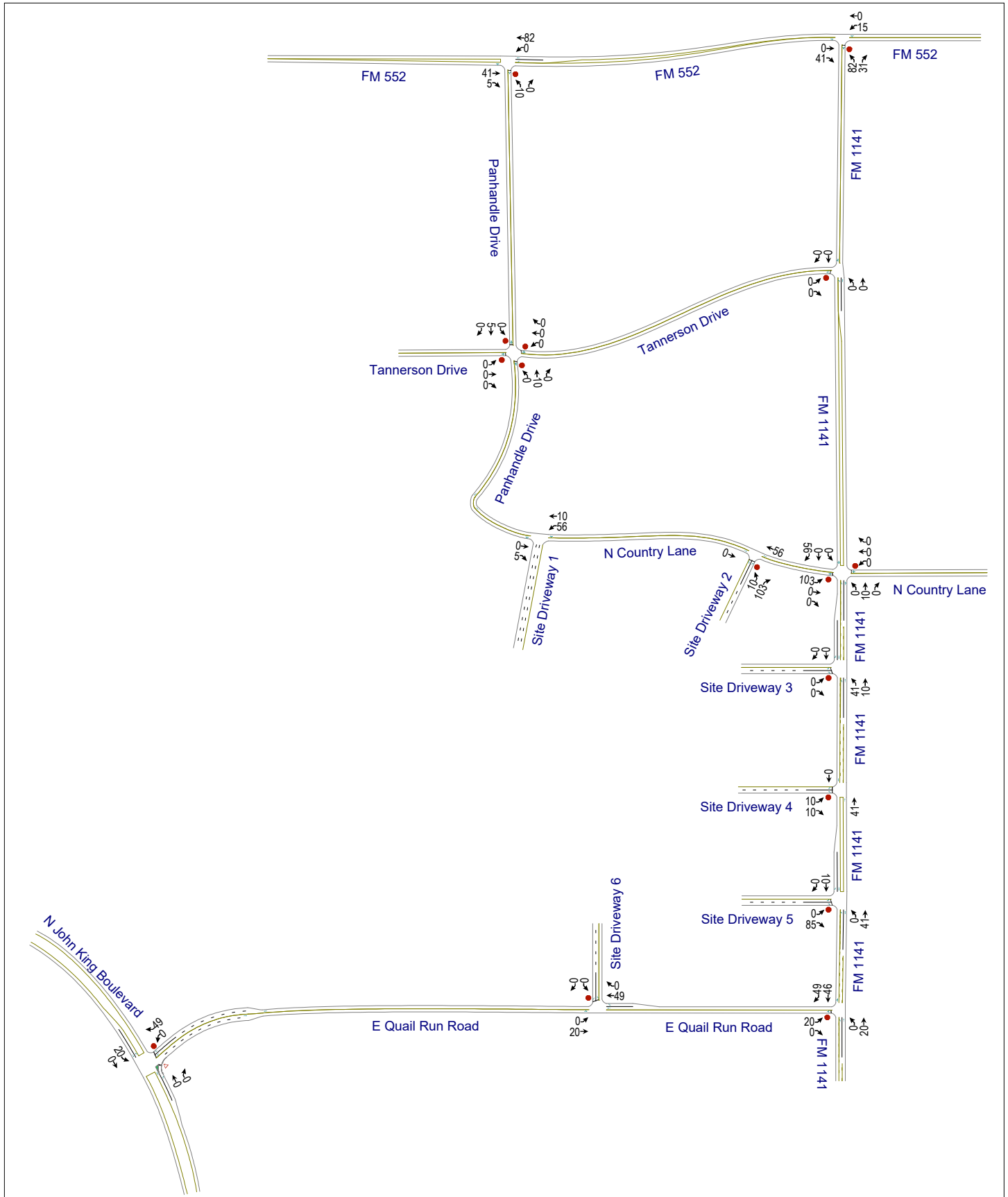
North ^
Not to Scale



Appendix A5 - Site Generated PM

North ^

Not to Scale

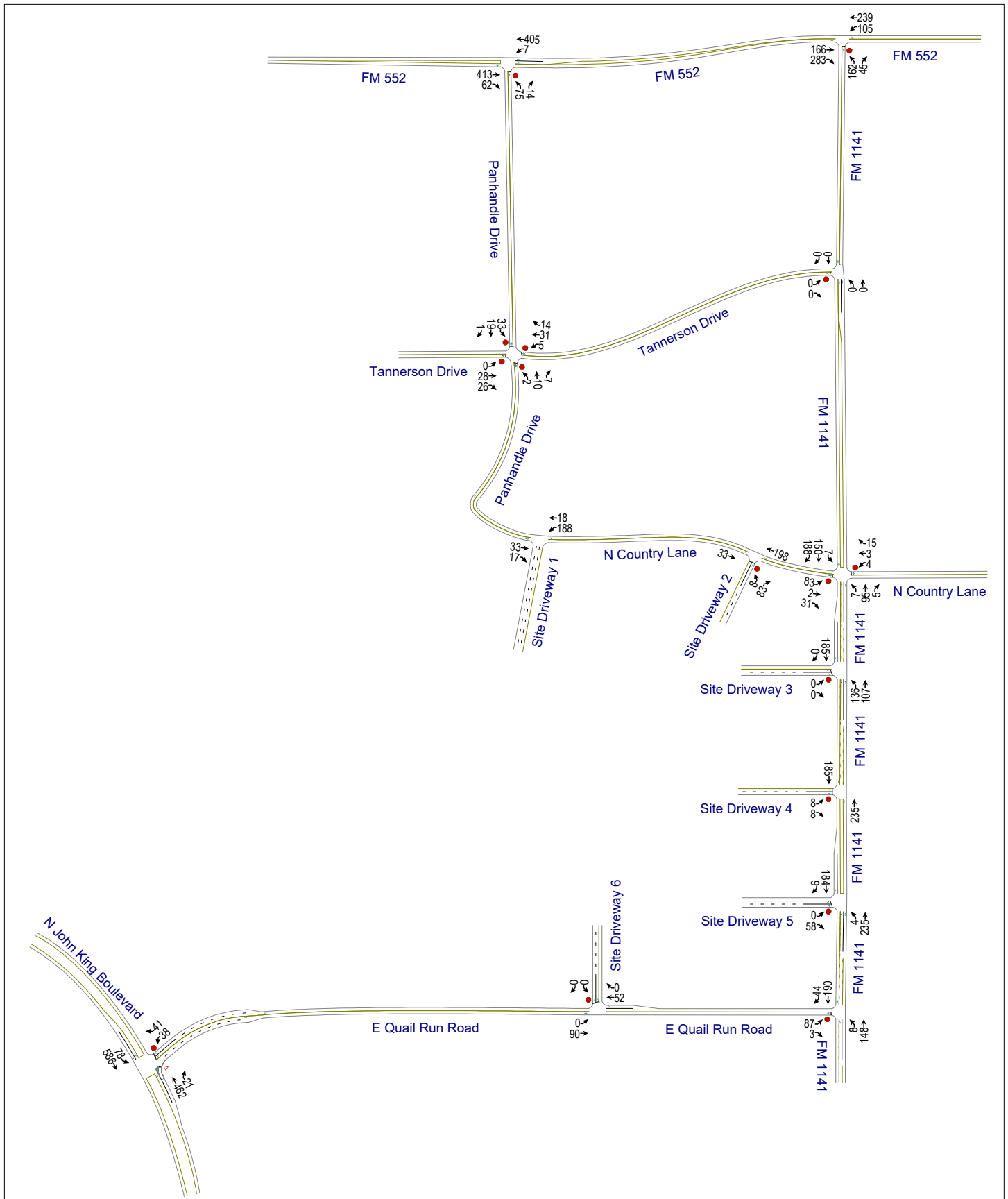


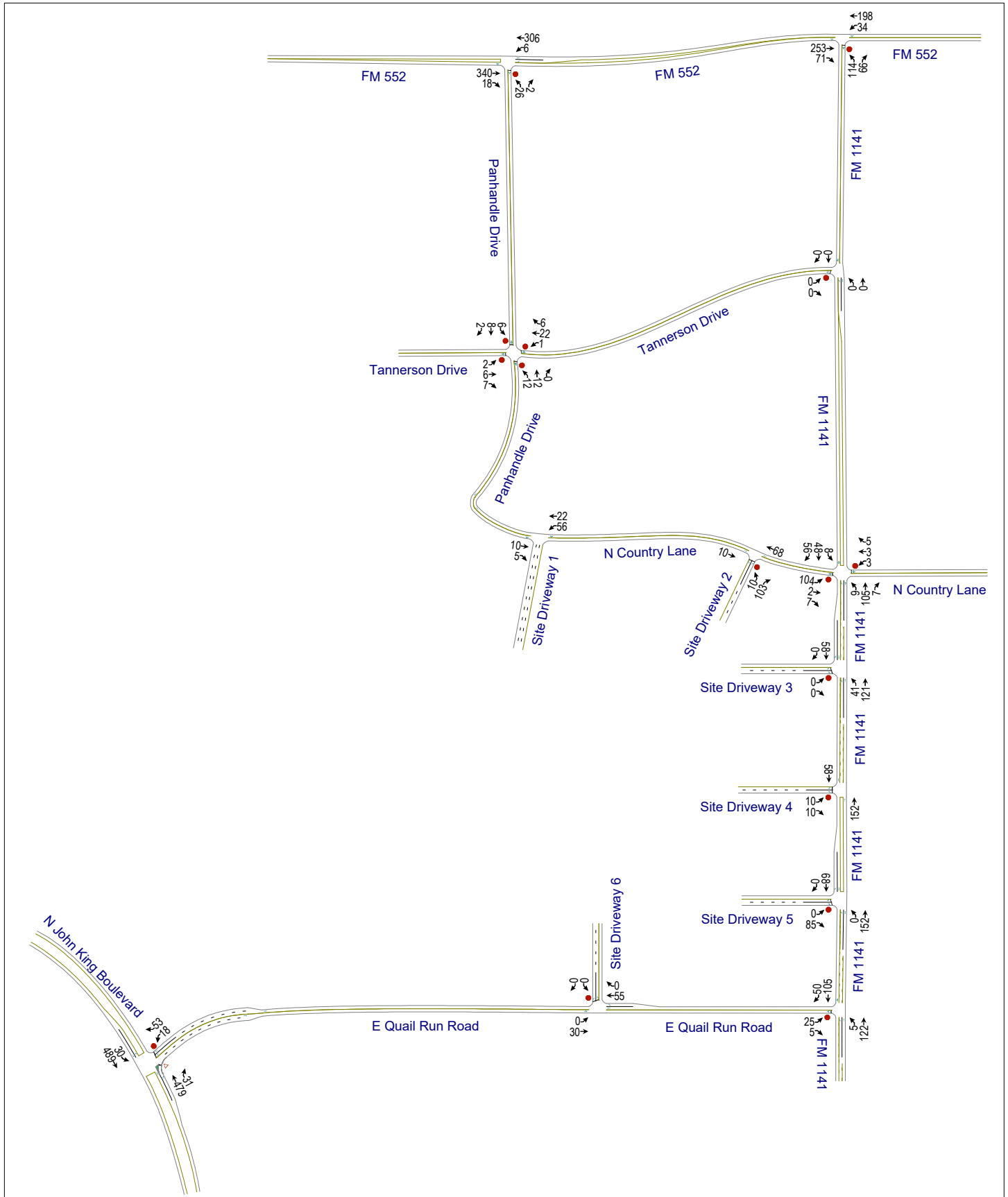
5359-22.340

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Appendix B. Detailed Traffic Volume Data

Intersection Turning Movement Counts

| | | | NORTH LEG | | | | | | EAST LEG | | | | | | SOUTH LEG | | | | | | WEST LEG | | | | | |
|------------------|------------------------------|-------------------|-----------------------------------|------|------|------|------|----|---------------------------------|------|------|---|------|------|-----------------------------------|------|----|---|------|------|---------------------------------|-----|---|---|------|----|
| | | | Southbound Approach on FM 1141 | | | | | | Westbound Approach on FM 552 | | | | | | Northbound Approach on FM 1141 | | | | | | Eastbound Approach on FM 552 | | | | | |
| | | | Vehicles | | | | Peds | | Vehicles | | | | Peds | | Vehicles | | | | Peds | | Vehicles | | | | Peds | |
| | | | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW |
| START | END | | | | | | | | | | | | | | | | | | | | | | | | | |
| City: | Rockwall | 7:00 AM | 7:15 AM | 0 | 0 | 0 | | | 8 | 70 | 0 | | | 4 | 0 | 1 | | | 0 | 48 | 13 | | | | | |
| State: | Texas | 7:15 AM | 7:30 AM | 0 | 0 | 0 | | | 15 | 69 | 0 | | | 19 | 0 | 7 | | | 0 | 61 | 30 | | | | | |
| Day: | Tuesday | 7:30 AM | 7:45 AM | 0 | 0 | 0 | | | 17 | 69 | 0 | | | 36 | 0 | 4 | | | 0 | 45 | 59 | | | | | |
| Date: | 10-May | 7:45 AM | 8:00 AM | 0 | 0 | 0 | | | 14 | 54 | 0 | | | 32 | 0 | 6 | | | 0 | 32 | 41 | | | | | |
| Year: | 2022 | 8:00 AM | 8:15 AM | 0 | 0 | 0 | | | 5 | 47 | 0 | | | 9 | 0 | 3 | | | 0 | 28 | 10 | | | | | |
| Data Collector: | Camera | 8:15 AM | 8:30 AM | 0 | 0 | 0 | | | 3 | 69 | 0 | | | 6 | 0 | 2 | | | 0 | 38 | 9 | | | | | |
| Data Source: | CJ Hensch & Associates, Inc. | 8:30 AM | 8:45 AM | 0 | 0 | 0 | | | 8 | 37 | 0 | | | 2 | 0 | 5 | | | 0 | 32 | 4 | | | | | |
| Traffic Control: | Minor Approach Stop | 8:45 AM | 9:00 AM | 0 | 0 | 0 | | | 4 | 44 | 0 | | | 7 | 0 | 4 | | | 0 | 32 | 10 | | | | | |
| Observations: | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3:00 PM | 3:15 PM | 0 | 0 | 0 | | | 9 | 19 | 0 | | | 26 | 0 | 7 | | | 0 | 49 | 8 | | | | | |
| | | 3:15 PM | 3:30 PM | 0 | 0 | 0 | | | 5 | 38 | 0 | | | 9 | 0 | 7 | | | 0 | 32 | 1 | | | | | |
| | | 3:30 PM | 3:45 PM | 0 | 0 | 0 | | | 6 | 32 | 0 | | | 11 | 0 | 10 | | | 0 | 40 | 5 | | | | | |
| | | 3:45 PM | 4:00 PM | 0 | 0 | 0 | | | 6 | 34 | 0 | | | 4 | 0 | 4 | | | 0 | 63 | 7 | | | | | |
| | | 4:00 PM | 4:15 PM | 0 | 0 | 0 | | | 6 | 49 | 0 | | | 3 | 0 | 6 | | | 0 | 52 | 13 | | | | | |
| | | 4:15 PM | 4:30 PM | 0 | 0 | 0 | | | 1 | 49 | 0 | | | 13 | 0 | 10 | | | 0 | 56 | 7 | | | | | |
| | | 4:30 PM | 4:45 PM | 0 | 0 | 0 | | | 7 | 47 | 0 | | | 11 | 0 | 8 | | | 0 | 70 | 4 | | | | | |
| | | 4:45 PM | 5:00 PM | 0 | 0 | 0 | | | 5 | 53 | 0 | | | 5 | 0 | 11 | | | 0 | 75 | 6 | | | | | |
| | | 5:00 PM | 5:15 PM | 0 | 0 | 0 | | | 5 | 53 | 0 | | | 7 | 0 | 14 | | | 0 | 58 | 6 | | | | | |
| | | 5:15 PM | 5:30 PM | 0 | 0 | 0 | | | 9 | 54 | 0 | | | 7 | 0 | 15 | | | 0 | 81 | 8 | | | | | |
| | | 5:30 PM | 5:45 PM | 0 | 0 | 0 | | | 7 | 39 | 0 | | | 7 | 0 | 10 | | | 0 | 74 | 7 | | | | | |
| | | 5:45 PM | 6:00 PM | 0 | 0 | 0 | | | 4 | 54 | 0 | | | 6 | 0 | 12 | | | 0 | 63 | 6 | | | | | |
| AM Peak Hour | Intersection PHF: | 0.82 | Intersection PHV: | 0 | 0 | 0 | 0 | | 0 | 54 | 262 | 0 | | 0 | 91 | 0 | 18 | | 0 | 0 | 186 | 143 | | | | |
| | Peak Hour: | 7:00 AM - 8:00 AM | PHF: | 0.00 | 0.00 | 0.00 | | | 0.79 | 0.94 | 0.00 | | | 0.63 | 0.00 | 0.64 | | | 0.00 | 0.76 | 0.61 | | | | | |
| | Study Area PHF: | 0.77 | Study Area PHV: | 0 | 0 | 0 | 0 | | 0 | 51 | 239 | 0 | | 0 | 96 | 0 | 20 | | 0 | 0 | 166 | 140 | | | | |
| | Peak Hour: | 7:15 AM - 8:15 AM | PHF: | 0.00 | 0.00 | 0.00 | | | 0.75 | 0.87 | 0.00 | | | 0.67 | 0.00 | 0.71 | | | 0.00 | 0.68 | 0.59 | | | | | |
| PM Peak Hour | Intersection PHF: | 0.89 | Intersection PHV: | 0 | 0 | 0 | 0 | | 0 | 26 | 207 | 0 | | 0 | 30 | 0 | 48 | | 0 | 0 | 284 | 24 | | | | |
| | Peak Hour: | 4:30 PM - 5:30 PM | PHF: | 0.00 | 0.00 | 0.00 | | | 0.72 | 0.96 | 0.00 | | | 0.68 | 0.00 | 0.80 | | | 0.00 | 0.88 | 0.75 | | | | | |
| | Study Area PHF: | 0.91 | Study Area PHV: | 0 | 0 | 0 | 0 | | 0 | 19 | 198 | 0 | | 0 | 32 | 0 | 35 | | 0 | 0 | 253 | 30 | | | | |
| | Peak Hour: | 4:00 PM - 5:00 PM | PHF: | 0.00 | 0.00 | 0.00 | | | 0.68 | 0.93 | 0.00 | | | 0.62 | 0.00 | 0.80 | | | 0.00 | 0.84 | 0.58 | | | | | |

Intersection Turning Movement Counts

| | | | NORTH LEG | | | | | | EAST LEG | | | | | | SOUTH LEG | | | | | | WEST LEG | | | | | |
|------------------|------------------------------|-------------------|-----------------------------------|------|------|------|------|----|---|------|------|----|------|------|-----------------------------------|------|---|---|------|------|---|----|---|---|------|----|
| | | | Southbound Approach on FM 1141 | | | | | | Westbound Approach on N COUNTRY LANE | | | | | | Northbound Approach on FM 1141 | | | | | | Eastbound Approach on N COUNTRY LANE | | | | | |
| | | | Vehicles | | | | Peds | | Vehicles | | | | Peds | | Vehicles | | | | Peds | | Vehicles | | | | Peds | |
| | | | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW |
| START | END | | | | | | | | | | | | | | | | | | | | | | | | | |
| City: | Rockwall | 7:00 AM | 7:15 AM | 2 | 14 | 0 | | | 0 | 0 | 0 | | | 0 | 9 | 1 | | | 0 | 0 | 5 | | | | | |
| State: | Texas | 7:15 AM | 7:30 AM | 1 | 19 | 0 | | | 0 | 0 | 3 | | | 0 | 21 | 2 | | | 0 | 0 | 7 | | | | | |
| Day: | Tuesday | 7:30 AM | 7:45 AM | 1 | 55 | 0 | | | 0 | 2 | 6 | | | 4 | 32 | 1 | | | 0 | 0 | 6 | | | | | |
| Date: | 10-May | 7:45 AM | 8:00 AM | 4 | 51 | 0 | | | 3 | 1 | 6 | | | 2 | 22 | 2 | | | 0 | 0 | 11 | | | | | |
| Year: | 2022 | 8:00 AM | 8:15 AM | 1 | 16 | 0 | | | 1 | 0 | 0 | | | 1 | 12 | 0 | | | 0 | 2 | 7 | | | | | |
| Data Collector: | Camera | 8:15 AM | 8:30 AM | 0 | 17 | 0 | | | 1 | 1 | 1 | | | 1 | 9 | 0 | | | 0 | 0 | 6 | | | | | |
| Data Source: | CJ Hensch & Associates, Inc. | 8:30 AM | 8:45 AM | 2 | 19 | 0 | | | 1 | 0 | 0 | | | 1 | 14 | 0 | | | 1 | 0 | 3 | | | | | |
| Traffic Control: | Minor Approach Stop | 8:45 AM | 9:00 AM | 1 | 22 | 1 | | | 3 | 0 | 0 | | | 0 | 16 | 0 | | | 0 | 0 | 5 | | | | | |
| Observations: | | 3:00 PM | 3:15 PM | 4 | 42 | 0 | | | 0 | 0 | 2 | | | 1 | 14 | 2 | | | 0 | 0 | 2 | | | | | |
| | | 3:15 PM | 3:30 PM | 0 | 17 | 0 | | | 0 | 0 | 0 | | | 2 | 22 | 3 | | | 0 | 0 | 4 | | | | | |
| | | 3:30 PM | 3:45 PM | 0 | 19 | 0 | | | 3 | 0 | 2 | | | 0 | 24 | 0 | | | 0 | 0 | 0 | | | | | |
| | | 3:45 PM | 4:00 PM | 2 | 24 | 0 | | | 1 | 0 | 0 | | | 0 | 13 | 2 | | | 0 | 0 | 2 | | | | | |
| | | 4:00 PM | 4:15 PM | 2 | 18 | 0 | | | 1 | 0 | 1 | | | 3 | 14 | 5 | | | 0 | 1 | 0 | | | | | |
| | | 4:15 PM | 4:30 PM | 4 | 8 | 0 | | | 2 | 1 | 1 | | | 3 | 30 | 0 | | | 1 | 0 | 2 | | | | | |
| | | 4:30 PM | 4:45 PM | 1 | 12 | 0 | | | 0 | 2 | 2 | | | 1 | 22 | 2 | | | 0 | 1 | 2 | | | | | |
| | | 4:45 PM | 5:00 PM | 1 | 10 | 0 | | | 0 | 0 | 1 | | | 2 | 29 | 0 | | | 0 | 0 | 3 | | | | | |
| | | 5:00 PM | 5:15 PM | 0 | 15 | 0 | | | 2 | 1 | 0 | | | 0 | 24 | 2 | | | 0 | 2 | 1 | | | | | |
| | | 5:15 PM | 5:30 PM | 0 | 21 | 0 | | | 0 | 0 | 1 | | | 1 | 26 | 1 | | | 0 | 0 | 1 | | | | | |
| | | 5:30 PM | 5:45 PM | 0 | 21 | 0 | | | 1 | 1 | 4 | | | 0 | 31 | 3 | | | 0 | 0 | 3 | | | | | |
| | | 5:45 PM | 6:00 PM | 0 | 17 | 0 | | | 2 | 0 | 1 | | | 2 | 25 | 1 | | | 0 | 0 | 2 | | | | | |
| AM Peak Hour | Intersection PHF: | 0.71 | Intersection PHV: | 0 | 7 | 141 | 0 | | 0 | 4 | 3 | 15 | | 0 | 7 | 87 | 5 | | 0 | 0 | 2 | 31 | | | | |
| | Peak Hour: | 7:15 AM - 8:15 AM | PHF: | 0.44 | 0.64 | 0.00 | | | 0.33 | 0.38 | 0.63 | | | 0.44 | 0.68 | 0.63 | | | 0.00 | 0.25 | 0.70 | | | | | |
| | Study Area PHF: | 0.71 | Study Area PHV: | 0 | 7 | 141 | 0 | | 0 | 4 | 3 | 15 | | 0 | 7 | 87 | 5 | | 0 | 0 | 2 | 31 | | | | |
| | Peak Hour: | 7:15 AM - 8:15 AM | PHF: | 0.44 | 0.64 | 0.00 | | | 0.33 | 0.38 | 0.63 | | | 0.44 | 0.68 | 0.63 | | | 0.00 | 0.25 | 0.70 | | | | | |
| PM Peak Hour | Intersection PHF: | 0.83 | Intersection PHV: | 0 | 0 | 74 | 0 | | 0 | 5 | 2 | 6 | | 0 | 3 | 106 | 7 | | 0 | 0 | 2 | 7 | | | | |
| | Peak Hour: | 5:00 PM - 6:00 PM | PHF: | 0.00 | 0.88 | 0.00 | | | 0.63 | 0.50 | 0.38 | | | 0.38 | 0.85 | 0.58 | | | 0.00 | 0.25 | 0.58 | | | | | |
| | Study Area PHF: | 0.90 | Study Area PHV: | 0 | 8 | 48 | 0 | | 0 | 3 | 3 | 5 | | 0 | 9 | 95 | 7 | | 0 | 1 | 2 | 7 | | | | |
| | Peak Hour: | 4:00 PM - 5:00 PM | PHF: | 0.50 | 0.67 | 0.00 | | | 0.38 | 0.38 | 0.63 | | | 0.75 | 0.79 | 0.35 | | | 0.25 | 0.50 | 0.58 | | | | | |

Intersection Turning Movement Counts

| | | | NORTH LEG | | | | | | EAST LEG | | | | | | SOUTH LEG | | | | | | WEST LEG | | | | | |
|------------------|------------------------------|-------------------|-----------------------------------|------|------|------|-----|----|---|------|------|------|-----|------|-----------------------------------|------|---|------|------|------|---|---|---|------|-----|----|
| | | | Southbound Approach on FM 1141 | | | | | | Westbound Approach on E QUAIL RUN ROAD | | | | | | Northbound Approach on FM 1141 | | | | | | Eastbound Approach on E QUAIL RUN ROAD | | | | | |
| | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | |
| | | | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW |
| START | END | | | | | | | | | | | | | | | | | | | | | | | | | |
| City: | Rockwall | 7:00 AM | 7:15 AM | 0 | 17 | 0 | | | 0 | 0 | 0 | | | 0 | 10 | 0 | | | 4 | 0 | 1 | | | | | |
| State: | Texas | 7:15 AM | 7:30 AM | 0 | 30 | 0 | | | 0 | 0 | 0 | | | 2 | 21 | 0 | | | 3 | 0 | 0 | | | | | |
| Day: | Tuesday | 7:30 AM | 7:45 AM | 0 | 57 | 2 | | | 0 | 0 | 0 | | | 3 | 32 | 0 | | | 8 | 0 | 2 | | | | | |
| Date: | 10-May | 7:45 AM | 8:00 AM | 0 | 46 | 9 | | | 0 | 0 | 0 | | | 2 | 11 | 0 | | | 4 | 0 | 1 | | | | | |
| Year: | 2022 | 8:00 AM | 8:15 AM | 0 | 24 | 0 | | | 0 | 0 | 0 | | | 1 | 14 | 0 | | | 2 | 0 | 0 | | | | | |
| Data Collector: | Camera | 8:15 AM | 8:30 AM | 0 | 19 | 0 | | | 0 | 0 | 0 | | | 2 | 9 | 0 | | | 0 | 0 | 2 | | | | | |
| Data Source: | CJ Hensch & Associates, Inc. | 8:30 AM | 8:45 AM | 0 | 22 | 1 | | | 0 | 0 | 0 | | | 2 | 10 | 0 | | | 2 | 0 | 2 | | | | | |
| Traffic Control: | Minor Approach Stop | 8:45 AM | 9:00 AM | 0 | 28 | 1 | | | 0 | 0 | 0 | | | 1 | 14 | 0 | | | 4 | 0 | 0 | | | | | |
| Observations: | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3:00 PM | 3:15 PM | 0 | 30 | 4 | | | 0 | 0 | 0 | | | 2 | 16 | 0 | | | 2 | 0 | 2 | | | | | |
| | | 3:15 PM | 3:30 PM | 0 | 18 | 0 | | | 0 | 0 | 0 | | | 0 | 21 | 0 | | | 2 | 0 | 4 | | | | | |
| | | 3:30 PM | 3:45 PM | 0 | 27 | 1 | | | 0 | 0 | 0 | | | 0 | 24 | 0 | | | 3 | 0 | 1 | | | | | |
| | | 3:45 PM | 4:00 PM | 0 | 21 | 1 | | | 0 | 0 | 0 | | | 3 | 12 | 0 | | | 3 | 0 | 2 | | | | | |
| | | 4:00 PM | 4:15 PM | 0 | 15 | 0 | | | 0 | 0 | 0 | | | 2 | 22 | 0 | | | 1 | 0 | 1 | | | | | |
| | | 4:15 PM | 4:30 PM | 0 | 13 | 1 | | | 0 | 0 | 0 | | | 1 | 30 | 0 | | | 2 | 0 | 2 | | | | | |
| | | 4:30 PM | 4:45 PM | 0 | 16 | 0 | | | 0 | 0 | 0 | | | 1 | 27 | 0 | | | 1 | 0 | 2 | | | | | |
| | | 4:45 PM | 5:00 PM | 0 | 15 | 0 | | | 0 | 0 | 0 | | | 1 | 23 | 0 | | | 1 | 0 | 0 | | | | | |
| | | 5:00 PM | 5:15 PM | 0 | 14 | 0 | | | 0 | 0 | 0 | | | 4 | 27 | 0 | | | 7 | 0 | 2 | | | | | |
| | | 5:15 PM | 5:30 PM | 0 | 21 | 2 | | | 0 | 0 | 0 | | | 2 | 24 | 0 | | | 5 | 0 | 0 | | | | | |
| | | 5:30 PM | 5:45 PM | 0 | 18 | 1 | | | 0 | 0 | 0 | | | 0 | 25 | 0 | | | 4 | 0 | 1 | | | | | |
| | | 5:45 PM | 6:00 PM | 0 | 17 | 0 | | | 0 | 0 | 0 | | | 1 | 23 | 0 | | | 5 | 0 | 3 | | | | | |
| AM Peak Hour | Intersection PHF: | 0.66 | Intersection PHV: | 0 | 0 | 157 | 11 | | 0 | 0 | 0 | 0 | | 0 | 8 | 78 | 0 | | 0 | 17 | 0 | 3 | | | | |
| | Peak Hour: | 7:15 AM - 8:15 AM | PHF: | 0.00 | 0.69 | 0.31 | | | 0.00 | 0.00 | 0.00 | | | 0.67 | 0.61 | 0.00 | | | 0.53 | 0.00 | 0.38 | | | | | |
| | Study Area PHF: | 0.66 | Study Area PHV: | 0 | 0 | 157 | 11 | | 0 | 0 | 0 | 0 | | 0 | 8 | 78 | 0 | | 0 | 17 | 0 | 3 | | | | |
| | Peak Hour: | 7:15 AM - 8:15 AM | PHF: | 0.00 | 0.69 | 0.31 | | | 0.00 | 0.00 | 0.00 | | | 0.67 | 0.61 | 0.00 | | | 0.53 | 0.00 | 0.38 | | | | | |
| PM Peak Hour | Intersection PHF: | 0.95 | Intersection PHV: | 0 | 0 | 70 | 3 | | 0 | 0 | 0 | 0 | | 0 | 7 | 99 | 0 | | 0 | 21 | 0 | 6 | | | | |
| | Peak Hour: | 5:00 PM - 6:00 PM | PHF: | 0.00 | 0.83 | 0.38 | | | 0.00 | 0.00 | 0.00 | | | 0.44 | 0.92 | 0.00 | | | 0.75 | 0.00 | 0.50 | | | | | |
| | Study Area PHF: | 0.90 | Study Area PHV: | 0 | 0 | 59 | 1 | | 0 | 0 | 0 | 0 | | 0 | 5 | 102 | 0 | | 0 | 5 | 0 | 5 | | | | |
| | Peak Hour: | 4:00 PM - 5:00 PM | PHF: | 0.00 | 0.92 | 0.25 | | | 0.00 | 0.00 | 0.00 | | | 0.63 | 0.85 | 0.00 | | | 0.63 | 0.00 | 0.63 | | | | | |

Intersection Turning Movement Counts

| | | | NORTH LEG | | | | | | EAST LEG | | | | | | SOUTH LEG | | | | | | WEST LEG | | | | | |
|------------------|------------------------------|-------------------|---|------|------|------|-----|----|---|------|------|------|-----|------|---|------|-----|------|------|------|---|------|---|------|-----|----|
| | | | Southbound Approach on N JOHN KING BOULEVARD | | | | | | Westbound Approach on E QUAIL RUN ROAD (NORTH LEG) | | | | | | Northbound Approach on N JOHN KING BOULEVARD | | | | | | Eastbound Approach on E QUAIL RUN ROAD (NORTH LEG) | | | | | |
| | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | |
| | | | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW |
| START | END | | | | | | | | | | | | | | | | | | | | | | | | | |
| City: | Rockwall | 7:00 AM | 7:15 AM | 1 | 89 | 0 | | | 2 | 0 | 1 | | | 0 | 75 | 5 | | | 0 | 1 | 0 | | | | | |
| State: | Texas | 7:15 AM | 7:30 AM | 2 | 100 | 0 | | | 10 | 0 | 2 | | | 0 | 98 | 2 | | | 0 | 0 | 0 | | | | | |
| Day: | Tuesday | 7:30 AM | 7:45 AM | 0 | 135 | 0 | | | 11 | 0 | 0 | | | 0 | 113 | 6 | | | 0 | 0 | 0 | | | | | |
| Date: | 10-May | 7:45 AM | 8:00 AM | 4 | 191 | 1 | | | 11 | 0 | 3 | | | 0 | 134 | 6 | | | 0 | 0 | 0 | | | | | |
| Year: | 2022 | 8:00 AM | 8:15 AM | 2 | 160 | 0 | | | 6 | 0 | 3 | | | 0 | 117 | 7 | | | 0 | 0 | 0 | | | | | |
| Data Collector: | Camera | 8:15 AM | 8:30 AM | 0 | 133 | 1 | | | 8 | 0 | 0 | | | 0 | 106 | 5 | | | 0 | 0 | 2 | | | | | |
| Data Source: | CJ Hensch & Associates, Inc. | 8:30 AM | 8:45 AM | 4 | 130 | 0 | | | 5 | 0 | 1 | | | 0 | 92 | 8 | | | 0 | 0 | 0 | | | | | |
| Traffic Control: | Minor Approach Stop | 8:45 AM | 9:00 AM | 2 | 100 | 0 | | | 5 | 0 | 1 | | | 0 | 71 | 5 | | | 0 | 0 | 0 | | | | | |
| Observations: | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3:00 PM | 3:15 PM | 3 | 135 | 0 | | | 7 | 0 | 2 | | | 0 | 71 | 12 | | | 0 | 0 | 0 | | | | | |
| | | 3:15 PM | 3:30 PM | 4 | 96 | 1 | | | 2 | 0 | 1 | | | 0 | 92 | 11 | | | 1 | 1 | 1 | | | | | |
| | | 3:30 PM | 3:45 PM | 2 | 103 | 1 | | | 10 | 0 | 1 | | | 1 | 103 | 4 | | | 0 | 1 | 1 | | | | | |
| | | 3:45 PM | 4:00 PM | 9 | 157 | 0 | | | 6 | 0 | 2 | | | 0 | 116 | 5 | | | 0 | 0 | 0 | | | | | |
| | | 4:00 PM | 4:15 PM | 3 | 132 | 0 | | | 4 | 0 | 2 | | | 0 | 124 | 8 | | | 0 | 0 | 0 | | | | | |
| | | 4:15 PM | 4:30 PM | 5 | 135 | 0 | | | 5 | 0 | 2 | | | 0 | 113 | 12 | | | 0 | 0 | 0 | | | | | |
| | | 4:30 PM | 4:45 PM | 1 | 121 | 0 | | | 5 | 0 | 0 | | | 0 | 130 | 7 | | | 0 | 0 | 0 | | | | | |
| | | 4:45 PM | 5:00 PM | 1 | 101 | 0 | | | 4 | 0 | 0 | | | 0 | 112 | 4 | | | 0 | 0 | 0 | | | | | |
| | | 5:00 PM | 5:15 PM | 2 | 121 | 0 | | | 4 | 0 | 0 | | | 0 | 131 | 9 | | | 0 | 0 | 0 | | | | | |
| | | 5:15 PM | 5:30 PM | 5 | 110 | 0 | | | 7 | 0 | 3 | | | 0 | 143 | 7 | | | 0 | 0 | 0 | | | | | |
| | | 5:30 PM | 5:45 PM | 1 | 123 | 0 | | | 8 | 0 | 1 | | | 0 | 97 | 10 | | | 0 | 0 | 0 | | | | | |
| | | 5:45 PM | 6:00 PM | 3 | 134 | 0 | | | 6 | 0 | 1 | | | 0 | 116 | 8 | | | 0 | 0 | 0 | | | | | |
| AM Peak Hour | Intersection PHF: 0.83 | Intersection PHV: | 0 | 6 | 619 | 2 | | | 0 | 36 | 0 | 6 | | | 0 | 0 | 470 | 24 | | | 0 | 0 | 0 | 2 | | |
| | Peak Hour: 7:30 AM - 8:30 AM | PHF: | 0.38 | 0.81 | 0.50 | | | | 0.82 | 0.00 | 0.50 | | | 0.00 | 0.88 | 0.86 | | | 0.00 | 0.00 | 0.00 | 0.25 | | | | |
| | Study Area PHF: 0.80 | Study Area PHV: | 0 | 8 | 586 | 1 | | | 0 | 38 | 0 | 8 | | | 0 | 0 | 462 | 21 | | | 0 | 0 | 0 | 0 | | |
| | Peak Hour: 7:15 AM - 8:15 AM | PHF: | 0.50 | 0.77 | 0.25 | | | | 0.86 | 0.00 | 0.67 | | | 0.00 | 0.86 | 0.75 | | | 0.00 | 0.00 | 0.00 | | | | | |
| PM Peak Hour | Intersection PHF: 0.95 | Intersection PHV: | 0 | 11 | 488 | 0 | | | 0 | 25 | 0 | 5 | | | 0 | 0 | 487 | 34 | | | 0 | 0 | 0 | 0 | | |
| | Peak Hour: 5:00 PM - 6:00 PM | PHF: | 0.55 | 0.91 | 0.00 | | | | 0.78 | 0.00 | 0.42 | | | 0.00 | 0.85 | 0.85 | | | 0.00 | 0.00 | 0.00 | | | | | |
| | Study Area PHF: 0.94 | Study Area PHV: | 0 | 10 | 489 | 0 | | | 0 | 18 | 0 | 4 | | | 0 | 0 | 479 | 31 | | | 0 | 0 | 0 | 0 | | |
| | Peak Hour: 4:00 PM - 5:00 PM | PHF: | 0.50 | 0.91 | 0.00 | | | | 0.90 | 0.00 | 0.50 | | | 0.00 | 0.92 | 0.65 | | | 0.00 | 0.00 | 0.00 | | | | | |

Intersection Turning Movement Counts

| | | | NORTH LEG | | | | | | EAST LEG | | | | | | SOUTH LEG | | | | | | WEST LEG | | | | | |
|------------------|------------------------------|-------------------|---|------|------|------|-----|----|---------------------------------|------|------|------|-----|------|---|------|----|------|------|------|---------------------------------|----|---|------|-----|----|
| | | | Southbound Approach on PANHANDLE DRIVE | | | | | | Westbound Approach on FM 552 | | | | | | Northbound Approach on PANHANDLE DRIVE | | | | | | Eastbound Approach on FM 552 | | | | | |
| | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | |
| | | | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW |
| START | END | | | | | | | | | | | | | | | | | | | | | | | | | |
| City: | Rockwall | 7:00 AM | 7:15 AM | 0 | 0 | 0 | | | 1 | 79 | 0 | | | 6 | 0 | 0 | | | 0 | 63 | 2 | | | | | |
| State: | Texas | 7:15 AM | 7:30 AM | 0 | 0 | 0 | | | 1 | 85 | 0 | | | 6 | 0 | 4 | | | 0 | 78 | 14 | | | | | |
| Day: | Tuesday | 7:30 AM | 7:45 AM | 0 | 0 | 0 | | | 3 | 106 | 0 | | | 31 | 0 | 7 | | | 0 | 97 | 20 | | | | | |
| Date: | 10-May | 7:45 AM | 8:00 AM | 0 | 0 | 0 | | | 3 | 89 | 0 | | | 23 | 0 | 3 | | | 0 | 61 | 9 | | | | | |
| Year: | 2022 | 8:00 AM | 8:15 AM | 0 | 0 | 0 | | | 0 | 59 | 0 | | | 7 | 0 | 0 | | | 0 | 34 | 2 | | | | | |
| Data Collector: | Camera | 8:15 AM | 8:30 AM | 0 | 0 | 0 | | | 0 | 73 | 0 | | | 3 | 0 | 1 | | | 0 | 45 | 3 | | | | | |
| Data Source: | CJ Hensch & Associates, Inc. | 8:30 AM | 8:45 AM | 0 | 0 | 0 | | | 0 | 42 | 0 | | | 3 | 0 | 1 | | | 0 | 39 | 4 | | | | | |
| Traffic Control: | Minor Approach Stop | 8:45 AM | 9:00 AM | 0 | 0 | 0 | | | 0 | 52 | 0 | | | 3 | 0 | 0 | | | 0 | 38 | 3 | | | | | |
| Observations: | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3:00 PM | 3:15 PM | 0 | 0 | 0 | | | 1 | 46 | 0 | | | 27 | 0 | 8 | | | 0 | 56 | 2 | | | | | |
| | | 3:15 PM | 3:30 PM | 0 | 0 | 0 | | | 0 | 48 | 0 | | | 5 | 0 | 0 | | | 0 | 43 | 2 | | | | | |
| | | 3:30 PM | 3:45 PM | 0 | 0 | 0 | | | 0 | 42 | 0 | | | 4 | 0 | 1 | | | 0 | 45 | 3 | | | | | |
| | | 3:45 PM | 4:00 PM | 0 | 0 | 0 | | | 0 | 40 | 0 | | | 8 | 0 | 1 | | | 0 | 70 | 5 | | | | | |
| | | 4:00 PM | 4:15 PM | 0 | 0 | 0 | | | 2 | 51 | 0 | | | 1 | 0 | 1 | | | 0 | 61 | 1 | | | | | |
| | | 4:15 PM | 4:30 PM | 0 | 0 | 0 | | | 1 | 61 | 0 | | | 6 | 0 | 0 | | | 0 | 73 | 5 | | | | | |
| | | 4:30 PM | 4:45 PM | 0 | 0 | 0 | | | 1 | 52 | 0 | | | 5 | 0 | 0 | | | 0 | 78 | 4 | | | | | |
| | | 4:45 PM | 5:00 PM | 0 | 0 | 0 | | | 2 | 60 | 0 | | | 4 | 0 | 1 | | | 0 | 87 | 3 | | | | | |
| | | 5:00 PM | 5:15 PM | 0 | 0 | 0 | | | 1 | 56 | 0 | | | 2 | 0 | 1 | | | 0 | 68 | 5 | | | | | |
| | | 5:15 PM | 5:30 PM | 0 | 0 | 0 | | | 0 | 58 | 0 | | | 5 | 0 | 0 | | | 0 | 85 | 7 | | | | | |
| | | 5:30 PM | 5:45 PM | 0 | 0 | 0 | | | 1 | 42 | 0 | | | 6 | 0 | 0 | | | 0 | 85 | 1 | | | | | |
| | | 5:45 PM | 6:00 PM | 0 | 0 | 0 | | | 1 | 61 | 0 | | | 2 | 0 | 2 | | | 0 | 67 | 5 | | | | | |
| AM Peak Hour | Intersection PHF: 0.75 | Intersection PHV: | 0 | 0 | 0 | 0 | | | 0 | 8 | 359 | 0 | | 0 | 66 | 0 | 14 | | 0 | 0 | 299 | 45 | | | | |
| | Peak Hour: 7:00 AM - 8:00 AM | PHF: 0.00 | 0.00 | 0.00 | 0.00 | | | | 0.67 | 0.85 | 0.00 | | | 0.53 | 0.00 | 0.50 | | | 0.00 | 0.77 | 0.56 | | | | | |
| | Study Area PHF: 0.70 | Study Area PHV: | 0 | 0 | 0 | 0 | | | 0 | 7 | 339 | 0 | | 0 | 67 | 0 | 14 | | 0 | 0 | 270 | 45 | | | | |
| | Peak Hour: 7:15 AM - 8:15 AM | PHF: 0.00 | 0.00 | 0.00 | 0.00 | | | | 0.58 | 0.80 | 0.00 | | | 0.54 | 0.00 | 0.50 | | | 0.00 | 0.70 | 0.56 | | | | | |
| PM Peak Hour | Intersection PHF: 0.93 | Intersection PHV: | 0 | 0 | 0 | 0 | | | 0 | 4 | 226 | 0 | | 0 | 16 | 0 | 2 | | 0 | 0 | 318 | 19 | | | | |
| | Peak Hour: 4:30 PM - 5:30 PM | PHF: 0.00 | 0.00 | 0.00 | 0.00 | | | | 0.50 | 0.94 | 0.00 | | | 0.80 | 0.00 | 0.50 | | | 0.00 | 0.91 | 0.68 | | | | | |
| | Study Area PHF: 0.89 | Study Area PHV: | 0 | 0 | 0 | 0 | | | 0 | 6 | 224 | 0 | | 0 | 16 | 0 | 2 | | 0 | 0 | 299 | 13 | | | | |
| | Peak Hour: 4:00 PM - 5:00 PM | PHF: 0.00 | 0.00 | 0.00 | 0.00 | | | | 0.75 | 0.92 | 0.00 | | | 0.67 | 0.00 | 0.50 | | | 0.00 | 0.86 | 0.65 | | | | | |

Intersection Turning Movement Counts

| | | | NORTH LEG | | | | | | EAST LEG | | | | | | SOUTH LEG | | | | | | WEST LEG | | | | | |
|------------------|------------------------------|-------------------|---|------|------|------|-----|----|--|------|------|------|-----|------|---|------|---|------|------|------|--|----|---|------|-----|----|
| | | | Southbound Approach on PANHANDLE DRIVE | | | | | | Westbound Approach on TANNERSON DRIVE | | | | | | Northbound Approach on PANHANDLE DRIVE | | | | | | Eastbound Approach on TANNERSON DRIVE | | | | | |
| | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | | Vehicles | | | Peds | | |
| | | | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW | U | L | T | R | CCW | CW |
| START | END | | | | | | | | | | | | | | | | | | | | | | | | | |
| City: | Rockwall | 7:00 AM | 7:15 AM | 2 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 1 | 0 | | | 0 | 3 | 5 | | | | | |
| State: | Texas | 7:15 AM | 7:30 AM | 4 | 0 | 0 | | | 0 | 2 | 2 | | | 0 | 0 | 0 | | | 0 | 4 | 6 | | | | | |
| Day: | Tuesday | 7:30 AM | 7:45 AM | 20 | 0 | 0 | | | 1 | 12 | 4 | | | 1 | 0 | 5 | | | 0 | 16 | 6 | | | | | |
| Date: | 10-May | 7:45 AM | 8:00 AM | 9 | 2 | 1 | | | 3 | 12 | 7 | | | 0 | 1 | 2 | | | 0 | 8 | 8 | | | | | |
| Year: | 2022 | 8:00 AM | 8:15 AM | 0 | 0 | 0 | | | 1 | 5 | 1 | | | 1 | 1 | 0 | | | 0 | 0 | 6 | | | | | |
| Data Collector: | Camera | 8:15 AM | 8:30 AM | 1 | 1 | 0 | | | 0 | 2 | 1 | | | 2 | 0 | 0 | | | 0 | 1 | 5 | | | | | |
| Data Source: | CJ Hensch & Associates, Inc. | 8:30 AM | 8:45 AM | 0 | 1 | 0 | | | 0 | 6 | 1 | | | 0 | 0 | 0 | | | 0 | 4 | 3 | | | | | |
| Traffic Control: | Minor Approach Stop | 8:45 AM | 9:00 AM | 1 | 1 | 2 | | | 0 | 0 | 0 | | | 0 | 0 | 0 | | | 0 | 6 | 1 | | | | | |
| Observations: | | 3:00 PM | 3:15 PM | 1 | 1 | 3 | | | 3 | 11 | 4 | | | 1 | 2 | 1 | | | 0 | 2 | 0 | | | | | |
| | | 3:15 PM | 3:30 PM | 0 | 0 | 0 | | | 0 | 1 | 2 | | | 3 | 1 | 0 | | | 0 | 1 | 4 | | | | | |
| | | 3:30 PM | 3:45 PM | 1 | 1 | 0 | | | 0 | 7 | 0 | | | 0 | 0 | 0 | | | 0 | 3 | 0 | | | | | |
| | | 3:45 PM | 4:00 PM | 1 | 0 | 1 | | | 1 | 4 | 1 | | | 0 | 0 | 1 | | | 0 | 2 | 2 | | | | | |
| | | 4:00 PM | 4:15 PM | 1 | 0 | 0 | | | 0 | 3 | 1 | | | 3 | 0 | 0 | | | 0 | 3 | 1 | | | | | |
| | | 4:15 PM | 4:30 PM | 3 | 1 | 1 | | | 0 | 7 | 2 | | | 5 | 1 | 0 | | | 0 | 3 | 2 | | | | | |
| | | 4:30 PM | 4:45 PM | 1 | 1 | 0 | | | 1 | 4 | 1 | | | 3 | 1 | 0 | | | 0 | 0 | 2 | | | | | |
| | | 4:45 PM | 5:00 PM | 1 | 1 | 1 | | | 0 | 8 | 2 | | | 1 | 0 | 0 | | | 2 | 0 | 2 | | | | | |
| | | 5:00 PM | 5:15 PM | 2 | 2 | 3 | | | 0 | 2 | 1 | | | 1 | 1 | 0 | | | 0 | 1 | 2 | | | | | |
| | | 5:15 PM | 5:30 PM | 4 | 0 | 0 | | | 0 | 2 | 2 | | | 1 | 0 | 0 | | | 0 | 3 | 2 | | | | | |
| | | 5:30 PM | 5:45 PM | 0 | 0 | 1 | | | 0 | 5 | 3 | | | 1 | 0 | 0 | | | 1 | 2 | 3 | | | | | |
| | | 5:45 PM | 6:00 PM | 1 | 1 | 0 | | | 0 | 5 | 0 | | | 2 | 0 | 0 | | | 0 | 1 | 1 | | | | | |
| AM Peak Hour | Intersection PHF: 0.58 | Intersection PHV: | 0 | 33 | 2 | 1 | | | 0 | 5 | 31 | 14 | | 0 | 2 | 2 | 7 | | 0 | 0 | 28 | 26 | | | | |
| | Peak Hour: 7:15 AM - 8:15 AM | PHF: | 0.41 | 0.25 | 0.25 | | | | 0.42 | 0.65 | 0.50 | | | 0.50 | 0.50 | 0.35 | | | 0.00 | 0.44 | 0.81 | | | | | |
| | Study Area PHF: 0.58 | Study Area PHV: | 0 | 33 | 2 | 1 | | | 0 | 5 | 31 | 14 | | 0 | 2 | 2 | 7 | | 0 | 0 | 28 | 26 | | | | |
| | Peak Hour: 7:15 AM - 8:15 AM | PHF: | 0.41 | 0.25 | 0.25 | | | | 0.42 | 0.65 | 0.50 | | | 0.50 | 0.50 | 0.35 | | | 0.00 | 0.44 | 0.81 | | | | | |
| PM Peak Hour | Intersection PHF: 0.72 | Intersection PHV: | 0 | 7 | 5 | 5 | | | 0 | 1 | 21 | 6 | | 0 | 10 | 3 | 0 | | 0 | 2 | 4 | 8 | | | | |
| | Peak Hour: 4:15 PM - 5:15 PM | PHF: | 0.58 | 0.63 | 0.42 | | | | 0.25 | 0.66 | 0.75 | | | 0.50 | 0.75 | 0.00 | | | 0.25 | 0.33 | 1.00 | | | | | |
| | Study Area PHF: 0.69 | Study Area PHV: | 0 | 6 | 3 | 2 | | | 0 | 1 | 22 | 6 | | 0 | 12 | 2 | 0 | | 0 | 2 | 6 | 7 | | | | |
| | Peak Hour: 4:00 PM - 5:00 PM | PHF: | 0.50 | 0.75 | 0.50 | | | | 0.25 | 0.69 | 0.75 | | | 0.60 | 0.50 | 0.00 | | | 0.25 | 0.50 | 0.88 | | | | | |

ROADWAY: FM 1141
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
2,217
 (WEEKDAY)

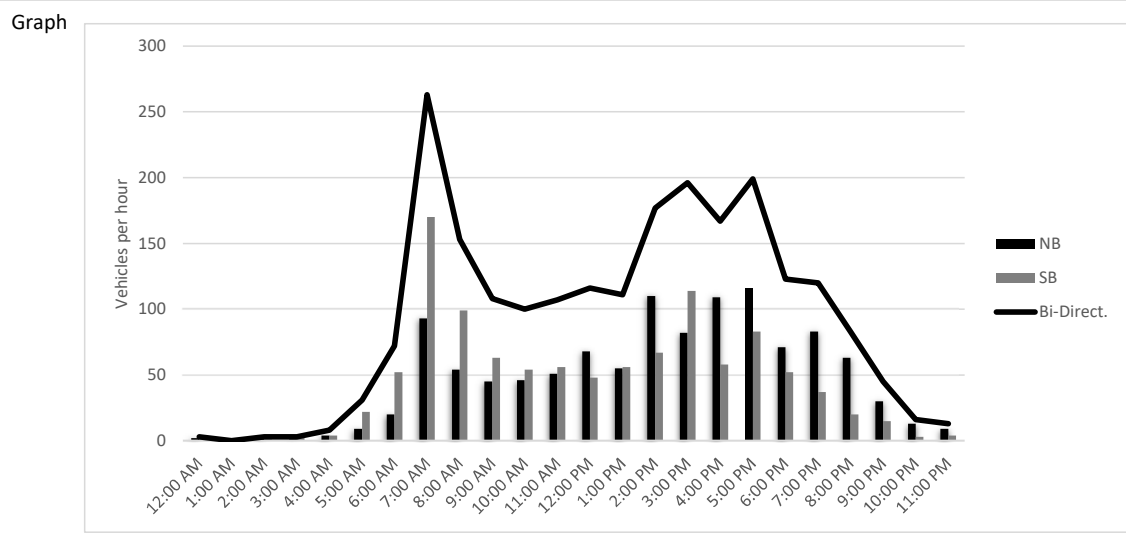
FM 1141

| START TIME | Northbound | | | | Southbound | | | | Totals | | |
|------------|------------|------|------|------|------------|------|------|------|--------|-----|------------|
| | 0:00 | 0:15 | 0:30 | 0:45 | 0:00 | 0:15 | 0:30 | 0:45 | NB | SB | Bi-Direct. |
| 12:00 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 2 | 1 | 3 |
| 1:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2:00 AM | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 3 |
| 3:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 3 |
| 4:00 AM | 3 | 0 | 0 | 1 | 0 | 2 | 1 | 1 | 4 | 4 | 8 |
| 5:00 AM | 0 | 3 | 2 | 4 | 3 | 6 | 5 | 8 | 9 | 22 | 31 |
| 6:00 AM | 2 | 2 | 5 | 11 | 8 | 12 | 13 | 19 | 20 | 52 | 72 |
| 7:00 AM | 11 | 25 | 34 | 23 | 17 | 30 | 62 | 61 | 93 | 170 | 263 |
| 8:00 AM | 15 | 9 | 14 | 16 | 22 | 26 | 21 | 30 | 54 | 99 | 153 |
| 9:00 AM | 11 | 13 | 12 | 9 | 19 | 14 | 13 | 17 | 45 | 63 | 108 |
| 10:00 AM | 14 | 10 | 13 | 9 | 13 | 11 | 19 | 11 | 46 | 54 | 100 |
| 11:00 AM | 8 | 14 | 17 | 12 | 14 | 13 | 18 | 11 | 51 | 56 | 107 |
| 12:00 PM | 14 | 21 | 15 | 18 | 10 | 20 | 9 | 9 | 68 | 48 | 116 |
| 1:00 PM | 19 | 15 | 11 | 10 | 15 | 16 | 8 | 17 | 55 | 56 | 111 |
| 2:00 PM | 25 | 17 | 25 | 43 | 18 | 12 | 17 | 20 | 110 | 67 | 177 |
| 3:00 PM | 15 | 26 | 25 | 16 | 44 | 19 | 24 | 27 | 82 | 114 | 196 |
| 4:00 PM | 22 | 31 | 26 | 30 | 17 | 12 | 15 | 14 | 109 | 58 | 167 |
| 5:00 PM | 27 | 29 | 32 | 28 | 18 | 21 | 25 | 19 | 116 | 83 | 199 |
| 6:00 PM | 30 | 11 | 14 | 16 | 13 | 14 | 14 | 11 | 71 | 52 | 123 |
| 7:00 PM | 31 | 18 | 16 | 18 | 6 | 16 | 8 | 7 | 83 | 37 | 120 |
| 8:00 PM | 18 | 15 | 13 | 17 | 6 | 9 | 3 | 2 | 63 | 20 | 83 |
| 9:00 PM | 13 | 2 | 8 | 7 | 4 | 5 | 2 | 4 | 30 | 15 | 45 |
| 10:00 PM | 3 | 3 | 4 | 3 | 2 | 0 | 1 | 0 | 13 | 3 | 16 |
| 11:00 PM | 5 | 2 | 1 | 1 | 1 | 2 | 0 | 1 | 9 | 4 | 13 |

7:15 AM 8:15 AM
 2:45 PM 3:45 PM
 5:15 PM 6:15 PM
 7:15 AM 8:15 AM

24-Hour Total: 2,217
 (Bi-Direct.) AM Peak Hour Total: 272
 (Bi-Direct.) PM Peak Hour Total: 216
 Highest By Direction (NB): 119
 Highest By Direction (SB): 175

| | NB | SB | Bi-Direct. |
|----------------------------------|-------|-------|------------|
| 24-Hour Total: | 1,136 | 1,081 | 2,217 |
| (Bi-Direct.) AM Peak Hour Total: | 97 | 175 | 272 |
| (Bi-Direct.) PM Peak Hour Total: | 109 | 107 | 216 |
| Highest By Direction (NB): | 119 | | |
| Highest By Direction (SB): | | 175 | |



ROADWAY: N JOHN KING BOULEVARD
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
13,679
 (WEEKDAY)

N JOHN KING BOULEVARD

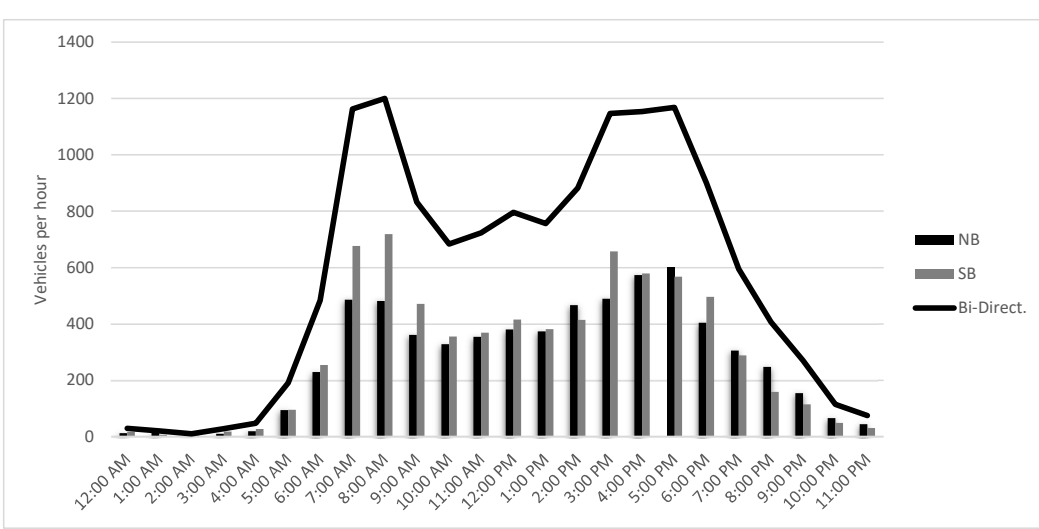
| START TIME | Northbound | | | | Southbound | | | | Totals | | |
|------------|------------|------|------|------|------------|------|------|------|--------|-----|------------|
| | 0:00 | 0:15 | 0:30 | 0:45 | 0:00 | 0:15 | 0:30 | 0:45 | NB | SB | Bi-Direct. |
| 12:00 AM | 3 | 5 | 3 | 2 | 5 | 4 | 4 | 4 | 13 | 17 | 30 |
| 1:00 AM | 3 | 5 | 2 | 4 | 0 | 2 | 2 | 3 | 14 | 7 | 21 |
| 2:00 AM | 2 | 0 | 1 | 2 | 0 | 0 | 2 | 3 | 5 | 5 | 10 |
| 3:00 AM | 1 | 2 | 4 | 4 | 7 | 6 | 3 | 2 | 11 | 18 | 29 |
| 4:00 AM | 3 | 3 | 4 | 10 | 2 | 4 | 10 | 12 | 20 | 28 | 48 |
| 5:00 AM | 17 | 20 | 22 | 36 | 19 | 24 | 22 | 31 | 95 | 96 | 191 |
| 6:00 AM | 40 | 65 | 67 | 58 | 32 | 64 | 63 | 95 | 230 | 254 | 484 |
| 7:00 AM | 88 | 110 | 134 | 154 | 109 | 142 | 184 | 242 | 486 | 677 | 1163 |
| 8:00 AM | 144 | 137 | 109 | 91 | 211 | 196 | 176 | 136 | 481 | 719 | 1200 |
| 9:00 AM | 85 | 100 | 86 | 90 | 107 | 124 | 132 | 108 | 361 | 471 | 832 |
| 10:00 AM | 86 | 91 | 79 | 72 | 100 | 76 | 74 | 106 | 328 | 356 | 684 |
| 11:00 AM | 78 | 74 | 94 | 108 | 94 | 94 | 95 | 86 | 354 | 369 | 723 |
| 12:00 PM | 72 | 108 | 90 | 110 | 88 | 104 | 126 | 98 | 380 | 416 | 796 |
| 1:00 PM | 92 | 115 | 89 | 78 | 101 | 100 | 95 | 86 | 374 | 382 | 756 |
| 2:00 PM | 86 | 122 | 130 | 129 | 86 | 115 | 112 | 102 | 467 | 415 | 882 |
| 3:00 PM | 96 | 117 | 130 | 146 | 170 | 128 | 122 | 238 | 489 | 658 | 1147 |
| 4:00 PM | 144 | 150 | 148 | 132 | 152 | 170 | 136 | 121 | 574 | 579 | 1153 |
| 5:00 PM | 160 | 176 | 126 | 138 | 130 | 144 | 138 | 156 | 600 | 568 | 1168 |
| 6:00 PM | 122 | 104 | 94 | 84 | 133 | 125 | 128 | 110 | 404 | 496 | 900 |
| 7:00 PM | 76 | 94 | 62 | 74 | 85 | 90 | 57 | 57 | 306 | 289 | 595 |
| 8:00 PM | 66 | 60 | 66 | 56 | 42 | 48 | 30 | 39 | 248 | 159 | 407 |
| 9:00 PM | 41 | 46 | 48 | 20 | 43 | 26 | 24 | 22 | 155 | 115 | 270 |
| 10:00 PM | 17 | 17 | 17 | 15 | 13 | 12 | 16 | 8 | 66 | 49 | 115 |
| 11:00 PM | 12 | 16 | 10 | 6 | 8 | 8 | 7 | 8 | 44 | 31 | 75 |

7:30 AM 8:30 AM
 3:45 PM 4:45 PM
 4:30 PM 5:30 PM
 7:30 AM 8:30 AM

24-Hour Total: 13,679
 (Bi-Direct.) AM Peak Hour Total: 1,402
 (Bi-Direct.) PM Peak Hour Total: 1,284
 Highest By Direction (NB): 616
 Highest By Direction (SB): 833

| | NB | SB | Bi-Direct. |
|----------------------------------|-------|-------|------------|
| 24-Hour Total: | 6,505 | 7,174 | 13,679 |
| (Bi-Direct.) AM Peak Hour Total: | 569 | 833 | 1,402 |
| (Bi-Direct.) PM Peak Hour Total: | 588 | 696 | 1,284 |
| Highest By Direction (NB): | 616 | | |
| Highest By Direction (SB): | | 833 | |

Graph



ROADWAY: FM 552
 LOCATION: ROCKWALL, TX
 DAY: TUESDAY
 DATE: 10-May
 YEAR: 2022
 SOURCE: CJ HENSCH

24-HOUR, BI-DIRECTIONAL VOLUME
6,269
 (WEEKDAY)

FM 552

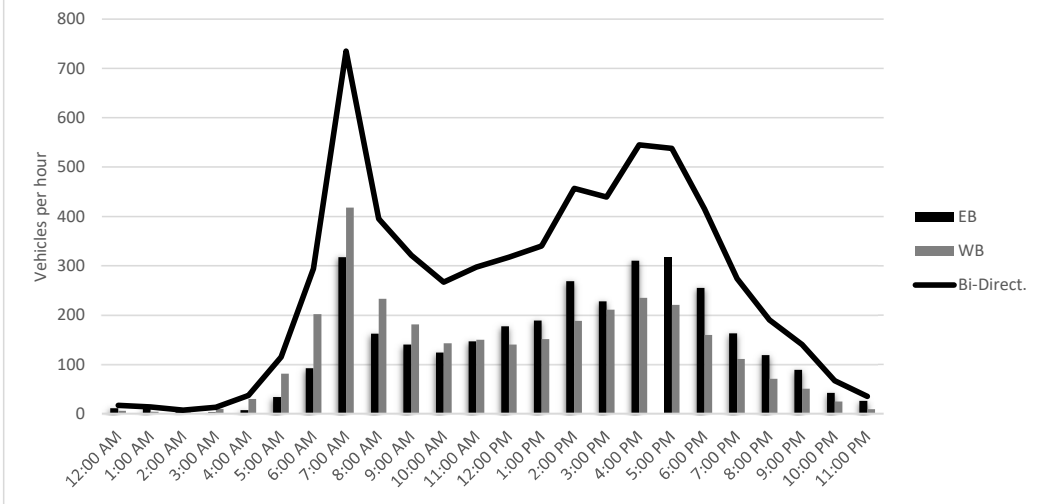
| START TIME | Eastbound | | | | Westbound | | | | Totals | | |
|------------|-----------|------|------|------|-----------|------|------|------|--------|-----|------------|
| | 0:00 | 0:15 | 0:30 | 0:45 | 0:00 | 0:15 | 0:30 | 0:45 | EB | WB | Bi-Direct. |
| 12:00 AM | 4 | 3 | 2 | 2 | 2 | 1 | 3 | 0 | 11 | 6 | 17 |
| 1:00 AM | 5 | 3 | 1 | 1 | 0 | 1 | 2 | 1 | 10 | 4 | 14 |
| 2:00 AM | 1 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 4 | 3 | 7 |
| 3:00 AM | 2 | 0 | 1 | 0 | 1 | 1 | 4 | 4 | 3 | 10 | 13 |
| 4:00 AM | 0 | 0 | 6 | 1 | 7 | 3 | 9 | 11 | 7 | 30 | 37 |
| 5:00 AM | 8 | 7 | 9 | 10 | 8 | 15 | 26 | 32 | 34 | 81 | 115 |
| 6:00 AM | 19 | 9 | 26 | 38 | 30 | 49 | 59 | 64 | 92 | 202 | 294 |
| 7:00 AM | 62 | 87 | 106 | 62 | 80 | 96 | 134 | 108 | 317 | 418 | 735 |
| 8:00 AM | 33 | 50 | 39 | 40 | 64 | 73 | 45 | 51 | 162 | 233 | 395 |
| 9:00 AM | 33 | 38 | 40 | 29 | 47 | 48 | 43 | 43 | 140 | 181 | 321 |
| 10:00 AM | 30 | 28 | 24 | 42 | 39 | 34 | 37 | 33 | 124 | 143 | 267 |
| 11:00 AM | 34 | 32 | 37 | 44 | 22 | 43 | 39 | 46 | 147 | 150 | 297 |
| 12:00 PM | 34 | 52 | 51 | 40 | 38 | 26 | 41 | 35 | 177 | 140 | 317 |
| 1:00 PM | 34 | 46 | 58 | 51 | 46 | 41 | 30 | 34 | 189 | 151 | 340 |
| 2:00 PM | 53 | 68 | 73 | 75 | 43 | 46 | 35 | 64 | 269 | 188 | 457 |
| 3:00 PM | 60 | 43 | 49 | 76 | 66 | 50 | 49 | 46 | 228 | 211 | 439 |
| 4:00 PM | 59 | 75 | 87 | 89 | 54 | 64 | 55 | 62 | 310 | 235 | 545 |
| 5:00 PM | 73 | 93 | 81 | 70 | 56 | 58 | 47 | 60 | 317 | 221 | 538 |
| 6:00 PM | 75 | 62 | 58 | 60 | 53 | 39 | 36 | 32 | 255 | 160 | 415 |
| 7:00 PM | 46 | 47 | 35 | 35 | 38 | 32 | 27 | 14 | 163 | 111 | 274 |
| 8:00 PM | 38 | 28 | 24 | 29 | 16 | 23 | 15 | 17 | 119 | 71 | 190 |
| 9:00 PM | 24 | 26 | 25 | 14 | 21 | 7 | 9 | 14 | 89 | 51 | 140 |
| 10:00 PM | 13 | 12 | 10 | 7 | 9 | 7 | 2 | 7 | 42 | 25 | 67 |
| 11:00 PM | 5 | 9 | 7 | 5 | 2 | 0 | 4 | 3 | 26 | 9 | 35 |

7:00 AM 8:00 AM
 4:30 PM 5:30 PM
 4:30 PM 5:30 PM
 7:00 AM 8:00 AM

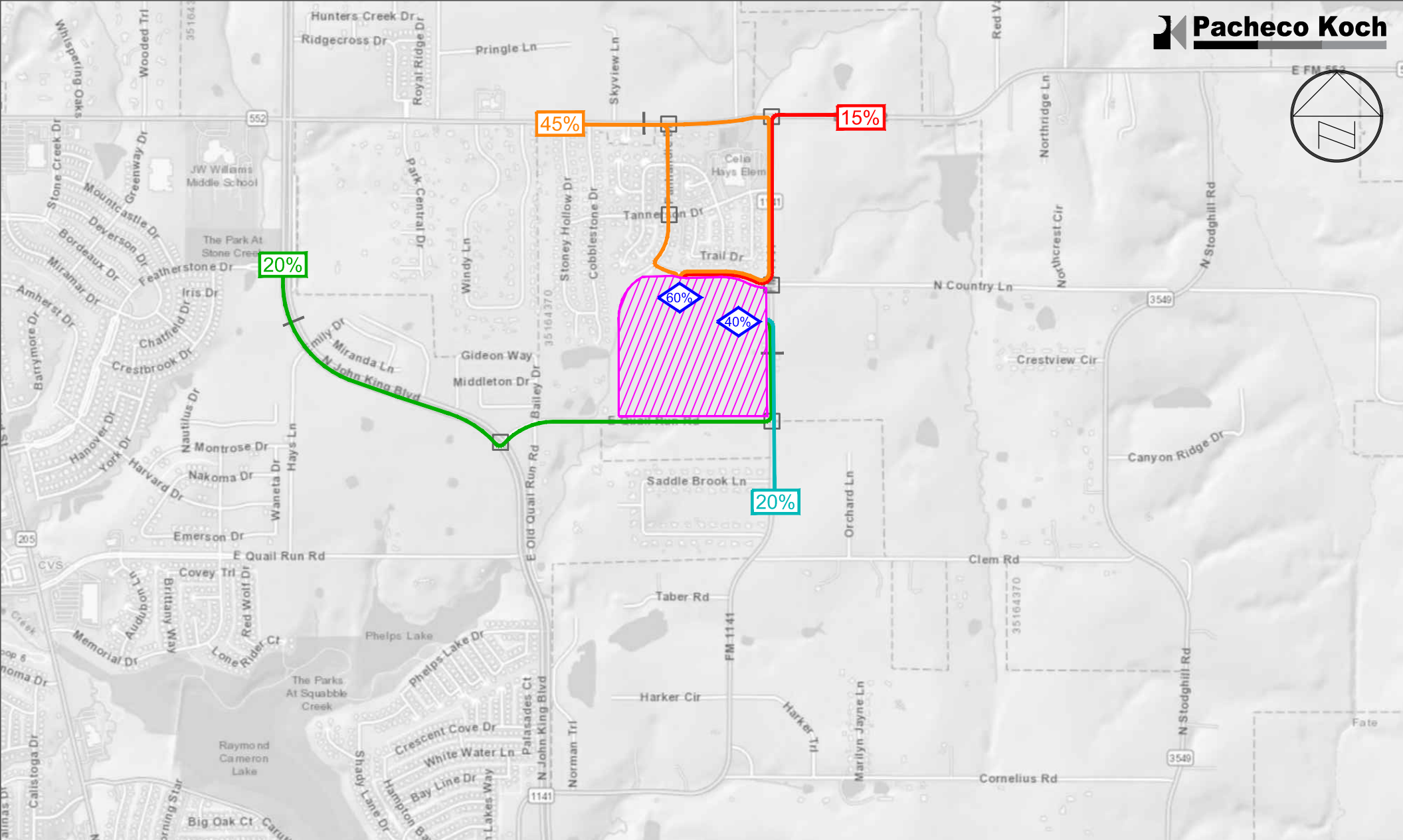
24-Hour Total: 6,269
 (Bi-Direct.) AM Peak Hour Total: 735
 (Bi-Direct.) PM Peak Hour Total: 573
 Highest By Direction (EB): 342
 Highest By Direction (WB): 418

| | EB | WB | Bi-Direct. |
|----------------------------------|-------|-------|------------|
| 24-Hour Total: | 3,235 | 3,034 | 6,269 |
| (Bi-Direct.) AM Peak Hour Total: | 317 | 418 | 735 |
| (Bi-Direct.) PM Peak Hour Total: | 342 | 231 | 573 |
| Highest By Direction (EB): | 342 | | |
| Highest By Direction (WB): | | 418 | |

Graph



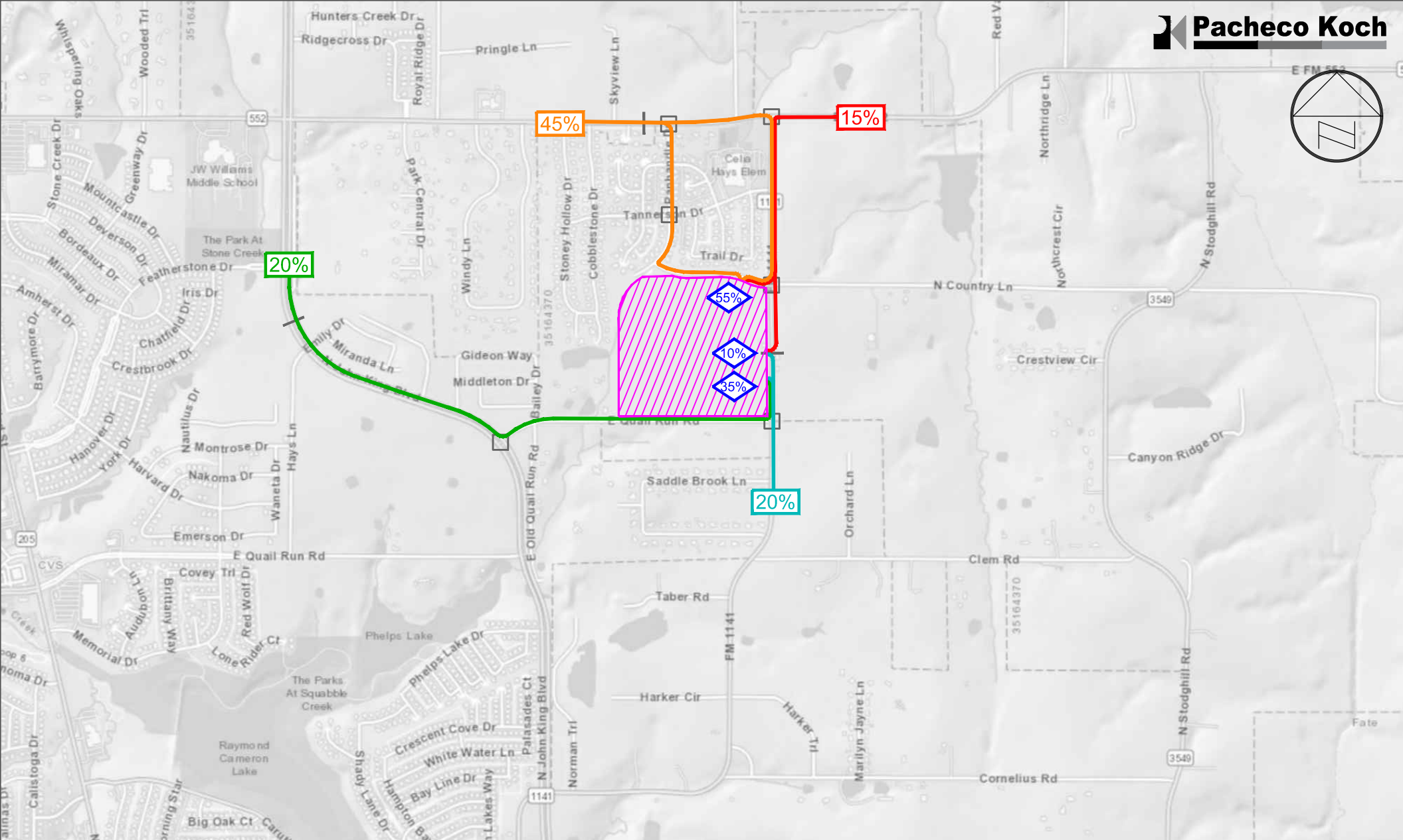
Appendix C. Site-Generated Traffic Supplement



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Inbound)

RISD North 9th Grade Center, Rockwall, Texas
 PK 5359-22.340 (LHC: 05/24/22)

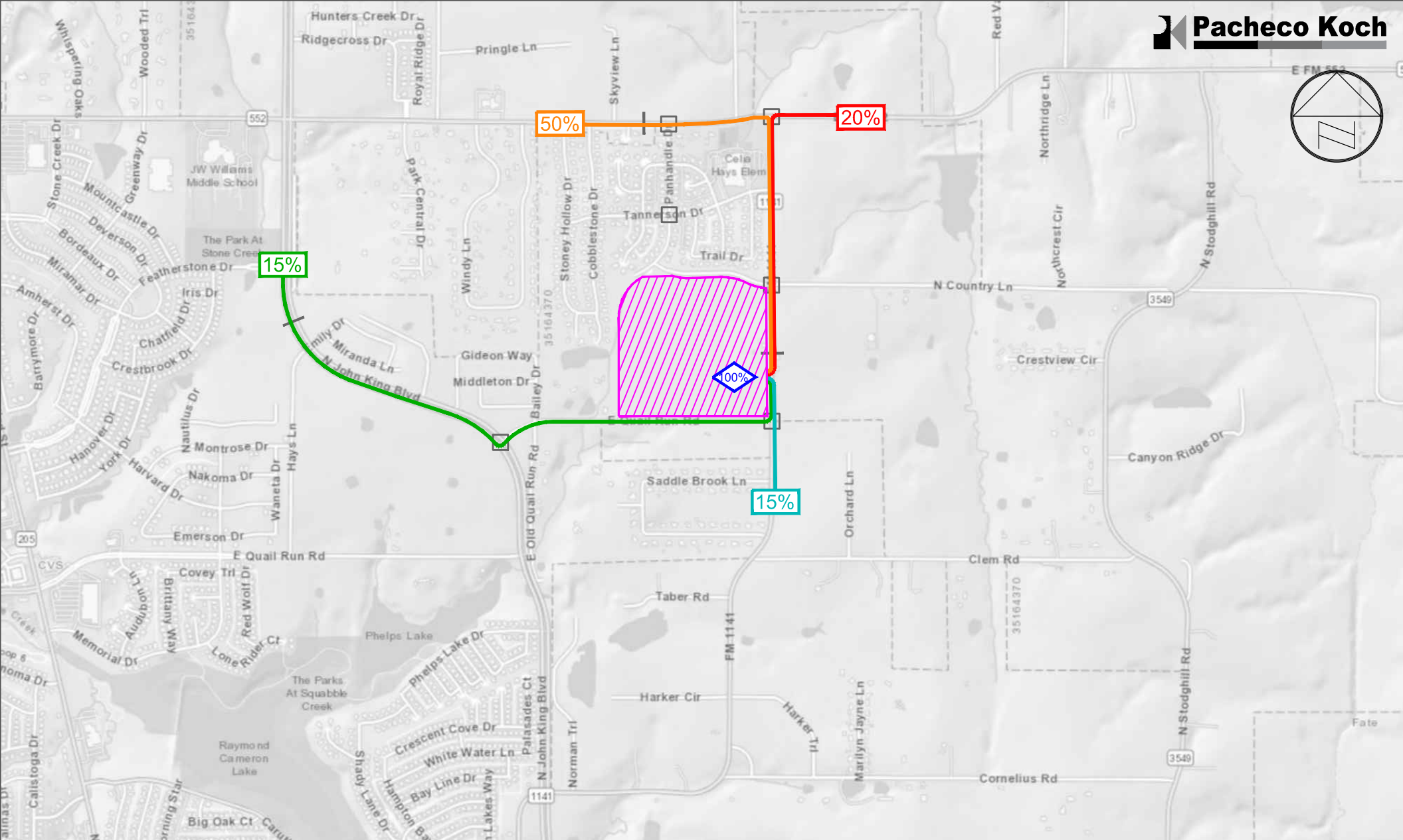


- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- X% - Traffic Assignment

Site Generated Trip Distribution - Parent Vehicles (Outbound)

RISD North 9th Grade Center, Rockwall, Texas

PK 5359-22.340 (LHC: 05/24/22)

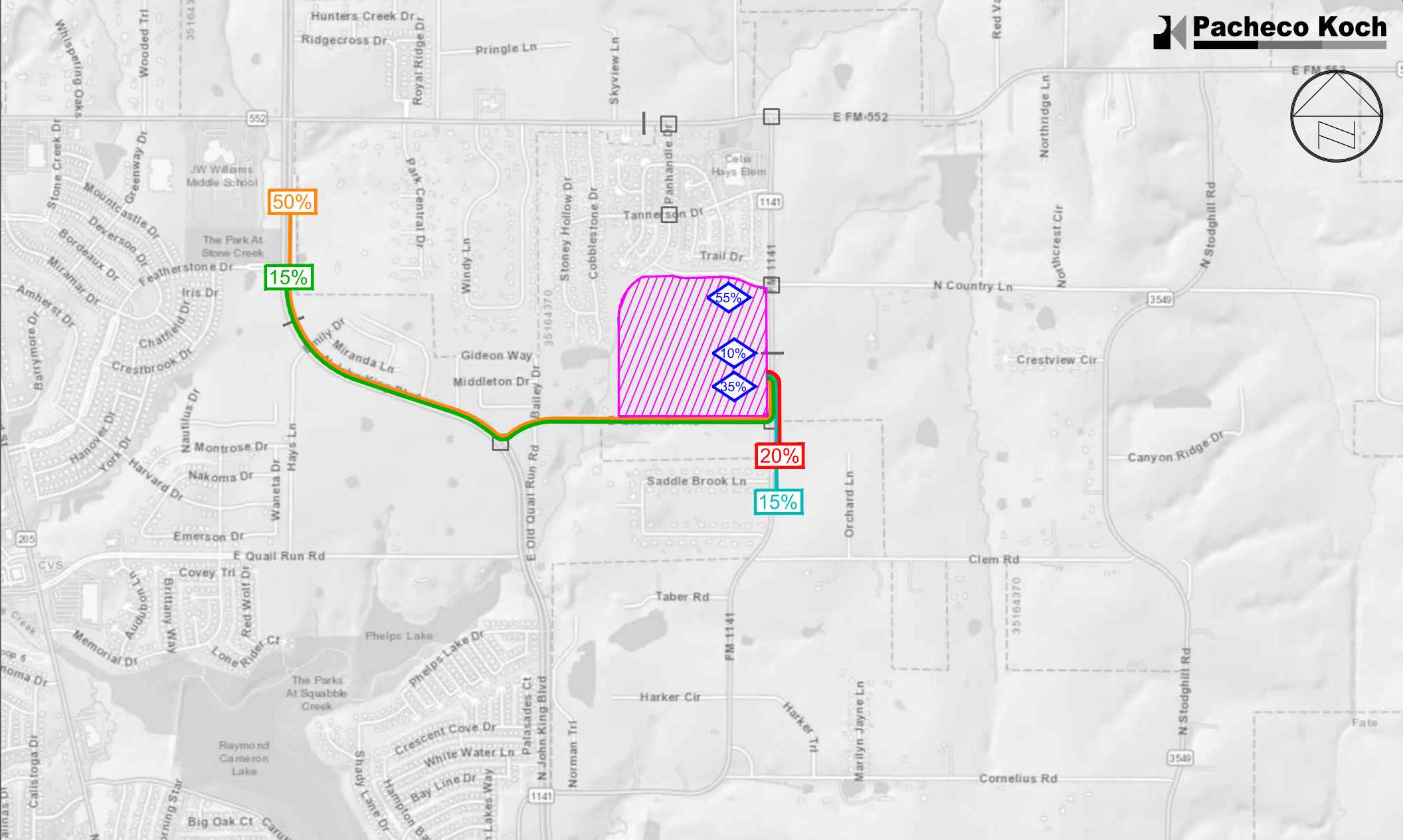


- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- 100% - Traffic Assignment

Site Generated Trip Distribution - Buses (Inbound)

RISD North 9th Grade Center, Rockwall, Texas

PK 5359-22.340 (LHC: 05/24/22)



- Project Location
- Study Area Intersection (Signalized)
- Road-Tube Counts
- Traffic Signal
- Study Area Intersection (Unsignalized)
- Traffic Assignment

Site Generated Trip Distribution - Buses (Outbound)

RISD North 9th Grade Center, Rockwall, Texas

PK 5359-22.340 (LHC: 05/24/22)

Trip Generation

The two sources for the trip generation rates used to estimate the future generation potential of the proposed new Rockwall Ninth Grade Center are as follows:

Given the regional attendance zone for the proposed new Rockwall Ninth Grade Center, its location at the northern fringe of the urbanized area of the City of Rockwall, located at center of the Rockwall Independent School District, and the location of existing schools in the school district, trip generation by the Rockwall Ninth Grade Center facility does not fit the description of the ITE Code 520 – Public School land use provided by the Institute of Transportation Engineers (ITE) Trip Generation data, graphs, and formulae. Therefore, trip generation will be based on the following assumptions utilizing data from the current high school Rockwall HS and Rockwall-Heath HS (utilizing current enrollment and ridership) (1) the critical peak trip generation in terms of both capacity and efficiency of travel will occur during the A.M. peak hour, which coincide with the morning peak hour background traffic; currently the school start time is 8:40 am with dismissal at 3:50 pm (2) only students arrivals will be considered since staff trips will occur before the peak of students arrival trips; (3) the District currently runs 14 buses (last semester 17 buses served the campus) with a current ridership of approximately 442 student (last semester has a ridership of 517 student with 218 freshman) with an approximate student population of 2,872 students; of the 442 riders, 218 were Freshman students or a freshman ridership of 42.1%; Freshman students that utilize bus transportation outside the 2 mile walk zone is accepted; to be conservative, a higher value of 45% will be used for the study due to siblings not being able ride together and Freshman not being able to ride with friends; (4) the District's current number of Freshman students being drop off by parent vehicles are approximately 332, 1.4 students per vehicle 237 trips, with an approximate Freshman student population of 788 student or 42.1% of students being dropped off; without pedestrian traffic and friends and sibling being able to provide transportation for a freshman student to a higher the value of 55% will be used for the study; (5) the District's projection that only 5% of students currently are pedestrian traffic (40 students) within the 2 mile walk zone is accepted; a value of 0% is used for the study; however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow with the future development of sidewalks but at this time not enough infrastructure is available for pedestrian traffic.. (6) entering and exiting trip ends will be equal since the only logical exception would be attending students who are children of school staff; (7) average occupancy will be 1.4 students per passenger car or van; average bus load will be assumed to be 35 students; (8) Buses will access site by way of Approach #2 - the south approach off of Farm to Market 1141 (FM 1141).

Morning peak traffic generation will be similar, but without the need to consider the morning peak hour background traffic or will be less due to arrival times being more staggered. Also, it is typically observed that parents and others providing non-bus transportation for the current high school students commonly arrive up to thirty to forty-five minutes in advance of school start time. These varied arrival times tend to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the P.M. peak situation.

Proposed Rockwall Ninth Grade Center Transportation projections. (Full Build Out)

Inbound A.M. peak hour trip ends generated by the proposed new Rockwall Ninth Grade Center is calculated as follows for passenger cars and buses accessing the site by way of Farm to Market 1141 (FM 1141):

Proposed Rockwall Ninth Grade Center Transportation projections. (At full capacity)

| | | | |
|----------------|---|-------|----------------------------------|
| 1,000 students | x | 45.0% | = 450 students by bus (13 Buses) |
| 1,000 students | x | 55.0% | = 550 students by parent |
| 1,000 students | x | 0% | = 0 pedestrian traffic |

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

1,000 students x 0.45 by bus mode / 35 students average per bus = 12.9 (13) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode Freshman students' personal vehicles accessing site are calculated as:

1,000 Freshman Students x 0.55 non-bus mode / 1.4 students per vehicle = 393 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

1,000 students x 0.05 non-bus mode / pedestrian traffic = 0 (walkers)

It is assumed that 0% of the students will come from within the 2-mile walking zone and however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow with the future development of sidewalks but at this time not enough infrastructure is available for pedestrian traffic.

Proposed Rockwall Ninth Grade Center Transportation projections. (On opening day 2024)

 (Current 8th grade Enrollment 2022 1,424 Students)

 (Current 7th grade Enrollment 2022 1,371 Students)

 (Current 6th grade Enrollment 2022 1,381 Students)

| | | | |
|-----------------------|---|-------|---------------------------------|
| 700 Freshman Students | x | 45.0% | = 315 students by bus (9 Buses) |
| 700 Freshman Students | x | 55.0% | = 385 students by parent |
| 700 Freshman Students | x | 0% | = 0 pedestrian traffic |

The assumption above is made utilizing the current enrollment data and projected growth.
 Source: Rockwall Independent School District

Inbound A.M. peak hour trip ends by school buses accessing site are calculated as:

700 Freshman Students x 0.35 by bus mode / 35 students average per bus = 9 (9) trip ends (bus)

Inbound A.M. peak hour trip ends by non-bus mode students' personal vehicles accessing site are calculated as:

700 Freshman Students x 0.60 non-bus mode / 1.4 students per vehicle = 275 trip ends (cars/vans)

Inbound A.M. peak hour trip ends by non-bus mode parents accessing site are calculated as:

700 Freshman Students x 0.05 non-bus mode / pedestrian traffic = 0 (walkers)

It is assumed that 0% of the students will come from within the 2-mile walking zone and however, since it is a new Ninth Grade Center, the pedestrian traffic is expected to grow with the future development of sidewalks but at this time not enough infrastructure is available for pedestrian traffic. The Dalton Ranch, Stoney Hollow and Saddlebrook Subdivision have considered the pedestrian traffic to the school and provided sidewalks leading to the school site. Also, the neighborhood around Nelson Lake will need to have sidewalk access to the school in the future.

Trip Distribution

The following assumptions are made regarding trip distribution:

- (1) All of the morning peak hour inbound Ninth grade, all parent vehicular access to the site will access the site in two locations. Parents north bound on Farm to Market 1141 (FM 1141) will utilize Approach #1 the most southern approach and use and continue to the student drop off lane. This student drop-off lane is intended to be a one-way single / partial double stack loop for student drop-off and pick-up. Parents will exit the student drop lane and exit via the same direction southbound from Approach #2 the southern middle approach where they can make, and right or left hand turn back onto Farm to Market 1141 (FM 1141). The same process will hold true in the afternoon departing traffic flow.
- (2) Parents southbound on Farm to Market 1141 (FM 1141) will utilize Approach #3 - center approach via the new left-hand lane and turn left into the site and continue to the student drop-off lane. This student drop-off lane is intended to be a one-way double stack loop for student drop-off and pick-up in front of the new Rockwall Ninth Grade Center. Parents will exit the student drop lane and exit via Approach #4 northern middle approach where they can make a right or left hand turn back onto Farm to Market 1141 (FM 1141). The same process will hold true in the afternoon departing traffic flow.
- (3) It will be further assumed that all minibuses, school buses, HC Buses and service traffic will enter the site both Northbound and southbound off Farm to Market 1141 (FM 1141) and will utilize Approach #4 the most northern middle approach and continue to the bus drop off loop around the back of the school. The buses will also exit back onto Farm to Market 1141 (FM 1141) but will be limited to only a right hand turn only. This bus loop is intended to be a one-way single stack parking lot for approximately 18 buses for student drop-off and pick-up. This bus traffic is not intended to mix with parent traffic except at the entrance and exit locations on site. This is the only location where school traffic and bus traffic occur in the same location.
- (4) Given the location of this site, for this analysis, it shall be assumed that there will be 5% pedestrian traffic. As residential communities develop around the new Rockwall Ninth Grade Center facility, the pedestrian traffic is anticipated to increase from the growth in new and existing Dalton Ranch, Stoney Hollow and Saddlebrook Subdivision have considered the pedestrian traffic to the school and provided sidewalks leading to the school site. Also, the neighborhood around Nelson Lake will need to have sidewalk access to the school in the future.
- (5) No internal trips are anticipated.

Distribution of these trips is as Follows:

40% of vehicular traffic (parent) will be Northbound on Farm to Market 1141 (FM 1141).
60% of vehicular traffic (parent) will be Southbound on Farm to Market 1141 (FM 1141).

30% of bus traffic will be Northbound on Farm to Market 1141 (FM 1141).
70% of bus traffic will be Southbound on Farm to Market 1141 (FM 1141).

0% of pedestrian traffic (student) will be utilizing sidewalks off Farm to Market 1141 (FM 1141).

1,000 students x 55% x 40% Vehicular Traffic (1.4 students per vehicle) = 157.1 (158) trip ends (cars/vans)
Northbound on Farm to Market 1141 (FM 1141). (Left turn into Approach #4 - Northerly Entrance)

1,000 students x 55% x 60% Vehicular Traffic (1.4 students per vehicle) = 235.7 (236) trip ends (cars/vans)
Southbound on Farm to Market 1141 (FM 1141). (Left turn into North Country Lane) enter through Approach #6 west approach on North Country Lane

13 buses x 45% x 30% Bus (35 students per Bus) = 4 trip ends (cars/vans/HC bus)
Northbound on Farm to Market 1141 (FM 1141). (Right Turn Only into approach #4)

13 buses x 45% x 70% Bus (35 students per Bus) = 9 trip ends (cars/vans/HC bus)
Southbound on Farm to Market 1141 (FM 1141). (Left Turn into Approach #4)

Afternoon peak traffic generation will be similar, but without the need to consider the P.M. peak hour background traffic or will be less if dismissal times by grade are staggered. Also, it is typically observed that parents and others providing non-bus transportation for Rockwall Ninth Grade Center students commonly arrive up to one-half hour to forty- five minutes in advance of dismissal time which tends to mitigate the traffic impact of, at least, the entering trip end, while the exiting trip end more closely resembles the A.M. peak situation. Likewise, school buses typically arrive early and over a period of time to be ready to receive the students at dismissal. Buses will be allowed to depart prior to the parents.

Route Assignment – Split by inbound Direction

Total trip generation for the afternoon peak traffic period was determined to be 232 car ends entering and 290 is study as stated above, route assignment for afternoon inbound trips only will be addressed. Using the trip distribution assumptions above, route assignment of all afternoon peak entering trips is expected to be as follows:

Ninth grade northbound would be assigned to the front pick area on the south side of the main entrance and Ninth grade southbound would be assigned to the front pick on the north side of the main entrance. This would equate to a 50/50split at the front drop off area at build out between the two drop off and pick areas enter the site, both from southbound and northbound off of Farm to Market 1141 (FM 1141), double stack thru the student drop-off and pick up lanes and exit one way from the student lane back onto north south drive (one-way student drop-off lane). It is anticipated that both exiting lanes will split 90% northbound and 90% southbound on exiting the site. The 10% is for those who are not compliant or follow the design intent.

Total Vehicles = 392
60% 235.7 (236) car trips into the north pick up area
40% 157.1 (158) car trips into the north pickup area.

All bus traffic will and enter and exit the site off Farm to Market 1141 (FM 1141). through Approach #2 and will not conflict with non-bus traffic, except onsite. Buses single stack thru the bus drop-off and pick up lane and exit one way from the bus lane back onto Farm to Market 1141 (FM 1141). This exit will be limited to a left hand turn only. (One-way bus pick-up and drop-off lane).

Inbound 9 bus trips southbound from Farm to Market 1141 (FM 1141).
Inbound 4 bus trips northbound only onto Farm to Market 1141 (FM 1141).
Outbound 13 bus trips northbound only onto Farm to Market 1141 (FM 1141).
(All through Approach #2)

This plan is to be designed to for vehicular traffic to be split by direction of travel off of Farm to Market 1141 (FM 1141). With 40% of the northbound traffic turning into Approach #4 and exiting through Approaches #2 and #3.

With 60% of the southbound traffic turning into North Country Lane and utilizing Approaches #5 and #6 of the same traffic turning into Approach #6.

Distribution of these trips is as Follows:

40% of vehicular traffic (parent) will be Northbound on Farm to Market 1141 (FM 1141).
 60% of vehicular traffic (parent) will be Southbound on North Country Lane

30% of bus traffic will be Northbound on Farm to Market 1141 (FM 1141)
 70% of bus traffic will be Southbound on Farm to Market 1141 (FM 1141)

0% of pedestrian traffic (student).

1,000 Freshman Students x 55% x 40% Vehicular Traffic (1.4 students per vehicle) = 158 trip ends
 (cars/vans) Northbound on Farm to Market 1141 (FM 1141).
 100% Left turn into Approach #4 = 158 trip ends
 80% right turn Exit southbound Approach #2 = 126 trip ends
 20% left turn Exit northbound Approach #3 = 32 trip ends

1,000 Freshman Students x 55% x 60% Vehicular Traffic (1.4 students per vehicle) = 236 trip ends (cars/vans)
 Southbound on Farm to Market 1141 (FM 1141) to North Country Lane.
 90% Left turn into west Entrance off North Country Lane Approach #5 = 212 trip ends
 10% Right turn into West Entrance off North Country Lane Approach #5 = 24 trip ends
 90% Right turn from East Exit onto North Country Lane Approach #6 = 212 trip ends
 10% Left turn from East Exit onto North Country Lane Approach #6 = 24 trip ends

9 buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus)
 Southbound on Farm to Market 1141 (FM 1141). (Right Turn) Approach #2 Inbound
 4 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus)
 Northbound on Farm to Market 1141 (FM 1141) (Left Turn) Approach #2 Inbound

13 buses x 60% Bus (35 students per Bus) = 10 trip ends (cars/vans/HC bus)
 Northbound on Farm to Market 1141 (FM 1141). Parkway (Left Turn) Approach #2 Outbound

Opening Day Site Access Distribution of these trips is as Follows:

| | | | |
|-----------------------|---|-------|--------------------------------------|
| 700 Freshman Students | x | 45.0% | = 315 students by bus (9 Buses) |
| 700 Freshman Students | x | 55.0% | = 385 students by parent (275 trips) |
| 700 Freshman Students | x | 0% | = 0 pedestrian traffic |

The assumption above is made utilizing the current enrollment data and projected growth.
 Source: Rockwall Independent School District

35% of vehicular traffic (parent) will be Northbound on Farm to Market 1141 (FM 1141).
 65% of vehicular traffic (parent) will be Southbound on Farm to Market 1141 (FM 1141)

30% of bus traffic will be Northbound on Farm to Market 1141 (FM 1141)
 70% of bus traffic will be Southbound on Farm to Market 1141 (FM 1141)

0% of pedestrian traffic (student)

| | |
|---|----------------|
| 700 Freshman Students x 55% x 40% Vehicular Traffic (1.4 students per vehicle) = 96 trip ends (cars/vans) Northbound on Farm to Market 1141 (FM 1141). | |
| 100% Left turn into Approach #4 | = 96 trip ends |
| 80% right turn Exit southbound Approach #2 | = 20 trip ends |
| 20% left turn Exit northbound Approach #3 | = 76 trip ends |

| | |
|--|--|
| 700 Freshman Students x 55% x 60% Vehicular Traffic (1.4 students per vehicle) = 179 trip ends (cars/vans) Southbound on Farm to Market 1141 (FM 1141) to North Country Lane. | |
|--|--|

| | |
|--|-----------------|
| 90% Left turn into west Entrance off North Country Lane Approach #5 | = 161 trip ends |
| 10% Right turn into West Entrance off North Country Lane Approach #5 | = 18 trip ends |
| 90% Right turn from East Exit onto North Country Lane Approach #6 | = 161 trip ends |
| 10% Left turn from East Exit onto North Country Lane Approach #6 | = 18 trip ends |

| | |
|--|--|
| 7buses x 60% Bus (35 students per Bus) = 5 trip ends (cars/vans/HC bus) Southbound on Farm to Market 1141 (FM 1141). (Right Turn) Approach #2 Inbound | |
| 2 buses x 60% Bus (35 students per Bus) = 8 trip ends (cars/vans/HC bus) Northbound on Farm to Market 1141 (FM 1141) (Left Turn) Approach #2 Inbound | |

| | |
|---|--|
| 9 buses x 60% Bus (35 students per Bus) =10 trip ends (cars/vans/HC bus) Northbound on Farm to Market 1141 (FM 1141). Parkway (Left Turn) Approach #2 Outbound | |
|---|--|

Appendix D. Detailed Intersection Capacity Analysis Results

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.2 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 28 | 26 | 5 | 31 | 14 | 2 | 2 | 7 | 33 | 2 | 1 |
| Future Vol, veh/h | 0 | 28 | 26 | 5 | 31 | 14 | 2 | 2 | 7 | 33 | 2 | 1 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 30 | 28 | 5 | 34 | 15 | 2 | 2 | 8 | 36 | 2 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 7.1 | 7.2 | 6.9 | 7.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 18% | 0% | 10% | 92% |
| Vol Thru, % | 18% | 52% | 62% | 6% |
| Vol Right, % | 64% | 48% | 28% | 3% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 11 | 54 | 50 | 36 |
| LT Vol | 2 | 0 | 5 | 33 |
| Through Vol | 2 | 28 | 31 | 2 |
| RT Vol | 7 | 26 | 14 | 1 |
| Lane Flow Rate | 12 | 59 | 54 | 39 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.013 | 0.062 | 0.059 | 0.047 |
| Departure Headway (Hd) | 3.813 | 3.776 | 3.92 | 4.305 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 932 | 945 | 911 | 829 |
| Service Time | 1.864 | 1.813 | 1.956 | 2.347 |
| HCM Lane V/C Ratio | 0.013 | 0.062 | 0.059 | 0.047 |
| HCM Control Delay | 6.9 | 7.1 | 7.2 | 7.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0 | 0.2 | 0.2 | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 166 | 140 | 51 | 239 | 96 | 20 |
| Future Vol, veh/h | 166 | 140 | 51 | 239 | 96 | 20 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 180 | 152 | 55 | 260 | 104 | 22 |

| Major/Minor | Major1 | Major2 | Minor1 | | | |
|----------------------|--------|--------|--------|---|-------|-------|
| Conflicting Flow All | 0 | 0 | 332 | 0 | 626 | 256 |
| Stage 1 | - | - | - | - | 256 | - |
| Stage 2 | - | - | - | - | 370 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1227 | - | 448 | 783 |
| Stage 1 | - | - | - | - | 787 | - |
| Stage 2 | - | - | - | - | 699 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1227 | - | 425 | 783 |
| Mov Cap-2 Maneuver | - | - | - | - | 425 | - |
| Stage 1 | - | - | - | - | 787 | - |
| Stage 2 | - | - | - | - | 663 | - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.4 | 15.7 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 461 | - | - | 1227 | - |
| HCM Lane V/C Ratio | 0.274 | - | - | 0.045 | - |
| HCM Control Delay (s) | 15.7 | - | - | 8.1 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.1 | - | - | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 2 | 31 | 4 | 3 | 15 | 7 | 87 | 5 | 7 | 141 | 0 |
| Future Vol, veh/h | 0 | 2 | 31 | 4 | 3 | 15 | 7 | 87 | 5 | 7 | 141 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 2 | 34 | 4 | 3 | 16 | 8 | 95 | 5 | 8 | 153 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 292 | 285 | 153 | 301 | 283 | 98 | 153 | 0 | 0 | 100 | 0 | 0 |
| Stage 1 | 169 | 169 | - | 114 | 114 | - | - | - | - | - | - | - |
| Stage 2 | 123 | 116 | - | 187 | 169 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 660 | 624 | 893 | 651 | 626 | 958 | 1428 | - | - | 1493 | - | - |
| Stage 1 | 833 | 759 | - | 891 | 801 | - | - | - | - | - | - | - |
| Stage 2 | 881 | 800 | - | 815 | 759 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 640 | 617 | 893 | 619 | 618 | 958 | 1428 | - | - | 1493 | - | - |
| Mov Cap-2 Maneuver | 640 | 617 | - | 619 | 618 | - | - | - | - | - | - | - |
| Stage 1 | 828 | 754 | - | 886 | 796 | - | - | - | - | - | - | - |
| Stage 2 | 857 | 795 | - | 777 | 754 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.3 | | 9.5 | | 0.5 | | 0.4 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1428 | - | - | 869 | 816 | 1493 | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.041 | 0.029 | 0.005 | - |
| HCM Control Delay (s) | 7.5 | 0 | - | 9.3 | 9.5 | 7.4 | 0 |
| HCM Lane LOS | A | A | - | A | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 17 | 3 | 8 | 78 | 157 | 11 |
| Future Vol, veh/h | 17 | 3 | 8 | 78 | 157 | 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 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 3 | 9 | 85 | 171 | 12 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 280 | 177 | 183 | 0 | - | 0 |
| Stage 1 | 177 | - | - | - | - | - |
| Stage 2 | 103 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 710 | 866 | 1392 | - | - | - |
| Stage 1 | 854 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 705 | 866 | 1392 | - | - | - |
| Mov Cap-2 Maneuver | 705 | - | - | - | - | - |
| Stage 1 | 848 | - | - | - | - | - |
| Stage 2 | 921 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.1 | 0.7 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1392 | - | 725 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | 0.03 | - | - |
| HCM Control Delay (s) | 7.6 | 0 | 10.1 | - | - |
| HCM Lane LOS | A | A | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|-------|------|------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘ | ↗ | ↑ | ↗ | ↘ | ↑ |
| Traffic Vol, veh/h | 38 | 8 | 462 | 21 | 8 | 586 |
| Future Vol, veh/h | 38 | 8 | 462 | 21 | 8 | 586 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | 0 | - | 125 | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 41 | 9 | 502 | 23 | 9 | 637 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1157 | 502 | 0 | 0 | 502 | 0 |
| Stage 1 | 502 | - | - | - | - | - |
| Stage 2 | 655 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 217 | 569 | - | - | 1062 | - |
| Stage 1 | 608 | - | - | - | - | - |
| Stage 2 | 517 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 215 | 569 | - | - | 1062 | - |
| Mov Cap-2 Maneuver | 215 | - | - | - | - | - |
| Stage 1 | 608 | - | - | - | - | - |
| Stage 2 | 513 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 23.2 | 0 | 0.1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 215 | 569 | 1062 |
| HCM Lane V/C Ratio | - | - | 0.192 | 0.015 | 0.008 |
| HCM Control Delay (s) | - | - | 25.7 | 11.4 | 8.4 |
| HCM Lane LOS | - | - | D | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 270 | 45 | 7 | 339 | 67 | 14 |
| Future Vol, veh/h | 270 | 45 | 7 | 339 | 67 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 293 | 49 | 8 | 368 | 73 | 15 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 342 | 0 | 702 318 |
| Stage 1 | - | - | - | - | 318 - |
| Stage 2 | - | - | - | - | 384 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1217 | - | 404 723 |
| Stage 1 | - | - | - | - | 738 - |
| Stage 2 | - | - | - | - | 688 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1217 | - | 401 723 |
| Mov Cap-2 Maneuver | - | - | - | - | 401 - |
| Stage 1 | - | - | - | - | 738 - |
| Stage 2 | - | - | - | - | 683 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 15.4 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 434 | - | - | 1217 | - |
| HCM Lane V/C Ratio | 0.203 | - | - | 0.006 | - |
| HCM Control Delay (s) | 15.4 | - | - | 8 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.8 | - | - | 0 | - |

| Intersection | |
|---------------------------|---|
| Intersection Delay, s/veh | 7 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 6 | 7 | 1 | 22 | 6 | 12 | 2 | 0 | 6 | 3 | 2 |
| Future Vol, veh/h | 2 | 6 | 7 | 1 | 22 | 6 | 12 | 2 | 0 | 6 | 3 | 2 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 7 | 8 | 1 | 24 | 7 | 13 | 2 | 0 | 7 | 3 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 6.8 | 7 | 7.3 | 7.1 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 86% | 13% | 3% | 55% |
| Vol Thru, % | 14% | 40% | 76% | 27% |
| Vol Right, % | 0% | 47% | 21% | 18% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 14 | 15 | 29 | 11 |
| LT Vol | 12 | 2 | 1 | 6 |
| Through Vol | 2 | 6 | 22 | 3 |
| RT Vol | 0 | 7 | 6 | 2 |
| Lane Flow Rate | 15 | 16 | 32 | 12 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.018 | 0.017 | 0.034 | 0.013 |
| Departure Headway (Hd) | 4.197 | 3.753 | 3.877 | 4.028 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 854 | 955 | 925 | 889 |
| Service Time | 2.216 | 1.77 | 1.892 | 2.049 |
| HCM Lane V/C Ratio | 0.018 | 0.017 | 0.035 | 0.013 |
| HCM Control Delay | 7.3 | 6.8 | 7 | 7.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.1 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 253 | 30 | 19 | 198 | 32 | 35 |
| Future Vol, veh/h | 253 | 30 | 19 | 198 | 32 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 275 | 33 | 21 | 215 | 35 | 38 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 308 | 0 | 549 292 |
| Stage 1 | - | - | - | - | 292 - |
| Stage 2 | - | - | - | - | 257 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1253 | - | 497 747 |
| Stage 1 | - | - | - | - | 758 - |
| Stage 2 | - | - | - | - | 786 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1253 | - | 488 747 |
| Mov Cap-2 Maneuver | - | - | - | - | 488 - |
| Stage 1 | - | - | - | - | 758 - |
| Stage 2 | - | - | - | - | 771 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.7 | 11.9 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 596 | - | - | 1253 | - |
| HCM Lane V/C Ratio | 0.122 | - | - | 0.016 | - |
| HCM Control Delay (s) | 11.9 | - | - | 7.9 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 1 | 2 | 7 | 3 | 3 | 5 | 9 | 95 | 7 | 8 | 48 | 0 |
| Future Vol, veh/h | 1 | 2 | 7 | 3 | 3 | 5 | 9 | 95 | 7 | 8 | 48 | 0 |
| 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 | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 2 | 8 | 3 | 3 | 5 | 10 | 103 | 8 | 9 | 52 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 201 | 201 | 52 | 202 | 197 | 107 | 52 | 0 | 0 | 111 | 0 | 0 |
| Stage 1 | 70 | 70 | - | 127 | 127 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 131 | - | 75 | 70 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 757 | 695 | 1016 | 756 | 699 | 947 | 1554 | - | - | 1479 | - | - |
| Stage 1 | 940 | 837 | - | 877 | 791 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 788 | - | 934 | 837 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 743 | 686 | 1016 | 741 | 690 | 947 | 1554 | - | - | 1479 | - | - |
| Mov Cap-2 Maneuver | 743 | 686 | - | 741 | 690 | - | - | - | - | - | - | - |
| Stage 1 | 933 | 832 | - | 871 | 785 | - | - | - | - | - | - | - |
| Stage 2 | 858 | 782 | - | 919 | 832 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|-----|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 9.1 | | 9.5 | | 0.6 | | 1.1 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1554 | - | - | 897 | 804 | 1479 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.012 | 0.015 | 0.006 | - | - |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.5 | 7.4 | 0 | - |
| HCM Lane LOS | A | A | - | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | T | | | T | | T |
| Traffic Vol, veh/h | 5 | 5 | 5 | 102 | 59 | 1 |
| Future Vol, veh/h | 5 | 5 | 5 | 102 | 59 | 1 |
| 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 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 5 | 5 | 111 | 64 | 1 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 186 | 65 | 65 | 0 | 0 |
| Stage 1 | 65 | - | - | - | - |
| Stage 2 | 121 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 803 | 999 | 1537 | - | - |
| Stage 1 | 958 | - | - | - | - |
| Stage 2 | 904 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 801 | 999 | 1537 | - | - |
| Mov Cap-2 Maneuver | 801 | - | - | - | - |
| Stage 1 | 955 | - | - | - | - |
| Stage 2 | 904 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.1 | 0.3 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1537 | - | 889 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.012 | - | - |
| HCM Control Delay (s) | 7.4 | 0 | 9.1 | - | - |
| HCM Lane LOS | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|-------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘ | ↗ | ↑ | ↗ | ↘ | ↑ |
| Traffic Vol, veh/h | 18 | 4 | 479 | 31 | 10 | 489 |
| Future Vol, veh/h | 18 | 4 | 479 | 31 | 10 | 489 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | 0 | - | 125 | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 4 | 521 | 34 | 11 | 532 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1075 | 521 | 0 | 0 | 521 | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 554 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 243 | 555 | - | - | 1045 | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 575 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 240 | 555 | - | - | 1045 | - |
| Mov Cap-2 Maneuver | 240 | - | - | - | - | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 569 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 19.5 | 0 | 0.2 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|------|
| Capacity (veh/h) | - | - | 240 | 555 | 1045 |
| HCM Lane V/C Ratio | - | - | 0.082 | 0.008 | 0.01 |
| HCM Control Delay (s) | - | - | 21.3 | 11.5 | 8.5 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 299 | 13 | 6 | 224 | 16 | 2 |
| Future Vol, veh/h | 299 | 13 | 6 | 224 | 16 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 325 | 14 | 7 | 243 | 17 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 339 | 0 | 589 332 |
| Stage 1 | - | - | - | - | 332 - |
| Stage 2 | - | - | - | - | 257 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1220 | - | 471 710 |
| Stage 1 | - | - | - | - | 727 - |
| Stage 2 | - | - | - | - | 786 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1220 | - | 468 710 |
| Mov Cap-2 Maneuver | - | - | - | - | 468 - |
| Stage 1 | - | - | - | - | 727 - |
| Stage 2 | - | - | - | - | 781 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 12.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 486 | - | - | 1220 | - |
| HCM Lane V/C Ratio | 0.04 | - | - | 0.005 | - |
| HCM Control Delay (s) | 12.7 | - | - | 8 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.3 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 28 | 26 | 5 | 31 | 14 | 2 | 10 | 7 | 33 | 19 | 1 |
| Future Vol, veh/h | 0 | 28 | 26 | 5 | 31 | 14 | 2 | 10 | 7 | 33 | 19 | 1 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 30 | 28 | 5 | 34 | 15 | 2 | 11 | 8 | 36 | 21 | 1 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 7.1 | 7.3 | 7.1 | 7.6 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 11% | 0% | 10% | 62% |
| Vol Thru, % | 53% | 52% | 62% | 36% |
| Vol Right, % | 37% | 48% | 28% | 2% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 19 | 54 | 50 | 53 |
| LT Vol | 2 | 0 | 5 | 33 |
| Through Vol | 10 | 28 | 31 | 19 |
| RT Vol | 7 | 26 | 14 | 1 |
| Lane Flow Rate | 21 | 59 | 54 | 58 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.023 | 0.062 | 0.06 | 0.068 |
| Departure Headway (Hd) | 3.973 | 3.821 | 3.965 | 4.258 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 893 | 930 | 897 | 837 |
| Service Time | 2.031 | 1.874 | 2.017 | 2.305 |
| HCM Lane V/C Ratio | 0.024 | 0.063 | 0.06 | 0.069 |
| HCM Control Delay | 7.1 | 7.1 | 7.3 | 7.6 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.2 | 0.2 | 0.2 |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|-------|-------|-------|
| Int Delay, s/veh | 7.8 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 166 | 283 | 105 | 239 | 162 | 45 |
| Future Vol, veh/h | 166 | 283 | 105 | 239 | 162 | 45 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 180 | 308 | 114 | 260 | 176 | 49 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 488 | 0 | 822 | 334 |
| Stage 1 | - | - | - | - | 334 | - |
| Stage 2 | - | - | - | - | 488 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1075 | - | 344 | 708 |
| Stage 1 | - | - | - | - | 725 | - |
| Stage 2 | - | - | - | - | 617 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1075 | - | 301 | 708 |
| Mov Cap-2 Maneuver | - | - | - | - | 301 | - |
| Stage 1 | - | - | - | - | 725 | - |
| Stage 2 | - | - | - | - | 540 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 2.7 | 33.2 | | | |
| HCM LOS | | | D | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 344 | - | - | 1075 | - | |
| HCM Lane V/C Ratio | 0.654 | - | - | 0.106 | - | |
| HCM Control Delay (s) | 33.2 | - | - | 8.7 | 0 | |
| HCM Lane LOS | D | - | - | A | A | |
| HCM 95th %tile Q(veh) | 4.4 | - | - | 0.4 | - | |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 83 | 2 | 31 | 4 | 3 | 15 | 7 | 95 | 5 | 7 | 150 | 188 |
| Future Vol, veh/h | 83 | 2 | 31 | 4 | 3 | 15 | 7 | 95 | 5 | 7 | 150 | 188 |
| 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 | - | - | - | - | - | - | 150 | - | - | - | - | - |
| Veh in Median Storage, # | - | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 90 | 2 | 34 | 4 | 3 | 16 | 8 | 103 | 5 | 8 | 163 | 204 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 412 | 405 | 265 | 421 | 505 | 106 | 367 | 0 | 0 | 108 | 0 | 0 |
| Stage 1 | 281 | 281 | - | 122 | 122 | - | - | - | - | - | - | - |
| Stage 2 | 131 | 124 | - | 299 | 383 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 550 | 535 | 774 | 543 | 470 | 948 | 1192 | - | - | 1483 | - | - |
| Stage 1 | 726 | 678 | - | 882 | 795 | - | - | - | - | - | - | - |
| Stage 2 | 873 | 793 | - | 710 | 612 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 532 | 528 | 774 | 513 | 463 | 948 | 1192 | - | - | 1483 | - | - |
| Mov Cap-2 Maneuver | 532 | 528 | - | 513 | 463 | - | - | - | - | - | - | - |
| Stage 1 | 721 | 673 | - | 876 | 789 | - | - | - | - | - | - | - |
| Stage 2 | 849 | 787 | - | 672 | 608 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 12.9 | | 10.1 | | 0.5 | | 0.2 | |
| HCM LOS | B | | B | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1192 | - | - | 580 | 731 | 1483 | - | - |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.217 | 0.033 | 0.005 | - | - |
| HCM Control Delay (s) | 8 | - | - | 12.9 | 10.1 | 7.4 | 0 | - |
| HCM Lane LOS | A | - | - | B | B | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.8 | 0.1 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 87 | 3 | 8 | 148 | 190 | 44 |
| Future Vol, veh/h | 87 | 3 | 8 | 148 | 190 | 44 |
| 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 | - | 150 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 95 | 3 | 9 | 161 | 207 | 48 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 410 | 231 | 255 | 0 | - | 0 |
| Stage 1 | 231 | - | - | - | - | - |
| Stage 2 | 179 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 598 | 808 | 1310 | - | - | - |
| Stage 1 | 807 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 594 | 808 | 1310 | - | - | - |
| Mov Cap-2 Maneuver | 647 | - | - | - | - | - |
| Stage 1 | 801 | - | - | - | - | - |
| Stage 2 | 852 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 11.5 | 0.4 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1310 | - | 651 | - | - |
| HCM Lane V/C Ratio | 0.007 | - | 0.15 | - | - |
| HCM Control Delay (s) | 7.8 | - | 11.5 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|-------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘ | ↗ | ↑ | ↗ | ↘ | ↑ |
| Traffic Vol, veh/h | 38 | 41 | 462 | 21 | 78 | 586 |
| Future Vol, veh/h | 38 | 41 | 462 | 21 | 78 | 586 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | 0 | - | 125 | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 41 | 45 | 502 | 23 | 85 | 637 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1309 | 502 | 0 | 0 | 502 | 0 |
| Stage 1 | 502 | - | - | - | - | - |
| Stage 2 | 807 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 176 | 569 | - | - | 1062 | - |
| Stage 1 | 608 | - | - | - | - | - |
| Stage 2 | 439 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 162 | 569 | - | - | 1062 | - |
| Mov Cap-2 Maneuver | 162 | - | - | - | - | - |
| Stage 1 | 608 | - | - | - | - | - |
| Stage 2 | 404 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 22.9 | 0 | 1 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|------|
| Capacity (veh/h) | - | - | 162 | 569 | 1062 |
| HCM Lane V/C Ratio | - | - | 0.255 | 0.078 | 0.08 |
| HCM Control Delay (s) | - | - | 34.7 | 11.9 | 8.7 |
| HCM Lane LOS | - | - | D | B | A |
| HCM 95th %tile Q(veh) | - | - | 1 | 0.3 | 0.3 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 413 | 62 | 7 | 405 | 75 | 14 |
| Future Vol, veh/h | 413 | 62 | 7 | 405 | 75 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 449 | 67 | 8 | 440 | 82 | 15 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 516 | 0 | 939 483 |
| Stage 1 | - | - | - | - | 483 - |
| Stage 2 | - | - | - | - | 456 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1050 | - | 293 584 |
| Stage 1 | - | - | - | - | 620 - |
| Stage 2 | - | - | - | - | 638 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1050 | - | 291 584 |
| Mov Cap-2 Maneuver | - | - | - | - | 291 - |
| Stage 1 | - | - | - | - | 620 - |
| Stage 2 | - | - | - | - | 633 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.1 | 21.3 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 316 | - | - | 1050 | - |
| HCM Lane V/C Ratio | 0.306 | - | - | 0.007 | - |
| HCM Control Delay (s) | 21.3 | - | - | 8.5 | - |
| HCM Lane LOS | C | - | - | A | - |
| HCM 95th %tile Q(veh) | 1.3 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 3.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | | | ↑ | ↑ | ↑ |
| Traffic Vol, veh/h | 33 | 0 | 0 | 198 | 8 | 83 |
| Future Vol, veh/h | 33 | 0 | 0 | 198 | 8 | 83 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 60 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 0 | 0 | 215 | 13 | 138 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | - | - | - | 251 | 36 |
| Stage 1 | - | - | - | - | 36 | - |
| Stage 2 | - | - | - | - | 215 | - |
| Critical Hdwy | - | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 0 | - | 738 | 1037 |
| Stage 1 | - | 0 | 0 | - | 986 | - |
| Stage 2 | - | 0 | 0 | - | 821 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | - | 738 | 1037 |
| Mov Cap-2 Maneuver | - | - | - | - | 738 | - |
| Stage 1 | - | - | - | - | 986 | - |
| Stage 2 | - | - | - | - | 821 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 9.1 | | | |
| HCM LOS | | | | | | A |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | WBT | | |
| Capacity (veh/h) | 738 | 1037 | - | - | | |
| HCM Lane V/C Ratio | 0.018 | 0.133 | - | - | | |
| HCM Control Delay (s) | 10 | 9 | - | - | | |
| HCM Lane LOS | B | A | - | - | | |
| HCM 95th %tile Q(veh) | 0.1 | 0.5 | - | - | | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 136 | 107 | 185 | 0 |
| Future Vol, veh/h | 0 | 0 | 136 | 107 | 185 | 0 |
| 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 | 0 | 150 | - | - | 150 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 92 | 92 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 227 | 116 | 201 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 771 | 201 | 201 | 0 | 0 |
| Stage 1 | 201 | - | - | - | - |
| Stage 2 | 570 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 368 | 840 | 1371 | - | - |
| Stage 1 | 833 | - | - | - | - |
| Stage 2 | 566 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 307 | 840 | 1371 | - | - |
| Mov Cap-2 Maneuver | 422 | - | - | - | - |
| Stage 1 | 695 | - | - | - | - |
| Stage 2 | 566 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 5.4 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1371 | - | - | - | - | - |
| HCM Lane V/C Ratio | 0.165 | - | - | - | - | - |
| HCM Control Delay (s) | 8.1 | - | 0 | 0 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.6 | - | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.6 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↘ | ↗ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 8 | 8 | 0 | 235 | 185 | 0 |
| Future Vol, veh/h | 8 | 8 | 0 | 235 | 185 | 0 |
| 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 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 92 | 92 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 13 | 13 | 0 | 255 | 201 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 456 | 201 | - | 0 | - | 0 |
| Stage 1 | 201 | - | - | - | - | - |
| Stage 2 | 255 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 562 | 840 | 0 | - | - | 0 |
| Stage 1 | 833 | - | 0 | - | - | 0 |
| Stage 2 | 788 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 562 | 840 | - | - | - | - |
| Mov Cap-2 Maneuver | 625 | - | - | - | - | - |
| Stage 1 | 833 | - | - | - | - | - |
| Stage 2 | 788 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 10.2 | 0 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|-----------------------|-----|-------|-------|-----|
| Capacity (veh/h) | - | 625 | 840 | - |
| HCM Lane V/C Ratio | - | 0.021 | 0.016 | - |
| HCM Control Delay (s) | - | 10.9 | 9.4 | - |
| HCM Lane LOS | - | B | A | - |
| HCM 95th %tile Q(veh) | - | 0.1 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.7 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 0 | 58 | 4 | 235 | 184 | 9 |
| Future Vol, veh/h | 0 | 58 | 4 | 235 | 184 | 9 |
| 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 | 0 | 150 | - | - | 150 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 92 | 92 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 97 | 7 | 255 | 200 | 15 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 469 | 200 | 215 | 0 | - | 0 |
| Stage 1 | 200 | - | - | - | - | - |
| Stage 2 | 269 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 553 | 841 | 1355 | - | - | - |
| Stage 1 | 834 | - | - | - | - | - |
| Stage 2 | 776 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 550 | 841 | 1355 | - | - | - |
| Mov Cap-2 Maneuver | 550 | - | - | - | - | - |
| Stage 1 | 830 | - | - | - | - | - |
| Stage 2 | 776 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.8 | 0.2 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1355 | - | - | 841 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.115 | - | - |
| HCM Control Delay (s) | 7.7 | - | 0 | 9.8 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.4 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↑ | ↗ | ↖ | ↗ |
| Traffic Vol, veh/h | 0 | 90 | 52 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 90 | 52 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 100 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 60 | 92 | 92 | 60 | 60 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 98 | 57 | 0 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 57 | 0 | - | 0 | 155 57 |
| Stage 1 | - | - | - | - | 57 - |
| Stage 2 | - | - | - | - | 98 - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | 1547 | - | - | - | 836 1009 |
| Stage 1 | - | - | - | - | 966 - |
| Stage 2 | - | - | - | - | 926 - |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1547 | - | - | - | 836 1009 |
| Mov Cap-2 Maneuver | - | - | - | - | 836 - |
| Stage 1 | - | - | - | - | 966 - |
| Stage 2 | - | - | - | - | 926 - |

| Approach | EB | WB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 1547 | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | - | 0 | 0 |
| HCM Lane LOS | A | - | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - |

| Intersection | |
|---------------------------|-----|
| Intersection Delay, s/veh | 7.1 |
| Intersection LOS | A |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 2 | 6 | 7 | 1 | 22 | 6 | 12 | 12 | 0 | 6 | 8 | 2 |
| Future Vol, veh/h | 2 | 6 | 7 | 1 | 22 | 6 | 12 | 12 | 0 | 6 | 8 | 2 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 2 | 7 | 8 | 1 | 24 | 7 | 13 | 13 | 0 | 7 | 9 | 2 |
| Number of Lanes | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|----------------------------|-----|-----|-----|-----|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 1 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 1 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 1 |
| HCM Control Delay | 6.9 | 7.1 | 7.3 | 7.1 |
| HCM LOS | A | A | A | A |

| Lane | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, % | 50% | 13% | 3% | 38% |
| Vol Thru, % | 50% | 40% | 76% | 50% |
| Vol Right, % | 0% | 47% | 21% | 12% |
| Sign Control | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 24 | 15 | 29 | 16 |
| LT Vol | 12 | 2 | 1 | 6 |
| Through Vol | 12 | 6 | 22 | 8 |
| RT Vol | 0 | 7 | 6 | 2 |
| Lane Flow Rate | 26 | 16 | 32 | 17 |
| Geometry Grp | 1 | 1 | 1 | 1 |
| Degree of Util (X) | 0.03 | 0.017 | 0.034 | 0.019 |
| Departure Headway (Hd) | 4.129 | 3.778 | 3.903 | 4.036 |
| Convergence, Y/N | Yes | Yes | Yes | Yes |
| Cap | 868 | 946 | 917 | 887 |
| Service Time | 2.15 | 1.805 | 1.927 | 2.059 |
| HCM Lane V/C Ratio | 0.03 | 0.017 | 0.035 | 0.019 |
| HCM Control Delay | 7.3 | 6.9 | 7.1 | 7.1 |
| HCM Lane LOS | A | A | A | A |
| HCM 95th-tile Q | 0.1 | 0.1 | 0.1 | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 253 | 71 | 34 | 198 | 114 | 66 |
| Future Vol, veh/h | 253 | 71 | 34 | 198 | 114 | 66 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 275 | 77 | 37 | 215 | 124 | 72 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 352 | 0 | 603 314 |
| Stage 1 | - | - | - | - | 314 - |
| Stage 2 | - | - | - | - | 289 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1207 | - | 462 726 |
| Stage 1 | - | - | - | - | 741 - |
| Stage 2 | - | - | - | - | 760 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1207 | - | 446 726 |
| Mov Cap-2 Maneuver | - | - | - | - | 446 - |
| Stage 1 | - | - | - | - | 741 - |
| Stage 2 | - | - | - | - | 733 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 1.2 | 16.1 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 519 | - | - | 1207 | - |
| HCM Lane V/C Ratio | 0.377 | - | - | 0.031 | - |
| HCM Control Delay (s) | 16.1 | - | - | 8.1 | 0 |
| HCM Lane LOS | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 1.7 | - | - | 0.1 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | ↕ | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 104 | 2 | 7 | 3 | 3 | 5 | 9 | 105 | 7 | 8 | 48 | 56 |
| Future Vol, veh/h | 104 | 2 | 7 | 3 | 3 | 5 | 9 | 105 | 7 | 8 | 48 | 56 |
| 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 | - | - | - | - | - | - | 150 | - | - | - | - | - |
| Veh in Median Storage, # | - | 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, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 113 | 2 | 8 | 3 | 3 | 5 | 10 | 114 | 8 | 9 | 52 | 61 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 243 | 243 | 83 | 244 | 269 | 118 | 113 | 0 | 0 | 122 | 0 | 0 |
| Stage 1 | 101 | 101 | - | 138 | 138 | - | - | - | - | - | - | - |
| Stage 2 | 142 | 142 | - | 106 | 131 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.12 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 711 | 659 | 976 | 710 | 637 | 934 | 1476 | - | - | 1465 | - | - |
| Stage 1 | 905 | 811 | - | 865 | 782 | - | - | - | - | - | - | - |
| Stage 2 | 861 | 779 | - | 900 | 788 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 697 | 650 | 976 | 695 | 628 | 934 | 1476 | - | - | 1465 | - | - |
| Mov Cap-2 Maneuver | 697 | 650 | - | 695 | 628 | - | - | - | - | - | - | - |
| Stage 1 | 899 | 805 | - | 859 | 777 | - | - | - | - | - | - | - |
| Stage 2 | 847 | 774 | - | 884 | 782 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|------|--|-----|--|-----|--|-----|--|
| HCM Control Delay, s | 11.1 | | 9.8 | | 0.6 | | 0.5 | |
| HCM LOS | B | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR |
|-----------------------|-------|-----|-----|------------|-------|-------|-----|
| Capacity (veh/h) | 1476 | - | - | 709 | 761 | 1465 | - |
| HCM Lane V/C Ratio | 0.007 | - | - | 0.173 | 0.016 | 0.006 | - |
| HCM Control Delay (s) | 7.5 | - | - | 11.1 | 9.8 | 7.5 | 0 |
| HCM Lane LOS | A | - | - | B | A | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.6 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 25 | 5 | 5 | 122 | 105 | 50 |
| Future Vol, veh/h | 25 | 5 | 5 | 122 | 105 | 50 |
| 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 | - | 150 | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 27 | 5 | 5 | 133 | 114 | 54 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 284 | 141 | 168 | 0 | - | 0 |
| Stage 1 | 141 | - | - | - | - | - |
| Stage 2 | 143 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 706 | 907 | 1410 | - | - | - |
| Stage 1 | 886 | - | - | - | - | - |
| Stage 2 | 884 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 703 | 907 | 1410 | - | - | - |
| Mov Cap-2 Maneuver | 724 | - | - | - | - | - |
| Stage 1 | 882 | - | - | - | - | - |
| Stage 2 | 884 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 10 | 0.3 | 0 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h) | 1410 | - | 749 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | 0.044 | - | - |
| HCM Control Delay (s) | 7.6 | - | 10 | - | - |
| HCM Lane LOS | A | - | B | - | - |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|-------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↘ | ↗ | ↑ | ↗ | ↘ | ↑ |
| Traffic Vol, veh/h | 18 | 53 | 479 | 31 | 30 | 489 |
| Future Vol, veh/h | 18 | 53 | 479 | 31 | 30 | 489 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | Yield | - | None |
| Storage Length | 0 | 0 | - | 125 | 125 | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 20 | 58 | 521 | 34 | 33 | 532 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|-------|---|
| Conflicting Flow All | 1119 | 521 | 0 | 0 | 521 | 0 |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 598 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 229 | 555 | - | - | 1045 | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 549 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 222 | 555 | - | - | 1045 | - |
| Mov Cap-2 Maneuver | 222 | - | - | - | - | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 531 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|------|----|-----|
| HCM Control Delay, s | 14.9 | 0 | 0.5 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 222 | 555 | 1045 |
| HCM Lane V/C Ratio | - | - | 0.088 | 0.104 | 0.031 |
| HCM Control Delay (s) | - | - | 22.8 | 12.2 | 8.6 |
| HCM Lane LOS | - | - | C | B | A |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.3 | 0.1 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.7 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 340 | 18 | 6 | 306 | 26 | 2 |
| Future Vol, veh/h | 340 | 18 | 6 | 306 | 26 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 100 | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 370 | 20 | 7 | 333 | 28 | 2 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | 0 | 390 | 0 | 727 380 |
| Stage 1 | - | - | - | - | 380 - |
| Stage 2 | - | - | - | - | 347 - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | - | 1169 | - | 391 667 |
| Stage 1 | - | - | - | - | 691 - |
| Stage 2 | - | - | - | - | 716 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1169 | - | 389 667 |
| Mov Cap-2 Maneuver | - | - | - | - | 389 - |
| Stage 1 | - | - | - | - | 691 - |
| Stage 2 | - | - | - | - | 712 - |

| Approach | EB | WB | NB |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0 | 0.2 | 14.7 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 401 | - | - | 1169 | - |
| HCM Lane V/C Ratio | 0.076 | - | - | 0.006 | - |
| HCM Control Delay (s) | 14.7 | - | - | 8.1 | - |
| HCM Lane LOS | B | - | - | A | - |
| HCM 95th %tile Q(veh) | 0.2 | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 6.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | ↑ | | | ↑ | ↖ | ↗ |
| Traffic Vol, veh/h | 10 | 0 | 0 | 68 | 10 | 103 |
| Future Vol, veh/h | 10 | 0 | 0 | 68 | 10 | 103 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 60 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 11 | 0 | 0 | 74 | 17 | 172 |

| Major/Minor | Major1 | Major2 | Minor1 | | |
|----------------------|--------|--------|--------|---|-------------|
| Conflicting Flow All | 0 | - | - | - | 85 11 |
| Stage 1 | - | - | - | - | 11 - |
| Stage 2 | - | - | - | - | 74 - |
| Critical Hdwy | - | - | - | - | 6.42 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 - |
| Follow-up Hdwy | - | - | - | - | 3.518 3.318 |
| Pot Cap-1 Maneuver | - | 0 | 0 | - | 916 1070 |
| Stage 1 | - | 0 | 0 | - | 1012 - |
| Stage 2 | - | 0 | 0 | - | 949 - |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | - | - | 916 1070 |
| Mov Cap-2 Maneuver | - | - | - | - | 916 - |
| Stage 1 | - | - | - | - | 1012 - |
| Stage 2 | - | - | - | - | 949 - |

| Approach | EB | WB | NB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 9 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | WBT |
|-----------------------|-------|-------|-----|-----|
| Capacity (veh/h) | 916 | 1070 | - | - |
| HCM Lane V/C Ratio | 0.018 | 0.16 | - | - |
| HCM Control Delay (s) | 9 | 9 | - | - |
| HCM Lane LOS | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | 0.6 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.9 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 0 | 0 | 41 | 121 | 58 | 0 |
| Future Vol, veh/h | 0 | 0 | 41 | 121 | 58 | 0 |
| 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 | 0 | 150 | - | - | 150 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 92 | 92 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 0 | 68 | 132 | 63 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 331 | 63 | 63 | 0 | - | 0 |
| Stage 1 | 63 | - | - | - | - | - |
| Stage 2 | 268 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 664 | 1002 | 1540 | - | - | - |
| Stage 1 | 960 | - | - | - | - | - |
| Stage 2 | 777 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 635 | 1002 | 1540 | - | - | - |
| Mov Cap-2 Maneuver | 666 | - | - | - | - | - |
| Stage 1 | 918 | - | - | - | - | - |
| Stage 2 | 777 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0 | 2.5 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1540 | - | - | - | - | - |
| HCM Lane V/C Ratio | 0.044 | - | - | - | - | - |
| HCM Control Delay (s) | 7.4 | - | 0 | 0 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q(veh) | 0.1 | - | - | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↘ | ↗ | | ↑ | ↑ | |
| Traffic Vol, veh/h | 10 | 10 | 0 | 152 | 58 | 0 |
| Future Vol, veh/h | 10 | 10 | 0 | 152 | 58 | 0 |
| 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 | 0 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 92 | 92 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 17 | 0 | 165 | 63 | 0 |

| Major/Minor | Minor2 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 228 | 63 | - | 0 | - | 0 |
| Stage 1 | 63 | - | - | - | - | - |
| Stage 2 | 165 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | - | - |
| Pot Cap-1 Maneuver | 760 | 1002 | 0 | - | - | 0 |
| Stage 1 | 960 | - | 0 | - | - | 0 |
| Stage 2 | 864 | - | 0 | - | - | 0 |
| Platoon blocked, % | | | | - | - | |
| Mov Cap-1 Maneuver | 760 | 1002 | - | - | - | - |
| Mov Cap-2 Maneuver | 756 | - | - | - | - | - |
| Stage 1 | 960 | - | - | - | - | - |
| Stage 2 | 864 | - | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | EBLn1 | EBLn2 | SBT |
|-----------------------|-----|-------|-------|-----|
| Capacity (veh/h) | - | 756 | 1002 | - |
| HCM Lane V/C Ratio | - | 0.022 | 0.017 | - |
| HCM Control Delay (s) | - | 9.9 | 8.7 | - |
| HCM Lane LOS | - | A | A | - |
| HCM 95th %tile Q(veh) | - | 0.1 | 0.1 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.5 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations | ↖ | ↗ | ↖ | ↗ | ↗ | ↖ |
| Traffic Vol, veh/h | 0 | 85 | 0 | 152 | 68 | 0 |
| Future Vol, veh/h | 0 | 85 | 0 | 152 | 68 | 0 |
| 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 | 0 | 150 | - | - | 150 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 60 | 60 | 60 | 92 | 92 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 142 | 0 | 165 | 74 | 0 |

| Major/Minor | Minor2 | Major1 | | Major2 | |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 239 | 74 | 74 | 0 | 0 |
| Stage 1 | 74 | - | - | - | - |
| Stage 2 | 165 | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | 4.12 | - | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - |
| Pot Cap-1 Maneuver | 749 | 988 | 1526 | - | - |
| Stage 1 | 949 | - | - | - | - |
| Stage 2 | 864 | - | - | - | - |
| Platoon blocked, % | | | | - | - |
| Mov Cap-1 Maneuver | 749 | 988 | 1526 | - | - |
| Mov Cap-2 Maneuver | 749 | - | - | - | - |
| Stage 1 | 949 | - | - | - | - |
| Stage 2 | 864 | - | - | - | - |

| Approach | EB | NB | SB |
|----------------------|-----|----|----|
| HCM Control Delay, s | 9.3 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|------|-----|-------|-------|-----|-----|
| Capacity (veh/h) | 1526 | - | - | 988 | - | - |
| HCM Lane V/C Ratio | - | - | - | 0.143 | - | - |
| HCM Control Delay (s) | 0 | - | 0 | 9.3 | - | - |
| HCM Lane LOS | A | - | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.5 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↕ | ↕ | ↕ | ↕ | ↕ |
| Traffic Vol, veh/h | 0 | 30 | 55 | 0 | 0 | 0 |
| Future Vol, veh/h | 0 | 30 | 55 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | 100 | 0 | 0 |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 60 | 92 | 92 | 60 | 60 | 60 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 33 | 60 | 0 | 0 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 60 | 0 | - | 0 | 93 |
| Stage 1 | - | - | - | - | 60 |
| Stage 2 | - | - | - | - | 33 |
| Critical Hdwy | 4.12 | - | - | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 |
| Pot Cap-1 Maneuver | 1544 | - | - | - | 907 |
| Stage 1 | - | - | - | - | 963 |
| Stage 2 | - | - | - | - | 989 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | 1544 | - | - | - | 907 |
| Mov Cap-2 Maneuver | - | - | - | - | 907 |
| Stage 1 | - | - | - | - | 963 |
| Stage 2 | - | - | - | - | 989 |

| Approach | EB | WB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | SBLn2 |
|-----------------------|------|-----|-----|-----|-------|-------|
| Capacity (veh/h) | 1544 | - | - | - | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | - | 0 | 0 |
| HCM Lane LOS | A | - | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - |