

SEPTEMBER 2019

# TRAFFIC IMPACT STUDY

**GOLDEN RULE SCHOOL – PLEASANT GROVE  
DALLAS, TEXAS**

PREPARED FOR:  
CALLAWAY ARCHITECTURE



5021 LAKAWANA STREET, SUITE 501  
DALLAS, TEXAS 75247

**TRAFFIC IMPACT STUDY  
GOLDEN RULE SCHOOL – PLEASANT GROVE  
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**PREPARED FOR:  
CALLAWAY ARCHITECTURE**



**PREPARED BY:  
KCI TECHNOLOGIES, INC. (TBPE Firm #10573)**  
5021 Lakawana Street, Suite 501  
Dallas, TX 75247  
972.957.3016 office  
[www.kci.com](http://www.kci.com)

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## EXECUTIVE SUMMARY

### Project Description

The existing Golden Rule School – Pleasant Grove campus is located on the north side of Bruton Road, west of Cheyenne Road, in Dallas, Texas. The current enrollment at the school is 216 students, and the school is planning to expand to 392 students (+176 students) for the 2020-2021 school year.

### Data Collection

In order to provide data for the traffic impact analysis, traffic counts were conducted at the following locations:

- Bruton Road and Leroy Road
- Bruton Road and West School Access
- Bruton Road and East School Access
- Bruton Road and Cheyenne Road

Turning movement counts were conducted from 6:30 – 8:30 AM and 3:00 – 6:00 PM on a typical weekday in September 2019 by Marr Traffic. From the counts, it was determined that the peak hours of traffic flow occurred from 7:15 – 8:15 AM and 3:15 – 4:15 PM.

### Projection of Future Traffic Volumes

The estimated project-generated traffic volumes were added to the existing peak hour traffic volumes in order to obtain the total projected peak hour traffic volumes for the study area intersections.

### Conclusions and Recommendations

The analyses presented in this study indicate that the impacts of the proposed project on the existing street network will be minimal. Therefore, based on the analyses conducted, no infrastructure recommendations are presented for the proposed school expansion. Please refer to the Traffic Management Plan associated with this project for specific recommendations to the school traffic operations during arrival and dismissal periods.

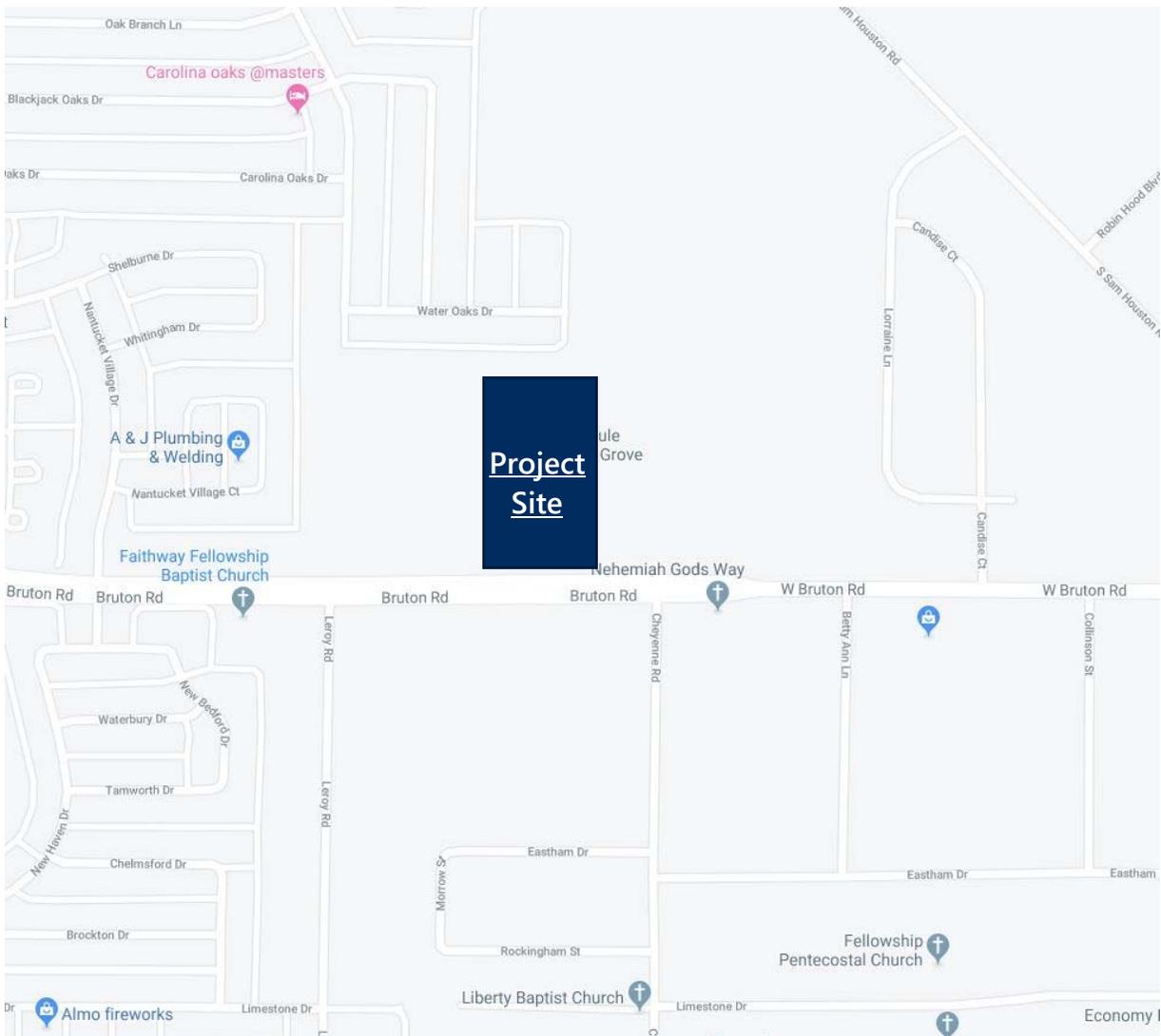
## 1. INTRODUCTION AND PROJECT DESCRIPTION

The purpose of this study is to analyze the traffic impacts and access plan associated with the proposed expansion of the Golden Rule School – Pleasant Grove campus, located on the north side of Bruton Road, west of Cheyenne Road, in Dallas, Texas. The current enrollment at the school is 216 students, and the school is planning to expand to 392 students (+176 middle school students) for the 2020-2021 school year. The current site plan is presented in Appendix A.

The Golden Rule School – Pleasant Grove campus has a current enrollment of 216 full-time students. The existing enrollment includes 46 Pre-K students during either the morning hours (arrive at 8:00 AM, dismiss at 12:00 PM) or afternoon hours (arrive at 12:00 PM and dismiss at 3:00 PM). The remainder of the existing enrollment consists of elementary students. Elementary school students arrive at 8:00 AM and dismiss at 3:00 PM. The new middle school students will arrive and dismiss on a staggered schedule beginning at 8:15 AM and 4:00 PM, respectively.

Figure 1 shows the location of the project site. As shown, the property is bounded on the north, east, and west by single-family residential properties and on the south by Bruton Road. Two vehicular access points to the school are provided on Bruton Road, approximately 350 and 530 feet west of Cheyenne Road, respectively.

In this study, the current operating characteristics of the adjacent roadways are evaluated. The expected trips generated by the proposed expansion are determined and distributed to the roadway network. The adjacent roadways are then re-evaluated to determine the anticipated traffic impacts of the project. Finally, recommendations are presented, including roadway improvements and/or traffic control improvements that are needed to accommodate the expected traffic.



Location of the Project Site  
(Not to Scale)

Figure 1.

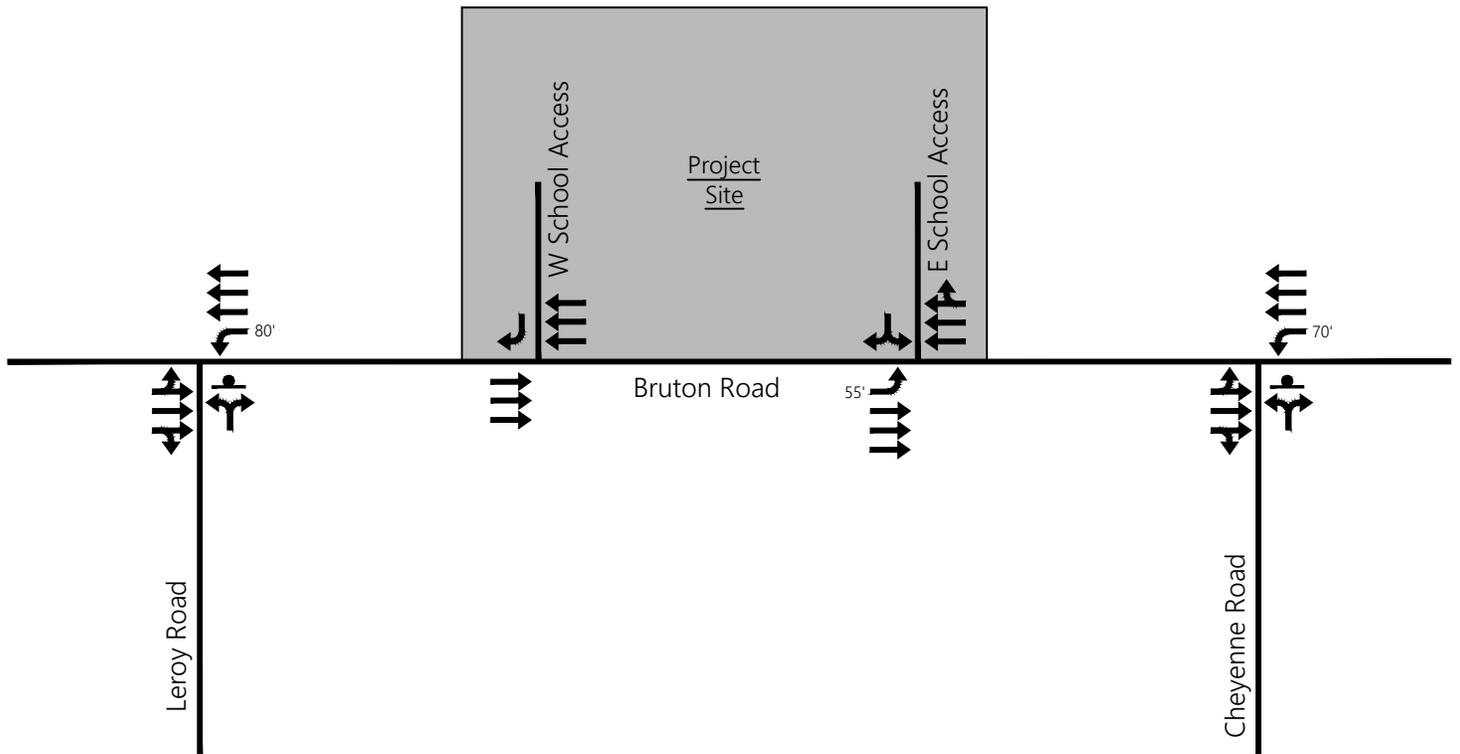
## 2. EXISTING CONDITIONS

### 2.1 Existing Traffic Volumes

In order to provide data for the traffic impact analysis, traffic counts were conducted at the following locations:

- Bruton Road and Leroy Road
- Bruton Road and West School Access
- Bruton Road and East School Access
- Bruton Road and Cheyenne Road

Turning movement counts were conducted from 6:30 – 8:30 AM and 3:00 – 6:00 PM on a typical weekday in September 2019 by Marr Traffic. From the counts, it was determined that the peak hours of traffic flow occurred from 7:15 – 8:15 AM and 3:15 – 4:15 PM. A detailed summary of the turning movement counts is included in Appendix B. The existing laneage at the study intersections is presented in Figure 1. The existing peak hour volumes are presented in Figure 2. It should be noted that traffic volumes were balanced between study intersections.

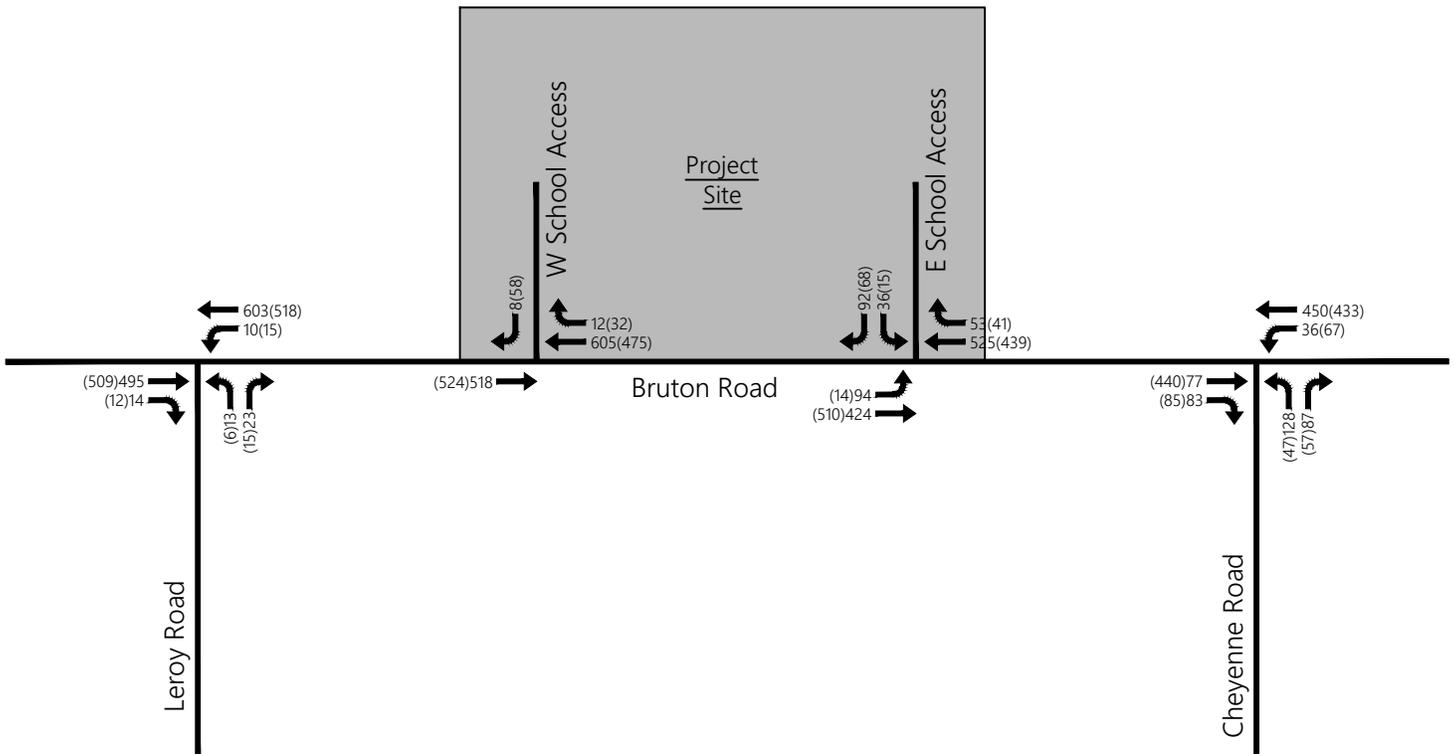


▾ - Stop Sign  
XX' - Storage Length



Existing Laneage  
(Not to Scale)

Figure 2.



XXX - AM Peak Hour  
Traffic Volumes  
(XXX) - PM Peak Hour  
Traffic Volumes



Existing Peak Hour Traffic Volumes  
(Not to Scale)

Figure 3.

## 2.2 Existing Traffic Operations

To determine the current operation of the study intersections, capacity analyses were performed for the AM and PM peak hours. The capacity calculations were performed according to the methods outlined in the *Highway Capacity Manual*, TRB 2010. The capacity analyses result in the determination of a Level of Service (LOS) for an intersection. The LOS is a concept used to describe how well an intersection or roadway operates. LOS A is the best, while LOS F is the worst. LOS D is typically considered as the minimum acceptable LOS for an intersection in an urbanized area. Table 1 presents the descriptions of LOS for unsignalized intersections.

**TABLE 1: DESCRIPTIONS OF LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS**

LEVEL OF SERVICE	DESCRIPTION	CONTROL DELAY (sec/veh)
A	Little or no delay	$\leq 10.0$
B	Short traffic delay	$>10$ and $\leq 15$
C	Average traffic delay	$>15$ and $\leq 25$
D	Long traffic delay	$>25$ and $\leq 35$
E	Very long traffic delay	$>35$ and $\leq 50$
F	Extreme traffic delay	$> 50.0$

Source: *Highway Capacity Manual*, TRB 2010

The results of the capacity analyses for the existing conditions at the study intersection are presented in Table 2. As shown, the capacity analyses indicate that all the critical movements at the study intersection currently operate at LOS C or better during both the AM and PM peak hours. Capacity analyses worksheets are included in Appendix C.

TABLE 2: EXISTING PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	LEVEL OF SERVICE (Average Approach Delay in sec/veh)	
		AM Peak Hour	PM Peak Hour
Bruton Road and Leroy Road	Northbound Approach	B (12.9)	B (12.3)
	Westbound Left Turn	B (10.7)	B (10.9)
Bruton Road and West School Access	Southbound Right Turn	B (11.5)	B (11.5)
Bruton Road and East School Access	Eastbound Left Turn	B (12.4)	B (10.6)
	Southbound Approach	C (17.2)	B (12.5)
Bruton Road and Cheyenne Road	Northbound Approach	C (20.0)	C (16.2)
	Westbound Left Turn	B (10.6)	B (11.5)

*Note: For unsignalized intersections, a LOS is presented for each critical turning movement.*

### 3. BACKGROUND TRAFFIC VOLUMES

#### 3.1 Establishing Background Volumes

As previously discussed, the proposed expansion of the school is expected to be complete before the 2020-2021 school year, which is a one-year horizon. After a review of the nearby properties in the area, it is expected that there will be minimal background traffic growth on the study area roadways over the next year. Based on these reasons, analyses of background conditions were not conducted for this study.

## 4. IMPACTS

### 4.1 Trip Generation

A traffic generation process was used to estimate the amount of traffic expected to be generated by the proposed expansion of the school. As previously discussed, the school is planned to expand by 176 students. Factors for the trip generation were taken from ITE's *Trip Generation*, 10<sup>th</sup> Edition. No reductions were applied to the base trip generation to account for alternative modes.

Furthermore, site-specific calculations were performed based on the existing entering/exiting volumes and the existing enrollment at the school. The ratio was then applied to the proposed number of new students that will be enrolled after the expansion. It should be noted that the existing enrollment number utilized in the calculations is less than the actual current enrollment. During the process of preparing the study, the school provided more accurate enrollment numbers. Conservatively, the smaller enrollment was still used for the analyses. The calculations for trip generation are included in Appendix D.

Table 3 presents the daily, AM and PM peak hour trip generation for both calculation methods. As shown, the existing traffic volumes indicate that the school produces a higher trip generation rate than the factors from ITE specify. Therefore, the more conservative trip generation rate was utilized for the analyses.

As shown in Table 3, the AM and PM peak hour trip generations will equal approximately 311 and 241 new trips, respectively. These trips represent the new traffic that will be generated by the proposed expansion.

**TABLE 3: DEVELOPMENT TRIP GENERATION**

LAND USE	SIZE	DAILY TRAFFIC	GENERATED TRAFFIC			
			AM PEAK		PM PEAK	
			Enter	Exit	Enter	Exit
ITE Trip Generation: Middle School/Junior High School (LUC 522)*	176 students	375	68	55	28	34
<b>NEW TRIPS</b>	--	<b>375</b>	<b>123</b>		<b>62</b>	
Based on Existing Peak Hour Traffic Volumes	176 students	--	168	143	92	149
<b>NEW TRIPS</b>	--	--	<b>311</b>		<b>241</b>	

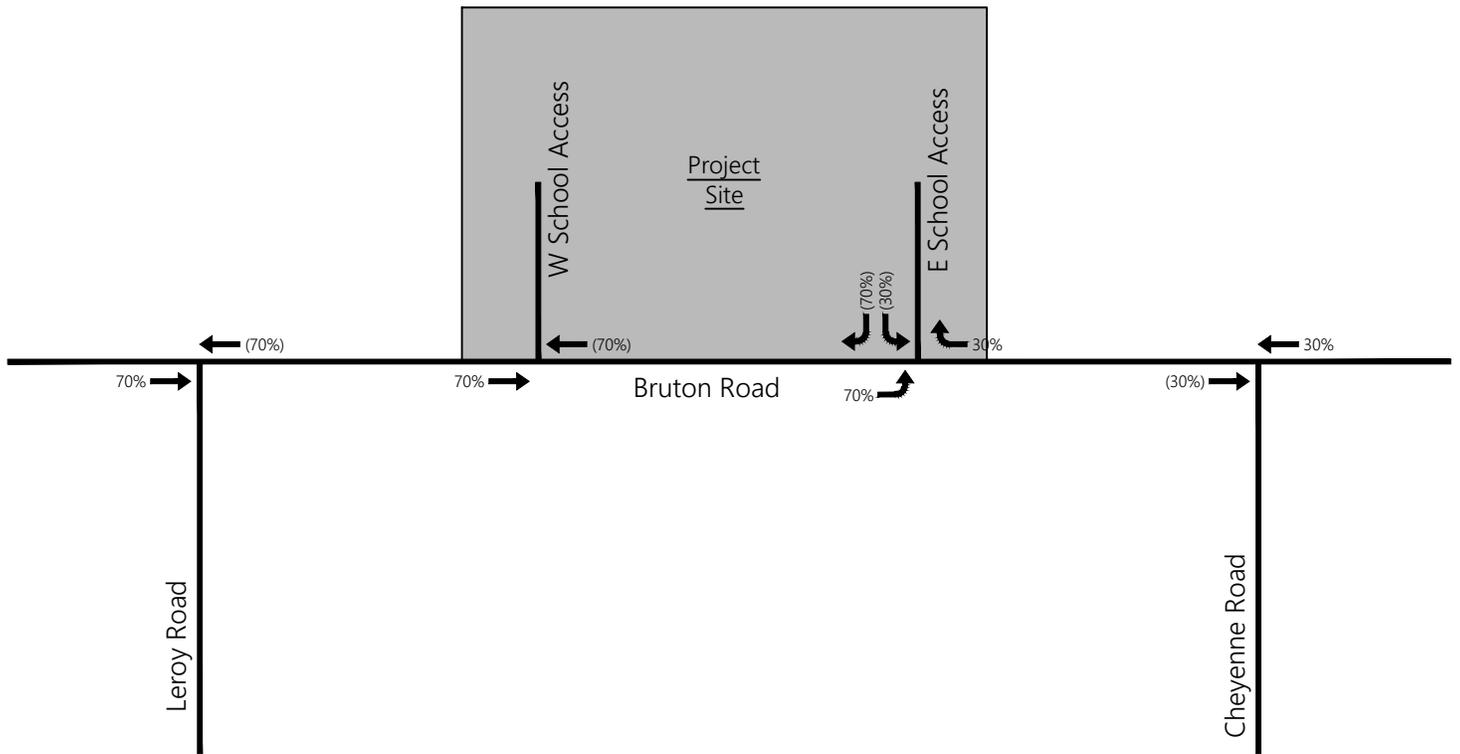
\*Source: *Trip Generation*, Tenth Edition

## 4.2 Trip Distribution and Traffic Assignment

A directional distribution of traffic generated by the proposed project was established based on the proposed access, existing roadway network, and the existing travel patterns developed from the existing peak hour traffic counts. As previously discussed, there are two vehicular access points located on Bruton Road. However, it should be noted that, conservatively, all project-generated traffic was distributed through the eastern access point. The directional distribution is expected to be as follows:

- 70% to the west on Bruton Road
- 30% to the east on Bruton Road

The directional distribution for the proposed project is shown in Figure 4. Based on this directional distribution, the project-generated traffic was assigned to the roadway network. The traffic assignment for the proposed project is shown in Figure 5.



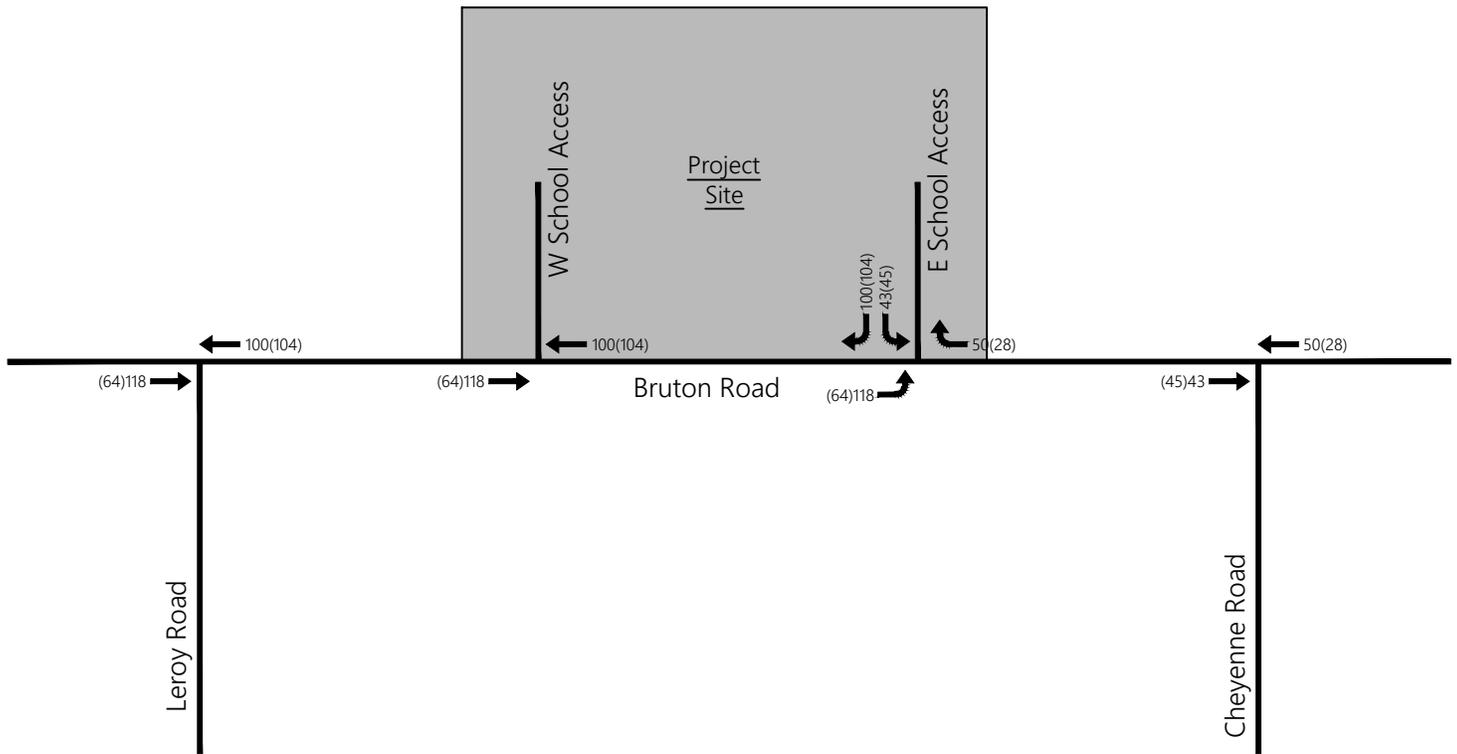
XX% - Enter  
(XX%) - Exit

Distribution of Peak Hour Traffic Volumes  
Generated by the Project Site



(Not to Scale)

Figure 4.



XXX - AM Peak Hour  
Traffic Volumes  
(XXX) - PM Peak Hour  
Traffic Volumes

Assignment of Peak Hour Traffic Volumes  
Generated by the Project Site  
(Not to Scale)



Figure 5.

### 4.3 Capacity / Level of Service Analyses

The total site-generated traffic volumes were added to the existing peak hour traffic volumes in order to obtain the total projected traffic volumes at the study intersections. Figure 6 presents the total projected AM and PM peak hour traffic volumes expected at the completion of the proposed project.

The results of the capacity analyses under projected conditions at the study intersections are presented in Tables 4A and 4B. As shown, the capacity analyses indicate that all the critical movements at the study intersections are expected to continue to operate at LOS C or better during both the AM and PM peak hours, with one exception:

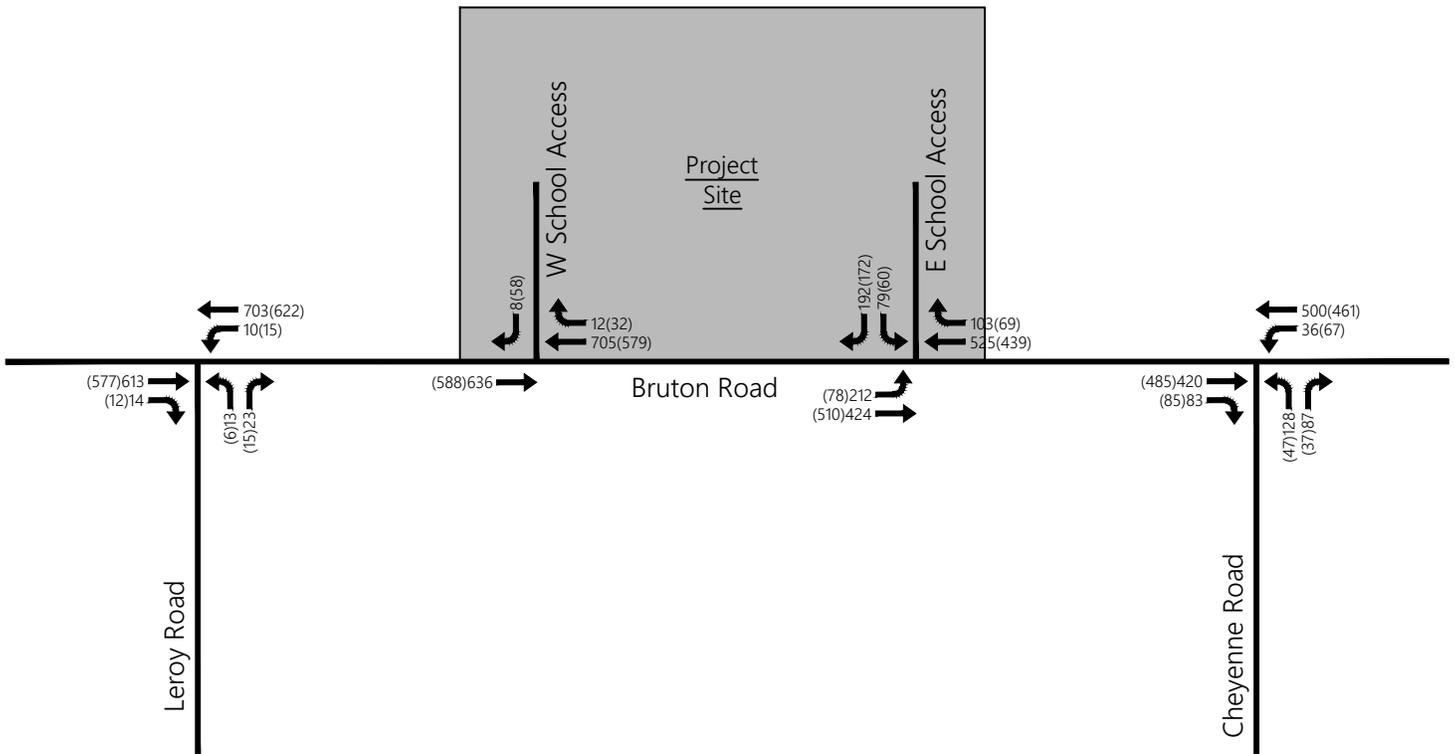
- The southbound approach of the East School Access at Bruton Road is expected to operate at LOS F during the AM peak hour.

It should be noted that this level of service issue will be mitigated by the presence of a traffic control officer at the study intersection. Capacity analyses worksheets are included in Appendix C.

**TABLE 4A: PROJECTED AM PEAK HOUR LEVELS OF SERVICE**

INTERSECTION	TURNING MOVEMENT	LEVEL OF SERVICE (Average Approach Delay in sec/veh)	
		Existing AM	Projected AM
Bruton Road and Leroy Road	Northbound Approach	B (12.9)	B (14.2)
	Westbound Left Turn	B (10.7)	B (11.6)
Bruton Road and West School Access	Southbound Right Turn	B (11.5)	B (12.0)
Bruton Road and East School Access	Eastbound Left Turn	B (12.4)	C (16.0)
	Southbound Approach	C (17.2)	F (98.7)
Bruton Road and Cheyenne Road	Northbound Approach	C (20.0)	C (22.1)
	Westbound Left Turn	B (10.6)	B (11.0)

*Note: For unsignalized intersections, a LOS is presented for each critical turning movement.*



XXX - AM Peak Hour Traffic Volumes  
 (XXX) - PM Peak Hour Traffic Volumes



Total Projected Peak Hour Traffic Volumes  
 (Not to Scale)

Figure 6.

TABLE 4B: PROJECTED PM PEAK HOUR LEVELS OF SERVICE

INTERSECTION	TURNING MOVEMENT	LEVEL OF SERVICE (Average Approach Delay in sec/veh)	
		Existing PM	Projected PM
Bruton Road and Leroy Road	Northbound Approach	B (12.3)	B (13.0)
	Westbound Left Turn	B (10.9)	B (11.3)
Bruton Road and West School Access	Southbound Right Turn	B (11.5)	B (12.2)
Bruton Road and East School Access	Eastbound Left Turn	B (10.6)	B (11.5)
	Southbound Approach	B (12.5)	C (20.2)
Bruton Road and Cheyenne Road	Northbound Approach	C (16.2)	C (17.2)
	Westbound Left Turn	B (11.5)	B (11.9)

*Note: For unsignalized intersections, a LOS is presented for each critical turning movement.*

## 5. ANALYSIS OF SITE PLAN

### 5.1 Site Access Review

According to information provided by the development team, the current enrollment at the Golden Rule School – Pleasant Grove campus is 216 students, and the school is planning to expand to approximately 392 students (+176 students) for the 2020-2021 school year. There are two existing site access points located on Bruton Road. Furthermore, field observations indicate that the majority of vehicles enter and exit through the eastern access point during arrival and dismissal periods. There are two traffic control officers that direct traffic on Bruton Road at the site access points during arrival and dismissal periods.

It should be noted that the new students will be middle school students and the school institutes a staggered daily schedule. For the analyses in this study, trips generated by the new students were conservatively analyzed in the same timeframe as the existing arrivals/dismissals. However, the staggered arrival and dismissal times should ensure that the traffic generated by the new students does not overlap with the arrival/dismissal of the existing student population.

### 5.2 Sight Distance Analyses

Sight distance measurements were conducted on Bruton Road at the site access drives to determine if adequate sight distance would be available for motorists making left or right turns from the site accesses. For a 35 mph speed on Bruton Road, the guidelines from *A Policy on Geometric Design of Highways and Streets*, by the American Association of State Highway and Transportation Officials (AASHTO), call for a minimum stopping sight distance of 250 feet as a design value. This is the distance required for a motorist to detect an object in the roadway necessitating a stop and be able to stop before reaching the object.

Subsequently, AASHTO also provides minimum design values for intersection sight distance. For example, the intersection sight distance allows enough time gap for a motorist to turn from the site access drives onto Bruton Road without requiring a motorist on Bruton Road to significantly reduce speed. For example, for a speed of 35 mph, the design value for intersection sight distance for a motorist turning right from a stop is 335 feet. Therefore, it is desirable to provide a minimum of 335 feet looking to the east of the site accesses onto Bruton Road. For a speed of 35 mph, the design value for intersection sight distance for a motorist turning left (across 3 lanes) from a

stop is 440 feet. Therefore, it is desirable to provide a minimum of 440 feet looking to the west of the site accesses onto Bruton Road.

According to field measurements, adequate intersection sight distance is available for all turning movements from the site access drives, with one exception. Adequate sight distance is not available for motorists turning right from the East School Access onto Bruton Road. Specifically, approximately 80 feet of sight distance is available due to an existing house located east of the property.

It should be noted that this driveway is existing. Furthermore, during arrival and dismissal periods a traffic control officer will mitigate this issue by directing traffic. During non-peak hours, motorists turning right have the option of exiting out of the western site access point.

## 6. CONCLUSIONS AND RECOMMENDATIONS

The Golden Rule School – Pleasant Grove campus is located on the north side of Bruton Road, west of Cheyenne Road, in Dallas, Texas. The current enrollment at the school is 216 students, and the school is planning to expand to 392 students (+176 students) for the 2020-2021 school year.

The analyses presented in this study indicate that the impacts of the proposed project on the existing street network will be minimal. Therefore, based on the analyses conducted, no further recommendations are presented for the proposed school expansion. Please refer to the Traffic Management Plan associated with this project for specific recommendations to the school traffic operations during arrival and dismissal periods.

## APPENDICES

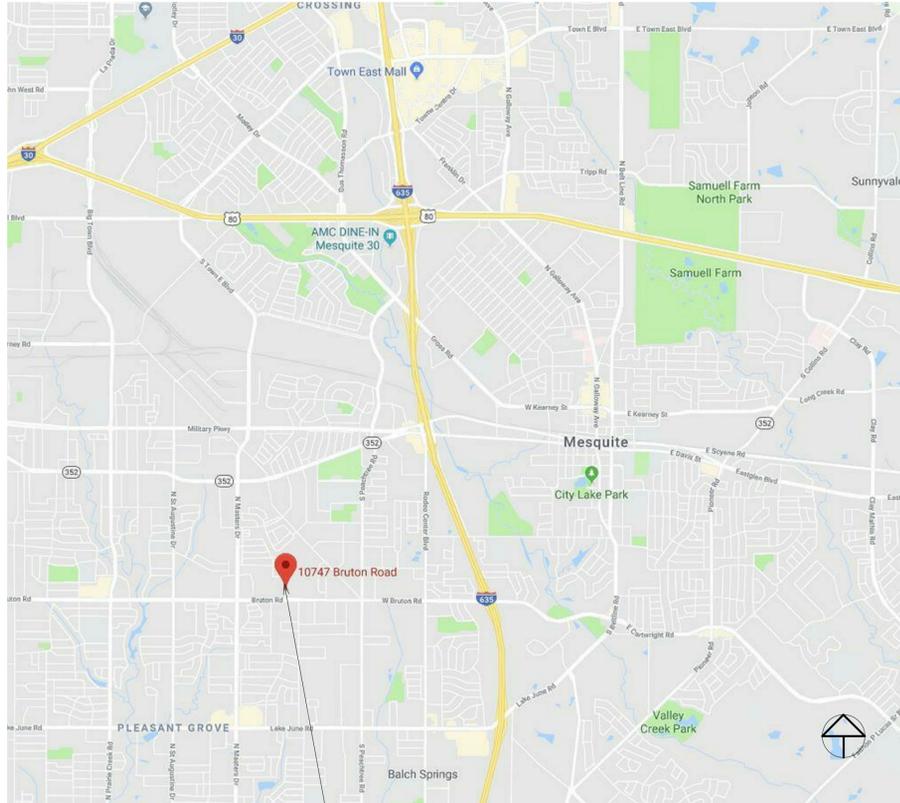
APPENDIX A  
PRELIMINARY SITE PLAN

APPENDIX B  
DETAILED TURNING MOVEMENT COUNTS

APPENDIX C  
CAPACITY ANALYSIS

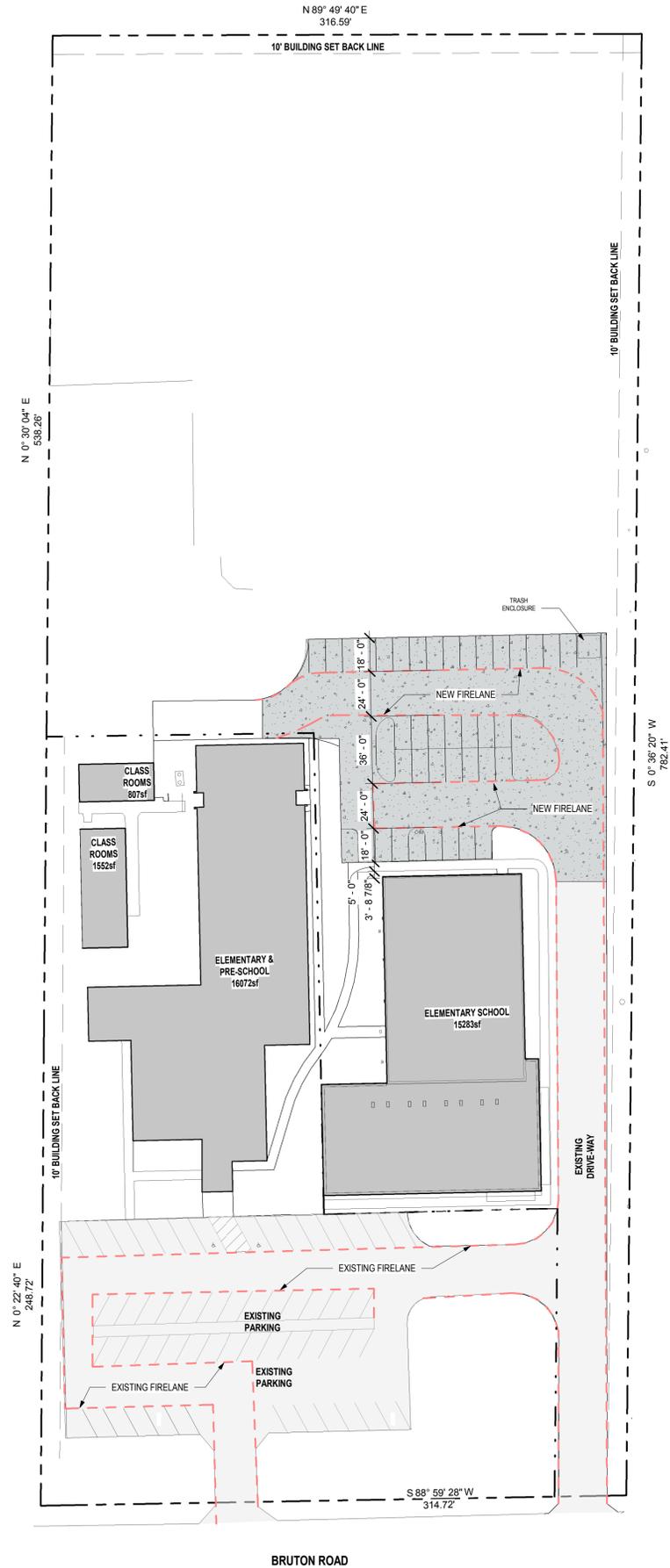
APPENDIX D  
TRIP GENERATION CALCULATIONS

APPENDIX A  
PRELIMINARY SITE PLAN



PROJECT LOCATION

VICINITY MAP  
N.T.S.



**GENERAL NOTES**

1. LANDSCAPING PER ARTICLE X.

**SITE PLAN LEGEND**

SYMBOL	DESCRIPTION	AREA
	NEW PAVING	18,702 SQ.FT
	EXISTING PAVING	34,162 SQ.FT
	FIRE LANE	

**PARKING TABULATION**

	NO. OF CLASSES	REQUIRED	PROVIDED
PRE - K/ KINDER	4	1.5 SPACES / CLASSROOM = 6	
ELEMENTARY	19	1.5 SPACES / CLASSROOM = 29	
TOTAL	23	35 SPACES	89

**1 SITE PLAN**  
1" = 40'-0"

SPACE FOR AHJ APPROVAL SEALS/  
SIGNATURES

DRAWING ISSUES:

JOB NO: 19043

APPENDIX B  
DETAILED TURNING MOVEMENT COUNTS

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

**Site 1 of 4**

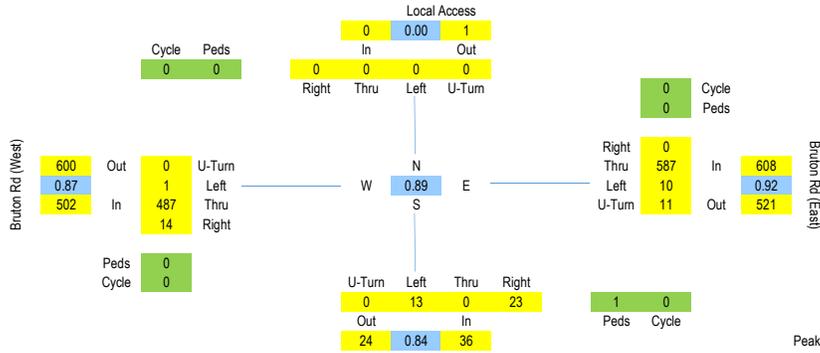
Local Access  
Bruton Rd (East)  
Leroy Rd  
Bruton Rd (West)

Lat/Long  
32.748694°, -96.643527°

Date  
10 September 2019

Weather  
Fair  
85°F

0630 - 0830 (Weekday 2h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 0715 - 0815

TIME	Southbound						Westbound					Northbound					Eastbound					Int Total	Rolling Hour					
	Local Access						Bruton Rd (East)					Leroy Rd					Bruton Rd (West)											
	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds 1a	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds 1b	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds 1c	App Total	U-Turn 1.13	Left 1.14	Thru 1.15			Right 1.16	Peds 1d	App Total		
0630 - 0645	0	0	0	0	0	0	0	1	60	0	0	61	0	3	0	4	2	9	0	0	76	0	0	76	146	769		
0645 - 0700	0	0	0	0	0	0	0	1	97	0	0	98	0	3	0	1	0	4	0	0	55	3	0	58	160	946		
0700 - 0715	0	0	0	1	0	1	0	0	105	0	0	105	0	8	0	2	0	10	0	0	54	1	0	55	171	1094		
0715 - 0730	0	0	0	0	0	0	3	2	157	0	0	162	0	4	0	6	0	10	0	1	120	1	0	122	294	1146		
Hourly Total	0	0	0	1	0	1	3	4	419	0	0	426	0	18	0	13	2	33	0	1	305	5	0	311	771	-		
0730 - 0745	0	0	0	0	0	0	1	1	164	0	0	166	0	4	0	7	0	11	0	0	140	4	0	144	321	1027		
0745 - 0800	0	0	0	0	0	0	5	5	147	0	0	157	0	2	0	8	0	10	0	0	135	6	0	141	308	-		
0800 - 0815	0	0	0	0	0	0	2	2	119	0	0	123	0	3	0	2	1	6	0	0	92	3	0	95	224	-		
0815 - 0830	0	0	0	0	0	0	0	3	81	0	0	84	0	3	0	9	0	12	0	0	77	2	0	79	175	-		
Hourly Total	0	0	0	0	0	0	8	11	511	0	0	530	0	12	0	26	1	39	0	0	444	15	0	459	1028	-		
Grand Total	0	0	0	1	0	1	11	15	930	0	0	956	0	30	0	39	3	72	0	1	749	20	0	770	1799	-		
Approach (%)	0.00	0.00	0.00	100.00	0.00		1.15	1.57	97.28	0.00	0.00		0.00	41.67	0.00	54.17	4.17		0.00	0.13	97.27	2.60	0.00					
Total (%)	0.00	0.00	0.00	0.06	0.00	0.06	0.61	0.83	51.70	0.00	0.00	53.14	0.00	1.67	0.00	2.17	0.17	4.00	0.00	0.06	41.63	1.11	0.00	42.80				
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0		
Cars	0	0	0	1	-	1	11	15	893	0	-	919	0	30	0	39	-	69	0	1	740	20	-	761				
Single Unit Trucks	0	0	0	0	-	0	0	0	27	0	-	27	0	0	0	0	-	0	0	0	4	0	-	4				
Combination Trucks	0	0	0	0	-	0	0	0	10	0	-	10	0	0	0	0	-	0	0	0	5	0	-	5				
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00		
Cars (%)	0.00	0.00	0.00	100.00	-	100.00	100.00	100.00	96.02	0.00	-	96.13	0.00	100.00	0.00	100.00	-	100.00	0.00	0.00	98.80	100.00	-	98.83				
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	2.90	0.00	-	2.82	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.53	0.00	-	0.52			
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.08	0.00	-	1.05	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.67	0.00	-	0.65			

**Peak Rolling Hour Flow Rates**  
Classification: ALL

TIME	Southbound						Westbound					Northbound					Eastbound					Int Total					
	Local Access						Bruton Rd (East)					Leroy Rd					Bruton Rd (West)										
	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds 1a	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds 1b	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds 1c	App Total	U-Turn 1.13	Left 1.14	Thru 1.15		Right 1.16	Peds 1d	App Total		
0715 - 0730	0	0	0	0	0	0	3	2	157	0	0	162	0	4	0	6	0	10	0	1	120	1	0	122	294		
0730 - 0745	0	0	0	0	0	0	1	1	164	0	0	166	0	4	0	7	0	11	0	0	140	4	0	144	321		
0745 - 0800	0	0	0	0	0	0	5	5	147	0	0	157	0	2	0	8	0	10	0	0	135	6	0	141	308		
0800 - 0815	0	0	0	0	0	0	2	2	119	0	0	123	0	3	0	2	1	6	0	0	92	3	0	95	224		
Grand Total	0	0	0	0	0	0	11	10	587	0	0	608	0	13	0	23	1	37	0	1	487	14	0	502	1147		
Approach (%)	0.00	0.00	0.00	0.00	0.00		1.81	1.64	96.55	0.00	0.00		0.00	35.14	0.00	62.16	2.70		0.00	0.20	97.01	2.79	0.00				
Total (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.87	51.18	0.00	0.00	53.01	0.00	1.13	0.00	2.01	0.09	3.23	0.00	0.09	42.46	1.22	0.00	43.77			
PHF	0%						92%					84%					87%					89%					
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	-	0	
Cars	0	0	0	0	-	0	11	10	569	0	-	590	0	13	0	23	-	36	0	1	481	14	-	496	1122		
Single Unit Trucks	0	0	0	0	-	0	0	0	13	0	-	13	0	0	0	0	-	0	0	0	2	0	-	2	15		
Combination Trucks	0	0	0	0	-	0	0	0	5	0	-	5	0	0	0	0	-	0	0	0	4	0	-	4	9		
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00		
Cars (%)	0.00	0.00	0.00	0.00	-	0.00	100.00	100.00	96.93	0.00	-	97.04	0.00	100.00	0.00	100.00	-	100.00	0.00	100.00	98.77	100.00	-	98.80	97.82		
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	2.21	0.00	-	2.14	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.41	0.00	-	0.40	1.31		
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.85	0.00	-	0.82	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.82	0.00	-	0.80	0.78		

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound						Westbound						Northbound						Eastbound						Int Total
	Local Access						Bruton Rd (East)						Leroy Rd						Bruton Rd (West)						
	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds 1a	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds 1b	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds 1c	App Total	U-Turn 1.13	Left 1.14	Thru 1.15	Right 1.16	Peds 1d	App Total	
Grand Total	0	0	0	0	0	0	4	4	656	0	0	664	0	16	0	28	0	44	0	0	560	16	0	576	1284
Approach (%)	0.00	0.00	0.00	0.00	0.00		0.60	0.60	98.80	0.00	0.00		0.00	36.36	0.00	63.64	0.00		0.00	0.00	97.22	2.78	0.00		
Total (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.31	51.09	0.00	0.00	51.71	0.00	1.25	0.00	2.18	0.00	3.43	0.00	0.00	43.61	1.25	0.00	44.86	
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Cars	0	0	0	0	-	0	4	4	644	0	-	652	0	16	0	28	-	44	0	0	556	16	-	572	1268
Single Unit Trucks	0	0	0	0	-	0	0	0	8	0	-	8	0	0	0	0	-	0	0	0	4	0	-	4	12
Combination Trucks	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
Cars (%)	0.00	0.00	0.00	0.00	-	0.00	100.00	100.00	98.17	0.00	-	98.19	0.00	100.00	0.00	100.00	-	100.00	0.00	0.00	99.29	100.00	-	99.31	98.75
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.22	0.00	-	1.20	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.71	0.00	-	0.69	0.93
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.61	0.00	-	0.60	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.31

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

**Site 2 of 4**

Local Access  
Bruton Rd (East)

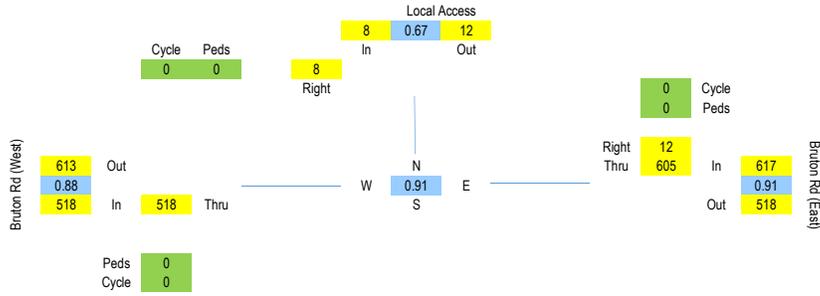
Bruton Rd (West)

Lat/Long  
32.748761°, -96.641607°

Date  
10 September 2019

Weather  
Fair  
85°F

0630 - 0830 (Weekday 2h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 0715 - 0815

TIME	Southbound			Westbound			
	Local Access			Bruton Rd (East)			
	Right 2.1	Peds 2a	App Total	Thru 2.2	Right 2.3	Peds 2b	App Total
0630 - 0645	0	0	0	61	0	0	61
0645 - 0700	0	0	0	96	1	0	97
0700 - 0715	0	0	0	108	2	0	110
0715 - 0730	2	0	2	161	8	0	169
Hourly Total	2	0	2	426	11	0	437
0730 - 0745	0	0	0	168	1	0	169
0745 - 0800	3	0	3	157	1	0	158
0800 - 0815	3	0	3	119	2	0	121
0815 - 0830	2	0	2	79	1	0	80
Hourly Total	8	0	8	523	5	0	528
Grand Total	10	0	10	949	16	0	965
Approach (%)	100.00	0.00		98.34	1.66	0.00	
Total (%)	0.56	0.00	0.56	53.53	0.90	0.00	54.43
P/Cycle	0	-	0	0	0	-	0
Cars	10	-	10	912	16	-	928
Single Unit Trucks	0	-	0	27	0	-	27
Combination Trucks	0	-	0	10	0	-	10
P/Cycle (%)	0.00	-	0.00	0.00	0.00	-	0.00
Cars (%)	100.00	-	100.00	96.10	100.00	-	96.17
Single Unit Trucks (%)	0.00	-	0.00	2.85	0.00	-	2.80
Combination Trucks (%)	0.00	-	0.00	1.05	0.00	-	1.04

TIME	Eastbound				
	Bruton Rd (West)				
	Thru 2.4	Peds 2d	App Total	Int Total	Rolling Hour
0630 - 0645	79	0	79	140	760
0645 - 0700	57	0	57	154	934
0700 - 0715	56	0	56	166	1089
0715 - 0730	129	0	129	300	1143
Hourly Total	321	0	321	760	-
0730 - 0745	145	0	145	314	1013
0745 - 0800	148	0	148	309	
0800 - 0815	96	0	96	220	
0815 - 0830	88	0	88	170	
Hourly Total	477	0	477	1013	
Grand Total	798	0	798	1773	
Approach (%)	100.00	0.00			
Total (%)	45.01	0.00	45.01		
P/Cycle	0	-	0		
Cars	789	-	789		
Single Unit Trucks	4	-	4		
Combination Trucks	5	-	5		
P/Cycle (%)	0.00	-	0.00		
Cars (%)	98.87	-	98.87		
Single Unit Trucks (%)	0.50	-	0.50		
Combination Trucks (%)	0.63	-	0.63		

**Peak Rolling Hour Flow Rates**  
Classification: ALL

TIME	Southbound			Westbound			
	Local Access			Bruton Rd (East)			
	Right 2.1	Peds 2a	App Total	Thru 2.2	Right 2.3	Peds 2b	App Total
0715 - 0730	2	0	2	161	8	0	169
0730 - 0745	0	0	0	168	1	0	169
0745 - 0800	3	0	3	157	1	0	158
0800 - 0815	3	0	3	119	2	0	121
Grand Total	8	0	8	605	12	0	617
Approach (%)	100.00	0.00		98.06	1.94	0.00	
Total (%)	0.70	0.00	0.70	52.93	1.05	0.00	53.98
PHF	67%			90%	38%		
P/Cycle	0	-	0	0	0	-	0
Cars	8	-	8	587	12	-	599
Single Unit Trucks	0	-	0	11	0	-	11
Combination Trucks	0	-	0	7	0	-	7
P/Cycle (%)	0.00	-	0.00	0.00	0.00	-	0.00
Cars (%)	100.00	-	100.00	97.02	100.00	-	97.08
Single Unit Trucks (%)	0.00	-	0.00	1.82	0.00	-	1.78
Combination Trucks (%)	0.00	-	0.00	1.16	0.00	-	1.13

TIME	Eastbound				
	Bruton Rd (West)				
	Thru 2.4	Peds 2d	App Total	Int Total	Rolling Hour
0715 - 0730	129	0	129	300	
0730 - 0745	145	0	145	314	
0745 - 0800	148	0	148	309	
0800 - 0815	96	0	96	220	
Grand Total	518	0	518	1143	
Approach (%)	100.00	0.00			
Total (%)	45.32	0.00	45.32		
PHF	88%				91%
P/Cycle	0	-	0	0	
Cars	512	-	512	1119	
Single Unit Trucks	2	-	2	13	
Combination Trucks	4	-	4	11	
P/Cycle (%)	0.00	-	0.00	0.00	
Cars (%)	98.84	-	98.84	97.90	
Single Unit Trucks (%)	0.39	-	0.39	1.14	
Combination Trucks (%)	0.77	-	0.77	0.96	

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound			Westbound			
	Local Access			Bruton Rd (East)			
	Right 2.1	Peds 2a	App Total	Thru 2.2	Right 2.3	Peds 2b	App Total
Grand Total	0	0	0	672	4	0	676
Approach (%)	0.00	0.00		99.41	0.59	0.00	
Total (%)	0.00	0.00	0.00	53.50	0.32	0.00	53.82
P/Cycle	0	-	0	0	0	-	0
Cars	0	-	0	656	4	-	660
Single Unit Trucks	0	-	0	8	0	-	8
Combination Trucks	0	-	0	8	0	-	8
P/Cycle (%)	0.00	-	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	-	0.00	97.62	100.00	-	97.63
Single Unit Trucks (%)	0.00	-	0.00	1.19	0.00	-	1.18
Combination Trucks (%)	0.00	-	0.00	1.19	0.00	-	1.18

TIME	Eastbound				
	Bruton Rd (West)				
	Thru 2.4	Peds 2d	App Total	Int Total	
Grand Total	580	0	580	1256	
Approach (%)	100.00	0.00			
Total (%)	46.18	0.00	46.18		
P/Cycle	0	-	0	0	
Cars	576	-	576	1236	
Single Unit Trucks	4	-	4	12	
Combination Trucks	0	-	0	8	
P/Cycle (%)	0.00	-	0.00	0.00	
Cars (%)	99.31	-	99.31	98.41	
Single Unit Trucks (%)	0.69	-	0.69	0.96	
Combination Trucks (%)	0.00	-	0.00	0.64	

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

Site 3 of 4

Local Access  
Bruton Rd (East)

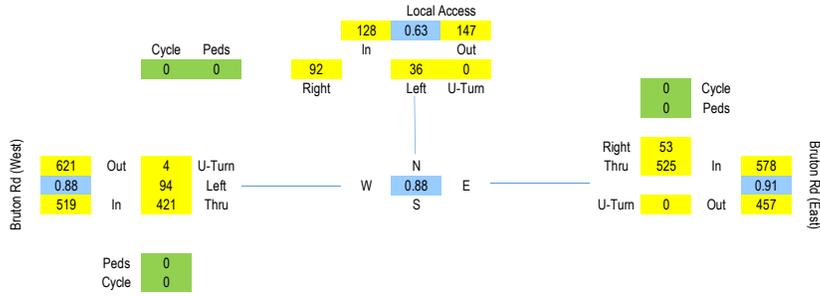
Bruton Rd (West)

Lat/Long  
32.748700°, -96.641011°

Date  
10 September 2019

Weather  
Fair  
85°F

0630 - 0830 (Weekday 2h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 0715 - 0815

TIME	Southbound					Westbound				
	Local Access					Bruton Rd (East)				
	U-Turn	Left	Right	Peds	App	U-Turn	Thru	Right	Peds	App
0630 - 0645	0	0	2	0	2	0	57	1	0	58
0645 - 0700	0	0	0	0	0	0	99	2	0	101
0700 - 0715	0	2	0	0	2	0	104	3	0	107
0715 - 0730	0	5	25	0	30	0	143	10	0	153
Hourly Total	0	7	27	0	34	0	403	16	0	419
0730 - 0745	0	11	31	0	42	0	141	18	0	159
0745 - 0800	0	17	34	0	51	0	124	24	0	148
0800 - 0815	0	3	2	0	5	0	117	1	0	118
0815 - 0830	0	0	0	0	0	0	81	1	0	82
Hourly Total	0	31	67	0	98	0	463	44	0	507
Grand Total	0	38	94	0	132	0	866	60	0	926
Approach (%)	0.00	28.79	71.21	0.00	0.00	93.52	6.48	0.00		
Total (%)	0.00	2.05	5.06	0.00	7.11	0.00	46.63	3.23	0.00	49.87
P/Cycle	0	0	0	-	0	0	0	0	-	0
Cars	0	38	94	-	132	0	829	60	-	889
Single Unit Trucks	0	0	0	-	0	0	27	0	-	27
Combination Trucks	0	0	0	-	0	0	10	0	-	10
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	100.00	100.00	-	100.00	0.00	95.73	100.00	-	96.00
Single Unit Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	3.12	0.00	-	2.92
Combination Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	1.15	0.00	-	1.08

TIME	Eastbound				
	Bruton Rd (West)				
	U-Turn	Left	Thru	Peds	App
0630 - 0645	0	2	78	0	80
0645 - 0700	0	0	57	0	57
0700 - 0715	1	3	51	0	55
0715 - 0730	2	30	97	0	129
Hourly Total	3	35	283	0	321
0730 - 0745	0	30	116	0	146
0745 - 0800	0	30	118	0	148
0800 - 0815	2	4	90	0	96
0815 - 0830	0	0	88	0	88
Hourly Total	2	64	412	0	478
Grand Total	5	99	695	0	799
Approach (%)	0.63	12.39	86.98	0.00	
Total (%)	0.27	5.33	37.43	0.00	43.03
P/Cycle	0	0	0	-	0
Cars	5	99	686	-	790
Single Unit Trucks	0	0	4	-	4
Combination Trucks	0	0	5	-	5
P/Cycle (%)	0.00	0.00	0.00	-	0.00
Cars (%)	100.00	100.00	98.71	-	98.87
Single Unit Trucks (%)	0.00	0.00	0.58	-	0.50
Combination Trucks (%)	0.00	0.00	0.72	-	0.63

Peak Rolling Hour Flow Rates  
Classification: ALL

TIME	Southbound					Westbound				
	Local Access					Bruton Rd (East)				
	U-Turn	Left	Right	Peds	App	U-Turn	Thru	Right	Peds	App
0715 - 0730	0	5	25	0	30	0	143	10	0	153
0730 - 0745	0	11	31	0	42	0	141	18	0	159
0745 - 0800	0	17	34	0	51	0	124	24	0	148
0800 - 0815	0	3	2	0	5	0	117	1	0	118
Grand Total	0	36	92	0	128	0	525	53	0	578
Approach (%)	0.00	28.13	71.88	0.00	0.00	90.83	9.17	0.00		
Total (%)	0.00	2.94	7.51	0.00	10.45	0.00	42.86	4.33	0.00	47.18
PHF	0%	53%	63%			0%	91%			
P/Cycle	0	0	0	-	0	0	0	0	-	0
Cars	0	36	92	-	128	0	503	53	-	556
Single Unit Trucks	0	0	0	-	0	0	15	0	-	15
Combination Trucks	0	0	0	-	0	0	7	0	-	7
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	100.00	100.00	-	100.00	0.00	95.81	100.00	-	96.19
Single Unit Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	2.86	0.00	-	2.60
Combination Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	1.33	0.00	-	1.21

TIME	Eastbound				
	Bruton Rd (West)				
	U-Turn	Left	Thru	Peds	App
0715 - 0730	2	30	97	0	129
0730 - 0745	0	30	116	0	146
0745 - 0800	0	30	118	0	148
0800 - 0815	2	4	90	0	96
Grand Total	4	94	421	0	519
Approach (%)	0.77	18.11	81.12	0.00	
Total (%)	0.33	7.67	34.37	0.00	42.37
PHF	50%	78%	89%		88%
P/Cycle	0	0	0	-	0
Cars	4	94	416	-	514
Single Unit Trucks	0	0	1	-	1
Combination Trucks	0	0	4	-	4
P/Cycle (%)	0.00	0.00	0.00	-	0.00
Cars (%)	100.00	100.00	98.81	-	99.04
Single Unit Trucks (%)	0.00	0.00	0.24	-	0.19
Combination Trucks (%)	0.00	0.00	0.95	-	0.77

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound					Westbound				
	Local Access		Bruton Rd (East)			Bruton Rd (East)				
	U-Turn 3.1	Left 3.2	Right 3.3	Peds 3a	App Total	U-Turn 3.4	Thru 3.5	Right 3.6	Peds 3b	App Total
Grand Total	0	44	124	0	168	0	564	72	0	636
Approach (%)	0.00	26.19	73.81	0.00	0.00	0.00	88.68	11.32	0.00	0.00
Total (%)	0.00	3.17	8.93	0.00	12.10	0.00	40.63	5.19	0.00	45.82
P/Cycle	0	0	0	-	0	0	0	0	-	0
Cars	0	44	124	-	168	0	544	72	-	616
Single Unit Trucks	0	0	0	-	0	0	12	0	-	12
Combination Trucks	0	0	0	-	0	0	8	0	-	8
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	100.00	100.00	-	100.00	0.00	96.45	100.00	-	96.86
Single Unit Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	2.13	0.00	-	1.89
Combination Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	1.42	0.00	-	1.26

Eastbound						
Bruton Rd (West)			Bruton Rd (West)			
U-Turn 3.7	Left 3.8	Thru 3.9	Peds 3d	App Total	Int Total	
0	120	464	0	584	1388	
0.00	20.55	79.45	0.00	0.00	0.00	
0.00	8.65	33.43	0.00	42.07		
0	0	0	-	0	0	
0	120	460	-	580	1364	
0	0	4	-	4	16	
0	0	0	-	0	8	
0.00	0.00	0.00	-	0.00	0.00	
0.00	100.00	99.14	-	99.32	98.27	
0.00	0.00	0.86	-	0.68	1.15	
0.00	0.00	0.00	-	0.00	0.58	

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

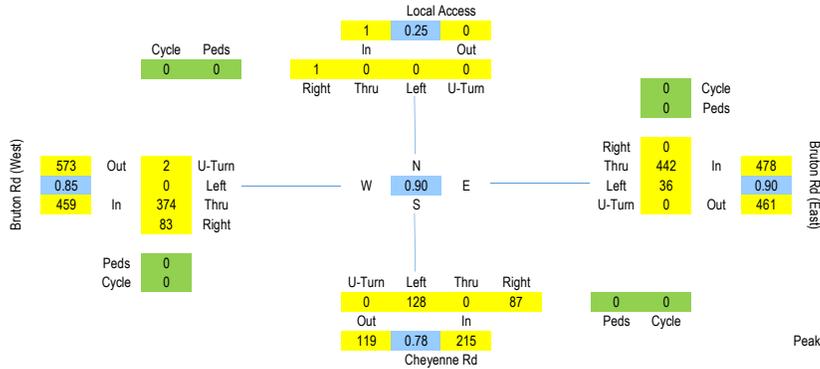
Site 4 of 4  
Local Access  
Bruton Rd (East)  
Cheyenne Rd  
Bruton Rd (West)

Lat/Long  
32.748697°, -96.639818°

Date  
10 September 2019

Weather  
Fair  
85°F

0630 - 0830 (Weekday 2h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 0715 - 0815

TIME	Southbound							Westbound					Northbound					Eastbound					Int	Rolling				
	Local Access							Bruton Rd (East)					Cheyenne Rd					Bruton Rd (West)										
	U-Turn	Left	Thru	Right	Peds	App	Total	U-Turn	Left	Thru	Right	Peds	App	Total	U-Turn	Left	Thru	Right	Peds	App	Total	U-Turn			Left	Thru	Right	Peds
0630 - 0645	0	0	0	0	0	0	0	0	0	7	85	0	0	92	0	15	0	14	0	29	0	0	71	4	0	75	155	804
0645 - 0700	0	0	0	0	0	0	0	0	0	16	88	0	0	104	0	21	0	9	0	30	0	0	53	6	0	59	181	968
0700 - 0715	0	0	0	0	0	0	0	0	0	9	124	0	0	133	0	30	0	17	0	47	0	0	87	10	0	97	191	1097
0715 - 0730	0	0	0	0	0	0	0	0	0	41	339	0	0	380	0	86	0	53	0	139	0	0	257	28	0	285	277	1153
Hourly Total	0	0	0	0	0	0	0	0	0	12	109	0	0	121	0	44	0	25	0	69	1	0	101	26	0	128	804	-
0730 - 0745	0	0	0	1	0	1	0	0	0	7	117	0	0	124	0	27	0	24	0	51	0	0	107	28	0	135	319	1070
0745 - 0800	0	0	0	0	0	0	0	0	0	8	92	0	0	100	0	27	0	21	0	48	1	0	79	19	0	99	247	-
0800 - 0815	0	0	0	0	0	0	0	0	0	5	67	0	0	72	0	16	0	19	0	35	0	0	73	14	0	87	194	-
0815 - 0830	0	0	0	0	0	0	0	0	0	32	385	0	0	417	0	114	0	89	0	203	2	0	360	87	0	449	1070	-
Hourly Total	0	0	0	1	0	1	0	0	0	7	117	0	0	124	0	27	0	24	0	51	0	0	107	28	0	135	310	-
Hourly Total	0	0	0	0	0	0	0	0	0	8	92	0	0	100	0	27	0	21	0	48	1	0	79	19	0	99	247	-
Hourly Total	0	0	0	0	0	0	0	0	0	5	67	0	0	72	0	16	0	19	0	35	0	0	73	14	0	87	194	-
Hourly Total	0	0	0	1	0	1	0	0	0	32	385	0	0	417	0	114	0	89	0	203	2	0	360	87	0	449	1070	-
Grand Total	0	0	0	1	0	1	0	0	73	724	0	0	797	0	200	0	142	0	342	2	0	617	115	0	734	1874	-	
Approach (%)	0.00	0.00	0.00	100.00	0.00		0.00	9.16	90.84	0.00	0.00	0.00	58.48	0.00	41.52	0.00	0.27	0.00	84.06	15.67	0.00							
Total (%)	0.00	0.00	0.00	0.05	0.00	0.05	0.00	3.90	38.63	0.00	0.00	42.53	0.00	10.67	0.00	7.58	0.00	18.25	0.11	0.00	32.92	6.14	0.00	39.17				
P/Cycle	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Cars	0	0	0	1	-	1	0	71	689	0	-	760	0	198	0	139	-	337	2	0	609	114	-	725	0	0		
Single Unit Trucks	0	0	0	0	-	0	0	2	25	0	-	27	0	2	0	3	-	5	0	0	3	1	-	4	0	0		
Combination Trucks	0	0	0	0	-	0	0	0	10	0	-	10	0	0	0	0	-	0	0	0	5	0	-	5	0	0		
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00		
Cars (%)	0.00	0.00	0.00	100.00	-	100.00	0.00	97.26	95.17	0.00	-	95.36	0.00	99.00	0.00	97.89	-	98.54	100.00	0.00	98.70	99.13	-	98.77	0.00	0.00		
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	2.74	3.45	0.00	-	3.39	0.00	1.00	0.00	2.11	-	1.46	0.00	0.00	0.49	0.87	-	0.54	0.00	0.00		
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.38	0.00	-	1.25	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.81	0.00	-	0.68	0.00	0.00		

Peak Rolling Hour Flow Rates  
Classification: ALL

TIME	Southbound							Westbound					Northbound					Eastbound					Int	Total			
	Local Access							Bruton Rd (East)					Cheyenne Rd					Bruton Rd (West)									
	U-Turn	Left	Thru	Right	Peds	App	Total	U-Turn	Left	Thru	Right	Peds	App	Total	U-Turn	Left	Thru	Right	Peds	App	Total	U-Turn			Left	Thru	Right
0715 - 0730	0	0	0	0	0	0	0	0	9	124	0	0	133	0	30	0	17	0	47	0	0	87	10	0	97	277	277
0730 - 0745	0	0	0	1	0	1	0	0	12	109	0	0	121	0	44	0	25	0	69	1	0	101	26	0	128	319	319
0745 - 0800	0	0	0	0	0	0	0	0	7	117	0	0	124	0	27	0	24	0	51	0	0	107	28	0	135	310	310
0800 - 0815	0	0	0	0	0	0	0	0	8	92	0	0	100	0	27	0	21	0	48	1	0	79	19	0	99	247	247
Grand Total	0	0	0	1	0	1	0	0	36	442	0	0	478	0	128	0	87	0	215	2	0	374	83	0	459	1153	1153
Approach (%)	0.00	0.00	0.00	100.00	0.00		0.00	7.53	92.47	0.00	0.00	0.00	59.53	0.00	40.47	0.00	0.44	0.00	81.48	18.08	0.00						
Total (%)	0.00	0.00	0.00	0.09	0.00	0.09	0.00	3.12	38.33	0.00	0.00	41.46	0.00	11.10	0.00	7.55	0.00	18.65	0.17	0.00	32.44	7.20	0.00	39.81			
PHF	25%							90%					78%					85%					90%				
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	
Cars	0	0	0	1	-	1	0	35	423	0	-	458	0	127	0	85	-	212	2	0	368	83	-	453	1124	1124	
Single Unit Trucks	0	0	0	0	-	0	0	1	12	0	-	13	0	1	0	2	-	3	0	0	2	0	-	2	18	18	
Combination Trucks	0	0	0	0	-	0	0	0	7	0	-	7	0	0	0	0	-	0	0	0	4	0	-	4	11	11	
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	
Cars (%)	0.00	0.00	0.00	100.00	-	100.00	0.00	97.22	95.70	0.00	-	95.82	0.00	99.22	0.00	97.70	-	98.60	100.00	0.00	98.40	100.00	-	98.69	97.48	97.48	
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	2.78	2.71	0.00	-	2.72	0.00	0.78	0.00	2.30	-	1.40	0.00	0.00	0.53	0.00	-	0.44	1.56	1.56	
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.58	0.00	-	1.46	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.07	0.00	-	0.87	0.95	0.95	

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound						Westbound						Northbound						Eastbound						Int Total
	Local Access						Bruton Rd (East)						Cheyenne Rd						Bruton Rd (West)						
	U-Turn 4.1	Left 4.2	Thru 4.3	Right 4.4	Peds 4a	App Total	U-Turn 4.5	Left 4.6	Thru 4.7	Right 4.8	Peds 4b	App Total	U-Turn 4.9	Left 4.10	Thru 4.11	Right 4.12	Peds 4c	App Total	U-Turn 4.13	Left 4.14	Thru 4.15	Right 4.16	Peds 4d	App Total	
Grand Total	0	0	0	4	0	4	0	48	436	0	0	484	0	176	0	100	0	276	4	0	404	104	0	512	1276
Approach (%)	0.00	0.00	0.00	100.00	0.00		0.00	9.92	90.08	0.00	0.00		0.00	63.77	0.00	36.23	0.00		0.78	0.00	78.91	20.31	0.00		
Total (%)	0.00	0.00	0.00	0.31	0.00	0.31	0.00	3.76	34.17	0.00	0.00	37.93	0.00	13.79	0.00	7.84	0.00	21.63	0.31	0.00	31.66	8.15	0.00	40.13	
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Cars	0	0	0	4	-	4	0	48	412	0	-	460	0	176	0	100	-	276	4	0	404	104	-	512	1252
Single Unit Trucks	0	0	0	0	-	0	0	0	16	0	-	16	0	0	0	0	-	0	0	0	0	0	-	0	16
Combination Trucks	0	0	0	0	-	0	0	0	8	0	-	8	0	0	0	0	-	0	0	0	0	0	-	0	8
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
Cars (%)	0.00	0.00	0.00	100.00	-	100.00	0.00	100.00	94.50	0.00	-	95.04	0.00	100.00	0.00	100.00	-	100.00	100.00	0.00	100.00	100.00	-	100.00	98.12
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	3.67	0.00	-	3.31	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	1.25
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.83	0.00	-	1.65	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.63

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

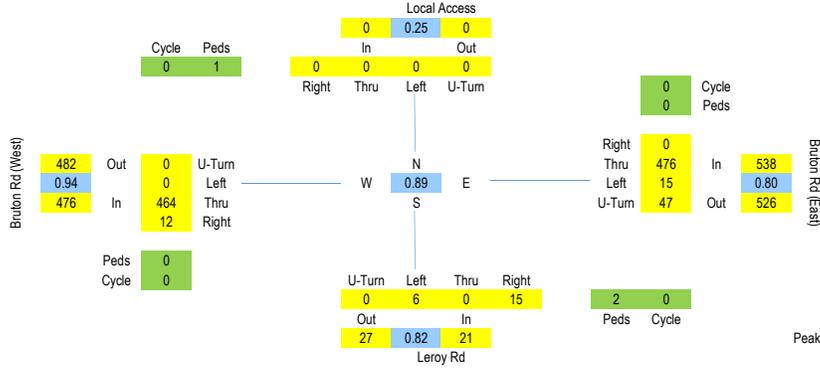
Site 1 of 4  
Local Access  
Bruton Rd (East)  
Leroy Rd  
Bruton Rd (West)

Lat/Long  
32.748694°, -96.643527°

Date  
10 September 2019

Weather  
Fair  
85°F

1500 - 1800 (Weekday 3h Session) (10-09-2019)  
Classification: ALL



TIME	Southbound Local Access							Westbound Bruton Rd (East)					Northbound Leroy Rd					Eastbound Bruton Rd (West)					Int Total	Rolling Hour		
	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds 1a	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds 1b	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds 1c	App Total	U-Turn 1.13	Left 1.14	Thru 1.15	Right 1.16			Peds 1d	App Total
1500 - 1515	0	0	0	0	0	0	3	1	86	0	0	90	0	1	0	4	0	5	0	0	94	3	0	97	192	992
1515 - 1530	0	0	0	0	0	0	10	5	120	0	0	135	0	3	0	2	0	5	0	0	106	5	0	111	251	1035
1530 - 1545	0	0	0	0	0	0	34	5	130	0	0	169	0	1	0	5	1	7	0	0	117	0	0	117	293	1005
1545 - 1600	0	0	0	0	1	1	0	3	123	0	0	126	0	2	0	3	1	6	0	0	121	5	0	126	259	967
Hourly Total	0	0	0	0	1	1	47	14	459	0	0	520	0	7	0	14	2	23	0	0	438	13	0	451	995	-
1600 - 1615	0	0	0	0	0	0	3	2	103	0	0	108	0	0	0	5	0	5	0	0	120	2	0	122	235	937
1615 - 1630	0	0	0	1	0	1	0	4	106	0	0	110	0	3	0	3	0	6	0	0	99	5	0	104	221	963
1630 - 1645	0	0	0	0	0	0	0	7	109	0	0	116	0	3	0	2	2	7	0	0	126	7	0	133	259	983
1645 - 1700	0	0	0	0	0	0	0	6	105	0	0	111	0	2	0	4	0	6	0	0	106	4	0	110	227	964
Hourly Total	0	0	0	1	0	1	3	19	423	0	0	445	0	8	0	14	2	24	0	0	451	18	0	469	939	-
1700 - 1715	0	0	0	0	0	0	0	5	102	0	0	107	0	7	0	2	0	9	0	0	144	1	0	145	261	928
1715 - 1730	0	0	0	0	0	0	0	8	90	0	0	98	0	2	0	3	0	5	0	1	132	5	0	138	241	-
1730 - 1745	0	0	0	0	0	0	1	4	90	0	0	95	0	2	0	1	0	3	0	0	131	6	0	137	235	-
1745 - 1800	0	0	0	0	0	0	1	5	83	1	0	90	0	1	0	1	1	3	0	0	98	1	0	99	192	-
Hourly Total	0	0	0	0	0	0	2	22	365	1	0	390	0	12	0	7	1	20	0	1	505	13	0	519	929	-
Grand Total	0	0	0	1	1	2	52	55	1247	1	0	1355	0	27	0	35	5	67	0	1	1394	44	0	1439	2863	-
Approach (%)	0.00	0.00	0.00	50.00	50.00		3.84	4.06	92.03	0.07	0.00		0.00	40.30	0.00	52.24	7.46		0.00	0.07	96.87	3.06	0.00			
Total (%)	0.00	0.00	0.00	0.03	0.03	0.07	1.82	1.92	43.56	0.03	0.00	47.33	0.00	0.94	0.00	1.22	0.17	2.34	0.00	0.03	48.69	1.54	0.00	50.26		
P/Cycle	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars	0	0	0	1	-	1	52	55	1233	1	-	1341	0	27	0	35	-	62	0	1	1373	44	-	1418		
Single Unit Trucks	0	0	0	0	-	0	0	0	12	0	-	12	0	0	0	0	-	0	0	0	15	0	-	15		
Combination Trucks	0	0	0	0	-	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	6	0	-	6		
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Cars (%)	0.00	0.00	0.00	100.00	-	100.00	100.00	100.00	98.88	100.00	-	98.97	0.00	100.00	0.00	100.00	-	100.00	0.00	0.00	98.49	100.00	-	98.54		
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.96	0.00	-	0.89	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.08	0.00	-	1.04		
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.16	0.00	-	0.15	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.43	0.00	-	0.42		

Peak Rolling Hour Flow Rates  
Classification: ALL

TIME	Southbound Local Access							Westbound Bruton Rd (East)					Northbound Leroy Rd					Eastbound Bruton Rd (West)					Int Total			
	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds 1a	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds 1b	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds 1c	App Total	U-Turn 1.13	Left 1.14	Thru 1.15	Right 1.16		Peds 1d	App Total	
1515 - 1530	0	0	0	0	0	0	10	5	120	0	0	135	0	3	0	2	0	5	0	0	106	5	0	111	251	
1530 - 1545	0	0	0	0	0	0	34	5	130	0	0	169	0	1	0	5	1	7	0	0	117	0	0	117	293	
1545 - 1600	0	0	0	0	1	1	0	3	123	0	0	126	0	2	0	3	1	6	0	0	121	5	0	126	259	
1600 - 1615	0	0	0	0	0	0	3	2	103	0	0	108	0	0	0	5	0	5	0	0	120	2	0	122	235	
Grand Total	0	0	0	0	1	1	47	15	476	0	0	538	0	6	0	15	2	23	0	0	464	12	0	476	1038	
Approach (%)	0.00	0.00	0.00	0.00	0.10	0.10	8.74	2.79	88.48	0.00	0.00	51.83	0.00	26.09	0.00	65.22	8.70		0.00	0.00	97.48	2.52	0.00			
Total (%)	0.00	0.00	0.00	0.00	0.10	0.10	4.53	1.45	45.86	0.00	0.00	51.83	0.00	0.58	0.00	1.45	0.19	2.22	0.00	0.00	44.70	1.16	0.00	45.86		
PHF	25%						80%					82%					94%					89%				
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Cars	0	0	0	0	-	0	47	15	472	0	-	534	0	6	0	15	-	21	0	0	456	12	-	468	1023	
Single Unit Trucks	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	0	0	5	0	-	5	9	
Combination Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	3	3	
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	
Cars (%)	0.00	0.00	0.00	0.00	-	0.00	100.00	100.00	99.16	0.00	-	99.26	0.00	100.00	0.00	100.00	-	100.00	0.00	0.00	98.28	100.00	-	98.32	98.55	
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.84	0.00	-	0.74	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	1.08	0.00	-	1.05	0.87	
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.65	0.00	-	0.63	0.29	

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound						Westbound						Northbound						Eastbound						Int Total
	Local Access						Bruton Rd (East)						Leroy Rd						Bruton Rd (West)						
	U-Turn 1.1	Left 1.2	Thru 1.3	Right 1.4	Peds 1a	App Total	U-Turn 1.5	Left 1.6	Thru 1.7	Right 1.8	Peds 1b	App Total	U-Turn 1.9	Left 1.10	Thru 1.11	Right 1.12	Peds 1c	App Total	U-Turn 1.13	Left 1.14	Thru 1.15	Right 1.16	Peds 1d	App Total	
Grand Total	0	0	0	0	0	0	136	20	520	0	0	676	0	4	0	20	4	28	0	0	468	0	0	468	1172
Approach (%)	0.00	0.00	0.00	0.00	0.00		20.12	2.96	76.92	0.00	0.00		0.00	14.29	0.00	71.43	14.29		0.00	0.00	100.00	0.00	0.00		
Total (%)	0.00	0.00	0.00	0.00	0.00	0.00	11.60	1.71	44.37	0.00	0.00	57.68	0.00	0.34	0.00	1.71	0.34	2.39	0.00	0.00	39.93	0.00	0.00	39.93	
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Cars	0	0	0	0	-	0	136	20	516	0	-	672	0	4	0	20	-	24	0	0	468	0	-	468	1164
Single Unit Trucks	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	4
Combination Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
Cars (%)	0.00	0.00	0.00	0.00	-	0.00	100.00	100.00	99.23	0.00	-	99.41	0.00	100.00	0.00	100.00	-	85.71	0.00	0.00	100.00	0.00	-	100.00	99.32
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.77	0.00	-	0.59	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.34
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

**Site 2 of 4**

Local Access  
Bruton Rd (East)

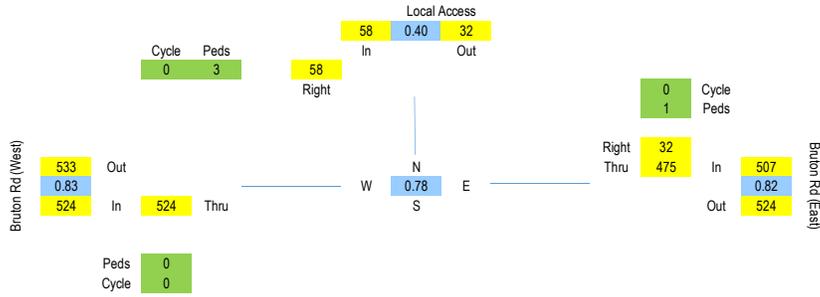
Bruton Rd (West)

Lat/Long  
32.748761°, -96.641607°

Date  
10 September 2019

Weather  
Fair  
85°F

1500 - 1800 (Weekday 3h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 1515 - 1615

TIME	Southbound			Westbound				Eastbound					
	Right 2.1	Peds 2a	App Total	Thru 2.2	Right 2.3	Peds 2b	App Total	Thru 2.4	Peds 2d	App Total	Int Total	Rolling Hour	
1500 - 1515	0	0	0	104	0	0	104	101	0	101	205	1062	
1515 - 1530	13	0	13	119	8	1	128	117	0	117	258	1089	
1530 - 1545	36	2	38	131	23	0	154	158	0	158	350	1043	
1545 - 1600	4	0	4	123	1	0	124	124	0	124	252	940	
Hourly Total	53	2	55	477	32	1	510	500	0	500	1065	-	
1600 - 1615	5	1	6	102	0	0	102	125	0	125	233	907	
1615 - 1630	0	0	0	109	0	0	109	102	0	102	211	926	
1630 - 1645	0	0	0	114	0	0	114	131	0	131	245	949	
1645 - 1700	0	0	0	110	0	0	110	109	0	109	219	929	
Hourly Total	5	1	6	435	0	0	435	467	0	467	908	-	
1700 - 1715	0	0	0	104	0	0	104	147	0	147	251	901	
1715 - 1730	0	0	0	99	0	0	99	135	0	135	234	-	
1730 - 1745	0	0	0	94	0	0	94	131	0	131	225	-	
1745 - 1800	0	0	0	91	0	0	91	100	0	100	191	-	
Hourly Total	0	0	0	388	0	0	388	513	0	513	901	-	
Grand Total	58	3	61	1300	32	1	1333	1480	0	1480	2874	-	
Approach (%)	95.08	4.92		97.52	2.40	0.08		100.00	0.00				
Total (%)	2.02	0.10	2.12	45.23	1.11	0.03	46.38	51.50	0.00	51.50			
P/Cycle	0	-	0	1	0	-	1	0	-	0			
Cars	57	-	57	1286	32	-	1318	1459	-	1459			
Single Unit Trucks	1	-	1	11	0	-	11	15	-	15			
Combination Trucks	0	-	0	2	0	-	2	6	-	6			
P/Cycle (%)	0.00	-	0.00	0.08	0.00	-	0.08	0.00	-	0.00			
Cars (%)	98.28	-	98.28	98.92	100.00	-	98.95	98.58	-	98.58			
Single Unit Trucks (%)	1.72	-	1.72	0.85	0.00	-	0.83	1.01	-	1.01			
Combination Trucks (%)	0.00	-	0.00	0.15	0.00	-	0.15	0.41	-	0.41			

**Peak Rolling Hour Flow Rates**  
Classification: ALL

TIME	Southbound			Westbound				Eastbound			
	Right 2.1	Peds 2a	App Total	Thru 2.2	Right 2.3	Peds 2b	App Total	Thru 2.4	Peds 2d	App Total	Int Total
1515 - 1530	13	0	13	119	8	1	128	117	0	117	258
1530 - 1545	36	2	38	131	23	0	154	158	0	158	350
1545 - 1600	4	0	4	123	1	0	124	124	0	124	252
1600 - 1615	5	1	6	102	0	0	102	125	0	125	233
Grand Total	58	3	61	475	32	1	508	524	0	524	1093
Approach (%)	95.08	4.92		93.50	6.30	0.20		100.00	0.00		
Total (%)	5.31	0.27	5.58	43.46	2.93	0.09	46.48	47.94	0.00	47.94	
PHF	40%			82%				83%			78%
P/Cycle	40%			91%	35%			83%			
Cars	0	-	0	0	0	-	0	0	-	0	0
Cars	57	-	57	472	32	-	504	516	-	516	1077
Single Unit Trucks	1	-	1	3	0	-	3	5	-	5	9
Combination Trucks	0	-	0	0	0	-	0	3	-	3	3
P/Cycle (%)	0.00	-	0.00	0.00	0.00	-	0.00	0.00	-	0.00	0.00
Cars (%)	98.28	-	98.28	99.37	100.00	-	99.41	98.47	-	98.47	98.54
Single Unit Trucks (%)	1.72	-	1.72	0.63	0.00	-	0.59	0.95	-	0.95	0.82
Combination Trucks (%)	0.00	-	0.00	0.00	0.00	-	0.00	0.57	-	0.57	0.27

Peak Rolling 15min Flow Rates  
 Classification: ALL

	Southbound			Westbound			
	Local Access			Bruton Rd (East)			
TIME	Right 2.1	Peds 2a	App Total	Thru 2.2	Right 2.3	Peds 2b	App Total
Grand Total	144	8	152	524	92	0	616
Approach (%)	94.74	5.26		85.06	14.94	0.00	
Total (%)	10.29	0.57	10.86	37.43	6.57	0.00	44.00
P/Cycle	0	-	0	0	0	-	0
Cars	144	-	144	520	92	-	612
Single Unit Trucks	0	-	0	4	0	-	4
Combination Trucks	0	-	0	0	0	-	0
P/Cycle (%)	0.00	-	0.00	0.00	0.00	-	0.00
Cars (%)	100.00	-	94.74	99.24	100.00	-	99.35
Single Unit Trucks (%)	0.00	-	0.00	0.76	0.00	-	0.65
Combination Trucks (%)	0.00	-	0.00	0.00	0.00	-	0.00

Eastbound				
Bruton Rd (West)				
	Thru 2.4	Peds 2d	App Total	Int Total
	632	0	632	1400
	100.00	0.00		
	45.14	0.00	45.14	
	0	-	0	0
	624	-	624	1380
	4	-	4	8
	4	-	4	4
	0.00	-	0.00	0.00
	98.73	-	98.73	98.57
	0.63	-	0.63	0.57
	0.63	-	0.63	0.29

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

**Site 3 of 4**

Local Access  
Bruton Rd (East)

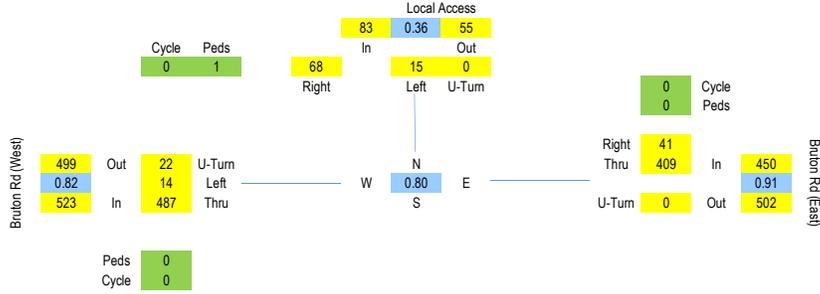
Bruton Rd (West)

Lat/Long  
32.748700°, -96.641011°

Date  
10 September 2019

Weather  
Fair  
85°F

1500 - 1800 (Weekday 3h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 1515 - 1615

TIME	Southbound				Westbound					
	U-Turn 3.1	Left 3.2	Right 3.3	Peds 3a	App Total	U-Turn 3.4	Thru 3.5	Right 3.6	Peds 3b	App Total
1500 - 1515	0	0	1	1	2	0	94	8	0	102
1515 - 1530	0	0	16	0	16	0	104	14	0	118
1530 - 1545	0	8	50	0	58	0	86	25	0	111
1545 - 1600	0	2	0	0	2	0	122	2	0	124
Hourly Total	0	10	67	1	78	0	406	49	0	455
1600 - 1615	0	5	2	1	8	0	97	0	0	97
1615 - 1630	0	3	1	0	4	1	110	0	0	111
1630 - 1645	0	4	1	0	5	0	117	0	0	117
1645 - 1700	0	1	1	0	2	0	112	0	0	112
Hourly Total	0	13	5	1	19	1	436	0	0	437
1700 - 1715	0	3	1	0	4	0	102	0	0	102
1715 - 1730	0	0	2	0	2	0	98	0	0	98
1730 - 1745	0	0	0	0	0	1	94	0	0	95
1745 - 1800	0	0	0	0	0	0	88	0	0	88
Hourly Total	0	3	3	0	6	1	382	0	0	383
Grand Total	0	26	75	2	103	2	1224	49	0	1275
Approach (%)	0.00	25.24	72.82	1.94		0.16	96.00	3.84	0.00	
Total (%)	0.00	0.91	2.62	0.07	3.60	0.07	42.78	1.71	0.00	44.56
P/Cycle	0	0	0	-	0	0	0	0	-	0
Cars	0	26	75	-	101	2	1211	49	-	1262
Single Unit Trucks	0	0	0	-	0	0	11	0	-	11
Combination Trucks	0	0	0	-	0	0	2	0	-	2
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	100.00	100.00	-	100.00	100.00	98.94	100.00	-	98.98
Single Unit Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	0.90	0.00	-	0.86
Combination Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	0.16	0.00	-	0.16

TIME	Eastbound				Peds 3d	App Total	Int Total	Rolling Hour
	U-Turn 3.7	Left 3.8	Thru 3.9	U-Turn 3.4				
1500 - 1515	4	3	97	0	104	208	1036	
1515 - 1530	5	0	109	0	114	248	1056	
1530 - 1545	16	12	132	0	160	329	1025	
1545 - 1600	1	1	124	0	126	252	948	
Hourly Total	26	16	462	0	504	1037	-	
1600 - 1615	0	1	122	0	123	228	919	
1615 - 1630	2	0	100	0	102	217	943	
1630 - 1645	0	0	130	0	130	252	965	
1645 - 1700	0	0	109	0	109	223	937	
Hourly Total	2	1	461	0	464	920	-	
1700 - 1715	1	0	144	0	145	251	904	
1715 - 1730	2	0	137	0	139	239	-	
1730 - 1745	0	0	129	0	129	224	-	
1745 - 1800	0	0	102	0	102	190	-	
Hourly Total	3	0	512	0	515	904	-	
Grand Total	31	17	1435	0	1483	2861	-	
Approach (%)	2.09	1.15	96.76	0.00				
Total (%)	1.08	0.59	50.16	0.00	51.84			
P/Cycle	0	0	0	-	0			
Cars	31	16	1415	-	1462			
Single Unit Trucks	0	1	14	-	15			
Combination Trucks	0	0	6	-	6			
P/Cycle (%)	0.00	0.00	0.00	-	0.00			
Cars (%)	100.00	94.12	98.61	-	98.58			
Single Unit Trucks (%)	0.00	5.88	0.98	-	1.01			
Combination Trucks (%)	0.00	0.00	0.42	-	0.40			

**Peak Rolling Hour Flow Rates**  
Classification: ALL

TIME	Southbound				Westbound					
	U-Turn 3.1	Left 3.2	Right 3.3	Peds 3a	App Total	U-Turn 3.4	Thru 3.5	Right 3.6	Peds 3b	App Total
1515 - 1530	0	0	16	0	16	0	104	14	0	118
1530 - 1545	0	8	50	0	58	0	86	25	0	111
1545 - 1600	0	2	0	0	2	0	122	2	0	124
1600 - 1615	0	5	2	1	8	0	97	0	0	97
Grand Total	0	15	68	1	84	0	409	41	0	450
Approach (%)	0.00	17.86	80.95	1.19		0.00	90.89	9.11	0.00	
Total (%)	0.00	1.42	6.43	0.09	7.95	0.00	38.69	3.88	0.00	42.57
PHF	0%	47%	36%			0%	84%	41%		91%
P/Cycle	0	0	0	-	0	0	0	0	-	0
Cars	0	15	68	-	83	0	405	41	-	446
Single Unit Trucks	0	0	0	-	0	0	4	0	-	4
Combination Trucks	0	0	0	-	0	0	0	0	-	0
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	100.00	100.00	-	100.00	100.00	99.02	100.00	-	99.11
Single Unit Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	0.98	0.00	-	0.89
Combination Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00

TIME	Eastbound				Peds 3d	App Total	Int Total
	U-Turn 3.7	Left 3.8	Thru 3.9	U-Turn 3.4			
1515 - 1530	5	0	109	0	114	248	
1530 - 1545	16	12	132	0	160	329	
1545 - 1600	1	1	124	0	126	252	
1600 - 1615	0	1	122	0	123	228	
Grand Total	22	14	487	0	523	1057	
Approach (%)	4.21	2.68	93.12	0.00			
Total (%)	2.08	1.32	46.07	0.00	49.48		
PHF	34%	29%	82%			80%	
P/Cycle	0	0	0	-	0	0	
Cars	22	13	480	-	515	1044	
Single Unit Trucks	0	1	3	-	4	8	
Combination Trucks	0	0	4	-	4	4	
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	
Cars (%)	100.00	92.86	98.56	-	98.47	98.77	
Single Unit Trucks (%)	0.00	7.14	0.62	-	0.76	0.76	
Combination Trucks (%)	0.00	0.00	0.82	-	0.76	0.38	

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound					Westbound				
	Local Access		Bruton Rd (East)			Bruton Rd (East)				
	U-Turn 3.1	Left 3.2	Right 3.3	Peds 3a	App Total	U-Turn 3.4	Thru 3.5	Right 3.6	Peds 3b	App Total
Grand Total	0	32	200	0	232	0	344	100	0	444
Approach (%)	0.00	13.79	86.21	0.00	0.00	0.00	77.48	22.52	0.00	0.00
Total (%)	0.00	2.43	15.20	0.00	17.63	0.00	26.14	7.60	0.00	33.74
P/Cycle	0	0	0	-	0	0	0	0	-	0
Cars	0	32	200	-	232	0	340	100	-	440
Single Unit Trucks	0	0	0	-	0	0	4	0	-	4
Combination Trucks	0	0	0	-	0	0	0	0	-	0
P/Cycle (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00
Cars (%)	0.00	100.00	100.00	-	100.00	0.00	98.84	100.00	-	99.10
Single Unit Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	1.16	0.00	-	0.90
Combination Trucks (%)	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00

Eastbound						
Bruton Rd (West)			Bruton Rd (West)			
U-Turn 3.7	Left 3.8	Thru 3.9	Peds 3d	App Total	Int Total	
64	48	528	0	640	1316	
10.00	7.50	82.50	0.00			
4.86	3.65	40.12	0.00	48.63		
0	0	0	-	0	0	
64	48	520	-	632	1304	
0	0	4	-	4	8	
0	0	4	-	4	4	
0.00	0.00	0.00	-	0.00	0.00	
100.00	100.00	98.48	-	98.75	99.09	
0.00	0.00	0.76	-	0.63	0.61	
0.00	0.00	0.76	-	0.63	0.30	

**Bruton Road, Dallas, TX**  
Classified Turn Movement Count

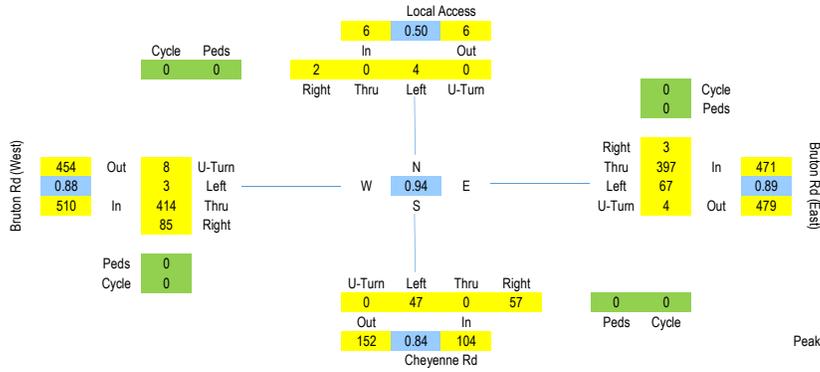
Site 4 of 4  
Local Access  
Bruton Rd (East)  
Cheyenne Rd  
Bruton Rd (West)

Lat/Long  
32.748697°, -96.639818°

Date  
10 September 2019

Weather  
Fair  
85°F

1500 - 1800 (Weekday 3h Session) (10-09-2019)  
Classification: ALL



Peak Hour: 1515 - 1615

TIME	Southbound Local Access						Westbound Bruton Rd (East)					Northbound Cheyenne Rd					Eastbound Bruton Rd (West)					Int Total	Rolling Hour				
	U-Turn 4.1	Left 4.2	Thru 4.3	Right 4.4	Peds 4a	App Total	U-Turn 4.5	Left 4.6	Thru 4.7	Right 4.8	Peds 4b	App Total	U-Turn 4.9	Left 4.10	Thru 4.11	Right 4.12	Peds 4c	App Total	U-Turn 4.13	Left 4.14	Thru 4.15			Right 4.16	Peds 4d	App Total	
1500 - 1515	0	0	0	0	0	0	0	15	90	0	0	105	0	19	0	15	0	34	6	1	78	13	0	98	237	1064	
1515 - 1530	0	0	0	1	0	1	2	16	112	0	0	130	0	8	0	13	0	21	3	1	87	19	0	110	262	1091	
1530 - 1545	0	1	0	0	0	1	1	14	91	1	0	107	0	10	0	11	0	21	4	1	117	23	0	145	274	1068	
1545 - 1600	0	0	0	1	0	1	1	26	104	1	0	132	0	18	0	13	0	31	0	1	101	25	0	127	291	1075	
Hourly Total	0	1	0	2	0	3	4	71	397	2	0	474	0	55	0	52	0	107	13	4	383	80	0	480	1064	-	
1600 - 1615	0	3	0	0	0	3	0	11	90	1	0	102	0	11	0	20	0	31	1	0	109	18	0	128	264	1046	
1615 - 1630	0	1	0	0	0	1	0	18	92	1	0	111	0	16	0	9	0	25	0	0	81	21	0	102	239	1065	
1630 - 1645	0	0	0	0	0	0	0	17	96	2	0	115	0	19	0	11	0	30	0	0	109	27	0	136	281	1076	
1645 - 1700	0	1	0	0	0	1	0	24	100	3	0	127	0	8	0	15	0	23	0	0	86	25	0	111	262	1047	
Hourly Total	0	5	0	0	0	5	0	70	378	7	0	455	0	54	0	55	0	109	1	0	385	91	0	477	1046	-	
1700 - 1715	0	0	0	2	0	2	0	15	86	1	0	102	0	14	1	16	0	31	1	0	121	26	0	148	283	1001	
1715 - 1730	0	0	0	1	0	1	2	14	82	0	0	98	0	10	0	10	0	20	2	0	114	15	0	131	250	-	
1730 - 1745	0	0	0	0	0	0	0	10	82	0	0	92	0	9	0	22	0	31	0	0	106	23	0	129	252	-	
1745 - 1800	0	0	0	1	0	1	0	10	68	1	0	79	0	21	0	14	0	35	0	0	81	20	0	101	216	-	
Hourly Total	0	0	0	4	0	4	2	49	318	2	0	371	0	54	1	62	0	117	3	0	422	84	0	509	1001	-	
Grand Total	0	6	0	6	0	12	6	190	1093	11	0	1300	0	163	1	169	0	333	17	4	1190	255	0	1466	3111	-	
Approach (%)	0.00	50.00	0.00	50.00	0.00		0.46	14.62	84.08	0.85	0.00		0.00	48.95	0.30	50.75	0.00		1.16	0.27	81.17	17.39	0.00				
Total (%)	0.00	0.19	0.00	0.19	0.00	0.39	0.19	6.11	35.13	0.35	0.00	41.79	0.00	5.24	0.03	5.43	0.00	10.70	0.55	0.13	38.25	8.20	0.00	47.12			
P/Cycle	0	0	0	0	-	0	0	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0		
Cars	0	6	0	6	-	12	6	188	1081	11	-	1286	0	161	1	168	-	330	17	4	1176	249	-	1446			
Single Unit Trucks	0	0	0	0	-	0	0	0	2	9	0	-	11	0	2	0	1	-	3	0	0	8	6	-	14		
Combination Trucks	0	0	0	0	-	0	0	0	0	2	0	-	2	0	0	0	0	-	0	0	0	6	0	-	6		
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.09	0.00	-	0.08	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00		
Cars (%)	0.00	100.00	0.00	100.00	-	100.00	100.00	98.95	98.90	100.00	-	98.92	0.00	98.77	100.00	99.41	-	99.10	100.00	100.00	98.82	97.65	-	98.64			
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	1.05	0.82	0.00	-	0.85	0.00	1.23	0.00	0.59	-	0.90	0.00	0.00	0.67	2.35	-	0.95			
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.18	0.00	-	0.15	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.50	0.00	-	0.41			

Peak Rolling Hour Flow Rates  
Classification: ALL

TIME	Southbound Local Access						Westbound Bruton Rd (East)					Northbound Cheyenne Rd					Eastbound Bruton Rd (West)					Int Total				
	U-Turn 4.1	Left 4.2	Thru 4.3	Right 4.4	Peds 4a	App Total	U-Turn 4.5	Left 4.6	Thru 4.7	Right 4.8	Peds 4b	App Total	U-Turn 4.9	Left 4.10	Thru 4.11	Right 4.12	Peds 4c	App Total	U-Turn 4.13	Left 4.14	Thru 4.15		Right 4.16	Peds 4d	App Total	
1515 - 1530	0	0	0	1	0	1	2	16	112	0	0	130	0	8	0	13	0	21	3	1	87	19	0	110	262	
1530 - 1545	0	1	0	0	0	1	1	14	91	1	0	107	0	10	0	11	0	21	4	1	117	23	0	145	274	
1545 - 1600	0	0	0	1	0	1	1	26	104	1	0	132	0	18	0	13	0	31	0	1	101	25	0	127	291	
1600 - 1615	0	3	0	0	0	3	0	11	90	1	0	102	0	11	0	20	0	31	1	0	109	18	0	128	264	
Grand Total	0	4	0	2	0	6	4	67	397	3	0	471	0	47	0	57	0	104	8	3	414	85	0	510	1091	
Approach (%)	0.00	66.67	0.00	33.33	0.00		0.85	14.23	84.29	0.64	0.00		0.00	45.19	0.00	54.81	0.00		1.57	0.59	81.18	16.67	0.00			
Total (%)	0.00	0.37	0.00	0.18	0.00	0.55	0.37	6.14	36.39	0.27	0.00	43.17	0.00	4.31	0.00	5.22	0.00	9.53	0.73	0.27	37.95	7.79	0.00	46.75		
PHF	50%						89%					84%					88%					94%				
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	-	0	0	0	0	0	-	0	
Cars	0	4	0	2	-	6	4	66	394	3	-	467	0	47	0	57	-	104	8	3	407	84	-	502	1079	
Single Unit Trucks	0	0	0	0	-	0	0	1	3	0	-	4	0	0	0	0	-	0	0	0	3	1	-	4	8	
Combination Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	4	
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
Cars (%)	0.00	100.00	0.00	100.00	-	100.00	100.00	98.51	99.24	100.00	-	99.15	0.00	100.00	0.00	100.00	-	100.00	100.00	100.00	98.31	98.82	-	98.43	98.90	
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	1.49	0.76	0.00	-	0.85	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.72	1.18	-	0.78	0.73	
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.97	0.00	-	0.78	0.37	

Peak Rolling 15min Flow Rates  
 Classification: ALL

TIME	Southbound						Westbound						Northbound						Eastbound						Int Total
	Local Access						Bruton Rd (East)						Cheyenne Rd						Bruton Rd (West)						
	U-Turn 4.1	Left 4.2	Thru 4.3	Right 4.4	Peds 4a	App Total	U-Turn 4.5	Left 4.6	Thru 4.7	Right 4.8	Peds 4b	App Total	U-Turn 4.9	Left 4.10	Thru 4.11	Right 4.12	Peds 4c	App Total	U-Turn 4.13	Left 4.14	Thru 4.15	Right 4.16	Peds 4d	App Total	
Grand Total	0	0	0	4	0	4	4	104	416	4	0	528	0	72	0	52	0	124	0	4	404	100	0	508	1164
Approach (%)	0.00	0.00	0.00	100.00	0.00		0.76	19.70	78.79	0.76	0.00		0.00	58.06	0.00	41.94	0.00		0.00	0.79	79.53	19.69	0.00		
Total (%)	0.00	0.00	0.00	0.34	0.00	0.34	0.34	8.93	35.74	0.34	0.00	45.36	0.00	6.19	0.00	4.47	0.00	10.65	0.00	0.34	34.71	8.59	0.00	43.64	
P/Cycle	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Cars	0	0	0	4	-	4	4	104	416	4	-	528	0	72	0	52	-	124	0	4	404	100	-	508	1164
Single Unit Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Combination Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
P/Cycle (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
Cars (%)	0.00	0.00	0.00	100.00	-	100.00	100.00	100.00	100.00	100.00	-	100.00	0.00	100.00	0.00	100.00	-	100.00	0.00	100.00	100.00	100.00	-	100.00	100.00
Single Unit Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00
Combination Trucks (%)	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00

APPENDIX C  
CAPACITY ANALYSIS

EXISTING CONDITIONS  
CAPACITY ANALYSES

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	495	14	10	603	13	23
Future Vol, veh/h	495	14	10	603	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	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	538	15	11	655	14	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	553	0	830
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	284
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	639	-	377
Stage 1	-	-	-	-	454
Stage 2	-	-	-	-	678
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	639	-	371
Mov Cap-2 Maneuver	-	-	-	-	371
Stage 1	-	-	-	-	454
Stage 2	-	-	-	-	666

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	497	-	-	639	-
HCM Lane V/C Ratio	0.079	-	-	0.017	-
HCM Control Delay (s)	12.9	-	-	10.7	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	518	605	12	0	8
Future Vol, veh/h	0	518	605	12	0	8
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	0	563	658	13	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	563
HCM Lane V/C Ratio	-	-	-	0.015
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑↑	↑↑↑	↘	↘	
Traffic Vol, veh/h	94	424	525	53	36	92
Future Vol, veh/h	94	424	525	53	36	92
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	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	102	461	571	58	39	100

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	629	0	-	0	988 315
Stage 1	-	-	-	-	600 -
Stage 2	-	-	-	-	388 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	589	-	-	-	315 581
Stage 1	-	-	-	-	421 -
Stage 2	-	-	-	-	600 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	589	-	-	-	261 581
Mov Cap-2 Maneuver	-	-	-	-	261 -
Stage 1	-	-	-	-	348 -
Stage 2	-	-	-	-	600 -

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	17.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	589	-	-	-	432
HCM Lane V/C Ratio	0.173	-	-	-	0.322
HCM Control Delay (s)	12.4	-	-	-	17.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.4

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	377	83	36	450	128	87
Future Vol, veh/h	377	83	36	450	128	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	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	410	90	39	489	139	95

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	500	0	729
Stage 1	-	-	-	-	455
Stage 2	-	-	-	-	274
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	677	-	423
Stage 1	-	-	-	-	513
Stage 2	-	-	-	-	686
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	677	-	398
Mov Cap-2 Maneuver	-	-	-	-	398
Stage 1	-	-	-	-	513
Stage 2	-	-	-	-	646

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	470	-	-	677	-
HCM Lane V/C Ratio	0.497	-	-	0.058	-
HCM Control Delay (s)	20	-	-	10.6	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	2.7	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖	↑↑↑	↘	
Traffic Vol, veh/h	509	12	15	518	6	15
Future Vol, veh/h	509	12	15	518	6	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	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	553	13	16	563	7	16

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	566	0	817 283
Stage 1	-	-	-	-	560 -
Stage 2	-	-	-	-	257 -
Critical Hdwy	-	-	5.34	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	3.12	-	3.82 3.92
Pot Cap-1 Maneuver	-	-	631	-	383 609
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	700 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	631	-	373 609
Mov Cap-2 Maneuver	-	-	-	-	373 -
Stage 1	-	-	-	-	445 -
Stage 2	-	-	-	-	683 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	516	-	-	631	-
HCM Lane V/C Ratio	0.044	-	-	0.026	-
HCM Control Delay (s)	12.3	-	-	10.9	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	524	475	32	0	58
Future Vol, veh/h	0	524	475	32	0	58
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	0	570	516	35	0	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	276
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	615
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	615
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.5
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	615
HCM Lane V/C Ratio	-	-	-	0.103
HCM Control Delay (s)	-	-	-	11.5
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↙	↑↑↑	↑↑↑	↘	↘	
Traffic Vol, veh/h	14	510	439	41	15	68
Future Vol, veh/h	14	510	439	41	15	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	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	15	554	477	45	16	74

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	522	0	-	0	752
Stage 1	-	-	-	-	500
Stage 2	-	-	-	-	252
Critical Hdwy	5.34	-	-	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	3.12	-	-	-	3.82
Pot Cap-1 Maneuver	661	-	-	-	412
Stage 1	-	-	-	-	483
Stage 2	-	-	-	-	704
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	661	-	-	-	403
Mov Cap-2 Maneuver	-	-	-	-	403
Stage 1	-	-	-	-	472
Stage 2	-	-	-	-	704

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	661	-	-	-	571
HCM Lane V/C Ratio	0.023	-	-	-	0.158
HCM Control Delay (s)	10.6	-	-	-	12.5
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.6

Intersection						
Int Delay, s/veh	2.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖ ↑↑↑	↑↑↑	↘	
Traffic Vol, veh/h	440	85	67	433	47	57
Future Vol, veh/h	440	85	67	433	47	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	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	478	92	73	471	51	62

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	570	0	858 285
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	334 -
Critical Hdwy	-	-	5.34	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	-	-	3.12	-	3.82 3.92
Pot Cap-1 Maneuver	-	-	628	-	366 607
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	639 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	628	-	324 607
Mov Cap-2 Maneuver	-	-	-	-	324 -
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	565 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	628	-
HCM Lane V/C Ratio	0.26	-	-	0.116	-
HCM Control Delay (s)	16.2	-	-	11.5	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1	-	-	0.4	-

PROJECTED CONDITIONS  
CAPACITY ANALYSES

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↖	↑↑↑	↘	
Traffic Vol, veh/h	613	14	10	703	13	23
Future Vol, veh/h	613	14	10	703	13	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	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	666	15	11	764	14	25

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	681	0	1002
Stage 1	-	-	-	-	674
Stage 2	-	-	-	-	328
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	556	-	310
Stage 1	-	-	-	-	381
Stage 2	-	-	-	-	644
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	556	-	304
Mov Cap-2 Maneuver	-	-	-	-	304
Stage 1	-	-	-	-	381
Stage 2	-	-	-	-	631

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	14.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	429	-	-	556	-
HCM Lane V/C Ratio	0.091	-	-	0.02	-
HCM Control Delay (s)	14.2	-	-	11.6	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	636	705	12	0	8
Future Vol, veh/h	0	636	705	12	0	8
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	0	691	766	13	0	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	-	0	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	-
Pot Cap-1 Maneuver	0	-	-
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	520
HCM Lane V/C Ratio	-	-	-	0.017
HCM Control Delay (s)	-	-	-	12
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection						
Int Delay, s/veh	19.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	212	424	525	103	79	192
Future Vol, veh/h	212	424	525	103	79	192
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	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	230	461	571	112	86	209

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	683	0	-	0	1271 342
Stage 1	-	-	-	-	627 -
Stage 2	-	-	-	-	644 -
Critical Hdwy	5.34	-	-	-	5.74 7.14
Critical Hdwy Stg 1	-	-	-	-	6.64 -
Critical Hdwy Stg 2	-	-	-	-	6.04 -
Follow-up Hdwy	3.12	-	-	-	3.82 3.92
Pot Cap-1 Maneuver	555	-	-	-	226 558
Stage 1	-	-	-	-	406 -
Stage 2	-	-	-	-	442 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	555	-	-	-	132 558
Mov Cap-2 Maneuver	-	-	-	-	132 -
Stage 1	-	-	-	-	238 -
Stage 2	-	-	-	-	442 -

Approach	EB	WB	SB
HCM Control Delay, s	5.3	0	98.7
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	555	-	-	-	288
HCM Lane V/C Ratio	0.415	-	-	-	1.023
HCM Control Delay (s)	16	-	-	-	98.7
HCM Lane LOS	C	-	-	-	F
HCM 95th %tile Q(veh)	2	-	-	-	10.9

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	420	83	36	500	128	87
Future Vol, veh/h	420	83	36	500	128	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	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	457	90	39	543	139	95

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	547	0	797
Stage 1	-	-	-	-	502
Stage 2	-	-	-	-	295
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	644	-	392
Stage 1	-	-	-	-	482
Stage 2	-	-	-	-	669
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	644	-	368
Mov Cap-2 Maneuver	-	-	-	-	368
Stage 1	-	-	-	-	482
Stage 2	-	-	-	-	628

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	22.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	644	-
HCM Lane V/C Ratio	0.531	-	-	0.061	-
HCM Control Delay (s)	22.1	-	-	11	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	3	-	-	0.2	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↑	↑↑↑	↑	
Traffic Vol, veh/h	573	12	15	622	6	15
Future Vol, veh/h	573	12	15	622	6	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	80	-	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	623	13	16	676	7	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	636	0	932
Stage 1	-	-	-	-	630
Stage 2	-	-	-	-	302
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	584	-	336
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	664
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	584	-	327
Mov Cap-2 Maneuver	-	-	-	-	327
Stage 1	-	-	-	-	404
Stage 2	-	-	-	-	646

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	584	-
HCM Lane V/C Ratio	0.048	-	-	0.028	-
HCM Control Delay (s)	13	-	-	11.3	-
HCM Lane LOS	B	-	-	B	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			↑
Traffic Vol, veh/h	0	588	579	32	0	58
Future Vol, veh/h	0	588	579	32	0	58
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	0	639	629	35	0	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	332
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	7.14
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.92
Pot Cap-1 Maneuver	0	-	-	-	0 566
Stage 1	0	-	-	-	0 -
Stage 2	0	-	-	-	0 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	566
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	12.2
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	566
HCM Lane V/C Ratio	-	-	-	0.111
HCM Control Delay (s)	-	-	-	12.2
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.4

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑↑	↑↑↑		↘	
Traffic Vol, veh/h	78	510	439	69	60	172
Future Vol, veh/h	78	510	439	69	60	172
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	55	-	-	-	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	85	554	477	75	65	187

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	552	0	-	0	907
Stage 1	-	-	-	-	515
Stage 2	-	-	-	-	392
Critical Hdwy	5.34	-	-	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	3.12	-	-	-	3.82
Pot Cap-1 Maneuver	640	-	-	-	346
Stage 1	-	-	-	-	473
Stage 2	-	-	-	-	597
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	640	-	-	-	300
Mov Cap-2 Maneuver	-	-	-	-	300
Stage 1	-	-	-	-	410
Stage 2	-	-	-	-	597

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	640	-	-	-	484
HCM Lane V/C Ratio	0.132	-	-	-	0.521
HCM Control Delay (s)	11.5	-	-	-	20.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	3

Intersection						
Int Delay, s/veh	2.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑		↘	↑↑↑	↘	
Traffic Vol, veh/h	485	85	67	461	47	57
Future Vol, veh/h	485	85	67	461	47	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	70	-	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	527	92	73	501	51	62

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	619	0	919
Stage 1	-	-	-	-	573
Stage 2	-	-	-	-	346
Critical Hdwy	-	-	5.34	-	5.74
Critical Hdwy Stg 1	-	-	-	-	6.64
Critical Hdwy Stg 2	-	-	-	-	6.04
Follow-up Hdwy	-	-	3.12	-	3.82
Pot Cap-1 Maneuver	-	-	595	-	341
Stage 1	-	-	-	-	437
Stage 2	-	-	-	-	630
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	595	-	299
Mov Cap-2 Maneuver	-	-	-	-	299
Stage 1	-	-	-	-	437
Stage 2	-	-	-	-	553

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	17.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	-	-	595	-
HCM Lane V/C Ratio	0.277	-	-	0.122	-
HCM Control Delay (s)	17.2	-	-	11.9	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	1.1	-	-	0.4	-

APPENDIX D  
TRIP GENERATION CALCULATIONS

## Middle School/Junior High School (522)

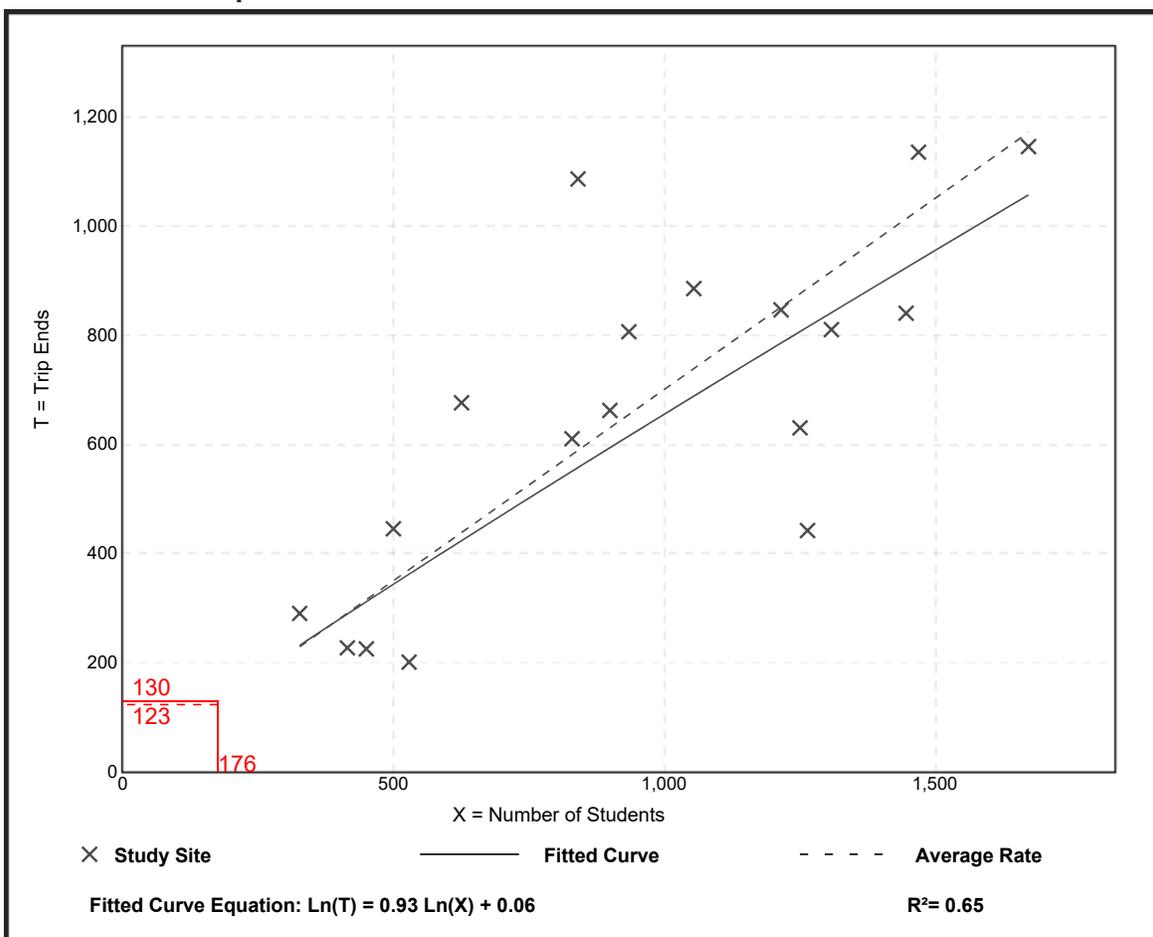
**Vehicle Trip Ends vs: Students**  
**On a: Weekday,**  
**AM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 18  
 Avg. Num. of Students: 947  
 Directional Distribution: 55% entering, 45% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.70	0.35 - 1.29	0.22

### Data Plot and Equation



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## Middle School/Junior High School (522)

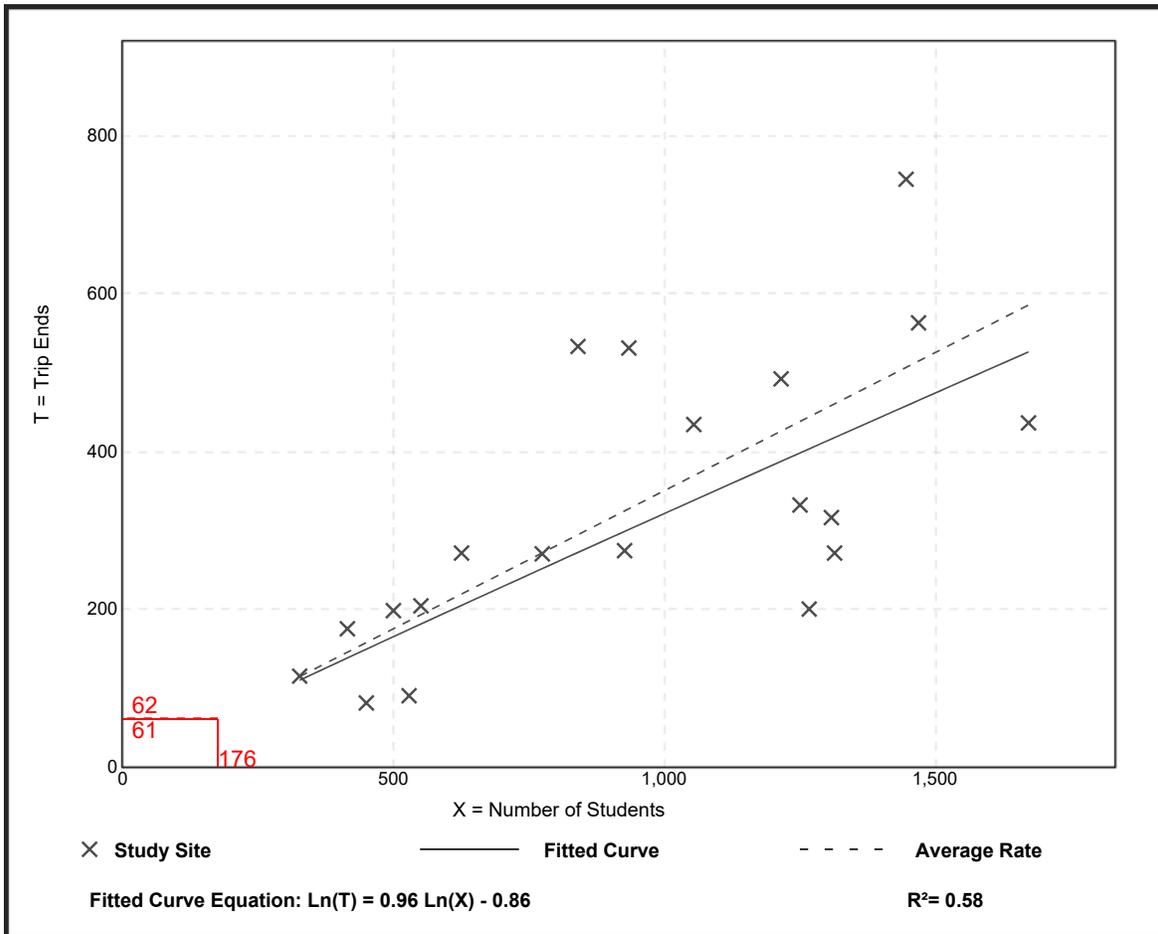
**Vehicle Trip Ends vs: Students**  
**On a: Weekday,**  
**PM Peak Hour of Generator**

**Setting/Location: General Urban/Suburban**  
 Number of Studies: 20  
 Avg. Num. of Students: 944  
 Directional Distribution: 46% entering, 54% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.35	0.16 - 0.63	0.13

### Data Plot and Equation



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## Middle School/Junior High School (522)

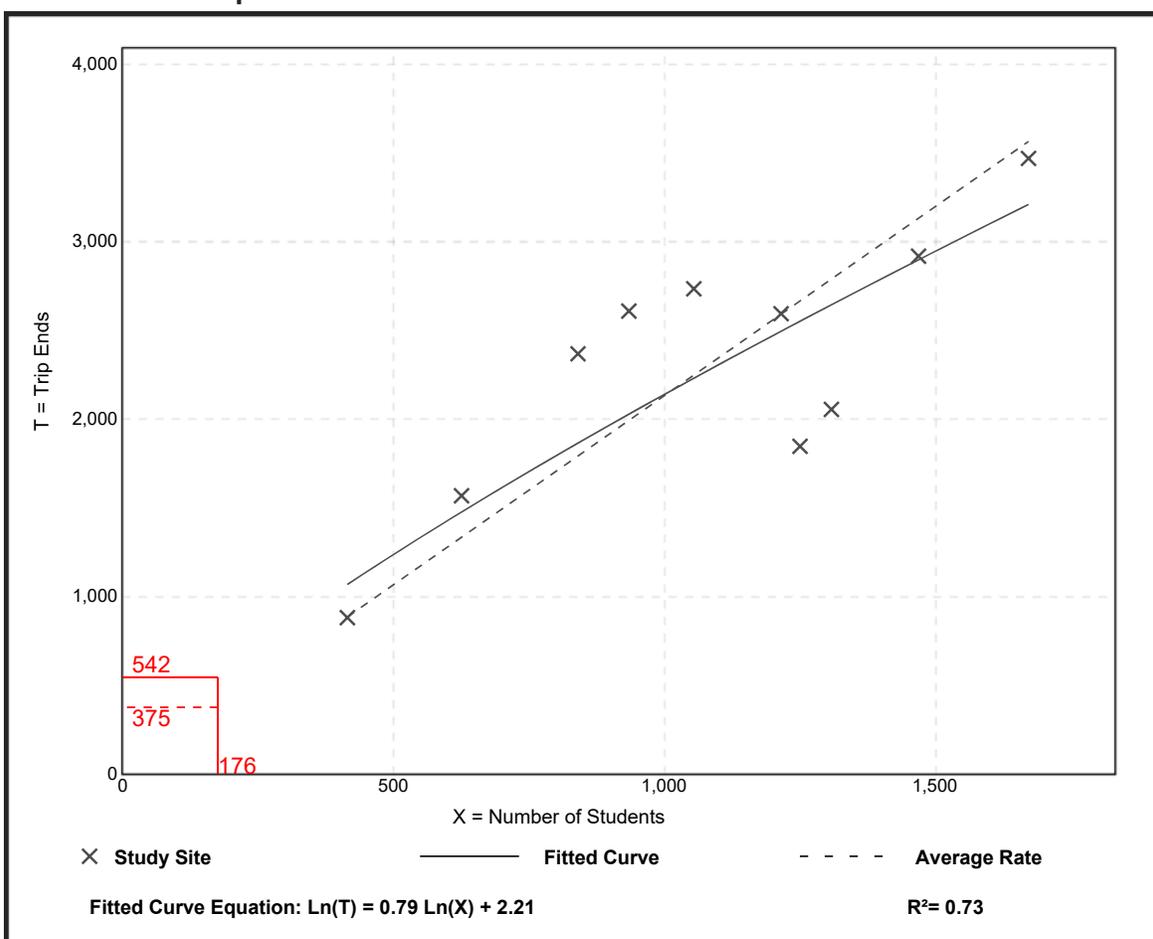
**Vehicle Trip Ends vs: Students**  
**On a: Weekday**

**Setting/Location: General Urban/Suburban**  
Number of Studies: 10  
Avg. Num. of Students: 1079  
Directional Distribution: 50% entering, 50% exiting

### Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
2.13	1.48 - 2.81	0.46

### Data Plot and Equation



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## TRIP GENERATION

### Golden Rule School – Pleasant Grove

Existing Enrollment – 167 students

Additional Students – 176 students

Existing AM Entering Traffic = 159 vehicles

Existing AM Exiting Traffic = 136 vehicles

Existing PM Entering Traffic = 87 vehicles

Existing PM Exiting Traffic = 141 vehicles

New AM Entering Trips =  $(159/167) * 176$

New AM Entering Trips = 168

New AM Exiting Trips =  $(136/167) * 176$

New AM Exiting Trips = 143

New PM Entering Trips =  $(87/167) * 176$

New PM Entering Trips = 92

New PM Exiting Trips =  $(141/167) * 176$

New PM Exiting Trips = 149